



**MINUTES OF MEETING OF JOINT COMMISSIONERS  
HELD ON 8 JUNE 1999**

**INDEX**

<b>No:</b>	<b>Item</b>	<b>Page</b>
	<b>ATTENDANCES</b>	1
	<b>APOLOGIES AND LEAVE OF ABSENCE</b>	1
	<b>ANNOUNCEMENT BY CHAIRMAN, COMMISSIONER C ANSELL IN RELATION TO PUBLIC QUESTION TIME</b>	2
	<b>PUBLIC QUESTION TIME</b>	2
	<b>DECLARATIONS OF FINANCIAL INTEREST</b>	7
<b>C26-06/99</b>	<b>CONFIRMATION OF MINUTES MINUTES OF MEETING OF JOINT COMMISSIONERS HELD ON 25 MAY 1999</b>	7
	<b>ANNOUNCEMENTS BY THE CHAIRMAN WITHOUT DISCUSSION</b>	
	OLYMPIC TORCH	7
	SAFETY AND SECURITY AUDIT	8
	ANTI-GRAFFITI CAMPAIGN	8
<b>C27-06/99</b>	<b>PETITIONS</b>	
	PETITION REQUESTING FOOTPATH ASSESSMENT AT LLOYD DRIVE, WARWICK – [32431J]	9
	PETITION REQUESTING THE REMOVAL OF BUS SHELTER SITUATED BETWEEN CLONTARF ROAD AND ROSS AVENUE, WEST COAST DRIVE, SORRENTO – [08069J]	9
	<b>REPORT NO:</b>	
	<b>FINANCE AND COMMUNITY SERVICES SECTION</b>	
CJ195-06/99	REGISTER OF DELEGATED AUTHORITY - [07032]	10
CJ196-06/99	BANK TENDER - [09763]	11
CJ197-06/99	1999/00 INSURANCE RENEWAL – [05581]	15
CJ198-06/99	AUTHORISATION OF NEW BUDGET ITEMS [06511]	21

**TECHNICAL SERVICES SECTION**

CJ199-06/99	JOONDALUP/ WANNEROO AREA GRAFFITI CAMPAIGN. - [13845]	23
CJ200-06/99	BUS SHELTER INSTALLATION AND RELOCATION PROGRAMME - [02786J,02318J,00649J]	30
CJ201-06/99	PARKING RESTRICTION - TUART ROAD, GREENWOOD – [24179J, 08097J]	33
CJ202-06/99	CONNOLLY PRIMARY SCHOOL - ROAD SAFETY & PARKING STRATEGY [09726J]	34
CJ203-06/99	TENDER 141-98/99 REMOVAL OF ASSORTED STUMPS - [34641]	39
CJ204-06/99	PETITION - LAKE VALLEY PARK EDGEWATER - [39632J]	41

**DEVELOPMENT AND PLANNING SERVICES SECTION**

CJ205-06/99	LOT 1029 OCEAN REEF: ACCEPTANCE OF STORMWATER DRAINAGE FROM TAYLOR WOODROW SUBDIVISION, LOT 2 CONSTELLATION DRIVE, OCEAN REEF - [26453J]	42
CJ206-06/99	DRAFT OCEAN REEF STRUCTURE PLAN - [03162J]	45
CJ207-06/99	HEATHRIDGE STRUCTURE PLAN – SIGNING OF DOCUMENTS - [06878J]	47
CJ208-06/99	CLOSE OF ADVERTISING - STRUCTURE PLAN FOR HILLARYS - [05069J, 24131J]	48
CJ209-06/99	SUBDIVISION CONTROL UNIT - DIRECTOR, DEVELOPMENT SERVICES - 8 MAY 1999 TO 20 MAY 1999- [05961]	53
CJ210-06/99	REQUEST FOR RECONSIDERATION OF THE CLOSURE OF PEDESTRIAN ACCESSWAY BETWEEN CORDOVA COURT AND COX PLACE, CRAIGIE – [16026J]	54
CJ211-06/99	REQUEST FOR CLOSURE OF PEDESTRIAN ACCESSWAY BETWEEN TYRRELL COURT AND TAHOE RISE, EDGEWATER - [13809J]	56
CJ212-06/99	REQUEST FOR RECONSIDERATION OF CLOSURE OF PEDESTRIAN ACCESSWAY BETWEEN BENBULLEN BOULEVARD AND GURIAN GARDENS, KINGSLEY - [09390J]	59

**DATE OF NEXT MEETING** 61

**CLOSURE** 61

# CITY OF JOONDALUP

## MINUTES OF MEETING OF THE JOINT COMMISSIONERS HELD IN COUNCIL CHAMBER, JOONDALUP CIVIC CENTRE BUILDING, BOAS AVENUE, JOONDALUP, ON TUESDAY, 8 JUNE 1999

### ATTENDANCES

#### Commissioners:

C T ANSELL	Chairman
H MORGAN, AM	Deputy Chairman
M CLARK-MURPHY	
R M ROWELL	
W BUCKLEY	

#### Officers:

Chief Executive Officer:	L O DELAHAUNTY
Director, Resource Management:	J B TURKINGTON
Director, Development Services:	C HIGHAM
Director, Business Units:	D DJULBIC
Director, Community Development:	C HALL
Manager, Strategic Development:	J KIRTON
Manager, Executive Services:	K ROBINSON
Manager, Council Support Services:	M SMITH
Publicity Officer:	L BRENNAN
Committee Clerk:	J AUSTIN
Minute Clerk:	L TAYLOR

#### In Attendance

Chief Executive Officer	
Shire of Wanneroo:	K WHITE
Director, Planning & Development Services, Shire of Wanneroo:	C JOHNSON
Director, Community Development, Shire of Wanneroo:	H BARON-ST JOHN
Director, Corporate Services, Shire of Wanneroo:	R SEARLE
Director, Technical Operations, Shire of Wanneroo:	D BLAIR

### APOLOGIES AND LEAVE OF ABSENCE

Nil

There were 22 members of the Public and 2 members of the Press in attendance.

**The Chairman declared the meeting open at 1800 hrs.**

## **ANNOUNCEMENT BY CHAIRMAN, COMMISSIONER C ANSELL IN RELATION TO PUBLIC QUESTION TIME**

Cmr Ansell advised that, for those questions received prior to the meeting that are long and detailed, the Chief Executive Officers will give a summary of both the question and the answer at the meeting. Detailed answers will be available to members of the public at the meeting, and will be included in the minutes of the meeting.

Cmr Ansell stated that there was no attempt in any way to stop questions being asked, but that he was endeavouring to enable the meeting to flow, and also to ensure that those people who wished to ask a question, have the opportunity to do so.

For those questions that are asked without notice, every attempt will be made to provide an answer at the meeting. Where the answer is not known, those questions will be taken on notice and an answer provided in the agenda for the next meeting. For those questions that require a simple yes or no answer, those questions will be answered immediately.

Cmr Ansell emphasised that no attempt was being made in any way to stop public question time - as public question time is encouraged, as it is through the public that Commissioners become aware of issues that they are not familiar with, that are occurring in the community.

### **PUBLIC QUESTION TIME**

**The following questions were submitted by Mr Steve Magyar, Drummer Way, Heathridge:**

*The following questions refer to the responses from the City to questions asked by Mr Magyar at the Meeting of Joint Commissioners held on 25 May 1999, as listed in the Minutes of that Meeting. Three of the four reserves listed in the report regarding the Structure Plan for Hillarys Boat Harbour have Management Orders vesting the land to the City of Joondalup for Parks and Recreation purposes. These Reserve Numbers are 27732, 40802 and 20561.*

*Q1 Does the City have Management Plans on any of the aforementioned Reserves?*

A1 In 1991, the former City of Wanneroo adopted a Foreshore Management Plan (FMP) for Hillarys, which included the whole of Reserve 40802, and a portion of Reserve 20561. This FMP proposed areas for conservation, car-parks, picnic areas, pathways, toilets, etc.

No FMP was prepared for Reserve 27732.

*Q2 If so, have these Management Plans been submitted to the Minister for Lands as required under the Land Administration Act 1997?*

A2 The Foreshore Management Plan for Hillarys was not submitted to the Minister for Lands for approval.

Section 49(2) of the Land Administration Act 1997 states that the Minister may require a management body to submit a management plan for approval.

In this regard it is noted that the Hillarys FMP was not prepared by the City as a requirement from the Minister for Lands.

The subject reserves are zoned Parks and Recreation Reserve in the Metropolitan Region Scheme and the City's Town Planning Scheme No 1. Consequently these reserves were vested in the City for the purpose of Parks and Recreation. In order to regulate any developments relating to the Parks and Recreation Reserve, the City adopted the Hillarys FMP as a guide for future developments. All the developments within the Parks and Recreation Reserve are approved by the Western Australian Planning Commission based on the recommendations of the City.

Q3 *The Land Administration Act 1997 has provisions for Management Bodies such as the City to claim compensation in the event of the Minister for Lands revoking the Management Orders. Has the City attempted to identify what compensation it may be entitled to in the event of the Management Order on any, or all, of the Reserves listed being revoked against the wishes of the City?*

A3 Section 204 of the Land Administration Act 1997 provides that where a management body is not an instrumentality of the State and as a result of a revocation of a management order the management body will lose the use of structures erected or improvements made. The management body is entitled to compensation from the acquiring authority for the depreciated value of those structures and improvements. A management body is not otherwise entitled to compensation.

The City is not aware of any intention by the Minister for Lands to revoke the management orders held by the Council.

The City has not attempted to identify what compensation if any, it may be entitled to for the Reserves listed.

*Re: Item CJI98-06/99, Authorisation of New Budget Items. The report states that \$150,000 is to be transferred from the Refuse Disposal Reserve Account to facilitate the split of the former City of Wanneroo.*

Q1 *How much money is currently in the Refuse Disposal Account?*

A1 The Joondalup and Wanneroo Order 1998 provided that the City of Joondalup, without giving notice under Section 6.11(2) of the Local Government Act may use the money in the reserve accounts described in the following table for a purpose other than that for which the account was established and maintained.

There were several specific reserve accounts (eg cash in lieu of car parking) where the funds could not be utilised for a purpose other than that for which those reserves were established.

Art purchases – reserve account  
Asset replacement - reserve account  
Craigie Leisure Centre - asset replacement reserve account  
Domestic cart refuse collection - reserve account  
Domestic cart refuse collection plant replacement - reserve account  
Golf course facilities - reserve account  
Heavy vehicles replacement - reserve account  
Historic Village Perry's Paddock - reserve account  
Light vehicles replacement - reserve account  
Ocean Reef Road construction - reserve account  
Office equipment replacement - reserve account  
Plant replacement - reserve account  
Private swimming pool - reserve account  
Refuse disposal - reserve account  
Revaluation - reserve account  
Trade/industrial/commercial refuse collection - reserve account  
Trade/industrial/commercial refuse collection plant replacement - reserve account  
Welfare facility - reserve account

At 31 May 1999 the balance for the Refuse Disposal Account was \$9,022,133.

