



# **TOWN OF CLAREMONT**

## **ORDINARY COUNCIL MEETING**

### **MINUTES**

**TUESDAY 4 JULY, 2017**

**Liz Ledger**

**CHIEF EXECUTIVE OFFICER**

**Date:**

## **DISCLAIMER**

Would all members of the public please note that they are cautioned against taking any action as a result of a Council decision tonight until such time as they have seen a copy of the Minutes or have been advised, in writing, by the Council's Administration with regard to any particular decision.

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**TOWN OF CLAREMONT**  
**ORDINARY COUNCIL MEETING**  
**4 JULY, 2017**  
**MINUTES**

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**1 DECLARATION OF OPENING/ANNOUNCEMENT OF VISITORS**

His Worship the Mayor, Mr Jock Barker, welcomed members of the public, staff and Councillors and declared the meeting open at 7:00PM.

**2 RECORD OF ATTENDANCE/APOLOGIES/LEAVE OF ABSENCE**

**ATTENDANCE**

**Mayor Barker**

**Cr Chris Mews**

**South Ward**

**Cr Jill Goetze**

**South Ward**

**Cr Paul Kelly**

**South Ward**

**Cr Karen Wood**

**West Ward**

**Cr Peter Browne**

**West Ward**

**Cr Peter Edwards**

**West Ward**

**Cr Bruce Haynes**

**East Ward**

**Cr Alastair Tulloch**

**East Ward**

**Cr Kate Main**

**East Ward**

**Ms Liz Ledger (Chief Executive Officer)**

**Mr Les Crichton (Executive Manager Corporate and Governance)**

**Mr Saba Kirupanather (Executive Manager Infrastructure)**

**Mr David Vinicombe (Executive Manager Planning and Development)**

**Ms Cathy Bohdan (Executive Manager People and Places)**

**Ms Katie Bovell (Governance Officer)**

**Twenty eight members of the public**

**One member of the press**

**3 DISCLOSURE OF INTERESTS**

**NIL**

**4 RESPONSE TO PREVIOUS PUBLIC QUESTIONS TAKEN ON NOTICE**

**NIL**

**5 PUBLIC QUESTION TIME**

**Mr Jonathan Huston, 94 Alfred Road, Claremont.  
Re: High Voltage Power lines.**

*Questions:*

1. Could the council please clearly publish a HVP map depicting those road sections (as above), where underground power is not applicable – as the rate payers in those streets, may be under the mistaken belief that they may in fact be directly benefitting from the program – when in fact they will not?
2. Did the council; in its survey inform those HVP impacted residents that powerline in their immediate frontage or proximity would not actually be made underground? If not why not?
3. If the HVP impacted residents were not directly informed, will the Council now commit to informing those residents that they will have underground power? If not, why not?
4. Will the council undertake to not charge local residents who will retain frontage to HVP? If not, why not?

*Answer:* The Mayor took the questions on notice.

**Mr Jonathan Huston, 94 Alfred Road, Claremont.  
Re: TOC Strategic Plan and Local Spend.**

*Questions:*

1. If no data is available, no data is being assessed and you have not weighting tenders for local businesses, then under what basis is council 'developing and implementing business improvement to support local business? – as per Objective 2 of your corporate plan?
  2. If 'no data has been assessed' or you 'do not have the data', why is the council or how is the council, under the stated principles of "Transparency and integrity" able to verify the published KPI to local businesses that it is maintaining or increasing rate payers spend on local businesses – when in fact there is no evidence of this. Why council approve a KPI that is not verified?
  3. Will the council be issuing a statement to local businesses retracting the KPI or explaining it has no method of claiming success in a stated objective, for which you have no evidence of doing so? If not, why not?
  4. Will the Council continue to not weight local business in its procurement? If not, why not?
  5. Can the Mayor give his political undertaking that all other achieved KPIs are evidence based?
-

*Answer:* The Mayor took the questions on notice.

**6 PUBLIC STATEMENT TIME**

**Ms Susan Britton-Price, 7/88 Davies Road, Claremont.  
Re: Item 12.1.1, Lake Claremont Advisory Committee Operational Plan  
2017-18 Budget Considerations.**

Ms Britton-Price spoke in favour of option 1 being the preferred option for a dog fence at Lake Claremont.

**Dr Karen McQuillan, 21 Wright Avenue, Swanbourne.  
Re: Item 13.1.1, Queenslea Drive School Crossing.**

Dr McQuillan spoke in favour of the officer recommendation.

**Mr Alan Jones, 23 Freshwater Parade, Claremont.  
Re: Item 13.1.1, Queenslea Drive School Crossing.**

Mr Jones spoke in favour of the officer recommendation.

**Mr Oliver Henderson, 28 Fern Street, Swanbourne.  
Re: Item 13.1.1, Queenslea Drive School Crossing.**

Mr Henderson spoke in favour of the officer recommendation.

**Ms Sonya Viveash, 1/54 Second Avenue, Claremont.  
Re: Item 13.3.2, Second Avenue Traffic Management.**

Ms Viveash spoke against the officer recommendation.

**7 APPLICATIONS FOR LEAVE OF ABSENCE**

NIL.

**8 PETITIONS/DEPUTATIONS/PRESENTATIONS**

NIL.

**9 CONFIRMATION OF MINUTES OF PREVIOUS MEETINGS**

**Moved Cr Tulloch, seconded Cr Browne**

**That the minutes of the Ordinary Meeting of Council held on 27 June  
2017 be confirmed.**

**CARRIED(107/17)  
(NO DISSENT)**

**10 ANNOUNCEMENT OF CONFIDENTIAL MATTERS FOR WHICH MEETING  
MAY BE CLOSED TO THE PUBLIC**

Item 17.1.1, Ground Maintenance Subsidy - Request for Review by Claremont Recreation Club.

**11 BUSINESS NOT DEALT WITH FROM A PREVIOUS MEETING**

NIL.

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## 12 REPORTS OF COMMITTEES

### 12.1 LAKE CLAREMONT ADVISORY COMMITTEE OPERATIONAL

#### 12.1.1 LAKE CLAREMONT ADVISORY COMMITTEE OPERATIONAL PLAN 2017-18 BUDGET CONSIDERATIONS

<b>File Ref:</b>	<b>GOV00051</b>
<b>Attachments:</b>	<a href="#">Lake Claremont Operation Plan 2017-18 draft FINAL</a>
<b>Responsible Officer:</b>	<b>Liz Ledger</b> <b>Chief Executive Officer</b>
<b>Author:</b>	<b>Stephen Goode</b>
<b>Proposed Meeting Date:</b>	<b>4 July 2017</b>

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#### **Purpose**

To present some outcomes from the Lake Claremont Advisory Committee meeting of 11 May 2017 together with the Lake Claremont Operational Plan 2017-2018.

#### **Background**

A report was withdrawn from the OCM of 27 June 2017 to allow this new report which has been drafted to clarify a range of questions raised by council members as well as to seek Council acknowledgement of the Lake Claremont Operational Plan 2017-18.

An Operational Plan is prepared each year derived from the Lake Claremont Management Plan 2016-21 (LCMP). The 2017-18 operational plan captures actions outlined in the LCMP and carried over items from the previous year's Operational Plan 2016-17. Although this is an operational tool it is presented to Council to ensure members are aware of the planned works and activities for the coming year.

The role of the Lake Claremont Advisory Committee (LCAC) is to give advice to Council on matters pertaining to Lake Claremont and its surrounds.

At a meeting held on the 11<sup>th</sup> of May the committee was presented with a list of budget items to be considered by the Council as part of the upcoming financial year budget request process. The Operational Plan was also presented to the meeting.

#### **Discussion**

##### Budget Items

The following draft budget items were presented and discussed with the Advisory Committee;

1. Lake Claremont Precinct consultation and informal sports equipment - \$25,000
  2. Self closing gates in three locations on the eastern side of the lake - \$25,000
  3. Lapsley Road Play space for 12+ & BBQ/ Picnic facility - \$100,000
  4. Turtle survey - \$15,000
  5. Play facility (proposed near the Cafe and Golf Course) - \$25,000
  6. Water quality program - \$10,000 (non recurrent budget)
  7. Pruning to remove deadwood - \$10,000 (maintenance budget)
-

The LCAC noted the above items and voted that two items be changed. These motions by the committee are recommendations for consideration by the Council.

The Committee resolution was-

*That the Committee*

- 1. Notes the draft budget items for 2017-18 financial year.*
- 2. Recommends an allocation of \$65,500 in the draft 2017-18 budget to fence the dog exercise area on all four sides with 1.2 m high ringlock fence.*
- 3. Recommends budget item 5 in the report (play facility proposed near the Cafe and Golf Course - \$25,000) be deleted.*

The LCAC discussed in detail the type and location of fencing of the dog exercise area to confine activities of the dogs and keep them away from adjacent traffic. In 2014, after initially making a proposal for a budget to provide for 'dog agility equipment, fencing and on street parking', the LCAC, and then Council, were not in favour of fencing the area and approved planting a hedge to deter dogs running out of the dog exercise area. The idea of fencing was discussed in the informal meeting of the members of the LCAC on 6 April and again at the LCAC meeting on 11 May 2017. Committee discussion indicated that some of the users of the dog exercise area have raised some safety concerns for the dogs.

Fencing of the dog off lead exercise area has been considered by Council previously. Each time Council has resolved to not support fencing. For example when adopting the Lake Claremont Management Plan 2016-21 on 18 October 2016 the report to Council advised –

Section 2.1.2 has been updated to reflect the changes made by Council earlier this year in relation to extension of the dog area south to Lakeway Street and the decision of Council not to fence the area in.

When community consultation has occurred which included fencing of the dog off lead area there was some support but more respondents were opposed to fencing.

The LCAC recommendation was apparently based on the observation that some users of the dog exercise area had raised concerns about safety for dogs. In this context nothing appears to have changed since previous consideration of the fencing of the area. Previously those in favour of fencing indicated concerns that dogs might run out onto surrounding streets thereby being put in danger. The other viewpoint was essentially that dog owners wanted their dogs to be able to run freely and that fencing would adversely impact the amenity of the parkland.

In the absence of new substantiated reasons for re-considering fencing of the dog off lead exercise area the committee recommendation is not supported.

The committee recommended that item 5, Play Facility, be removed from the budgetary process as it is too close to the tees and greens of the Golf Course. This item was recommended by the Lake Claremont Recreation Working Party and approved by the Council on 16 February 2016. The project was adopted to be included in the 2016-17 Budget but this did not occur, most probably because of the golf course project. Funding has been included in the 2017 -18 Draft Budget. The Lake Claremont Management Plan 2016-21 includes the provision of 'toddler play area' in section 2.9. The officer intention for this project is to undertake

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consultation with stakeholders to determine the type of playground to be developed. The location has not been finalised but will definitely not be where it will be in conflict with the golf tees or greens.

There is no substantiated reason to review Council's previous approval for the playground and therefore the committee recommendation has not been supported.

#### Operational Plan

The Operational Plan 2017-18 details a selection of plant species for the eastern buffer zone according to the "Plant height guide for Lake buffer area" and "Potential plant species selected for each zone, based on past plantings" shown in Appendix 2. The plant species will be selected from the available stock in the nurseries, in consultation with FOLC and Bush Care officer and approved by the Supervisor of Parks and Environment. Some variations may occur on the types of plant species depending on the availability but will be selected to suit the height restrictions for different zones. Appendix 3 – Winter Planting Map shows the planting areas for winter 2017 and winter 2018.