*Q2 How much money has already been transferred from that Account for purposes other than refuse disposal?*

A2 \$485,668 for Division Task Force costs and Wanneroo Townsite Project.

*Q3 How much more money will be transferred from the Refuse Disposal Reserve Account for purposes other than refuse disposal?*

A3 \$4,485,507 proposed for 1998/99 for Wanneroo Townsite Project including proposed Civic Centre.

**Mr T Darby-Smith, on behalf of Joondalup Primary School P & C Association:**

*Q1 Regarding Item CJ202-06/99 – Connolly Primary School Road Safety and Parking Strategy. In July 1996 a request was put to Council by the Joondalup Primary P & C for verge treatments around the school. In August 1997 a report was presented in relation to that verge treatment request. In April 1998 a report was presented in relation to a parking strategy which included those verge treatments. Can the Joondalup Primary School P & C have an assurance that the Commissioners will give the highest possible priority to approving the Joondalup Primary School parking strategy for 1999/2000 subject to a 50% contribution from the Education Department. I am asking, will Joondalup Primary School get a higher priority considering three years have passed since the initial request.*

A1 *Response by Cmr Ansell:* This question will be taken on notice.

**Mrs M Zakrevsky, Mullaloo:**

*Mrs Zakrevsky requested that, if these questions were not able to be answered this evening, that answers be given prior to the Special Meeting of Electors to be held on Monday 14 June 1999:*

*Re: CJ164-05/99 – Structure Plan for Hillarys Boat Harbour:*

*Q1 Where is Reserve No 27732 (shown in line 1 of the Table under the heading “Background” on Page 41), as it does not appear to be on the attached plan, and what is its significance in relation to the other three reserves which are all shown as being owned by the Crown (Department of Transport)?*

A1 *Response by Cmr Ansell:* This question will be taken on notice.

*Q2 What determines the boundary between the extent of study area and the proposed extended study area, as the boundary between these two areas appears to be at least 250 metres north of the land under the control of the Department of Transport, what is being planned for these areas which are clearly marked on the plan as Whitfords Nodes?*

A2 *Response by Director, Development Services:* The boundary that was originally shown by the Ministry for Planning was in fact part way through Reserve No 40802 and the Council decided to extend that area to the north to include the whole Whitfords Nodes area. The intent clearly was just to try and encompass the whole area, and not part of the Whitfords Nodes area. The structure plan brief which has been prepared by the Ministry for Planning simply includes the area to ensure that when dealing with and looking at the future of the boat harbour, some consideration is given to those areas to the north.

*Q3 With regard to the Chief Executive Officer’s quoted statement in the article in Saturday’s West Australian “Locals would be included in the consultation process”. At what stages will locals be involved in the consultation process; how many locals could participate; in what ways would the participation occur; and will the consulting process involve active participation by the community as well as the usual valuable but nevertheless limited passive involvement through written submissions?*

A3 *Response by Director, Development Services:* The copy of the brief that has been forwarded to me by the Ministry for Planning does include a section which deals with public comment and also part of the timing of the programme includes a reference to consultation with stakeholders, during the progress of the development of the project. I think the answer is certainly that any group that wishes to come forward will be involved in the development of the structure plan as well as a period at the end of the draft structure plan for public comment.

*Q4 So you give me an assurance that it will be in the initial stages as well as near the conclusion?*

*A4 Response by Director, Development Services: That is correct.*

*Response by Cmr Ansell: I suppose that at the Special Meeting of Electors to be held on Monday 14 June 1999, you will be giving Commissioners your views of development in the area. That is part of the process, because issues raised at the meeting will be fed into the process.*

**Mr J Hollywood, Burns Beach:**

*Q1 Regarding CJ118-04/99 – Review of Signs Local Laws. Who are the people with the authority to give permission on whether a sign can be erected or not?*

*A1 Response by Chief Executive Officer: This will depend on where the sign is to be erected. A sign within a road reserve is subject to application to Approval Services who will issue the appropriate licence. Where a sign is to be erected off the road reserve and on private land, an application would be required to be submitted to Approval Services to be treated under the Town Planning Scheme.*

*Q2 Why does the owner of private property need permission to erect a political sign on his own lawn?*

*A2 Response by Cmr Ansell: This question will be taken on notice.*

- Mr Hollywood advised that in 1989 the Labour Party tried to ban political advertising on television and radio. Mr Hollywood stated that the Liberal Party took them to the High Court and won because there was freedom within the constitution. Mr Hollywood hoped that this issue had been looked at thoroughly.*
- Mr Hollywood suggested that the City of Joondalup might purchase Olympic Games tickets for use as prizes for next year's Rates Incentive.*

*Q3 CJ196-06/99 - Commonwealth Bank. I notice consideration is to be given tonight to approving a tender for the Commonwealth Bank for a period of five years. It has been rumored that many councils are considering doing their own banking. Following elections in December, the new Councillors may wish to object to this decision and attempt to work with other councils to do their own banking. Will they have any rights to do so?*

*A3 Response by Cmr Ansell: I am sure that the Commonwealth Bank would not object to Councillors breaking a five year agreement. Commissioners are attempting to lock into a very good price. If new Councillors decided to break from that I am sure you would not have a problem with the Commonwealth Bank.*

*Q4 Cmr Rowell has been nominated by the Commissioners to stand on a committee for the next three years. Cmr Rowell will be standing down as a Commissioner in December. Will this appointment carry on for three years or will a Councillor take Cmr Rowell's place?*

*A4 Response by Cmr Rowell: That is an error, I am not nominated on any committee for three years from the Commissioners.*

**Mr Steve Magyar, Heathridge:**

*Q1 Would the Commissioners consider a conflict of interest to exist if a staff member in Development Approvals was a partner or held shares in an architect's firm?*

*Q2 Have any of the Commissioners been previously made aware of such a situation and if so what action did that Commissioner take?*

*A1 & 2 Response by Cmr Ansell: These questions were taken on notice.*

**DECLARATIONS OF FINANCIAL INTEREST**

Nil

**CONFIRMATION OF MINUTES**

**C26-06/99**                      **MINUTES OF MEETING OF JOINT COMMISSIONERS –  
25 MAY 1999**

**MOVED Cmr Rowell, SECONDED Cmr Buckley that the Minutes of the Meeting of Joint Commissioners held on 25 May 1999, be confirmed as a true and correct record.**

**The Motion was Put and**

**CARRIED**

**ANNOUNCEMENTS BY THE CHAIRMAN WITHOUT DISCUSSION**

**OLYMPIC TORCH**

As you may be aware, the City will be hosting the Olympic torch as it makes its way to Sydney for the games in 2000 and there will be a big celebration in Joondalup.

On 19 June this year, there will be a lead-up event at the Arena Joondalup.

Two semi-trailers will transport the spectacular purpose built venue with a total of 300 square metres under one inflatable roof.

On show on the day will be the Olympic mascots and historic Olympic torches, from the 1936 Berlin games to the Sydney 2000 torch.

The exhibition comprises specially designed displays focusing on the Sydney 2000 Olympic torch relay, history of the torch relay and the Sydney 2000 Olympic and Paralympic games.

Visitors will have the opportunity to collect a nomination form to be a torch bearer in the Sydney 2000 Olympic torch relay next year.

### **SAFETY AND SECURITY AUDIT**

The City of Joondalup and Shire of Wanneroo are about to conduct a community safety and security audit.

Commissioners will be asking members of the community about their concerns and what types of crime and antisocial behaviour are occurring in their suburb.

The Chairman announced that the Wanneroo Times community newspaper has come on board as a sponsor for this important initiative.

This audit is part of the crime prevention partnership between the police, the community, and local and state governments.

The State Government has allocated \$4 million over the next four years to support local governments in making their communities safer and more secure.

Grants of up to \$10,000 have been made available for audits of security needs within local communities and for the production of plans to address those needs.

In 1999/2000 funds will be made available to support the implementation of security patrols.

It is proposed that Joondalup and Wanneroo engage the services of Behavioural Science Investigative Consultancy P/L to undertake the audit and prepare the plan.

The main purpose of the audit is to identify and review strategies currently being implemented by the local governments and identify areas for improvement and gaps that require attention.

### **ANTI-GRAFFITI CAMPAIGN**

This evening consideration is being given to another important social initiative – the Joondalup and Wanneroo anti-graffiti campaign.

This campaign is now in its 10<sup>th</sup> month of operation and we now need to consider whether to continue with the campaign and incorporate graffiti removing initiatives such as greening of the parks and changing attitudes of the next generation by teaching civic pride in schools.

The anti-graffiti teams have dealt with almost 2000 instances of graffiti so far.

However, the report before Commissioners this evening says that although the size and prominence of graffiti has fallen, the problem of graffiti vandalism remains, therefore demanding additional strategies to be undertaken to have a greater effect.

## PETITIONS

C27-06/99

### PETITIONS SUBMITTED TO THE MEETING OF JOINT COMMISSIONERS – 8 JUNE 1999

1 PETITION REQUESTING FOOTPATH ASSESSMENT AT LLOYD DRIVE, WARWICK – [32431J]

A petition from 84 parents and citizens from Warwick Senior High School has been received requesting Council to assess the potentially dangerous situation on Lloyd Drive, Warwick before and after school due to the lack of a footpath, and take appropriate action as soon as possible.

This petition will be referred to Technical Services for action.

2 PETITION REQUESTING THE REMOVAL OF BUS SHELTER SITUATED BETWEEN CLONTARF ROAD AND ROSS AVENUE, WEST COAST DRIVE, SORRENTO – [08069J]

A 27-signature petition has been received from residents of the City of Joondalup requesting the removal of the bus shelter situated between Clontarf Road and Ross Avenue, West Coast Drive, Sorrento.

This petition will be referred to Technical Services for action.

**MOVED Cmr Clark-Murphy, SECONDED Cmr Rowell that the petitions requesting:**

- 1 **Council to assess the potentially dangerous situation on Lloyd Drive, Warwick before and after school due to the lack of a footpath;**
- 2 **the removal of the bus shelter situated between Clontarf Road and Ross Avenue, West Coast Drive, Sorrento.**

**be received and referred to the appropriate business units for action.**

**The Motion was Put and**

**CARRIED**

**FINANCE AND COMMUNITY SERVICES SECTION**

Items CJ195-06/99 to CJ198-06/99 inclusive were Moved by Cmr Clark-Murphy and Seconded by Cmr Rowell

**CJ195-06/99 REGISTER OF DELEGATED AUTHORITY - [07032]****SUMMARY**

Section 5.46 of the Local Government Act 1995 requires the Chief Executive Officer to keep a Register of Delegated Authority. This report documents the delegated authority exercised by the Chief Executive Officer for the period 23 April 1999 through to 11 May 1999.