LCAC members also discussed shade provisions on the path on the eastern side of the lake as they felt it was quite open, hot and unpleasant in summer. This concern has been raised on other occasions as part of the community consultation and surveys regarding Lake Claremont. This could be addressed by sparse planting of large trees (such as flooded gum or tuart) on the western (lake) side of the path. The committee did not formally recommend this planting and the proposal is presented as a reflection of the committee member's discussions.

In recommending that some shade trees be planted the Town's officers acknowledge the Council adoption of the plant height guide. Care will be exercised to ensure the plantings are very well spaced so they do not form an impediment to viewing of the lake from the pathway.

At the meeting the LCAC members suggested Item 5.1.11 'investigate the feasibility of establishing an appropriately scaled natural and cultural heritage centre near or on the location of the shed', be removed as it is not considered to be an operational item and requires consideration by Council. This was not adopted as a committee recommendation to Council. In the withdrawn report the officers recommended removing the item from the Operational Plan while keeping this action as part of 5 year plan due to its complexity and potential future funding requirements.

Discussions have been begun with Scotch College about an Indigenous, Environmental & Cultural facility. The discussions are at the very early stage but progress in firming up purpose, location (note this might not be 'near the shed'), type and use of building, users and funding partners could be well advanced during the 2017-18 financial year. This new information was not known to the authors of the withdrawn report. It is not appropriate to delete the item from the Operational Plan because the project is being actively worked on and this will continue throughout 2017-2018.

The LCAC recommended the draft Lake Claremont Operational Plan 2017-18 to Council, while noting 'with regret the failure to implement thus far the following items

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in the 2016-17 Operational Plan: signage, Henshaw Drain, play space, informal sports equipment and Lakeway parking and the failure to consult the LCAC regarding toilet at Stirling Road Park and to indicate future action on this matter’.

The LCMP contains multiple actions for signage including; directional, bird, heritage, self guided walks and environmental information. The coordination is complex and is required to meet a consistent standard across the Town and will be reviewed in the 2017-18 year. The Town has installed some directional signage in the area and has developed concepts for the bird signage which was endorsed at the Ordinary Council Meeting 17 May 2016; however there are now investigations to include a QR code for each bird. This work needs to be considered with care to prevent the ad-hoc installation and style of signs.

Designs for the Henshaw Drain have been developed however the requirement for a section 18 is under discussion with the Department of Aboriginal Affairs. This is resulting in a delay beyond officer control.

The Lakeway parking will be constructed by 30 June 2017.

The Lake Claremont Operation Plan 2016-17 did not contain actions for a play space and informal sports equipment as noted above by the LCAC. These will be done in 2017-18.

The consideration of a public toilet has not yet progressed following a three month trial period. No funds have been budgeted for 2017-18 which means the matter will not be addressed in the life of this Operational Plan.

### **Past Resolutions**

Ordinary Council Meeting 4 April 2017:

*That Council*

*1. Adopts the Lake Claremont Management Plan (LCMP) 2016-21 subject to; a. removing ‘sporting’ and replace with ‘cultural’ in section 1.5*

*b. modifying section 1.11 on last line to read ‘The level of impact associated with these land uses will continue to be monitored through the ongoing comprehensive water quality monitoring program that is currently in place, further discussion of water quality appears in Appendix 1.’*

*c. adding the Western suburbs greening plan to Table 1 on page 10 as a guiding document*

*d. changing point 2 of section 4.4.1 of LCMP so it reads ‘Ensure conservation, restoration and revegetation activities are consistent with the elements of the former Lake Claremont Parkland: concept plan and 2010 Lake Claremont Management Plan’*

*e. a minor correction on page 20 of the LCMP in section 2.9. Change from ‘...facilities to cater for 10-12+ years of age...’ to ‘...facilities to cater for 12+ years of age...’*

*f. rewording first point in section 4.5.1 of LCMP ‘Minimise negative impacts to native fauna, with particular attention paid to avifauna and the Chelodina colliei’*

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*g. replacing 'broaden' with 'continue' on the second recommendations of both sub headings in section 4.42 of LCMP*

*h. rewording objective under section 5.0 through to section 5.1.11 of LCMP to read "Recognise that the lake and its surrounds have high social, environmental and cultural values within the community".*

*i. modifying Appendix one, section 1.2 of LCMP to include the final paragraph "Less than 20% of the wetlands on the Swan Coastal Plain remain. In the western suburbs there are only a few protected conservation category wetlands which include Lake Monger, Perry Lakes, Herdsman Lake, Lake Gwelup and Lake Claremont."*

*j. include section 1.1, the Vision, and section 1.2, Management Plan Objectives, in the executive summary.*

*2. Thank the South West Aboriginal Land and Sea Council for facilitating the presentation of the Lake Claremont Management Plan 2016-21 to the Whadjuk Working Party.*

Lake Claremont Advisory Committee Meeting 23 February 2017

*That Council*

*1. Supports the Lake Claremont Management Plan (LCMP) 2016-21 subject to;*

*a. removing 'sporting' and replace with 'cultural' in section 1.5*

*b. modifying section 1.11 on last line to read 'The level of impact associated with these land uses will continue to be monitored through the ongoing comprehensive water quality monitoring program that is currently in place, further discussion of water quality appears in Appendix 1.'*

*c. adding the Western suburbs greening plan to Table 1 on page 10 as a guiding document*

*d. changing point 2 of section 4.4.1 of LCMP so it reads 'Ensure conservation, restoration and revegetation activities are consistent with the elements of the former Lake Claremont Parkland: concept plan and 2010 Lake Claremont Management Plan'*

*e. a minor correction on page 20 of the LCMP in section 2.9. Change from '...facilities to cater for 10-12+ years of age...' to '...facilities to cater for 12+ years of age...'*

*f. rewording first point in section 4.5.1 of LCMP 'Minimise negative impacts to native fauna, with particular attention paid to avifauna and the Chelodina colliei'*

*g. replacing 'broaden' with 'continue' on the second recommendations of both sub headings in section 4.42 of LCMP*

*h. rewording objective under section 5.0 through to section 5.1.11 of LCMP to read "Recognise that the lake and its surrounds have high social, environmental and cultural values within the community".*

*i. modifying Appendix one, section 1.2 of LCMP to include the final paragraph "Less than 20% of the wetlands on the Swan Coastal Plain remain. In the western suburbs there are only a few protected conservation category wetlands which include Lake Monger, Perry Lakes, Herdsman Lake, Lake Gwelup and Lake Claremont."*

*j. include section 1.1, the Vision, and section 1.2, Management Plan Objectives, in the executive summary.*

2. *Agrees that once LCMP is updated with changes above, it be submitted to the South West Aboriginal Land and Sea Council in March 2017 for aboriginal consultation and approval.*

Ordinary Council Meeting 18 October 2016:

*That Council approves the release of the updated Lake Claremont Management Plan 2016-21 for public consultation subject to the following:*

1. *Acknowledges that a separate report will be presented to Council with the recommendation of LCAC regarding the Moreton Bay Figs (*Ficus macrophylla*)*
2. *Approves the inclusion of Hills Figs (*Ficus microcarpa hillii*) in the woody weeds table 2.5.1 in Appendix 2 with a proposed removal within the next 5 years*
3. *A comprehensive report on alternative weed control methods including but not limited to steam be presented at a Council meeting for consideration prior to finalisation of Lake Claremont Management Plan 2016-21 public consultation report.*

Ordinary Council Meeting 20 September 2016:

That Council

*That the item be deferred back to Administration.*

*Reason: To clarify the issues that have been presented*

1. *Balance between Lake Claremont Management Plan and the Lake Claremont Parkland Use Recreation Working Party Plan.*
2. *Plantings up to 1 metre and the view corridors.*
3. *European Heritage of Morten Bay figs.*
4. *Dog fence*
5. *Steam versus Glysofate*

Lake Claremont Advisory Committee Meeting 25 August 2016:

*That the Committee recommends that Council:*

1. *Release the Lake Claremont Management Plan 2016-21 for public consultation subject to the following;*
  - a. *Interpretive shelter to be left in plan with reference made to the proposed multiuse function room at the Aquatic Centre redevelopment being available for talks, meetings and training by use of community groups and a business plan be prepared for an environmental education centre.*
  - b. *Continue to provide views of the lake by using low plantings with an indicative height between 600mm and 1 metre height on the eastern side of the lake and other vistas be created through the removal of established non native trees which provide the Town opportunities to revegetate with endemic species in those areas to improve biodiversity and maintain long term viability of the bushland."*
  - c. *Figure 7.2 be amended by deleting Town Of Claremont ownership of Lake Way and replacing "boundary" and "shoreline."*
  - d. *Update figure 7.6 to show in particular current approved dog exercise area and Par 3 Golf Course.*
2. *The five year implementation plan (Section 5 of draft Lake Claremont Management Plan) to inform priorities of all identified actions.*

3. *Recommends the development of an appendix for land use to be created and include the Golf/Pool upgraded facilities for next management plan review in 2021.*

Ordinary Council Meeting 3 May 2016

*That no further action be taken by officers about the proposal to consider a dog fence around Lake Claremont.*

Ordinary Council Meeting 16 Feb 2016:

*That*

1. *Council receive this report about the consultation outcomes regarding the Lake Claremont Parkland Recreation Use Plan;*
2. *Council endorse the recommendations of the Lake Claremont Parkland Recreation Use Plan (as amended by Council resolution 224/15) through modification to the Lake Claremont Parkland Concept Plan 2010 other than the recommendations relating to the dog exercise area which is to be dealt with separately;*
3. *Give consideration in the mid-year budget review to allocation of \$56,000 for the proposed 2015-2016 projects;*
4. *The necessary provision for funding be included for the listed 2016-17 and 2017-18 projects when the Town's Forward Financial Plan is reviewed;*
5. *Opportunities for funding partnerships and grant funding be investigated by the Administration;*
6. *Further consideration be given in 2018 to consider further initiatives in time for consideration during budget deliberations for 2018-19;*
  7. *Refer to the Lake Claremont Committee for consideration and recommendation to Council – a) the proposal for the dog proof fence around Lake Claremont;*
    - b) *the proposal to retain all fig trees as recognition of the European heritage of the precinct; and*
8. *Direct that public notice be given of the proposal to amend the Dogs in Public Places Policy LV127 by extending the existing area south to the proposed Lakeway Street parking area extension.*

Lake Claremont Advisory Committee 10 September 2015

*That the Committee:*

1. *Agrees that the item relating to "Northern Dog exercise Area" be removed from the Actions Arising table of future Lake Claremont Committee agenda (Attachment 1 – Item 1.6).*
2. *Request that Administration explore the possibility of excluding mowing contractor accessing old turf shed when Golf Club mowing is retendered in February 2016.*
3. *Agrees that the item relating to "Installation of Paths and Seating" be removed from the Actions Arising table of future Lake Claremont Committee agenda (Attachment 1 – Item 1.11).*
4. *Agrees that the item relating to "Installation of Furniture in Dog Exercise Area" be removed from the Actions Arising table of future Lake Claremont Committee agenda (Attachment 1 – Item 1.13).*

5. *Agrees that the item relating to "Lake Claremont Operational Plan 2015-16" be removed from the Actions Arising table of future Lake Claremont Committee agenda (Attachment 1 – Item 1.14).*
6. *Requests the Council to resume development of the Lake Claremont Management Plan.*

Lake Claremont Advisory Committee Meeting 2 April 2015

*That the Committee recommends that:*

1. *Fencing be installed in an L shape along Alfred and Davies Road.*
2. *Adequate parking be considered in Davies Road and/or Lakeway Street.*
3. *Dog agility equipment be provided in the dog exercise area.*

### **Financial and Staff Implications**

The Draft Budget 2017-2018 includes:

1. Lake Claremont Precinct consultation and informal sports equipment - \$25,000
2. Self closing gates in three locations on the eastern side of the lake - \$25,000
3. Lapsley Road Play space for 12+ & BBQ/ Picnic facility - \$100,000
4. Turtle survey - \$15,000
5. Play facility (proposed near the Cafe and Golf Course) - \$25,000
6. Water quality program - \$10,000 (non recurrent budget)
7. Pruning to remove deadwood - \$10,000 (maintenance budget).

### **Policy and Statutory Implications**

*Aboriginal Heritage Act 1972 (WA)*

*Environmental Protection Act 1986 (WA)*

*Environment Protection and Biodiversity Conservation Act 1999 (Aust)*

*Wildlife Protection Act 1950 (WA)*

*Environmental Protection (Clearing of Native Vegetation) Regulations 2004 (WA)*

Bush Forever and Geomorphic Wetlands Swan Coastal Plain dataset

State Planning Policy 2.8: Bushland Policy for the Perth Metropolitan Region

Lake Claremont Management Plan 2010

Lake Claremont Concept Plan

### **Communication / Consultation**

A copy of the LCMP 2016-21 has been placed on the Lake Claremont section of the website for public access.

Items accepted by Council during the budgetary process noted in this report will be communicated to the LCAC.

Once approved by Council the Operational Plan 2017-18 will be forwarded to the LCAC and the Friends of Lake Claremont

### **Strategic Community Plan**

#### **Liveability**

*We are an accessible community, with well maintained and managed assets, and our heritage preserved for the enjoyment of the community.*



- Clean, usable, attractive, accessible streetscapes and public open spaces.
- Develop the public realm as gathering spaces for participation and enjoyment.
- Maintain and upgrade infrastructure for seamless day to day usage.

### **People**

*We live in an accessible and safe community that welcomes diversity, enjoys being active and has a strong sense of belonging.*

- Maintain, effectively manage and enhance the Town's community facilities in response to a growing community.
- Create opportunities for and access to social participation and inclusion in support of community health and well being.
- Improve the capacity of local community groups.

### **Environment**

*We are a leader in responsibly managing the build and natural environment for the enjoyment of the community and continue to provide sustainable, leafy green parks, streets and outdoor spaces.*

- Constantly seek and implement best options for waste management and water usage.
- Provide education and communication on leading practices to the community.
- Implement sound environmental practices as reflected in the WESROC Climate Change Risk Assessment Project.

### **Governance and Leadership**

*We are an open and accountable local government that encourages community involvement and strives to keep its community well informed.*

- Identify strategic partnerships that align with the Town's vision.
- Provide and maintain a high standard of governance, accountability, management and strategic planning.
- Focus on improved customer service, communication and consultation.
- Provide responsive and responsible leadership.

### **Urgency**

High - Lake Claremont Operational Plan 2017-18 is required at commencement of 2017-18 financial year.

**Voting Requirements**

Simple majority decision of Council required.

**Moved Cr Haynes, seconded Cr Browne**

**That**

- 1. Council notes the Lake Claremont Operational Plan 2017-18;**
- 2. Council does not accept the recommendation of the Lake Claremont Advisory Committee to fence the off lead dog exercise area;**
- 3. Council does not accept the recommendation of the Lake Claremont Advisory Committee to remove Item 5 - Play Facility from the draft budget list; and**
- 4. Council supports the planting of some large shade trees beside the path on the eastern side of the Lake on the condition that the plantings are very well spaced so they do not form an impediment to viewing of the lake from the pathway.**

**CARRIED(108/17)  
(NO DISSENT)**

## 13 REPORTS OF THE CEO

### 13.1 CHIEF EXECUTIVE OFFICER

#### 13.1.1 QUEENSLEA DRIVE SCHOOL CROSSING

**File Ref:** RDS/00234

**Attachments:** [CC & RSC applications on-site report 9.5.2017](#)  
[Warrant Criteria for Type A Childrens' Crossings](#)  
[Petition 18 April 2017 - Objection to Christ Church](#)  
[Grammar School traffic management plan](#)  
[proposals](#)  
[Special Council Meeting Minutes - 25 October](#)  
[2016 - Resolution 174-16](#)

**Responsible Officer:** Liz Ledger  
Chief Executive Officer

**Author:** Stephen Goode

**Proposed Meeting Date:** 4 July 2017

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#### **Purpose**

October 2016 Council resolved that the support for a children's crossing is referred back for further consideration to the Children's Crossing and Road Safety Committee (CCRSC) prior to a trial being implemented. This was in light of the recent intersection upgrades which had taken place at the Queenslea Drive and Stirling Highway intersection.

A trial implementation is still pending application to the Minister for WA Police; Road Safety for special approval.

May 2017 the CCRSC met to review their previous decision to support a type 'A' crossing on Queenslea Drive, and to discuss the Town's request for it to be installed on a trial basis.

This report explains the role of the CCRSC and a summary of the recent meeting. The meeting minutes are attached.

#### **Background Summary**

- May 2011 the CCRSC grant that a type 'A' children's crossing is warranted on Queenslea Drive.
  - February 2013 the Town of Claremont advise that the installation of the crossing would not proceed.
  - May 2013 the CCRSC acknowledge they have no legal authority to direct the Town of Claremont to assist with the installation of the children's crossing. As far as the CCRSC are aware this is the first children's crossing to have been rejected by a Local Government. The CCRSC raise their concerns for the safety of student pedestrians with the Minister for WA Police; Road Safety.
-

- Concerns were raised over the suitability of the footpath on the east side of Queenslea Drive if a crossing is installed. It is noted that if the crossing is approved the footpath would also need to be upgraded.
- Concerns were raised that a crossing may increase levels of congestion on Queenslea Drive.
- 2016 upgrade works were completed on the Stirling Highway/ Queenslea Drive/ Stirling Road intersection which included provision for better traffic signal phasing, space and facilities for pedestrians.
- October 2016 Council resolved to request permission of the Minister for WA Police; Road Safety for the installation of the pedestrian crossing on Queenslea Drive on a trial basis. This trial is for a period of one school term to allow for the impact of its introduction to be monitored and assessed, and that the crossing is referred back for further consideration and support to the Children's Crossing and Road Safety Committee prior to the trial being implemented.
- April 2017 a petition is received from residents of Queenslea Drive and Jacaranda Court requesting that the Council reject the request for a new crossing on Queenslea Drive, and also minimise the negative impact that the increase in student numbers will have on congestion.
- May 2017 the Children's Crossing and Road Safety Committee met on Queenslea Drive to review their previous recommendation of support, and to discuss the Town's request for it to be a trial installation only.
- May 2017 Council carry a motion to prepare a report to facilitate the modification of the Queenslea Drive and Stirling Hwy intersection. Reasons for modification are to improve safety, provide improved sight lines of the traffic signals, and to eliminate the need for a crosswalk outside 10 Queenslea Drive. Officer comments advise that Main Roads WA (MRWA) are the authority on signs and line marking, and that a MRWA representative has recently reviewed this intersection and is satisfied with its current configuration. The Town has discussed with MRWA in regard to this motion. The Council could decide to request review by the Minister for WA Police; Road Safety.

### **Discussion**

The CCRSC determines if a children's crossing is warranted based upon student and vehicle numbers and site constraints. Warrant Criteria for Type 'A' Children's Crossings attached.

No other factors are considered however a site visit is undertaken to determine the most suitable location for a crossing.

The CCRSC have no legal authority to direct the Town of Claremont to install a crossing. As far as the CCRSC is aware this is the first time that a children's crossing has been supported by them which has subsequently been rejected by a Local Government.

The CCRSC have raised their concerns for the safety of student pedestrians with the Minister for WA Police; Road Safety.

## Numbers required to warrant the installation of a type 'A' Children's Crossing

**Table 1: Student and vehicle numbers required to meet the Type 'A' warrant criteria for primary school students only.**

<i><b>PRIMARY SCHOOL (ONLY)</b></i>	
Minimum Number of Students	Minimum Number of Vehicles
<b>20</b>	<b>200</b>

**Table 2: Student and vehicle numbers required to meet the Type 'A' warrant criteria for high school students only.**

<i><b>HIGH SCHOOL (ONLY)</b></i>	
Minimum Number of Students	Minimum Number of Vehicles
<b>20</b>	<b>700</b>

**Table 3: Student and vehicle numbers required to meet the Type 'A' warrant criteria for combined primary/high school students.**

<i><b>COMBINED PRIMARY/HIGH SCHOOL</b></i>	
Minimum Number of Students	Minimum Number of Vehicles
<b>20</b>	<b>200</b>

## Counts taken as part of the application for a type 'A' Children's Crossing

Date	Time am or pm	Primary student counts	Secondary student counts	Vehicle counts
07/02/11	Pm		321	701
11/03/11	Am		263	729
28/03/11	Am		223	874
05/04/11	Pm		325	693
07/02/13	Am		255	872
11/02/13	Pm		303	750
21/02/13	Am		232	797
26/02/13	Pm	17	364	682

**The Children's Crossings and Road Safety Committee**

The Children's Crossings and Road Safety Committee (Applications) provides a consultative and decision-making forum for reviewing applications requesting children's crossings within Western Australia.

The Committee also reviews current children's crossings to ensure they continue to meet the warrant criteria, infrastructure and safety standards. The Committee meets every second month.

The Applications Committee is made up of voting and non-voting members from various government bodies and independent organisations.

Voting members:

- Western Australia Police
- Department of Education
- Main Roads WA

Advisory members:

- Association of Independent Schools Western Australia
- Catholic Education Office of Western Australia
- Western Australian Council of State Schools Organisations
- Western Australian Local Government Association (WALGA)

Decisions made by the Applications Committee must be unanimous. The CCRSC is autonomous with its decision-making process, but reports to the Minister for Police via the Assistant Commissioner, Traffic & Operations.

Applicants must be either the School Principal, or President/Secretary of a recognised school/parent organisation, for example P&C or P&F. They are invited to apply for a Type A or Type B Children's Crossing.

If a decision is made by the CCRSC that a crossing is warranted the relevant road authority, Main Roads WA or the Local Government, proceeds to design and install the infrastructure to Australian Standards and Main Roads WA requirements. The crossing is then controlled by a trained warden during school drop off and pick up times.

Summary of the May 2017 Site Meeting with the CCRSC Minutes attached.

Representatives of the Town met with the CCRSC, as well as representatives from CCGS and MRWA on Queenslea Drive at 3pm on Tuesday 9 May 2017.

The Town's officers requested that the Committee review their previous decision supporting the proposed type 'A' children's crossing outside 10 Queenslea Drive in light of the recent upgrades to the Stirling Highway and Queenslea Drive intersection.

The Committee advised that the warrants for children's crossings are based on set criteria which are vehicle and pedestrian volumes. Queenslea Drive easily meets these criteria so the Committee's support for the crossing remains.

The recent modifications of the nearby signalised intersection have no bearing on this decision.

The Town's officers also requested the CCRSC consider supporting the installation of the crossing on a trial basis as preferred by Council as it has concerns over the effect a new crossing would have on traffic flow and congestion.

The CCRSC noted that compared to the schools current mid block crossing arrangement, a professionally trained traffic warden would do as good a job if not better at ensuring traffic flows are maintained and not obstruct vehicles when the signals allow for vehicles to move.

The CCRSC also advised that for any trial the crossing infrastructure (ramps, bollards, signs and line marking) would need to be installed to Australian standards so the full cost implications would still be applicable.

Considering the above, the CCRSC states that they would not support a trial installation and that the crossing should be permanent.

Main Road WA representatives were also supportive of the installation on a permanent basis.