**BACKGROUND**

Part 5 of the Local Government Act 1995 empowers a local government to delegate many of its powers and duties to the Chief Executive Officer.

Section 5.46 requires the Chief Executive Officer to maintain a register and record of delegations and to review the delegations once every financial year.

***Register of, and records relevant to, delegations to Chief Executive Officer's and employees***

- 5.46.** (1) *The Chief Executive Officer is to keep a register of the delegations made under this Division to the Chief Executive Officer and to employees.*
- (2) *At least once every financial year, delegations made under this Division are to be reviewed by the delegator.*
- (3) *A person to whom a power or duty is delegated under this Act is to keep records in accordance with regulations in relation to the exercise of the power or the discharge of the duty.*

**DETAILS**

The Register documenting all delegated authority exercised by the Chief Executive Officer from 23 April 1999 through to 11 May 1999 is shown as Attachment A.

**MOVED Cmr Clark-Murphy, SECONDED Cmr Rowell that the Joint Commissioners NOTE the Register documenting all delegated authority exercised by the Chief Executive Officer, for the period 23 April 1999 through to 11 May 1999.**

**The Motion was Put and**

**CARRIED**

Appendix I refers

---

**CJ196-06/99      BANK TENDER - [09763]**

---

**SUMMARY**

The City of Joondalup banking facility agreement with the Commonwealth Bank expires on 30 June 1999. As a consequence the City sought, by public tender, banking facilities for a further 5-year period from 1 July 1999 to 30 June 2004.

Tenders were received from the Australia and New Zealand Bank, the Commonwealth Bank of Australia and the National Australia Bank. Tenders received from the Australia and New Zealand Bank and the National Australia Bank did not comply with the tender specifications in that the pricing schedule Y2K warranty declaration and other schedules were not included. In accordance with Clause 2.2.7 of the General Conditions of the tender the City reserves the right to reject the non-conforming tenders.

Officers undertook an exhaustive evaluation and due diligence assessment from the information received. Evaluation indicated that the Commonwealth Bank encouraged the use of electronic media, supported the City's current processes and is aligned with the City's future banking strategy. Overall, it's pricing structure was competitive and cost effective.

It is recommended that the City:-

- appoints the Commonwealth Bank of Australia as its banker for a 5-year period effective 1 July 1999
- does not utilise the Commonwealth Bank's rate payment facility as Australia Post will be engaged in this capacity.

**BACKGROUND**

On 1 July 1994 the former City of Wanneroo entered into a contract with the Commonwealth Bank of Australia to undertake its banking and related requirements for a 5-year period expiring on 30 June 1999.

With the dissolution of the former City of Wanneroo, the creation of the City of Joondalup and the Shire of Wanneroo, and the expiry of the contract imminent, it was considered appropriate that tenders be sought for the provision of banking services for both local governments.

A tender for the Provision of Banking Services was advertised in The West Australian on 24 April 1999. A comprehensive Banking Specification was prepared and forwarded to interested parties.

Submissions were received from the following banks:

- Australia and New Zealand Banking Group Limited
- Commonwealth Bank of Australia
- National Australia Bank

Tenders submitted by the Australia and New Zealand Banking Group Limited and the National Australia Bank did not conform to the tender requirements. In accordance with Clause 2.2.7 of the General Conditions of the tender the City reserves the right to reject the non-conforming tenders.

### **Banking Facilities**

The Commonwealth Bank meets the evaluation criteria stipulated in the Tender document.

#### **Security of Funds**

Asset backing and the Standard and Poors credit rating are considered to be an acceptable indication of the bank's size and security. The Commonwealth Bank has an asset base of \$130 billion and a Standard and Poors credit rating of AAA. This is considered adequate security for the City's funds.

#### **Y2000 Compliance Statement**

The Commonwealth Bank completed the Y2000 compliance statement provided with the tender.

#### **Banking Products**

The Bank demonstrated the capacity to accommodate the City's existing and expected future retail banking needs. Banking trends continue to encourage the use of electronic media, which supports the City's current processes, and are aligned with the City's future banking strategy.

#### **Branches**

The Bank has branches at Beldon, Joondalup, Warwick and Whitfords. Alternative payment methods obviate an extensive number of branches within the region.

#### **Rate Incentive Scheme**

The City sought the assistance of its bankers in providing prizes as incentives for early payment of rates. The Commonwealth Bank did not commit financial support for the City's rate incentive scheme as part of this tender. In prior years the Bank provided \$5,000 per annum (1998/99 \$2,500 City of Joondalup, \$2,500 Shire of Wanneroo).

## **Interest on Investments**

The City regularly invests surplus short-term funds on an “at call” basis. Indicative interest rates provided indicate that the Commonwealth Bank provides competitive interest terms.

## **Fees and Charges**

A copy of the Price Schedule is attached as Appendix A.

### **1.1 Ongoing Review**

The Bank will review its fees and charges annually.

### **1.2 Set Off / Overdraft Facility**

The City operates a “set off” basis within its various accounts. The Bank’s overdraft rate is 7.45%.

### **1.3 Transaction Fees**

The Bank charges a flat transaction fee for debit and credit transactions and offers a discount on its fees. The expected transaction costs to the City are approximately \$7,300

### **1.4 Dishonoured Cheque Fees**

The Commonwealth Bank charges a dishonoured fee to the payer, not to the City.

### **1.5 Payment of Rates and Charges at Bank Branches**

This facility allows ratepayers to make payments at a bank branch and was used by ratepayers during the 1998/99 year, in particular by pensioners. The Commonwealth Bank provides this service at a cost of \$2.50 per transaction, with payment able to be made at any metropolitan bank. This facility competes with Australia Post’s rate receipt facility currently being implemented by the City. Australia Post’s transaction fee is \$1.40 per transaction.

### **1.6 Card Merchant Facilities**

The Card Merchant Facility provides for payment by credit or debit card. The Commonwealth offers a 1.30% fee on credit cards and a 0.3% fee on debit cards. Based on projected payment of rates by credit and debit cards of \$7,200,000, the annual costs are approximately \$93,600.

### **1.7 Corporate Credit Card Facility - Mastercard**

The City currently has 6 corporate credit cards for the CEO and Directors. The credit cards are used in the conduct of the City’s business for purposes such as interstate travel, conferences or urgent purchases. Credit purchases are of relatively low volume. The cards are not used for cash advances. The Bank’s corporate credit cards attract annual fees of \$40 and an interest rate of 16.45% if not paid within 55 days.

**1.8 Electronic Payments - Payroll**

The bank offers electronic payments using its Diammond Software program. Once off software and training costs are \$300. Transaction costs are 5c per transaction and annual costs estimated at \$2,000 for this facility.

**1.9 Rate Collection Agency Facility (Bpay)**

The Bank offers the collection of rates by Bpay through its branch network. Costs are shown below:

<u>Credit Card Transaction fee</u>	<u>Credit Card Merchant Service Fee</u>	<u>Non Credit card transaction fee</u>
70c per transaction	1.00%	70c per transaction

Based on estimated volumes, the annual costs will be \$7,000.

**COMMENT**

The Commonwealth Bank offers products and services that are able to fully satisfy the banking requirements of the City.

The Bank has 4 branches within the City of Joondalup and can receive payment of the City's rates at any of its metropolitan branches. This service is used by ratepayers, in particular pensioners and offers increased convenience to the general public.

This service at the bank was not used in 1998/99 for the first rate instalment, however, due to ratepayer pressure was introduced for the second and subsequent instalments. The City is currently implementing a similar service offered by Australia Post at a cost of \$1.40 per transaction for the 1999/2000 year. This represents a comparative annual saving of approximately \$7,000. In view of the cost differences it is recommended that the City not utilise the Banks payment option, and that an aggressive marketing campaign be undertaken to advise ratepayers of the Australia Post payment option for rates.

It is recommended that as the Bank's pricing structure is competitive and cost effective and its processes are aligned with the City's future banking strategy and future direction, that the City appoints the Commonwealth Bank of Australia as its bankers for a 5-year period effective 1 July 1999.

**MOVED Cmr Clark-Murphy, SECONDED Cmr Rowell that the Joint Commissioners:**

**1 ACCEPT the Commonwealth Bank of Australia as the successful tenderer;**

- 2           **APPOINT the Commonwealth Bank of Australia for a 5-year period as its bankers effective 1 July 1999 with prices in accordance with the schedule enclosed with the tender subject to annual review;**
- 3           **AGREE to a minor variation before entering into the contract to exclude the Commonwealth Bank of Australia’s facility to collect rates at branches for the year commencing 1 July 1999, however this to be subject to annual review;**
- 4           **NOT ACCEPT the tenders submitted by the National Australia Bank and the Australia New Zealand Bank.**

**The Motion was Put and**

**CARRIED**

**CJ197-06/99        1999/00 INSURANCE RENEWAL**  
• **INDUSTRIAL SPECIAL RISK (ISR)**  
• **MOTOR VEHICLE AND PLANT - [05581]**

---

## **SUMMARY**

Prior to the introduction of Local Government Act 1995, Council’s insurance broker negotiated on behalf of Council the most favourable insurance premiums. The Local Government (Functions and General) Regulations 1996 no longer exclude professional services from the requirements of tender provisions. Accordingly public tenders were called on 5 May 1999 for Industrial Special Risks and Motor Vehicle/Plant insurance cover for the financial period 4.00pm 30 June 1999 to 30 June 2000. The subsequent tenders have been evaluated and recommendations made accordingly.

## **BACKGROUND**

The Local Government (Functions and General) Regulations 1996 requires a local government to seek tenders for goods and services in circumstances where the value of the contract is expected to exceed \$50,000. Various exemptions include:-

In emergency situations;

In circumstances where it is unlikely there would be more than one potential supplier; and

If the goods and services are to be obtained from the Council Purchasing Service of WAMA.

The City of Joondalup's insurance cover for motor vehicle/plant and industrial special risk and related insurances fall into this category. Consequently, the City via its Insurance Broker, Aon Risk Services invited tenders for these classes of insurance. A comprehensive tender specification was compiled with tenders closing on Thursday 20 May 1999.

## DETAILS

### INDUSTRIAL SPECIAL RISK

**Tender No 018-99/00 for Industrial Special Risks Insurance**, closed on Thursday 20 May 1999. Three tenders were received as follows:-

#### 1. GIO Australia Ltd

- (a) Industrial Special Risks (Property) to a maximum of \$40,000,000 with the following deductibles:-

#### Section 1 - Property Damage

Earthquake Subterranean Fire or Volcanic Eruption	(a)	\$20,000; or
	(b)	An amount equal to 1% of the total declared values at the situation where the damage occurs whichever is the lesser
Money		\$50
Directors' and Officers Personal Effects		\$50
Property of Welfare, Sport and Social Clubs		\$50
Works of Art		\$50
Machinery Breakdown		\$250
Malicious Damage		\$5000
Specified Damage		\$2,000
Lightning		\$20,000 if inadequate lighting arresters at these locations (Joondalup Administration Chambers, Warwick Leisure Centre, Craigie Leisure Centre and 2 Way Repeater Station).
All other Claims		\$2,000

#### Section 2 - Consequential Loss

Public Utilities		The first 48 hours from the occurrence of the damage
------------------	--	--

**Endorsements**

Property in Transit (other than stock)  
 Boiler/Pressure Vessel Explosion  
 Motor Vehicles on Premises  
 Millenium exclusion

**ISR Premium \$112,345.96**

**2. AMP General Insurance Ltd**

- (a) Industrial Special Risks (Property) to a maximum of \$40,000,000 with the following deductibles:-

**Section 1 - Property Damage**

Earthquake Subterranean Fire or Volcanic Eruption	(a)	\$20,000; or
	(b)	An amount equal to 1% of the total declared values at the situation where the damage occurs whichever is the lesser
Money		\$500
Directors' and Officers Personal Effects		\$250
Property of Welfare, Sport and Social Clubs		\$250
Works of Art		\$500
Machinery Breakdown		\$500
Specified Damage		\$2,000
Lightning		\$10,000 (Each occurrence, every location)
All other Claims		\$2,000

**Section 2 - Consequential Loss**

Public Utilities	The first 48 hours from the occurrence of the damage
------------------	--

**Endorsements**

Property in Transit (other than stock)  
 Boiler/Pressure Vessel Explosion  
 Motor Vehicles on Premises  
 Year 2000

**ISR Premium \$118,880.53**



**DETAILS****MOTOR VEHICLE & PLANT**

**Tender No 018-99/00 for Motor Vehicle and Plant Insurance**, with a common insured value of \$14,229,293 representing the total City of Joondalup and Shire of Wanneroo assets closed at 3pm Thursday 20 May 1999. A split of motor vehicle and plant assets for Joondalup and Wanneroo could not be achieved by tender invitation date. Consequently the successful tender premium will be allocated on a pro-rata basis between the municipalities based on the dollar value insured.

Three tenders were received as follows:-

**1. GIO Australia Ltd**

Motor Vehicle and Plant to a maximum of \$250,000 any one vehicle with a standard deductible of \$500.

**Motor Vehicle and Plant Premium \$156,522.22**

**2. AMP General Insurance Ltd**

Motor Vehicle and Plant to a maximum of \$250,000 any one vehicle with a standard deductible of \$500.

**Motor Vehicle and Plant Premium \$145,000.00 (Plus \$5000 total management fee – optional)**

**3. SGIO Insurance Ltd**

Motor Vehicle and Plant to a maximum of \$250,000 any one vehicle with a standard deductible of \$500.

**Motor Vehicle and Plant Premium \$162,632.49**

**SUMMARY OF PREMIUMS FOR 1999/2000**

Insurance Type	GIO	AMP	SGIO
ISR	\$112,345.96	\$118,880.53	\$261,663.58
Motor Vehicle and Plant (for both the City and Shire)	\$156,522.22	\$145,000.00	\$162,632.49

Note: All tenders are submitted conditional upon balance day adjustments based on the insured's asset valuations at policy end/renewal.

**COMMENT/FUNDING****INDUSTRIAL SPECIAL RISK**

The City's tender document contained policy conditions, exclusions and additional endorsements. AMP and GIO were able to comply with these matters.

The total annual insurance cost including the premium and anticipated deductibles resulting from anticipated claims is shown in the following table. Based on prior claims history, it is anticipated that 16 claims are likely, the major events arising from Malicious Damage (vandalism). This analysis takes into account an estimate of 11 claims for the year at the quoted deductible amount.

	AMP	GIO	SGIO
Premium	\$ 118,881	\$ 112,346	\$ 261,664
Anticipated Deductibles	\$ 46,500	\$ 79,250	\$ 30,250
<b>Total Costs</b>	<b>\$ 165,381</b>	<b>\$ 191,596</b>	<b>\$ 291,914</b>

The AMP General Insurance Ltd tender is the most competitive for Industrial Special Risks

**MOTOR VEHICLE & PLANT**

Based on prior claims history, it is anticipated that 100 motor vehicle claims are likely.

	AMP	GIO	SGIO
Premium	\$ 150,000	\$ 162,632	\$ 156,522
Anticipated Deductibles	\$ 50,000	\$ 50,000	\$ 50,000
<b>Total Costs</b>	<b>\$ 200,000</b>	<b>\$ 212,632</b>	<b>\$ 256,522</b>

The AMP General Insurance Ltd tender is the most competitive for Motor Vehicle Insurance.

**MINOR INSURANCE ITEMS**

The City has a number of minor lines of insurance to be arranged independently of this tender. These lines are normally insured by Council's preferred ISR insurer, GIO has provided this insurance for the past 3 years. AMP does not have the capacity to cover all of these smaller lines of insurance.

Minor lines of insurance include:-

- Personal Accident
- Contract Works
- Fidelity/Money

These minor lines of insurance will be sourced through the insurance broker AON Risk Services.

**MOVED Cmr Clark-Murphy, SECONDED Cmr Rowell that the Joint Commissioners:-**

- 1 ACCEPT the tender by AMP General Insurance Ltd for Industrial Special Risks Insurance for the 1999/2000 financial year at the annual premium of \$118,880.53 subject to end of year adjustments;**
- 2 ACCEPT the tender by AMP General Insurance Ltd for Motor Vehicle/Plant Insurance for 1999/2000 as a common premium for both the City of Joondalup and the Shire of Wanneroo at the annual premium of \$150,000.00 (inclusive of total management fee) subject to end of year adjustments.**

**The Motion was Put and**

**CARRIED**

## **CJ198-06/99 - AUTHORISATION OF NEW BUDGET ITEMS [06511]**

---

### **SUMMARY**

In establishing the inaugural budgets of the City of Joondalup and the Shire of Wanneroo, provision was made for establishing temporary and permanent administration and civic facilities for the Shire of Wanneroo. Similarly, funding was provided for the Division Task Force (established to assist the Commissioners in the 'division' process) and the Wanneroo Executive.

Plant, furniture and equipment requirements of the two new local Governments will primarily be sourced from the assets of the former City of Wanneroo. There will, however, be a need to purchase a number of items where services are being duplicated and funding for these items will be allocated in the 1999/2000 Budgets.

It is planned that the Shire of Wanneroo will establish itself in temporary accommodation early in the new financial year, so that it may move towards operating independently from the City of Joondalup in the very near future. A need has therefore arisen, for some items of furniture, plant and equipment to be acquired prior to 1 July 1999. No provision for such expenditure exists within the 1998/99 Budgets.

### **BACKGROUND**

The Shire of Wanneroo has developed its staff structures and filled many of the positions created, by the transfer of former City of Wanneroo staff and a number of external appointments. Arrangements are currently in hand for the Shire to commence operations independently of the City of Joondalup in a number of areas on and from 1 July 1999. To facilitate this, it is necessary for some items of plant, furniture and equipment to be acquired prior to 1 July 1999.

## DETAILS

Whilst initial funding for temporary and permanent accommodation for the Shire has been provided in the 1998/1999 Budgets, no provision has been made for items of plant, furniture and equipment required to ‘set up’ operations. It is imperative that any delay to the ‘set up’ process is avoided where possible.

Section 6.8 (1) of the Local Government Act 1995 provides that: -

“6.8 (1) A local government is not to incur expenditure from its municipal fund which is not included in its annual budget except where the expenditure: -

- (a) is incurred in a financial year before the adoption of the annual budget by the local government;
- (b) is authorised in advance by a resolution\*, or
- (c) is authorised in advance by the Mayor or the President in an emergency.

**\* Absolute majority required.**

Section 6.8 (2) requires that, where expenditure has been incurred by a local government in accordance with section 6.8 (1) (c) it is to be reported to the next ordinary meeting of the Council.

The purpose of this report, therefore, is to seek additional funding for the purchase of essential ‘set up’ items required prior to the end of this financial year. It is envisaged that the following allocations will be sufficient to meet immediate needs: -

Infrastructure (set up) Items – Minor	\$ 50,000
Infrastructure (set up) Items – Major	\$100,000

## COMMENT/FUNDING

The following accounts need to be established within the Division Task Force budget for 1998/99: -

### Operating Budget

Account No: 51929  
 Budget Item: Infrastructure (set up) Items – Minor  
 Budget Amount: \$ 50,000

### Capital Budget

Account No: 51949  
 Budget Item: Infrastructure (set up) Items – Major  
 Budget Amount: \$ 100,000



In recognition of the above, the Joint Commissioners of the former City of Wanneroo, at the meeting held on 27 January 1998, authorised the City to negotiate with the State Government Graffiti Program on a cost sharing basis with regard to implementing a pilot scheme for the removal of graffiti from fences and walls abutting roads, pedestrian accessways and parks (Report TS03-01/98 refers). The State Government Graffiti Program and the City of Stirling also joined forces in the removal of graffiti from fences and walls abutting public open space and private property.

The negotiations held between the Acting Co-ordinator of the Graffiti Program and the City saw the establishment of 3 removal crews, equipped with paint and garnet blasting equipment, a vehicle for an On-Road Supervisor and Administrative support in the Campaign Centre at the Kevin Smith Community Offices, Mirrabooka. Budget provisions were made in the 1998/99 fiscal year with year to date expenditure shown in Attachment 1.

The Campaign obtains waivers from property owners who have suffered graffiti vandalism on their fences adjoining roads, accessways and recreational reserves. The graffiti is removed by paint outs, chemical or garnet blasting.