### **Past Resolutions**

Ordinary Council Meeting June 2012 – CCGS development approval,

Ordinary Council Meeting October 2016 – Children's crossing referral and review to be done by the Children's Crossing and Road Safety Committee,

Ordinary Council Meeting May 2017 – Motion to prepare a report to facilitate the modification of the Queenslea Drive and Stirling Hwy intersection,

### **Financial and Staff Implications**

The cost of design and approvals from Main Roads WA will be absorbed as part of the administration budget.

There are no funds allocated in the budget.

If a permanent crossing is to be installed, the cost of installation of ramps, bollards, signs and line marking, removal and replacement of footpath on new alignment and reducing the bus bay length totals \$100,000.

If a trial crossing is installed the path work can be delayed and the shortening of the bus bay could be done with temporary controls. The cost of the remaining works required totals \$20,000.

In the event that Council approves a permanent crossing facility, CCGS could be requested to pay all or part of the cost associated with the crossing.

### **Policy and Statutory Implications**

Australian Standards.

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MRWA Standards and Guidelines.  
Footpath Policy LV125.

### **Communication / Consultation**

Notification of Council decision to residents of Queenslea Drive and to CCGS.

Advise the Children's Crossing and Road Safety Committee of Council decision.

Liaise with MRWA over detailed design approval if installing a crossing.

### **Strategic Community Plan**

#### **Liveability**

*We are an accessible community, with well maintained and managed assets, and our heritage preserved for the enjoyment of the community.*

- Maintain and upgrade infrastructure for seamless day to day usage.

#### **Urgency**

This matter has been the subject of ongoing discussions with the school and CCRSC for a number of years.

#### **Voting Requirements**

Simple majority decision of Council required.

**Moved Cr Goetze, seconded Cr Browne**

#### **That Council**

- 1. Approves the permanent installation of a type 'A' children's crossing outside number 10 Queenslea Drive and the associated required works to bring the pedestrian facilities to Australian Standards.**
- 2. Requests Christ Church Grammar School to pay \$100,000 for the construction of crossing facilities and associated costs.**

**CARRIED(108/17)**

For the Motion: Mayor Barker and Cr Tulloch, Cr Haynes, Cr Goetze, Cr Browne, Cr Main, Cr Kelly Cr Wood.

Against the Motion: Cr Mews and Cr Edwards.

*Mr David Vinicombe left the meeting at 8:02 PM*



## 13.2 CORPORATE AND GOVERNANCE

### 13.2.1 2017-18 BUDGET

<b>File Ref:</b>	<b>FIM/00201</b>
<b>Attachments:</b>	<a href="#">Town of Claremont Budget 2017-18</a>
<b>Responsible Officer:</b>	<b>Les Crichton</b> <b>Executive Manager Corporate and Governance</b>
<b>Author:</b>	<b>Hitesh Hans</b> <b>Finance Manager</b>
<b>Proposed Meeting Date:</b>	<b>4 July 2017</b>

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#### **Purpose**

Purpose of report is to present the Draft 2017-18 Budget for Council adoption.

#### **Background**

The Draft 2017-18 Budget has been prepared in accordance with Council's Annual Budget Policy. Council advertised the draft budget on 16 May 2017 and (to date) no submissions or feedback has been received.

This budget consolidates the operating, capital and one-off operating projects presented at Elected Member forums over the past two months, with agreed adjustments and updated year-end surplus adjustments.

#### **Discussion**

##### Overview

The 2017-18 Budget continues to deliver the strategic objectives outlined in Council's Strategic Community Plan with the main features including:

- continuing investment in the Town's asset with programmed capital works of \$4.94 million. Expenditure on infrastructure assets is the major component of this (\$3.16M) in line with asset management plans. An amount of \$1.498 million is provided for land and buildings of which \$1.44 million is for Museum redevelopment (\$1.24 million) and Mrs Herbert's park toilet (\$200K).
  - a further \$990,746 into reserve funds to assist with renewal beyond the 2017-18 period.
  - investment of \$11.12 million into undergrounding of power funded by mixture of loan (\$4.5 million), UGP reserve (\$3 million) and service charge (\$3.7 million).
  - a FTE resource requirement of 71.59 including the salary increases included in the recently endorsed Enterprise Agreement.
  - an estimated surplus of \$1,222,649 brought forward from 30 June 2017 providing additional funds for 2017-18 budget. However this is unaudited and may change. Any change will be addressed as part of the future budget reviews.
-

- a 1.0% an increase in the rate in \$ and minimums. Increases in Gross Rental Valuation during this year due to new developments will provide an increase in rate revenue of approximately 1.67%.
- a projected year end surplus of \$23,600.

### Budget Adjustments

Adjustments to the last draft 2017-18 presented at the Elected Member forum held 15 May have resulted in an \$231,635 decrease in the closing surplus to \$23,600. This adjustment is made up of;

- (\$41,666) – addition of Freshwater Bay Primary School crossing works endorsed by Council at its 16 May 2017 meeting.
- (\$38,031) – provision of Enterprise Agreement salary increases endorsed by Council at its 16 May 2017 meeting.
- (\$12,166) – refinement of employee costs.
- \$80,000 – a reduction in the transfer amount to the Pool Reserve.
- \$78,801 – a decrease in insurance premiums and increase in dividend from Local Government Insurance Services.
- (\$298,573) – use of surplus to fund increased scope of works for Museum project. All the expenditure relating to Museum Project carry forwarded into 2017-18 budget has increased the 2017-18 Opening Surplus by \$448,093.
- Inclusion of underground power project funded by Loan, UGP Reserve and Service charge.
- Inclusion of .6 FTE for Childrens Art and Literature Festival director.

### Capital Projects

Capital works proposed within this draft total \$4.94M which meets the annual renewal expenditure recommended by our various asset management plans.

The proposed program comprises:

#### Renewal

Road infrastructure	
Graylands Rd	\$ 509,000
Derby St	\$ 168,000
Bindaring Pde	\$ 167,914
Australind St	\$ 159,000
Freshwater Pde	\$ 130,160
Leura Ave	\$ 81,777
Chancellor St	\$ 63,026
Stirling Rd (southbound lanes)	\$ 60,514
Stirling Rd (northbound lanes)	\$ 60,514
FW Primary Crossing	\$50,000
Park Lane	\$55,510

Chancellor/Loch St roundabout	\$20,132		
Bindaring/Richardson roundabout	\$19,500	<u>\$1,545,047</u>	(1,316,355)*
Other			
Chester Rd foreshore car park	\$120,000		
Signage Program	\$72,000		
Shopping Trolley embayments	\$7,200		
Alex Prior Park boardwalk & swale	\$70,000		
Museum redevelopment car park funding (\$80K cfwd)	\$130,000	<u>\$399,200</u>	( 268,500)
Footpaths	\$330,130		
Cycleways	\$446,000		
Slab replacement	\$50,000	<u>\$826,130</u>	( 354,120)
Parks & Gardens			
Lapsley Rd play space	\$100,000		
Lake Claremont			
- Henshaw swale/drain	\$40,200		
- Informal sports equipment	\$25,000		
- self closing gates	\$25,000		
- path edging/kerbing	\$15,000		
- cafe/golf course play facility	\$25,000		
- Turtle survey	\$15,000		
Rowe Park – lighting	\$60,000		
Stirling Rd underpass landscape	\$60,000		
Mofflin Park dog fencing	\$10,000		
Cresswell Park seating	\$15,000	<u>\$390,200</u>	(1,261,000)
Land & Building			
Aquatic Centre geothermal bore	\$38,500		
Museum Revitalisation Project (cfwd)	\$1,240,000		
Herbert's Park Toilet (cfwd)	\$200,000		
Meals on Wheels building security	\$20,000	<u>1,498,500</u>	( 935,000)
Plant			
Vehicle changeovers	\$190,000		
Christmas Street lighting	\$20,000	<u>\$210,000</u>	( 181,200)
Furniture & Equipment			
CCTV network upgrade	\$ 53,000		
Body cameras	\$ 12,000		
Intranet upgrade	10,000	<u>\$75,000</u>	(100,000)

\* Items in brackets are 2016-17 Adopted Budget allocations.

Reserve Transfers

Reserve Fund transfers to be undertaken within 2017-18 are:

Pool Upgrade Reserve	\$200,000	
Future Fund – proceeds lease of 331 Stirling Hwy premises	\$270,000	
Building Reserve	\$100,000	
Art Reserve	\$20,000	
Underground Power	\$80,000	
Bore Replacement Reserve	\$20,000	
Interest earnings on reserves	<u>\$300,746</u>	<u>\$990,746</u>

Reserve Fund transfers from be undertaken within 2017-18 are:

Underground Power Reserve	\$3,000,000	
Claremont Now Reserve	<u>\$120,000</u>	<u>\$3,120,000</u>

Total Reserves as at 30 June 2018 is projected to be \$9,437,886 compared to projected 30 June 2017 balance of \$11,567,141. Details of the reserve movements are provided within Note 9 (page 28) of the 2017-18 Budget document.

Staffing Levels

Full Time Equivalent (FTE) has increased marginally from 70.94 to 71.59 from 2016-17 due to minor changes in operational structure.

The specific areas for resource changes relate to the Finance (-0.21), Library Officer (+0.18), Art Officer (+.05), Festival Director (.6) and Customer Service (+0.03).

Rates

The budget projects \$14.18M to be raised from rates. This represents an increase of 1% on rates levied last year and, with the addition of new properties, will provide an increase in rate revenue of \$230,369 or 1.67%. A further \$150,000 in interim rating is anticipated due to property revaluations during the 2017-18 year.

Adjusted to reflect full year rating	\$13,799,756
Rates increase 1.0% (0.6%CPI+0.4%)	\$ 137,998
Increase due to 2016-17 revaluations	\$ 92,371
Interim rating	<u>\$ 150,000</u>
Total Rates	<u>\$14,180,125</u>

Each 1% increase provides an additional \$137,998 of rate income.

Specified Area Rates \$ 60,000

The 2017-18 year continues application of a Special Area Rate (SAR) on commercial properties within the Business Improvement District (Stirling Highway – Stirling Road – Guger Street – Leura Avenue).

This levy together with Council's contribution of \$60,000 and transfer of \$120,000 from Claremont Now Reserve will fund business strengthening initiatives as determined by the Claremont NOW Board.

#### Closing Balance (2017-18 Surplus C/Fwd)

The 2017-18 Budget results with a closing surplus balance of \$23,600.

#### Opening Balance (2016-17 Surplus B/Fwd)

The projected 2016-17 surplus following completion of the 2016-17 budget review has been estimated at \$1,222,647. A review of the current budget has identified a \$719,413 increase in forecasted closing surplus for 2016-17 financial year. This increase is identified as savings (from increased revenue and reduced costs) of \$271,320 and Museum Project carried forward of \$448,093.

The final opening balance is yet to be determined however it will mainly comprise any projects not completed by year end. It is anticipated these adjustments will have minimal impact on the proposed 2017-18 Budget with incomplete works carried forward with unspent funding, or where appropriate transferred to reserves.