During the ten-months of operation, the following statistics have been recorded on the number of graffiti removals:

<b>SUBURB</b>	<b>3 AUG – 30 SEPT- 98</b>	<b>OCT-98</b>	<b>NOV-98</b>	<b>DEC-98</b>	<b>JAN-99</b>	<b>FEB-99</b>	<b>MAR-99</b>
Alexander Heights	24	6	1	2	4	0	9
Alkimos	0	0	0	0	0	0	0
Beldon	0	0	0	0	18	5	5
Burns	0	0	0	0	0	0	0
Butler	0	0	0	0	0	0	0
Carabooda	0	0	0	0	0	0	0
Clarkson	0	0	0	0	0	0	1
Connolly	0	1	0	0	0	10	2
Craigie	0	0	1	15	17	5	11
Currambine	0	0	0	0	0	0	3
Duncraig	4	52	51	30	10	15	9
Edgewater	0	0	0	0	1	2	5
Eglinton	0	0	0	0	0	0	0
Girrawheen	64	24	12	47	46	13	16
Gnangara	0	0	0	0	0	0	0
Greenwood	58	38	12	15	17	7	15
Heathridge	0	0	10	19	27	15	13
Hillarys	1	0	6	3	3	9	1
Hocking	0	0	0	0	0	1	0
Iluka	0	0	0	0	0	0	0

Jandabup	0	0	0	0	0	0	0
Jindalee	0	0	0	0	0	0	0
Joondalup	0	0	1	0	0	0	1
Kallaroo	0	0	11	10	8	7	3
Kingsley	1	3	16	23	12	3	5
Kinross	0	0	0	0	0	2	2
Koondoola	50	32	36	19	31	13	22
Landsdale	0	0	0	0	0	0	0
Marangaroo	54	17	25	24	9	12	21
Mariginiup	0	0	0	0	0	0	0
Marmion	0	1	6	13	2	1	0
Merriwa	0	0	0	0	0	0	2
Mindarie	0	0	0	0	0	0	2
Mullaloo	0	0	16	4	13	4	6
Neerabup	0	0	0	0	0	0	0
Nowergup	0	0	0	0	0	0	0
Ocean Reef	1	2	8	4	3	19	12
Padbury	1	0	5	2	2	8	0
Pearsall	0	0	0	0	0	0	0
Pinjar	0	0	0	0	0	0	0
Quinns Rocks	0	0	0	0	0	0	3
Ridgewood	0	0	0	0	0	0	1
Sinagra	0	0	0	0	0	0	0
Sorrento	0	3	13	6	6	1	7
Tamala Park	0	0	0	0	0	0	0
Two Rocks	0	0	0	0	0	0	0
Wangara	0	0	0	0	0	0	0
Wanneroo	0	1	1	2	3	2	2
Warwick	36	41	14	9	9	1	5
Woodvale	0	0	0	0	2	4	8
Yanchep	0	0	0	0	0	0	0
<b>Total( Residential/ Commercial)</b>	294	221	245	247	243	159	192
<b>Joondalup/ Wanneroo Assets</b>				29	20	19	59
<b>Additional Tasks</b>	108	46	66	16	8	7	11
<b>TOTAL REMOVALS</b>	<b>402</b>	<b>267</b>	<b>311</b>	<b>292</b>	<b>271</b>	<b>185</b>	<b>262</b>

The removal crews have been working through suburb by suburb to undertake an initial clean up of graffiti in each area, with new graffiti vandalism in recently cleaned areas being removed within 24 hours of being reported to reduce the risk of recurrence.

However, to ensure the effectiveness of the Graffiti Campaign, graffiti in areas such as Yanchep and Two Rocks will be removed when an adequate amount of work is reported to complete a days worth of activities. This ensures that the vehicles and equipment is used to undertake removals rather than travelling between jobs in different suburbs.

With the initial clean up of graffiti almost complete throughout the majority of the suburbs within the City of Joondalup and the Shire of Wanneroo, consideration will need to be made on the future strategies of the campaign to control graffiti vandalism.

## **DETAILS**

Both the City of Stirling Area Graffiti Campaign and the Joondalup/ Wanneroo Area Graffiti Campaign have effectively reduced the prevalence of graffiti vandalism with a slight fall in the incidence of graffiti throughout their respective districts. However, even though the size and prominence of the graffiti has fallen, graffiti vandalism remains, albeit at much reduced levels. Other Local Authorities such as Subiaco, Gosnells and Vincent have established similar Campaigns with the State Government in their respective districts.

The consistent finding across all the programs is that rapid removal of graffiti on private and commercial properties has resulted in two forms of displacement. Firstly, it is estimated that approximately 10% of graffiti has displaced into neighbouring Local Authorities not covered by the Campaign. Secondly, surfaces in the campaign areas not enjoying the same rapid removal times, have been subjected to an increase in both the incidence and prevalence of graffiti vandalism. An example is that graffiti vandals have increasingly targeted small road signs control by Main Roads W.A and Western Power street lights and power poles.

Apart from taking action to remove graffiti, other strategies and initiatives need to be considered to further reduce this form of vandalism throughout the district. The following initiatives have been listed as possible strategies to reduce the amount of graffiti and allow effective maintenance.

### **Zoned approach to displacement**

Two possible solutions have been identified to reduce the amount of graffiti that is displacing onto other items not covered by the Campaign.

One solution to the displacement of graffiti within a discrete geographical area is to integrate the co-ordination of current campaigns and mechanisms into the one centre. This is currently undertaken by the Campaign, however as graffiti is not the primary business of relevant authorities, removal times are long and do not match those removal times of the respective Campaigns.

A second approach to the removal of graffiti within a geographical area is to divide the campaign areas into zones and have each zone team to take responsibility for the removal of graffiti in their respective zone. Those particular agencies with assets within a particular zone would be requested to contribute to the overall running of the program (i.e. Western Power, Telstra). This would be either a financial commitment or capital purchases.

## **Greening of the Parks and Laneways**

At the present time, the Campaign removes graffiti from private fences adjoining parks and accessways by either paint outs if the graffiti is on super six fibro or wooden type fencing, or by chemical or blasting techniques if the graffiti appears on brick faced walls.

The end result of a fence that has been “hit” on several occasions is a “patchy” appearance if the graffiti has been scattered along the fence line. It is proposed that where a fenced area adjoining park, reserve or accessway has more than 25% graffiti or depending on local conditions and the number of hits, the entire length of the fence line adjoining the park or accessway, is painted or “greened”. This ensures that the graffiti can be removed effectively with a matching paint and has an aesthetically pleasing uniform appearance when successive hits are coated. This practice is currently being undertaken by the City of Stirling, on fences abutting accessways and reserves within their district.

To coat a square metre of super six or wooden fence with paint, it is estimated that it costs approximately \$1.00 for the Campaign to apply the paint. Should the Joint Commissioners agree in principle to green fences adjoining parks, additional monies will need to be made available to undertake the initiative. In determining the amount to be allocated, a reserve such as Robin Reserve, Sorrento with a fence line approximately 690 metres, would cost approximately \$1242.00 to green the entire fence line. This is assuming that an average fence is 1.8 metres in height.

## **Application of Sacrificial Coatings**

As predicted at the inception of both the Stirling and Joondalup/Wanneroo Area Graffiti Campaigns, a number of property owners are requesting that the Campaign does not use high-pressure equipment to remove the graffiti from their brick faced fences. Their concerns are usually raised if it is identified that the fence has a problem with fretting mortar or inadvertent damage has been done to the wall where several removals have been undertaken.

To ensure that the graffiti is removed and to reduce the amount of inadvertent damage caused to the brick faced fences, the Commissioners would need to agree in principle, that the Campaign offers to residential property owners to coat those walls most likely to sustain damage from removal, with a sacrificial coating on a cost recovery basis. The application of the coating would ensure that the graffiti could be removed with a matched remover without using blasting techniques.

The property owner would be expected to pay for the cost of the sacrificial coating with the Campaign workforce supplying the labour to apply the coating for the owner.

## **Bus Shelter Graffiti Removal**

Council removes graffiti from its concrete bus shelters that are installed throughout the district. During the 1998/99 financial year, \$32,000 was approved in Accounts 27824 and 27825 – “Bus Shelter Graffiti Maintenance” to remove graffiti from bus shelters, with \$45,533 expended to date.

The actual costs in removing graffiti from these structures has resulted from an increase in graffiti vandalism and the displacement of graffiti “hits” onto Council facilities.

The Joondalup/Wanneroo Area Graffiti Campaign could incorporate the removal of graffiti from bus shelters in its terms of reference. It is envisaged that the removal crews will undertake graffiti removal from the bus shelters whilst removing graffiti from private property within the vicinity thereby avoiding a displacement of graffiti onto these structures. It will also ensure that removal times are improved, as the Campaign will be able to remove graffiti from the shelters without authorisation from the Administration Centre.

Should the removal of graffiti from Council bus shelters be incorporated in the terms of reference of the Campaign, an additional financial commitment would need to be given for the campaign to remove graffiti from Council bus shelters throughout the district.

### **COMMENT/FUNDING**

The Joondalup/Wanneroo Area Graffiti Campaign was established in recognition of the increasing amount of graffiti on private fences adjoining roads, accessways and recreation reserves. The Campaign has been operating for a ten-month period as a pilot scheme to provide assistance for affected property owners in removing graffiti and despite the success of reducing the levels, graffiti still remains throughout the community.

To complete the task of reducing graffiti vandalism to the minimum possible levels, consideration needs to be given to continue the pilot scheme to provide assistance to property owners, and investigate possible new preventative maintenance methods such as greening of fences and cost recovery for sacrificial coatings. Also the incorporation of bus shelter graffiti removal within the terms of reference of the Campaign would ensure that the graffiti is removed with an adequate response time to reduce the risk of recurrence and the risk of displacement.

It is recommended that a zoned approach be investigated in the removal of graffiti which would be the most effective use of state and local government resources and will indicate that graffiti in an area is a regional rather than a local problem.

To determine the best possible direction for the Campaign and Council, consideration will need to be given on the “global” approach to remove graffiti. The current partnerships between the respective local authorities and the State Government have proven extremely successful in markedly reducing the prevalence of graffiti vandalism across large areas of the metropolitan landscape. However, it must be recognised that the pilot program for the Joondalup/Wanneroo districts as well as other local authorities, require a more formal organisational structure and guidelines to ensure equity among key stakeholders and stability into the future should the zone approach be considered appropriate.

The zoned approach relies on the zone team to take responsibility for removal of graffiti in their zone on all assets that are owned by the key stakeholders. As previously indicated, a more formal structure will need to be developed to protect the interests of the various stakeholders.

It will therefore be necessary for Council to negotiate with the State Government and other key agencies (i.e. Western Power, Main Roads W.A, other local authorities) in developing a simple service level agreement taking into account the equipment and vehicles already purchased by the relevant stakeholders. In addition, the negotiations should include, but not be limited to, cost recovery provisions from public utility assets and sharing of resources across each zone team.

In addition, should the Joint Commissioners resolve to continue the Campaign and agree in principle to incorporate the removal of graffiti from Council bus shelters and greening of the park initiatives, a similar commitment to that of the 1998/99 Graffiti Control Budget would be required. The proposed budget would need to incorporate an additional amount of \$32,000 to remove graffiti from Council bus shelters and a \$10,000 amount to undertake greening of the park initiatives.

As the Joondalup/Wanneroo Area Graffiti Campaign covers both the City of Joondalup and Shire of Wanneroo districts, consideration needs to be made on the level of commitment that each Local Authority will supply to the Campaign. It is considered that as the Campaign provides assistance for property owners throughout the former City of Wanneroo district, that the level of commitment is based upon the number of rateable properties in the City of Joondalup and Shire of Wanneroo respectively. It is advised that during the 1998/99 fiscal year it was indicated that there were 52,955 rated properties within the City of Joondalup and 28,103 rated properties within the Shire of Wanneroo. This is equivalent to a 65% commitment from the City of Joondalup and 35% commitment by the Shire of Wanneroo.

In view of the above, it is recommended that the City of Joondalup contributes towards 65% and the Shire of Wanneroo 35% towards the costs associated with the Campaign. This percentage split will need to be reviewed at the end of the 1999/2000 financial year should the Campaign continue beyond the 1999/2000 fiscal year.

**MOVED Cmr Morgan, SECONDED Cmr Rowell that the Joint Commissioners:**

- 1** **AGREE to continue the pilot scheme for a further twelve months to provide assistance in the removal of graffiti from private fences adjoining roads, pedestrian accessways and parks, subject to the proposed Graffiti Control budget being adopted;**
- 2** **subject to the proposed Graffiti Control Budget being adopted, APPROVE the City of Joondalup to contribute 65% towards the costs associated with the Campaign;**
- 3** **AGREE IN PRINCIPLE to:**
  - (a) assist residential property owners in supplying a sacrificial coating to brick faced walls on a cost recovery basis;**
  - (b) to green fences adjoining accessways and recreational areas;**

- 4 **INVESTIGATE the supply of sacrificial coatings and greening of fences adjoining accessways and parks in the terms of reference of the Campaign;**
- 5 **NEGOTIATE with the State Government Graffiti Program on a zoned approach to remove graffiti and to submit a report on the outcome of the negotiations to the joint Commissioners;**
- 6 **INCORPORATE the removal of graffiti for Council bus shelters into the Terms of Reference of the Campaign.**

Cmr Morgan spoke in support of the Motion.

**The Motion was Put and**

**CARRIED**

**CJ200-06/99      BUS      SHELTER      INSTALLATION      AND  
RELOCATION      PROGRAMME      -  
[02786J,02318J,00649J]**

---

## **SUMMARY**

Council has received requests to relocate concrete bus shelters from various sites due to anti-social behaviour and sight line issues. The proposed removal of two Council concrete bus shelters has been investigated and recommendations made based on patronage figures, public comments and history surrounding the shelters. It is recommended that the shelters be relocated to the next identified location in the 1997/1998 Bus Shelter Installation and Relocation Programme.

## **BACKGROUND**

The 1997/1998 Bus Shelter Installation Programme (below) was suspended, pending the finalisation of the tender agreement with Ad-Shel Pty Ltd Australia for the supply and maintenance of one hundred and twenty five toughened glass bus shelters (City of Joondalup Report No CJ167-10/98 refers).

In addition, Council has been experiencing difficulty in engaging a contractor to undertake the construction and installation of the existing type of concrete shelters. This has also delayed the installation of concrete shelters at the sites indicated below.

However, it is envisaged that a surplus number of concrete bus shelters will become available for relocation once installation of the new glass shelters has been completed. In the interim, bus shelters removed by Council are being installed at the next priority site in the 1997/1998 Bus Shelter Installation Programme.

**1997/1998 BUS SHELTER INSTALLATION AND RELOCATION PROGRAMME**

Marmion Avenue (Southbound), South of Hester Avenue, Clarkson. <b>INSTALLATION COMPLETED</b>	33 passengers boarding
Hocking Road (opposite Cherokee Caravan Park) Kingsley. <b>INSTALLATION COMPLETED</b>	23 passengers boarding
Marmion Avenue (Southbound), South Renshaw Boulevard, Clarkson	22 passengers boarding
Marmion Avenue (Southbound), South Santa Barbara Parade, Merriwa. <b>INSTALLATION COMPLETED</b>	19 passengers boarding
Hepburn Avenue (Eastbound), West Walter Padbury Boulevard, Padbury. <b>INSTALLATION COMPLETED</b>	14 passengers boarding
Erindale Road (adjoining Warwick Grove Shopping Centre), Warwick. <b>INSTALLATION COMPLETED</b>	12 passengers boarding
Moore Drive (Northside), West of Joondalup Drive, Joondalup	12 passengers boarding
Shenton Avenue (Eastbound) East Delamere Avenue, Currambine	12 passengers boarding
Whitfords Avenue (Westbound), East Kingsley Drive, Kingsley	10 passengers boarding
Templeton Crescent (adjoining 66 & 68), Girrawheen. <b>INSTALLATION COMPLETED</b>	10 passengers boarding
Walyungah Boulevard (Adjacent Clarkson High School) Clarkson. <b>INSTALLATION COMPLETED</b>	8 passengers boarding
Sovereign Drive (adjoining 11 & 15), Two Rocks.	6 passengers boarding

**Proposed Relocations****20 Cliff Street, Marmion**

Council received a letter from the property owner at 20 Cliff Street, Marmion on 3 August 1998 requesting Council to consider the removal of the bus shelter adjoining their property due to obstructed sight lines when exiting the property from the crossover.

In addition the property owner has indicated that the shelter has resulted in increased anti-social behaviour such as drug use, alcohol consumption, graffiti, private property damage/vandalism, noise/bad language, personal confrontation/intimidation and litter.

**Grey Road adjoining 32 McKinlay Avenue, Padbury**

Council received a letter from the adjoining property owner at 32 McKinlay Avenue, Padbury on 6 July 1995 requesting Council consider the removal of the bus shelter adjoining their property due to increased anti-social behaviour such as drug use, alcohol consumption, private property damage/vandalism, noise, graffiti and litter.

Bus patronage figures obtained initially have indicated that the shelter was well utilised and therefore removal of the shelter not recommended. As an alternative arrangement, the adjoining property owner agreed to an alternative design shelter, to resolve some of the issues surrounding the shelters use. Attempts to obtain this particular design shelter have not been successful, since the manufacturer has ceased production and an appropriate shelter has not been identified for relocation.

## **DETAILS**

### **20 Cliff Street, Marmion**

An onsite inspection of the bus shelter in Cliff Street by an officer revealed a partial sight obstruction for vehicles exiting the property on the crossover/footpath.

There was graffiti on the adjoining property wall next to the shelter and general rubbish surrounding the shelter. In addition, the green refuse cart attached to the shelter has been badly vandalised and burnt on two occasions.

Patronage figures obtained from Path Transit have indicated an average of four (4) bus patrons utilise the stop daily. A request for public comments on the proposed removal of the shelter, resulted in three (3) letters objecting to and one (1) letter supporting the removal of the shelter

The onsite inspection also revealed two alternative stops on the bus route with shelters, which are both located 250 metres north and south of the aforementioned stop.

### **Grey Road-Adjoining 32 McKinlay Avenue, Padbury**

An onsite inspection of the bus shelter in Grey Road revealed, graffiti on the adjoining property wall next to the shelter and general rubbish surrounding the shelter.

Patronage figures obtained from Path Transit indicate an average of eleven (11) bus patrons utilise the stop on weekdays. No service operates on the weekends when most problems are occurring. A request for public comments on the proposed removal of the shelter, resulted in five (5) letters objecting to and one (1) letter supporting the removal of the shelter.

An onsite inspection also revealed an alternative stop on the bus route with a shelter, which is located 300 metres north of the aforementioned stop.

## **COMMENTS**

### **20 Cliff Street Marmion**

Removal of the shelter should reduce the levels of anti social behaviour surrounding the use of the stop. The bus shelter would no longer provide cover for anti-social behaviour such as drug use or alcohol consumption, graffiti or the congregation of youths.

Removal would also result in clearer sight lines, improving safety to pedestrians and road users. Attempts to relocate the shelter to a stop in the immediate area were unsuccessful. Relocation is a last option. The shelter would be relocated to Marmion Avenue (Southbound), South of Renshaw Boulevard, Clarkson (22 passengers boarding daily).

Should removal be authorised, the bus stop shall remain and a bus bench will replace the shelter.

**Grey Road-Adjoining 32 McKinlay Avenue, Padbury**

Removal of the shelter should reduce the levels of anti social behaviour surrounding the use of the stop. The bus shelter would no longer provide cover for anti-social behaviour such as drug use or alcohol consumption, graffiti or the congregation of youths.

Possible relocation of the shelter to a stop in the immediate area was not possible due to physical verge restrictions and sight lines problems. Relocation is a last option. Should it be decided to remove the shelter it would be relocated to an identified location in the 1997/1998 Installation Programme being Moore Drive (Northside), West of Joondalup Drive, Joondalup (12 passengers boarding daily).

Should removal be authorised, the bus stop shall remain and a bus bench will replace the shelter.

**MOVED Cmr Morgan, SECONDED Cmr Rowell that the Joint Commissioners AUTHORISE the removal and relocation of the bus shelter adjoining:**

- 1            20 Cliff Street, Marmion, to Marmion Avenue (Southbound), South of Renshaw Boulevard, Clarkson;**
- 2            32 McKinlay Avenue, Padbury, to be relocated to Moore Drive (Northside), West of Joondalup Drive, Joondalup.**

**The Motion was Put and**

**CARRIED**

---

**CJ201-06/99      PARKING RESTRICTION - TUART ROAD,  
GREENWOOD - [24179J, 08097J]**

---

**SUMMARY**

The Liwara Catholic School has requested consideration be given to a parking restriction adjacent to the school in Tuart Road, Greenwood. The restriction is requested to improve traffic flow in Tuart Road. As parking or stopping in the cul-de-sac can be hazardous and restrict traffic flow, the installation of a parking restriction is supported.

**BACKGROUND**

The Liwara Catholic School has requested consideration be given to a parking restriction adjacent to the school in Tuart Road. The school has requested that a 'NO STANDING 8-9AM – 3-4PM, MONDAY-FRIDAY' restriction be installed within the cul-de-sac adjacent to the school. The restriction is requested to improve traffic flow in Tuart Road during school peak times. The type and extent of the restriction sought by the school is shown on Attachment 1.

## DETAILS

It is important that safe traffic flow be maintained on roads adjacent to schools, particularly during peak times. In view of this, parking restrictions are considered for installation on roads adjacent to schools to improve safety or ensure traffic flow is maintained.

It is generally accepted that parking or stopping in a cul-de-sac be prohibited as it restricts safe traffic flow for all road users. In this instance, a parking restriction to prevent parking or stopping in the cul-de-sac head adjacent to Liwara Catholic Primary School on Tuart Road is supported in principle.

A parking restriction may displace some parent motorists who park regularly at this location. However, the impact of this will be negated by improvement to safety and traffic flow. Limited off street parking for parents is also provided at this school.

## COMMENT

While the schools request for a limited time specific parking restriction is noted, parking or stopping in the cul-de-sac at anytime would also impact upon traffic flow. Therefore a 'NO STANDING ANYTIME' restriction would be more appropriate.