#### Fees & Charges

The proposed 2017-18 fees and charges as detailed in the *Schedule of Fees and Charges* document generally reflect increases up to 2.5% other than those adjusted to reflect the true officer time and cost recovery. The new fees and charges introduced in 2017-18 include:

Fee	2017-18	Reason
<b>NOISE</b>		
<b>Regulation 18 Application – late fees</b>	\$250	Statutory fee not previously listed in fees and charges schedule
<b>External noise monitoring</b>	Price on application	Charge related to condition which may be applied to applicant when granted Regulation 18 Exemption
<b>PARKING</b>		
<b>Parking – Tradesperson parking</b>	\$35	Not previously listed
<b>Parking – Permits</b>	\$150	Two parking permits for three year period
<b>Parking – Permits (additional)</b>	\$75	One permit for three year period
<b>Parking – Events management fees</b>	Price on application	Reimbursement of costs incurred in managing traffic/parking/security and complaint lines for events
<b>AQUATIC CENTRE</b>		
<b>Lane Hire</b>	\$22/\$10.50	Additional 'Non-profit' category
<b>Debt Collection Service Fee (without legal cost)</b>	\$39.50	Service charge from debt recovery agency

### Past Resolutions

Ordinary Council Meeting 16 May 2017, Resolution 75/17;

*That Council supports the Town's proposed offer for the new Enterprise Agreement 2017-2020 as a final offer to the Town's employees covered under this Agreement.*

CARRIED

Ordinary Council Meeting 16 May 2017, Resolution 70/17;

*That Council*

- 1. Confirm the Approval of the children's crossing in front of the Freshwater Bay Primary School in Princess Rd (between Bay View Tce and Chester Rd) and in Bay View Tce (between Princess Rd and Park Lane) approved by the Children's Crossing & Road Safety Committee, as per drawing number 15029-1-D.*
- 2. Fund the crossings as part of the 2017-18 budget (\$50,000).*

CARRIED

Ordinary Council Meeting 4 April 2017, Resolution 50/17;

*That Council*

- 1. Selects options 2 of Graylands Road Cycleway 16021 Rev A.pdf to proceed to public consultation, but the surface to be red asphalt and provision of sufficient funds to be included in the draft 2017-18 budget.*
- 2. Receives a report on completion of consultation, with resident feedback and a final design recommendation.*

CARRIED

Ordinary Council Meeting 21 February 2017, Resolution 14/17;

*That Council*

...

- 5. Notes and approves deferral of \$566,010 infrastructure works as detailed in the report as part of the 2016-17 Mid Year Review;*

CARRIED BY AN ABSOLUTE MAJORITY

### Financial and Staff Implications

Financial and resource implications have been considered as part of the budget development process.

### POLICY AND STATUTORY IMPLICATIONS

*Local Government Act 1995: Part 6 – Financial Management*

*Division 2 – Annual Budget*

*Division 5 – Financing Local Government Activities*

*Division 6 – Rates and Service Charges*

Council Policy – LG503 : Annual Budget Preparation

### Communication/Consultation

As set out in Council Policy LG503, the draft 2017-18 Draft Budget was advertised for public comment closing 2 June 2017. Copies were made available at Council's Administration Centre, Claremont Community Hub and on Council's website.

An information flyer will be sent out with the rates notice detailing the main aspects of the 2017-18 Budget and a full copy of the budget document will be available on Council's website, Administration Centre and Claremont Community Hub. A special 'Budget' edition of Town Talk will also be published and delivered to every household.

## **Strategic Community Plan**

### **Governance and Leadership**

*We are an open and accountable local government that encourages community involvement and strives to keep its community well informed.*

- Provide and maintain a high standard of governance, accountability, management and strategic planning.
- Maintain long term financial stability and growth.
- Provide responsive and responsible leadership.

### **Liveability**

*We are an accessible community, with well maintained and managed assets, and our heritage preserved for the enjoyment of the community.*

- Maintain and upgrade infrastructure for seamless day to day usage.
- Provide a responsible and well managed urban environment, with sustainable development outcomes.

### **People**

*We live in an accessible and safe community that welcomes diversity, enjoys being active and has a strong sense of belonging.*

- Maintain, effectively manage and enhance the Town's community facilities in response to a growing community.
- Recognise and celebrate the Town's history and culture through arts and events programs.

### **Environment**

*We are a leader in responsibly managing the build and natural environment for the enjoyment of the community and continue to provide sustainable, leafy green parks, streets and outdoor spaces.*

- Create opportunities for varied transport options that reduce carbon emissions and other impacts of a growing town.
- Constantly seek and implement best options for waste management and water usage.

**Urgency**

N/A

**Voting Requirements**

Absolute majority decision of Council required.

**Moved Cr Haynes, seconded Cr Kelly**

That:

**Part A – Municipal Fund Budget for 2017-18**

Pursuant to the provisions of section 6.2 of the *Local Government Act 1995* and Part 3 of the *Local Government (Financial Management) Regulation 1996*, Council adopt the Municipal Fund Budget as attached for the Town of Claremont for the 2017-18 financial year with includes the following:

- Statement of Comprehensive income by Nature and Type on Page 2 showing a net result for that year of (5,472,551)
- Statement of Comprehensive income by Program on Page 3 to 4 showing a net result for that year of \$(5,472,551)
- Statement of Cash Flow on Page 5
- Rate Setting Statement on Page 6 showing an amount required to be raised from rates of \$14,180,125
- Budget to and forming Part of the Budget on pages 7 to 34.

**Part B – Rates and Charges**

The following schedule of rates and charges for the year ending 30 June 2017 be adopted;

**a) General Rate****6.2350 cents in the dollar of gross rental value****Minimum Rate: \$1,278 per assessment****A charge of \$401.00 (GST exempt) per annum for each standard rubbish service that is provided in addition to the one standard service provided to rateable properties;****A charge of \$103.00 (GST exempt) per annum for an upgraded rubbish service to rateable properties;****A charge of \$156.00 (GST exempt) per annum for each additional rubbish service to rateable properties and****A charge of \$447.00 (GST exempt) per annum for each standard service provided to non-rateable properties.****b) Specified Area Rate****\$0.1315 cents in the dollar of gross rental value****No minimum**



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To be levied on all properties, commercial and residential, bounded by Stirling Highway, Stirling Road, Guger Street and Leura Avenue; Specified Area Rates levied on Residential properties is to be waived.

- c) **Administration Charge for instalments**  
\$17.00 per instalment notice for formal rate instalment plans.
- d) **Administration Charge for ad-hoc instalments**  
\$70.00 per instalment for ad-hoc instalment plans approved by the Town.
- e) **Interest Rate for Instalments (including ad-hoc instalments)**  
5.5% per annum calculated at a daily rate of 0.0151% from due date of instalment.
- f) **Interest rate for late payment of rates**  
11.00% per annum calculated at a daily rate of 0.030% charged on amounts that are not paid within 35 days after the date of issue of notice until the day before the payment is received.
- g) **Rate Instalment Options and Due Dates**
  - Payment in full**  
One payment with no interest or instalment charges if paid within 35 days after the date of the service appearing on the rate notice.
  - Payment by four instalments**  
First payment to be received on or before 5.00pm 35 days after the date of issue of notice including one quarter of rates due and all arrears. Second, third and final instalments are to be paid at two monthly intervals thereafter. Payment by instalments will incur instalment administration charges and instalment interest charges as detailed in c) and e).
  - Payment by arrangement**  
Payment by an ad-hoc instalment plan (other than the four instalment plan) approved by the Town, will incur an administration and interest charges as detailed in d) and e).

### Part C – Underground Power Service Charge

- a) **Service Charge with 10% discount for properties which already have internal UGP:**
  - Base Charge \$3500**
  - Discount Charge \$3150**
  - To be levied on property owners within the north and west precincts of the Town of Claremont (the UGP project area) for the proposed undergrounding of power.

- b) Instalment arrangement be permitted on the following parameters:
- 20 quarterly payment over 5 years
  - 4% interest charged quarterly on outstanding balance with no administration fee for each instalment
  - Fund Instalment Option from Future Fund Reserve
  - Quarterly instalments to reimburse Future Fund Reserve
  - A simple form of agreement be prepared for all instalment arrangements which is to include the provision that service charges must be paid in full by the current property owner before a property is sold.

**Part D – General Fees and Charges for 2017-18**

Pursuant to section 6.16 of the *Local Government Act* 1995, the Fees and Charges detailed in the section titled 'Fees and Charges are adopted.

**Part E – Material Variance Reporting for 2017-18**

In accordance with regulation 34(5) of the *Local Government (Financial Management) Regulation* 1996, and AASB 1031 Materiality, Council adopt the value of \$20,000 to be used in the Statement of Financial Activity for reporting material variances for the 2017-18 financial year.

**CARRIED BY AN ABSOLUTE MAJORITY(109/17)  
(NO DISSENT)**

**13.2.2 DRAFT WASTE LOCAL LAW 2017**

<b>File Ref:</b>	<b>LAW/0103</b>
<b>Attachments:</b>	<a href="#">Town of Claremont Draft Waste Local Law 2017</a>
<b>Responsible Officer:</b>	<b>Les Crichton</b> <b>Executive Manager Corporate and Governance</b>
<b>Author:</b>	<b>Eugene Lee</b> <b>Principal Environmental Health Officer</b>
<b>Proposed Meeting Date:</b>	<b>4 July 2017</b>

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**Purpose**

The purpose of the report is to enable Council to commence the procedures to adopt a new Waste Local Law for the Town of Claremont following legislative changes. The Waste Local Law will allow for three bin collection system should the Council approve this in the future.

**Background**

For many years the *Health (Miscellaneous Provisions) Act 1911* had been the legislative head of power controlling the provision of local government waste services. The Town of Claremont Health Local Laws 1997 were gazetted on 31 March 1998 and contained specific provisions relating to the local provision of waste services.

The adoption of the *Waste Avoidance and Resource Recovery Act 2007 (WARR Act 2007)* changed the legislative provisions relating to the Town's waste services. Following a statutory review in 2010, the Town's Health Local Laws were amended and the waste provisions were removed. Following difficulties with other local governments waste local laws and the Joint Standing Committee on Delegated Legislation (JSCDL), the Western Australia Local Government Association had provided to local governments with guidance notes and suggestions in the development of their Waste Local Laws.

The Town has drafted the Waste Local Law in line with these guidance notes and has received legal advice on the proposed laws that they are in compliance with the *WARR Act 2007* and the *Local Government Act 1995*. It is believed that the proposed Waste Local Law will be accepted by the Joint Standing Committee on Delegated Legislation.

The proposed Waste Local Law has been drafted to incorporate clauses governing the collection of organic waste bins should the Council in the future decide to adopt a three bin system.

**Discussion**

The *Waste Avoidance and Resource Recovery Act 2007 (Waste Act)* effectively removed the provisions relating to the collection and disposal of waste from the *Health Act 1911* and moved the responsibility for waste from the Department of Health to the Department of Environment Regulation (DER).

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Transitional provisions preserved current local laws; however the review of the health local laws for the Town previously compelled the removal of these provisions. The relevant provisions that the waste local law seeks to replace include issues such as the management of refuse receptacles and the transportation and disposal of waste. A draft based on the previous provisions and local laws developed and adopted by other local governments has formed the basis of the Towns draft local law, (Attachment A).

Following the initial state-wide advertising and local public notice of the draft, the Town will need to receive submissions from the general public for a period of six (6) weeks. During this time the draft law will be forwarded to the Department of Local Government and the Department of Environment Regulation for comment.

After the last day for submissions, Council will need to consider any submissions made, and progress the local law provided it is not significantly different from the current draft. The Waste Local Law requires the approval of the Chief Executive Officer of the Department of Environment Regulation before it can be made by Council and consequently the local law, with any changes, will again need to be submitted to the Department of Environment Regulation, prior to being referred to Council for adoption.

The local law will then be published in the Government Gazette and an explanatory memorandum will be prepared and forwarded. The Town must also give local public notice following the adoption of the local law.