The revised parking restriction proposal is shown on Attachment 2.

**MOVED Cmr Morgan, SECONDED Cmr Rowell that the Joint Commissioners:**

- 1 APPROVE the installation of 'NO STANDING ANYTIME' signs adjacent to Liwara Catholic Primary School as shown on Attachment 1 to Report CJ201-06/99;**
- 2 ADVISE the Liwara Catholic Primary School accordingly.**

**The Motion was Put and**

**CARRIED**

Appendix II refers

**CJ202-06/99 CONNOLLY PRIMARY SCHOOL - ROAD SAFETY & PARKING STRATEGY [09726J]**

---

## SUMMARY

In June 1998, the Connolly Primary School P&C Association formed a Traffic and Safety Committee to address concerns raised by the local and school community in regard to road safety and parking around the school. The Committee has made a number of recommendations including engineering treatments and parking restrictions. The recommendations are now presented for information and funding consideration.

## **BACKGROUND**

Road safety and parking at Connolly Primary School have been a concern to the school and local community for some time. In March and June 1992, the former City of Wanneroo Council considered and approved (Items G10414 and G10618 refer) proposals to regulate and improve parent parking adjacent to the school in Fairway Circle and Portmarnock Circuit. While this went some way to addressing the parking problems at the school, increasing student enrolments has meant that many of the problems associated with parking at the school have re-established.

Subsequently, in June 1999, the City received a 22-signature petition from Connolly residents, again requesting appropriate traffic and parking controls in Portmarnock Circuit.

A report on this matter was later presented to the July 1998 meeting of the Joint Commissioners (Item CJ10-07/98 refers). At that time it was resolved that the City liaise closely with the Connolly Primary School Traffic and Safety Committee on the development of a comprehensive Road Safety and Parking Strategy for the school.

## **DETAILS**

Lack of parking facilities for parent motorists is symptomatic of many schools. More recently this situation has been exacerbated by the increase in pre-primary students at many state and private schools. However, unlike private schools, there is currently no statutory requirement for state schools to provide additional car parking facilities to offset the additional parking demand. For example, an additional 20 pre-primary students can generate demand for up to 20 short-term parking spaces on the local road adjacent to the school.

The introduction of pre-primary classes at Connolly Primary School has added to the existing burden on the surrounding road network. In 1999, an additional 40 pre-primary students enrolled at Connolly Primary School, taking the total number to approximately 100 pre-primary students. No additional parking has been provided by the Education Department.

In this changing environment, it is necessary to adopt a more holistic approach to solving parking and safety issues around schools and apply a strategy that is suitable to that particular school. In view of this, the aim of the Road Safety and Traffic Committee was to establish a number of measures that when implemented as part of an overall strategy, would go some way to improving safety and amenity of the school and local community.

After careful consideration, the following recommendations are presented by the Traffic and Safety Committee for consideration as part of the Connolly Primary School Safety and Parking Strategy.

### **On Street Parking Embayments**

While the committee acknowledges that on street parking schemes invariably create less parking spaces adjacent to the school, they recognise that they improve safety for all road users. On this basis, the Committee has recommended the formalisation of on-street parking in order to improve safety of pedestrians and motorists along Fairway Circle.

At present, parent motorists park on both sides of Fairway Circle during school peak times. When this occurs, the existing 9 metre wide pavement does not have adequate width to allow two way traffic flow to be maintained safely during these times.

In order to overcome this, it is proposed to strategically widen Fairway Circle at some locations to accommodate formal parking bays. This will allow vehicles to pass in opposite directions without inadvertently increasing vehicle speeds outside of school peak times. Safety at the existing guard controlled crossing point will be improved by not allowing parking within the vicinity of the crossing and by reducing the road width from 9 to 6 metres. The reduced road width on this section of Fairway Circle will also encourage lower overall vehicle speeds at all other times.

The Connolly Residents Association has given in principle agreement to the on street parking proposal.

The extent of the on-street parking embayment proposal is shown on Attachment 1. The estimated cost to construct on-street parking embayments adjacent to the school on Fairway Circle is \$50,000.

The City is seeking a 50% funding contribution of \$25,000 from the Education Department for the construction of on street parking embayments.

#### Parking Restrictions

As part of the development of a Safety and Parking Strategy for Connolly Primary School, a parking prohibition proposal has been prepared. The proposal is for those roads in the vicinity of the school which are affected by parent parking and on which parking poses a significant safety risk.

The proposal, as shown on Attachment 2, is intended to restrict parking on the residential side of Portmarnock Circuit during school peak times. This will ensure safe traffic flow is maintained and discourage the unsafe practise of children crossing this section of road between parked vehicles. As verge parking, without permission of the adjacent landowner is prohibited under the City's Local Laws, a verge parking ban has not been considered as part of this proposal.

Residents of Portmarnock Circuit were given an opportunity to comment on the proposal. The proposal has been well received and supported by residents.

Parent parking is accommodated on the school side of Portmarnock Circuit by the hard stand (paved) area previously approved and constructed in 1992. As the proposed parking ban on the residents side will negate the need for children to cross Portmarnock Circuit, an additional parking restriction on the school side has not been requested at this stage.

The existing parking ban in Fairway Circle has also been reviewed. The existing ban, as shown on Attachment 3, which relates to the bus stops on Fairway Circle is no longer required. On this basis their removal is recommended to create additional parking opportunities on Fairway Circle. This would also benefit those motorists displaced by the proposed restriction on Portmarnock Circuit.

## **Other Initiatives**

While the proposed capital works projects together with the parking prohibition proposal will go some way to alleviating the concerns of both the school and local community, other initiatives are also proposed. These include encouraging parent motorists to arrive on the school side of adjacent roads and utilising the available parking in a more efficient way. Encouraging greater numbers of children to walk or cycle to school, through adoption of the RoadWise Safe Routes to schools Programme may also ease the traffic burden around the school.

As part of the Safe Routes to Schools program, the school has identified a number of safe routes to the school. In doing this, improvements such as providing pram ramps, grab rails have been requested. These are generally provided wherever possible as minor works, however larger projects such as footpaths are required to be listed on a priority basis in the Five Year Capital Works Program.

The Committee has requested consideration be given to the construction of a footpath on the eastern side of Fairway Circle between Portmarnock Circuit (south) and Huntingdale Crescent. The footpath is requested to cater for students living south of Fairway Circle. The construction of the footpath would enable these students to utilise the existing guard control crossing adjacent to the school and ensure students cross in a controlled environment. The construction of approximately 450 metres of footpath as shown on Attachment 4, is estimated to cost \$12,000. There is an existing footpath on the western side of Fairway Circle.

Alternatively, the construction of pedestrian refuge islands on Fairway Circle at strategic crossing points between Portmarnock Circuit (south) and St Michaels Avenue would be of benefit to all pedestrians crossing this section of road. The construction of pedestrian refuge islands within the existing 9-metre pavement creates a safer two stage crossing for pedestrians. The islands are also influential in reducing overall vehicle speeds and highlighting the location of pedestrian crossing points to motorists. The construction of three pedestrian refuge island as shown on Attachment 4, is estimated to cost \$12,000.

The school is committed to co-ordinating the necessary education program to support these initiatives as part of the school curriculum. Regular Traffic and Safety Committee meetings are also planned to maintain a high level of road safety awareness at the school with assistance provided by RoadWise and the City wherever possible.

## **COMMENT/FUNDING**

In the past, formalisation of on street parking has been shown to improve safety adjacent to schools. On this basis, the construction of parking embayments in Fairway Circle subject to joint Education Department funding is supported. An amount of \$50,000 to construct on street parking embayments can be listed as a high priority for funding consideration as part of the 1999/2000 budget deliberations.

In the meantime, as the parking prohibition proposal has been well received by the residents of Portmarnock Circuit, the installation of ‘NO STANDING, 7:30-9am, 2:30-4pm, MONDAY-FRIDAY’ signs on the residential side of Portmarnock Circuit is supported.

As the construction of a footpath on the eastern side of Fairway Circle would duplicate the existing footpath on the western side of Fairway Circle, it would, on a priority basis, have a low-medium priority in comparison with other footpath projects throughout the municipality.

In view of this, as an interim treatment, the construction of pedestrian refuge islands on Fairway Circle between Portmarnock Circuit (south) and St Michaels Avenue would benefit all pedestrians crossing this section of road. On this basis, the construction of the pedestrian refuge islands is supported as a high priority. An amount of \$12,000 to construct three pedestrian refuge islands on Fairway Circle between Portmarnock Circuit (south) and St Michaels Avenue can be listed as a high priority for funding consideration as part of the 1999/2000 budget deliberations.

In the meantime an amount of \$12,000 to construction of a footpath on the eastern side of Fairway Circle can be listed as a medium priority in the Five Year Capital Works Program.

Through their efforts, the Road Safety and Parking committee has shown a commitment to increasing road safety awareness and progressing the road safety and parking strategy. This commitment will ensure that they will continue to educate parents and students on the most appropriate ways to ensure the safety and amenity of the local and school community is maintained at all times.

**MOVED Cmr Morgan, SECONDED Cmr Rowell that the Joint Commissioners:**

- 1 LIST as a high priority in the 1999/2000 Capital Works budget, construction of on street parking embayments along Fairway Circle as shown on Attachment 1 to Report CJ202-06/99 subject to a 50% funding contribution from the Education Department;**
- 2 LIST as a high priority in the 1999/2000 Capital Works budget, construction of pedestrian refuge islands on Fairway Circle between Portmarnock Circuit (south) and St Michaels Avenue as shown on Attachment 2 to Report CJ202-06/99;**
- 3 LIST as a low-medium priority in the 1999/2000 Capital Works budget, construction of a footpath on the eastern side of Fairway Circle between Portmarnock Circuit (south) and Huntingdale Crescent as shown on Attachment 2 to Report CJ202-06/99;**
- 4 APPROVE installation of ‘NO STANDING, 7:30-9am, 2:30-4pm, MONDAY-FRIDAY’ signs on the residential side of Portmarnock Circuit as shown on Attachment 3 to Report CJ202-06/99;**

- 5 **REVOKE the existing ‘NO PARKING BUS STAND’ prohibition on Fairway Circle as shown on Attachment 4 to Report CJ202-06/99;**
- 6 **THANK the Connolly Primary School Traffic and Safety Committee for their efforts and ongoing commitment to road safety;**
- 7 **ADVISE all interested parties accordingly.**

Cmr Morgan advised that since July 1998, specific meetings had been held with the Connolly Primary School Traffic and Safety Committee on the development of a comprehensive road safety and parking strategy for the school.

He pointed out lack of parking facilities for parent motorists was a problem encountered by State schools. It was difficult to obtain adequate funding from the Education Department, but efforts were still being made along those lines in order to limit the funding by the City.

Cmr Morgan thanked the Connolly Primary School Traffic and Safety Committee for its efforts.