### **Past Resolutions**

At its meeting of 1 October 2013 the following was resolved by absolute majority;

*Council resolved to ;-*

1. (Approve the Town of Claremont Draft Waste Local Law 2013 for consultation, the purpose and effect of which are;
  - i. *Purpose: The purpose of the local law is to provide for the regulation, control and management of activities and issues relating to waste collection, recycling, reuse and disposal within the district of the Town of Claremont.*
  - ii. *Effect: The effect of the local law is to control activities and manage influences on waste collection, recycling, reuse and disposal within the district of the Town of Claremont.*
2. *Give state wide public notice of the draft Town of Claremont Waste Local Law 2013 in accordance with sections 3.11 and 3.12 of the Local Government Act 1995.*

However, due to the feedback provided by the Department of Environment Regulation in February 2014, it was suggested due to the JSCDL having disallowed other local governments Waste Local Laws at the time, that the Town waits for a developed pro-forma Waste Local Law to be made available to reduce the risk of a disallowance motion.

Subsequently WALGA developed a template in which the Town's proposed Waste Local Law has been modelled on and will be more acceptable by the JSDCL.

### **Financial and Staff Implications**

Direct costs associated with this report will be limited to advertisement fees. The preparation of the draft local laws has been undertaken via budgeted expenditure. Following the discussion period, and depending upon any submissions, further amendment review and legal advice may be incurred. Once the draft local law has been finalised by Council there will be gazettal fees for the local law adoption.

### **Policy and Statutory Implications**

*Section 64 of the Waste Act provides that local governments can make local laws for the following purposes –*

- (a) the provision and administration of waste services and related matters;*
- (b) the establishment, provision, use and control of receptacles for the deposit and collection of waste, whether temporary or otherwise;*
- (c) if a local government itself undertakes or contracts for removal of waste from premises, imposing on the owner or occupier of the premises requirements in connection with the removal so as to facilitate the removal, and prescribing the manner in which the requirement is to be complied with;*
- (d) if a local government or the holder of a waste collection permit does not itself undertake or contract for removal of waste from premises, imposing on the owner or occupier of the premises a requirement to remove waste from the premises, and prescribing the manner in which the requirement is to be complied with;*
- (e) if a local government itself undertakes or contracts for the removal of waste, requiring the waste to be placed in waste receptacles provided by the local government;*
- (f) prescribing intervals at which the contents of the receptacles will be removed by a local government;*
- (g) requiring the temporary placing of waste receptacles in streets or lanes by owners or occupiers of property for collection of waste, and requiring the replacement of the receptacles on the property;*
- (h) providing for the maintenance by owners and occupiers of waste receptacles provided by a local government;*
- (i) providing for the issue of approvals to collect local government waste and remove it from premises;*
- (j) fixing fees and charges in relation to waste services provided by a local government and the issue of approvals under paragraph (i), and prescribing the persons liable and the method of recovery of amounts not duly paid.*

Although the Waste Local Law is made under the powers of section 64 of the *Waste Avoidance and Resource Recovery Act 2007*, that Act requires that the *Local Government Act 1995* process be used. Sections 3.11 and 3.12 of the *Local Government Act 1995* outline procedures for the adoption of local laws in accordance with the Act and any other Act, (in this case the *Waste Avoidance and Resource Recovery Act 2007*). The following legislation has influence on the draft proposed local law;

1. *Local Government Act 1995*
2. *Local Government (Functions and General) Regulations 1996*
3. *Health (Miscellaneous Provisions) Act 1911*
4. *Town of Claremont Health Local Laws 2010*
5. *Waste Avoidance and Resource Recovery Act 2007*

It is a requirement of the *Local Government Act 1995* that at a Council meeting the person presiding is to give notice to the meeting of the purpose and effect of any proposed local law including any amendment. The *Local Government (Functions and General) Regulations 1996 Part 1A-Local Laws*, prescribe the following:

Notice of purpose and effect of proposed local law - s. 3.12(2)

*For the purpose of section 3.12, the person presiding at a council meeting is to give notice of the purpose and effect of a local law by ensuring that -*

- (a) the purpose and effect of the proposed local law is included in the agenda for that meeting; and*
- (b) the minutes of the meeting of the council include the purpose and effect of the proposed local law.*

The intended Purpose and Effect of the Waste Local Law 2017 are:

Purpose: The purpose of the local law is to provide for the regulation, control and management of activities and issues relating to waste collection, recycling, reuse and disposal within the district of the Town of Claremont.

Effect: The effect of the local law is to control activities and manage influences on waste collection, recycling, reuse and disposal within the district of the Town of Claremont

**Consultation / Communication**

The receipt of the local law by Council and the resolving of the purpose and effect of the same represent the first step in the adoption of a local law. Council is being requested to consider advertising the draft local law calling for public submissions for the mandatory period of six (6) weeks.

## **Strategic Community Plan**

### **Environment**

*We are a leader in responsibly managing the build and natural environment for the enjoyment of the community and continue to provide sustainable, leafy green parks, streets and outdoor spaces.*

- Constantly seek and implement best options for waste management and water usage.

### **Urgency**

Commence advertising the Town's draft Waste Local Law and complete the process in a timely manner.

### **Voting Requirements**

Absolute majority decision of Council required.

### **Moved Cr Edwards, seconded Cr Tulloch**

#### **That Council**

- 1. Approve the Town of Claremont Draft Waste Local Law 2017 (contained in Attachment A) for consultation, the purpose and effect of which are;**
  - i. Purpose: The purpose of the local law is to provide for the regulation, control and management of activities and issues relating to waste collection, recycling, reuse and disposal within the district of the Town of Claremont.**
  - ii. Effect: The effect of the local law is to control activities and manage influences on waste collection, recycling, reuse and disposal within the district of the Town of Claremont.**
- 2. Give state wide public notice of the draft Town of Claremont Waste Local Law 2017 in accordance with sections 3.11 and 3.12 of the *Local Government Act 1995*.**

**CARRIED BY AN ABSOLUTE MAJORITY(110/17)  
(NO DISSENT)**

### 13.3 INFRASTRUCTURE

#### 13.3.1 CLAREMONT CRESCENT INTERSECTION DESIGN AND PEDESTRIAN RAILING

<b>File Ref:</b>	<b>RDS/00189</b>
<b>Responsible Officer:</b>	<b>Saba Kirupanather Executive Manager Infrastructure</b>
<b>Author:</b>	<b>Marty Symmons Engineering Technical Officer</b>
<b>Proposed Meeting Date:</b>	<b>4 July 2017</b>

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#### **Purpose**

For Council to approve the modification of the railing at the Claremont Crescent and Stirling Road intersection to accommodate 19 metre articulated buses turning into Claremont Crescent at the request of the Perth Transport Authority of WA.

#### **Background**

- April 2016 Council resolved that a pedestrian railing be installed on the south side of Claremont Crescent to guide pedestrians to a crossing location away from the intersection with Stirling Road, preventing them crossing at the corner.
- May 2016 Council requested the absorption of Lot 809 Stirling Road into the Claremont Crescent road reserve to provide for future road widening and intersection improvements.
- December 2016 the railing is hit and damaged by a car.
- February 2017 the railing was replaced at a cost of approximately \$7,000.
- February 2017 the Public Transport Authority of WA (PTA) approach the Town to request a review of the intersection to accommodate 19 metre long articulated buses turning left into Claremont Crescent. The route is not currently a bus route however PTA wants to use it as part of a rail replacement service route. The Town agreed to consider the redesign if the works are funded by the PTA, who agreed.
- March 2017 the railing was again hit and damaged by a car.
- April 2017 the PTA requested the temporary removal of the damaged railing while they conduct rail maintenance work scheduled for late May, at which time they plan to use 19 metre long articulated buses as part of the rail replacement service. The Town allowed the PTA to remove the damaged railing the week prior to the scheduled works.
- May 2017 the PTA removed the damaged railing.

#### **Discussion**

This intersection is not a bus route and was never designed to cater for vehicles greater than 12.5 metres in length, however the PTA do use this intersection as part of their rail replacement service when the Fremantle rail line is out of action.

To maximise the number of people being catered for on these occasions the PTA have begun using articulated 19 metre long buses on this route, which have a very large turning radius requirement; 16.5 metres.

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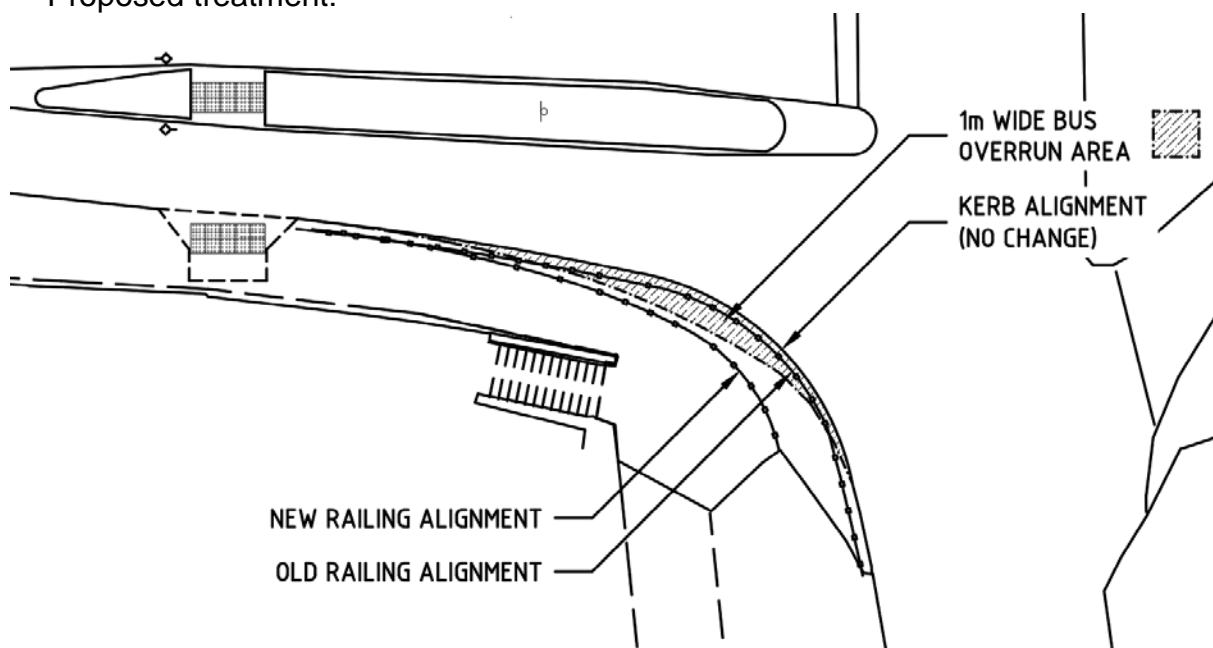


The request by the PTA to accommodate 19 metre long articulated buses turning left into Claremont Crescent can be achieved by setting back the pedestrian railing by 1 metre at the corner, creating an overrun area which tapers back into the kerb alignment over 10 metres.

Unfortunately this will create a pinch point on the footpath between the new railing alignment and the steps leading up to the railway Principal Shared Path (PSP). This is not ideal however the resulting path width at the pinch point will be greater than 1.5 metres, so still meets the minimum requirements of our current footpath policy.

A review of the median island was also done to see if it could be modified as an alternative to encroaching into the existing footpath. Unfortunately to provide for a 19 metre articulated bus the island width would need reducing to an extent that compromised the safety of the pedestrian crossing refuge, resulting in it no longer meeting Australian Standards.

Proposed treatment:



Realigning the railing does not require any changes to the new crossing facilities.

The purpose of the pedestrian railing on this corner was to prevent pedestrians crossing too close to the corner, which was deemed unsafe due to the lack of sight lines for vehicles driving through the Stirling Road underpass and turning left onto Claremont Crescent.

A railing was selected as a more attractive option than a concrete barrier. It was designed to current Australian Standards and is a frangible design, so it crumples upon impact instead of becoming a projectile putting pedestrians and other vehicles at risk, as per current design requirements for railings next to roads.

In the six months since the railing was installed it has been struck twice by cars, oversteering when turning right onto Claremont Crescent from Stirling Road. The cost to repair the damage is anywhere between \$6,000 to \$10,000 each time.

From assessment of the damage it appears the nose of the cars went through the railing but that the cars had come to a complete stop with only the front end of the car having travelled over the kerb and the remainder of the car still in the road.

The setting back of the railing to accommodate the PTA will hopefully lessen the frequency of damage occurring here, as there will be a 1m wide setback between the kerb and the railing at this location.

Alternatively the Town could decide to change the railing for an alternative measure which still prevents pedestrians crossing here.

Options considered for a pedestrian barrier at this location are:

- Repair and reinstall the existing railing on the new kerb alignment. The railing is an attractive design and feedback from the community has been positive.

*Current treatment*

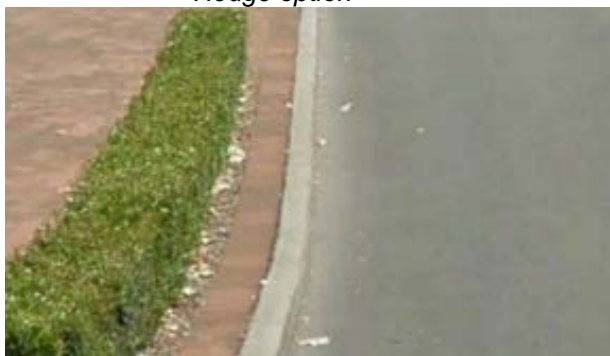


- Install a hedge row on the new kerb alignment. A hedge is a “soft” solution which will prevent people crossing at the corner while adding to the streetscape. It is also a more environmentally friendly option as hedges are very effective at removing car exhaust pollutants from the air.

Due to visual permeability requirements the hedge cannot be allowed to grow higher than 750mm above adjacent road levels.

This means that ongoing maintenance will prove very expensive and disruptive, with traffic management required to close the road every time the hedge requires trimming which will be a number of times a year.

*Hedge option*



- Install a concrete barrier on the new kerb alignment.  
A concrete barrier would be less attractive compared to the railing or a hedge but can be beautified by commissioning an artist to paint a mural such as has been done on the walls of the adjacent underpass.  
A concrete barrier would withstand low speed vehicle impact and therefore not require any regular ongoing maintenance.

*Concrete barrier option*



A metal 'W' beam traffic barrier was also considered as an option, however due to the depth of the footing requirements and the existing services here this was not viable at this location.



It should be noted that the lot to the north of Claremont Crescent has been resumed into Claremont Crescent road reserve for future road widening and intersection improvements.

Any future redesign of the intersection is unlikely to require modification of the southern corner or sight lines from the underpass, so the pedestrian railing will still be required.

**Past Resolutions**

Ordinary Council Meeting 5 April 2016, Resolution 53/16:  
Installation of railing.

Ordinary Council Meeting 17 May 2016, Resolution 85/16:  
Requirement of land for road reserve.

**Financial and Staff Implications**

There are no current resources allocated.  
The proposed works will be funded by the PTA.

**Policy and Statutory Implications**

Australian Standards.  
Main Roads WA Standards.  
Austroads.  
Footpath Policy LV125.

**Communication / Consultation**

Notification of works to nearby residents and the Scotch College.  
Consult with PTA over final design and payment for works.

**Strategic Community Plan****Liveability**

*We are an accessible community, with well maintained and managed assets, and our heritage preserved for the enjoyment of the community.*

- Maintain and upgrade infrastructure for seamless day to day usage.
- Provide a responsible and well managed urban environment, with sustainable development outcomes.

**Urgency**

The railing has been removed so pedestrians are crossing closer to the corner than safe to do so. Reinstatement should be completed as soon as possible.

**Voting Requirements**

Simple majority decision of Council required.

**Moved Cr Browne, seconded Cr Tulloch****That Council**

1. **Approves modification/ installation of the pedestrian railing to accommodate 19 metre articulated buses on the understanding that the PTA will be funding the works.**
2. **Conduct a 12 month review to see if the railing is still being damaged on the new alignment. If repeat costly damage is still happening report to Council for a decision to change for an alternate treatment.**

**CARRIED(111/17)  
(NO DISSENT)**

**13.3.2 SECOND AVENUE TRAFFIC MANAGEMENT**

**File Ref:** RDS/00240  
**Responsible Officer:** Saba Kirupanather  
Executive Manager Infrastructure  
**Author:** Marty Symmons  
Engineering Technical Officer  
**Proposed Meeting Date:** 04 July 2017

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**Purpose**

Review local area traffic management on Second Avenue and approve the installation of plateaus on Ashton Avenue either side of the Second Avenue intersection to lower speeds reducing crashes and crash severity

**Background**

Second Avenue has been under review for the past few years as residents have reported parking and safety issues to the Town.

December 2015 Council were advised that mid block crashes were happening every year which is unusual for a low traffic volume local access road.

Council approved the installation of No Stopping line marking over the crest mid block on Second Avenue on a 2 year trial, to see if it lessened the number of mid block crashes occurring. The line marking was installed March 2016.

August 2015 Council was advised that crashes had been occurring at the intersection of Second Avenue and Ashton Avenue.

Crashes are happening on average once a year and typically involve a southbound vehicle on Ashton Avenue colliding with a car crossing over from the west leg of Second Avenue to the east.

Council requested the Town investigate installing a roundabout and apply for Black Spot funding.

Benefit cost ratio analysis was conducted for a roundabout to be installed on this intersection. The result was not high enough to be considered for Black Spot funding.

The Town continued to investigate the installation of a roundabout considering that the Council may elect to fund the works. It was found that the cost would be approximately \$250,000 to construct and would result in the loss of eight parking spaces outside the local businesses and a number of street trees.

As the financial cost to the Town is high and the loss of bays and trees would be significant to the local businesses and community, an alternative treatment has now been assessed for Council consideration.

## Discussion

The No Stopping line marking on Second Avenue was selected as a trial treatment to reduce mid block crashes. Speed humps had already been considered and rejected by Council and every alternative traffic management treatment such as angled slow points or blister islands, resulted in a similar loss of parking.

The Council resolution was to review the crash data at twelve months and then two years after installation to see if the number of mid block crashes happening was reduced at which time a decision would be taken by Council on whether to remove the line marking or leave in place.

Since the line marking was installed a number of residents have complained and requested the line marking be removed.

The residents want the parking restrictions removed as the cars that were parking on the crest are now parking further down the road and in front of people properties.

We have also been informed anecdotally that since the line marking has been installed, vehicle speeds on Second Avenue have notably increased. However, this is not supported when comparing the 2016 speed counts to previous years.

Count year	85 <sup>th</sup> Percentile speed	Volumes
2002	56kmh	716
2007	59kmh	1075
2010	51kmh	1206
2015	50kmh	1001
2016	53kmh	1093

Twelve months have now passed since the No Stopping line marking was installed. Since that time there has been no mid block crashes reported so the treatment appears to be working.

It is recommended that the line marking stay in place for the remainder of the two year trial period so this analysis can continue, at which time a more reliable report on the effectiveness of the parking restrictions on crash rates can be provided to Council for a final decision.

Residents of Second Avenue also reported that it was unsafe to pull out of Second Avenue onto Ashton Avenue due to lack of sight lines.

An investigation was undertaken with sight lines assessed and crash data analysed.

While the sight lines are not great due to the parking bays on the south side of the intersection partly masking approaching vehicles, it was found that vehicles could still safely pull out and it did not warrant removing or modifying the bays or footpath. Only a single crash was found to have occurred involving vehicles travelling from the south on Ashton Avenue in the past five years.

The crash data did show a consistent trend of one crash a year happening for the past five years involving south bound vehicles on Ashton Avenue and vehicles crossing over Second Avenue from the west side to the east.

Sight lines are not an issue for vehicles travelling in these directions, however speeds are shown to be increasing as vehicles travel south on Ashton Avenue, from mid forties just north of First Avenue vehicles are accelerating to mid fifties by just south of Second Avenue.

To prevent this increase in speed, and stop the trend of through and through crashes occurring, speeds should be reduced as they pass the Second Avenue intersection.

To achieve this it is recommended to install a plateau on Ashton Avenue either side of the Second Avenue intersection.

The plateau design would be similar to the one on Fern Street near the intersection of Mitford Street, and would need to be designed with a suitable height and grade to allow for bus movements.

The plateau on Fern St was recently modified to bring it into line with Australian and Main Roads WA standards.

Installing plateaus will prevent the acceleration of vehicles on Ashton Avenue and lower speeds making it easier and safer for vehicles to exit or cross Second Avenue. It will not require any other changes to the intersection and results in no loss of parking or street trees. Cost of construction will be approximately \$30,000.

Proposed treatment locations 



**Past Resolutions**

Ordinary Council Meeting – December 2015, Council approved the installation of No Stopping line marking over the crest mid block on Second Avenue on a 2 year trial,

Ordinary Council Meeting – August 2015, Council request the Town investigate installing a roundabout and apply for Black Spot funding.

**Financial and Staff Implications**

There are no current resources allocated, \$30,000 will need to be considered as part of next budgetary process.

**Policy and Statutory Implications**

Australian Standards  
Main Roads WA standards and guidelines  
Perth Transport Authority standards and guidelines

**Communication / Consultation**

Consultation with the local businesses prior to the installation of the speed plateaus.  
Letter to the residents of Second Avenue informing the Council decision.

**Strategic Community Plan****Liveability**

*We are an accessible community, with well maintained and managed assets, and our heritage preserved for the enjoyment of the community.*

- Maintain and upgrade infrastructure for seamless day to day usage.

**People**

*We live in an accessible and safe community that welcomes diversity, enjoys being active and has a strong sense of belonging.*

- Play an integral role in local safety and crime prevention.

**Urgency**

N/A.



**Voting Requirements**

Simple majority decision of Council required.

**Moved Cr Kelly, seconded Cr Goetze****That Council**

1. **Retain the No Stopping line marking on Second Avenue for the remaining 12 months of the 2 year trial period, at which time a decision can be made to retain or remove them**
2. **Approve the design and construction of plateaus on Ashton Avenue to reduce speeds at the intersection with Second Avenue, and allocate \$30,000 for the cost of construction as part of the next budgetary process in October/November 2017 (from the end of year savings of 2016-17 financial year).**

**MOTION TO DEFER****Moved Cr Main, seconded Cr Browne**

**That the item be deferred back to Administration.**

Reason: To survey shops and residents before going ahead with plateaus.

**CARRIED(112/17)**

For the Motion to Defer: Mayor Barker and Cr Tulloch, Cr Goetze, Cr Browne, Cr Main, Cr Mews, and Cr Kelly.

Against the Motion to Defer: Cr Haynes, Cr Edwards, and Cr Wood.

**13.3.3 GRANGE STREET (NORTHERN END) - REVIEW OF TREE SPECIES**

**File Ref:** PRK00162-2  
**Attachments:** [Summary of responses](#)  
[Copy of survey responses](#)  
**Responsible Officer:** Saba Kirupanather  
**Executive Manager Infrastructure**  
**Author:** Andrew Head  
**Manager Parks and Environment**  
**Proposed Meeting Date:** 04 July 2017

**Purpose**

For Council to consider a change of tree species within the Street Tree Masterplan for the northern section of Grange Street (Barnfield Road to Kingsmill Street) from London Plane to Chinese Tallow as requested by the residents within the street.

**Background**

At its Ordinary Meeting 3 September 2013 (Resolution no. 263/13), Council adopted the Street Tree Masterplan after following a thorough community consultation process. The London Plane was selected for Grange Street through this process; however this selection has not satisfied all residents in this section of Grange Street.

In May 2017 the Town received an application from a resident to replace the street tree in front of their property as part of a development application. The cross fall of the lot lends itself to a preferred location of driveway to the northern side of the lot, the existing driveway is a narrow single crossover and the proposed crossover was 5.3m wide however this was reduced after being reviewed by the Town and has been approved at 4.53m wide. The Town supported the removal of this tree and approved a replacement tree as per the Street Tree Masterplan which is London Plane.

The resident called the Town after receiving the approval to replace the tree as they are concerned that the species selected isn't ideal based on a number of issues including criteria set within the Masterplan.

**Discussion**

The resident voiced concern over the selection of London Plane in the northern section of Grange Street (Barnfield to Kingsmill Street) for the following reasons;

	Resident Comment	Officer Comment
Two distinct sections of Grange Street	It is obvious from the comments in the Street Tree Masterplan that this proposed tree species only relates to Grange St South. Grange St North is not wide, with wide verges, it is the exact opposite, and requires a	Currently both sections of Grange Street are earmarked for London Plane trees, the northern section has a mixture of species with ten trees in the street, four are Chinese Tallow, four are Broad Leaf Paperbark,

	<p>smaller tree of an appropriate scale. I therefore suggest your Masterplan requires a small amendment to cater for these 2 distinctly different sections of Grange st.</p>	<p>one is Liquidambar and one is Queensland Box.  The southern section of Grange Street is currently made up of thirty nine trees, nineteen Queensland Box trees, eight London Plane, six Agonis, two Coral gums, two magnolias a bottlebrush and a Red Flowering gum.</p>
<p>Existing theme in street</p>	<p>There are no London Plane trees in the street and the northern end of Grange Street has an existing avenue of tallow trees.</p>	<p>The northern section includes 40% Tallow and 40% introduced Paperbark.  Paperbark would not be suited to this location in the longer term due to the extensive root system which will impact nearby assets.</p>
<p>Sense of scale</p>	<p>Verges are too narrow There are currently a majority of Chinese Tallow in the north section of Grange St, and these trees are appropriate for the street scale.</p>	<p>Grange Street is broken into two sections, the verges in the south are wider (5m on western side &amp; 7.8m on eastern side) while the northern verges, on both sides, are less than 2m wide.  The northern section of Grange street has verges which are less than two metres in width.</p>
<p>Root systems</p>	<p>The Water Corp web site suggests Chinese Tallows can be placed within 2m of a sewer , so far less invasive roots compared to the London Plane tree is seems. (especially with a 1.5m wide verge). London Plane tree is required to be 10m from a Sewer.</p>	<p>Roots only invade leaking pipes. If we followed the Water Corporation advice to the letter we would be significantly impacted by what species could be selected as larger trees require a minimum of seven metres clearance which cannot be achieved in the majority of Claremont residential streets.</p>

Allergies	As an allergy sufferer, I will have major issues with a London plane tree out the front of my house.	A mild allergic reaction can occur when working in the tree canopy as fine hairs on the leaves and seed pods can cause some minor airway irritation.
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Currently there is no clear emerging theme in the northern section of Grange Street however the emerging theme in the southern portion is London Plane.

The resident was advised that the only way to make a change to the species selection was to gain support for a change from the majority of residents in the street which could then be presented to Council for consideration. The resident has consulted with his neighbours and the responses to that have been attached to this report.

Of the fourteen residents surveyed, responses were received by eleven residents. All eleven of the responses received were supportive of changing the species selection in this street to Chinese Tallow.

Based on the feedback from residents in the street being unanimous for a change to tallow, that the existing theme on the street is tallow and that no existing London Plane trees are planted in this section of Grange Street the Towns officers would be supportive of the change.

It should be noted that the southern section of Grange Street now has eight London Plane Tree planted which represents 20% of the existing street trees in that section. This section should remain London Plane tree.

### **Past Resolutions**

Ordinary Council Meeting on 4 August 2015, Resolution 146/15

*That Council*

1. *CONSIDERS the submission results and feedback received by the Town from the Thomson Road residents;*
2. *APPROVES an amendment to the Street Tree Masterplan, indicating the change in tree species for Thomson Road from the London Plane Tree to the Poinciana Tree; and*
3. *AUTHORISES the Town's Officers to remove and relocate the newly planted non-approved trees in Thomson Road, to facilitate planting of the approved tree species during the 2015 planting season."*

*CARRIED  
(NO DISSENT)*

Ordinary Council Meeting on 3 September 2013, Resolution 263/13:

*That Council*

1. *Adopt the Draft Town of Claremont Street Tree Master Plan 2013 with the following modifications:*
  - *Bernard St – change from London Plane to Liquidambar.*
  - *Dunbar St – change from London Plane to Poinciana.*
  - *Princess Rd – change from London Plane to Poinciana.*
  - *Australind St – change from Liquidambar to Poinciana.*
  - *Mengler Ave – change from Peppermint to Jacaranda*
  - *Davies Rd (east side) – change from Liquidambar to Narrow Leafed Peppermint (Eucalyptus nicholii).*
  - *Barnfield Rd – change from WA Red Flowering Gum (Corymbia ficifolia) to Jarrah (Eucalyptus marginata).*
2. *Endorse the expenditure of 2013-14 budget allocation Street Tree Replacement Program - \$80,000 on the removal of dead, diseased or dangerous trees on a Town-wide basis including replanting with the species nominated in the Street Tree Master Plan 2013.*

*CARRIED  
(NO DISSENT)*

### **Financial and Staff Implications**

Resource requirements are in accordance with existing budgetary allocation.

### **Policy and Statutory Implications**

*Local Government Act 1995.*

*Tree Promotion Policy EN304.*

*Street Tree Policy EN305.*

*Tree Preservation Policy EN307*

### **Communication / Consultation**

Letter Drop residents following decision

Update Street Tree Masterplan for website.

### **Strategic Community Plan**

#### **Liveability**

*We are an accessible community, with well maintained and managed assets, and our heritage preserved for the enjoyment of the community.*

- *Clean, usable, attractive, accessible streetscapes and public open spaces.*
- *Develop the public realm as gathering spaces for participation and enjoyment.*
- *Maintain and upgrade infrastructure for seamless day to day usage.*
- *Provide a responsible and well managed urban environment, with sustainable development outcomes.*

## People

*We live in an accessible and safe community that welcomes diversity, enjoys being active and has a strong sense of belonging.*

- Maintain, effectively manage and enhance the Town's community facilities in response to a growing community.
- Develop a strategy for services and facilities for an ageing population.

## Environment

*We are a leader in responsibly managing the build and natural environment for the enjoyment of the community and continue to provide sustainable, leafy green parks, streets and outdoor spaces.*

- Create opportunities for varied transport options that reduce carbon emissions and other impacts of a growing town.
- Implement sound environmental practices as reflected in the WESROC Climate Change Risk Assessment Project.

## Governance and Leadership

*We are an open and accountable local government that encourages community involvement and strives to keep its community well informed.*

- Provide and maintain a high standard of governance, accountability, management and strategic planning.
- Focus on improved customer service, communication and consultation.
- Provide responsive and responsible leadership.

## Urgency

Medium urgency due to a request from a resident to replace the tree and winter being ideal for planting.

## Voting Requirements

Simple majority decision of Council required.

## Moved Cr Haynes, seconded Cr Mews

**That Council approve the change to the Street Tree Masterplan for Grange Street north (between Barnfield Road and Kingsmill Street) from London Plane to Chinese Tallow.**

**CARRIED(113)  
(NO DISSENT)**

**14 ANNOUNCEMENTS BY THE PRESIDING PERSON**

Councillors Kelly, Browne, Goetze, Edwards, Haynes and Tulloch reported on their attendance at the farewell function for Stephen Goode.

Cr Goetze reported on her attendance at the Speaker Series at the Goods Shed and planting at Lake Claremont.

**15 ELECTED MEMBERS' MOTIONS OF WHICH PREVIOUS NOTICE HAS BEEN GIVEN**

NIL.

**16 NEW BUSINESS OF AN URGENT NATURE APPROVED BY THE PERSON PRESIDING OR BY DECISION OF MEETING**

NIL.

*Ms Cathy Bohdan left the meeting at 8:30PM.*

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**17 CONFIDENTIAL MATTERS FOR WHICH THE MEETING MAY BE CLOSED TO THE PUBLIC****MOTION TO CLOSE DOORS****Moved Cr Haynes, seconded Cr Wood**

**That in accordance with Section 5.23 (2) of the *Local Government Act 1995* the meeting is closed to members of the public with the following aspects of the Act being applicable to these matters:**

(c) A contract entered into, or which may be entered into, by the local government and which relates to a matter to be discussed at the meeting.

**CARRIED(114/17)  
(NO DISSENT)**

*Mayor Barker adjourned the meeting at 8:29PM.*

*Mayor Barker reconvened the meeting at 8:30PM.*

**ATTENDANCE****Mayor Barker****Cr Chris Mews****South Ward****Cr Jill Goetze****South Ward****Cr Paul Kelly****South Ward****Cr Karen Wood****West Ward****Cr Peter Browne****West Ward****Cr Peter Edwards****West Ward****Cr Bruce Haynes****East Ward****Cr Alastair Tulloch****East Ward****Cr Kate Main****East Ward****Ms Liz Ledger (Chief Executive Officer)****Mr Les Crichton (Executive Manager Corporate and Governance)****Mr Saba Kirupanather (Executive Manager Infrastructure)****Ms Katie Bovell (Governance Officer)**



**17.1.1 GROUND MAINTENANCE SUBSIDY - REQUEST FOR REVIEW BY  
CLAREMONT RECREATION CLUB**

**File Ref:** CRD/00021

**Attachments:** [Letter from Claremont Recreation Club requesting alteration to subsidy](#)  
[Proposed alteration to subsidy Claremont Recreation Club](#)

**Responsible Officer:** Saba Kirupanather  
Executive Manager Infrastructure

**Author:** Andrew Head  
Manager Parks and Environment

**Proposed Meeting Date:** 04 July 2017

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**Purpose**

The following item was considered in closed session.

**OFFICER RECOMMENDATION**

**Moved Cr Tulloch, seconded Cr Wood**

**That this report and recommendation remains confidential in accordance with statutory requirements.**

**CARRIED(116/17)**

**MOTION TO OPEN DOORS****Moved Cr Haynes, seconded Cr Wood****That the doors be opened.****CARRIED(117/17)  
(NO DISSENT)***The doors opened at 9:06PM.***ATTENDANCE****Mayor Barker****Cr Chris Mews****South Ward****Cr Jill Goetze****South Ward****Cr Paul Kelly****South Ward****Cr Karen Wood****West Ward****Cr Peter Browne****West Ward****Cr Peter Edwards****West Ward****Cr Bruce Haynes****East Ward****Cr Alastair Tulloch****East Ward****Cr Kate Main****East Ward****Ms Liz Ledger (Chief Executive Officer)****Mr Les Crichton (Executive Manager Corporate and Governance)****Mr Saba Kirupanather (Executive Manager Infrastructure)****Ms Katie Bovell (Governance Officer)****THE MAYOR READ ALOUD THE RESOLUTION MADE BEHIND CLOSED DOORS.**

**18 FUTURE MEETINGS OF COUNCIL**

Ordinary Council Meeting, 18 July 2017, at 7:00PM.

**19 DECLARATION OF CLOSURE OF MEETING**

There being no further business, the presiding member declared the meeting closed at 9:06PM.

Confirmed this ... .. day of ... .. 2017.

**PRESIDING MEMBER**