**The Motion was Put and**

**CARRIED**

Appendix III refers

---

**CJ203-06/99 TENDER 141-98/99 REMOVAL OF ASSORTED STUMPS - [34641]**

---

**SUMMARY**

Tenders were called for the removal of assorted stumps in accordance with tender specifications. Five tenders were received. Acceptance of the tender submitted Geoff's Tree Service, based on the Schedule of Prices submitted.

**DETAILS**

The tender calls for the removal of stumps from Public Open Space and road reserves by the use of a stump grinding machine.

The successful tenderer is required to co-ordinate all inground service locations prior to commencement of any works.

The Schedule of Rates identifies a range of stump sizes to be priced, as follows:-

- 100mm - 300mm
- 300mm - 450mm
- 450mm - 500mm
- 500mm - 800mm

Council's records indicate an annual removal of approximately 480 stumps of varying sizes.

## COMMENT

The tenders submitted by Geoff's Tree Service, Woodies Stump Removal and Mini Pickers are very competitive.

### Geoff's Tree Service

This company has had one-third of the stump removal tender and has completed all work satisfactorily.

### Woodies Stump Removal

This company has had one-third of the stump removal tender and has completed all work satisfactorily.

### Mini Pickers

This company has had one-third of the stump removal tender and has completed all work satisfactorily.

### Schedule of Prices

<b>Company</b>	<b>\$ per Stump 100mm-300mm</b>	<b>\$ per Stump 300mm-450mm</b>	<b>\$ per Stump 450mm-500mm</b>	<b>\$ per Stump 500mm-800mm</b>
Geoff's Tree Service	\$10	\$15	\$20	\$30
Woodies Stump Removal	\$8	\$16	\$20	\$44
Mini Pickers	\$10	\$16	\$22	\$40

Calculating the average removal numbers for 1998/99 works, the following costs would apply:-

<b>Company</b>	<b>100mm-300mm \$</b>	<b>300mm-450mm \$</b>	<b>450mm-500mm \$</b>	<b>500mm-800mm \$</b>
Geoff's Tree Service	\$660	\$1215	\$720	\$2160
Woodies Stump Removal	\$528	\$1296	\$720	\$3160
Mini Pickers	\$660	\$1296	\$792	\$2880

### Totals

Geoff's Tree Service	\$4755
Woodies Stump Removal	\$5704
Mini Pickers	\$5628

**MOVED Cmr Morgan, SECONDED Cmr Rowell that the Joint Commissioners:**

- 1 ACCEPT the tender from Geoff's Tree Service for Tender 141-98/99 in accordance with the schedule of rates submitted with the tender;**
- 2 AUTHORISE signing of the contract documents.**

**The Motion was Put and**

**CARRIED**

**CJ204-06/99 PETITION - LAKE VALLEY PARK  
EDGEWATER - [39632J]**

---

## **SUMMARY**

Council has received a petition from 48 residents in Edgewater requesting the installation of irrigation and clean up of Lake Valley Park. Development is not supported due to the quality of existing remnant bushland.

## **BACKGROUND**

Lake Valley Park was developed as a dry park in 1985. The perimeter and central play area was cleared following a site meeting with residents.

Residents petitioned Council for controlled development of the Public Open Space for passive, informal use, while retaining the maximum vegetation. The site was assessed and the proposed cleared areas defined. These areas were planted with Couch grass stolons and growth has been acceptable. The current Couch coverage is 80%.

Play equipment was installed following ratepayer requests in 1996.

## **DETAILS**

Recent social changes have impacted on this type of Public Open Space. The play area, being centrally located, has minimal exposure and youths may gather without being observed. There is evidence of this occurring, eg. bottles and paper.

Inclusion of this park in the Dry Park Development Program is not justified due to the following:-

1. The park's proximity to other dry parks.
2. Its proximity to existing reticulated Public Open Space to enable connection to a shared supply.
3. Its proximity to an arterial road to enable joint irrigation system.
4. The quality of existing indigenous vegetation. Irrigation will result in a decline in quality due to weed/grass invasion.

5. The small area of Public Open Space involved.
6. The existence of other cleared areas of Public Open Space within Edgewater requiring irrigation.

The petitioners have requested various maintenance items requiring attention and these have been addressed, eg. graffiti on play equipment cleaning up of broken glass and rubbish.

Lake Valley Park is 1.73ha in size and is currently maintained as a dry park, with play equipment centrally located. Approximately 60% of the Public Open Space consists of good quality natural vegetation.

Due to the isolated location from other areas of Public Open Space and the quality of the existing vegetation, retention of Lake Valley Park in its current form is recommended.

**MOVED Cmr Morgan, SECONDED Cmr Rowell that the Joint Commissioners ADVISE the petitioners that additional clearing and the installation of irrigation within Lake Valley Park Edgewater is not supported due to the quality of the existing remnant bushland.**

**The Motion was Put and**

**CARRIED**

#### **DEVELOPMENT & PLANNING SERVICES SECTION**

Items CJ205-06/99 to CJ207-06/99 inclusive were Moved by Cmr Rowell and Seconded by Cmr Buckley.

**CJ205-06/99 LOT 1029 OCEAN REEF : ACCEPTANCE OF STORMWATER DRAINAGE FROM TAYLOR WOODROW SUBDIVISION, LOT 2 CONSTELLATION DRIVE, OCEAN REEF - [26453J]**

#### **SUMMARY**

Taylor Woodrow (Australia) Pty Ltd is currently disposing of stormwater emanating from its proposed subdivision of Lot 2 Constellation Drive, Ocean Reef, into a sump existing on Lot 1029 Ocean Reef, owned by the City of Joondalup. Generally, developers are required to dispose of stormwater created by their subdivision within their area of subdivision rather than allow it to be diverted and disposed of on an adjacent foreshore reserve. The circumstances applying in this instance however are considered to justify a different approach being taken. It is recommended that this drainage arrangement be ratified, subject to the subdivider meeting the land, construction and valuation costs involved. It is also recommended that the funds received be placed in a Reserve Account to be established for the purpose of planning, developing and managing the Ocean Reef Boat Launching Facility precinct.

## **BACKGROUND**

Taylor Woodrow has subdivided into housing lots land it owns on the corner of Prendiville Avenue and Constellation Drive, Ocean Reef. This land was once part of the Prendiville College site but was determined by the College to be excess to requirements and therefore sold to a developer for residential development purposes.

Taylor Woodrow is currently disposing of stormwater emanating from its new subdivision to a sump existing on Lot 1029 Ocean Reef. The sump is not within a separate drainage reserve but rather still accommodated on Lot 1029. Lot 1029 is owned in fee simple by the City of Joondalup. (It was purchased in 1979 by the former Shire of Wanneroo, and is now technically owned by the City of Joondalup pursuant to the Governor's Order associated with the 'split' of the former City of Wanneroo. Future ownership is being considered in the current process of consideration of splitting of assets and liabilities of the former City of Wanneroo).

When Lot 1029 was purchased it was envisaged that the future use of the land would be for a major development project, involving recreational, commercial and service uses ancillary to the Ocean Reef Boat Launching Facility.

The locations of the Taylor Woodrow land and Lot 1029 referred to above are shown on Attachment No. 1.

## **DETAILS**

In October 1998, Taylor Woodrow's engineers for their Ocean Reef subdivision, Gilbert Rose Consulting Pty Ltd., approached the City regarding the possibility of the subdivider being able to direct stormwater from the subdivision into existing nearby drains (which eventually discharge into the sump on Lot 1029) rather than dispose of the stormwater within or adjacent to the subdivision area.

Gilbert Rose was advised that this may be acceptable, subject to:

1. The subdivider meeting the costs which would be involved in the enlargement of the sump to accommodate their stormwater, both in terms of construction cost and land cost.
2. The subdivider meeting all other costs which would be entailed in arriving at such an arrangement, including land valuation costs.

The subdivider advised that it wished to proceed with negotiations on the above basis.

Agreement was subsequently reached by Gilbert Rose and City engineers that the construction cost component would amount to \$4,000, and the area of land required was 448m<sup>2</sup>. (It should be noted that this land area is not to be actually transferred to Taylor Woodrow. It would remain within Lot 1029).

Valuer, M J Nevermann & Associates Pty Ltd were engaged by the City to prepare a valuation for the 448m<sup>2</sup> of land. It has advised of a valuation of \$40,000.

Taylor Woodrow has agreed to meeting the above costs, including the valuation cost. It has in fact already forwarded a cheque for the amount to the City as it is now keen to obtain clearances for its subdivision as soon as possible.

In December 1998, Gilbert Rose submitted to the City for approval, detailed engineering drawings for their subdivision which included drainage works which involved the disposal of their stormwater to the sump on Lot 1029. The engineering drawings were subsequently approved and the works undertaken.

Taylor Woodrow has been advised that the above matters regarding valuations which have now been negotiated require consideration and approval by the Joint Commissioners.

### **COMMENT/FUNDING**

Generally, developers are required to dispose of stormwater created by their subdivisions within the area of the subdivision, rather than allow it to be disposed of on an adjacent foreshore reserve.

The current arrangement is however considered to be reasonable considering:

1. The foreshore area concerned is proposed to be developed for the types of uses referred to earlier. That development will create its own requirement for stormwater disposal. The present arrangement may therefore be seen as a small increase to the stormwater which will need to be disposed of in future for this land. The land concerned (being proposed for such development) should therefore also be seen as quite different to other foreshore reserve areas which are intended for mainly conservation and passive recreation uses, and where a sump would generally detract from the amenity of such areas.
2. The present sump is already quite large (approximately 2,600m<sup>2</sup> in area). The adjacent Ocean Reef Road and one carriageway of Hodges Drive are still to be constructed. When they are constructed, the stormwater from these major roads is intended to be disposed of in this sump, entailing a significant enlargement. The 448m<sup>2</sup> required for the subdivision stormwater will therefore represent only a relatively small increase in size of the sump. (It may be noted that the current arrangement does not require the existing sump to be actually enlarged now to accommodate the subdivision stormwater, but rather when the enlargement is required to accommodate the stormwater from the major roads referred to earlier).
3. It enables the Council to commence obtaining a return on Lot 1029. Although the Council has had long-standing development plans for Lot 1029, there is no guarantee that the Council will indeed be successful in obtaining the necessary approvals to implement those plans. The intention has also been that the Council should aim to make a return from Lot 1029 to assist it in meeting the management costs associated with the Ocean Reef Boat Launching Facility. Funds are likely to be soon required in this regard and this early generation of funds provides an opportunity to establish a reserve fund to meet costs associated with planning, development and management requirements for this foreshore precinct.

4. The Taylor Woodrow subdivision is occurring in an already developed area and this drainage arrangement has allowed the residential development to take place without the requirement for a separate fenced or walled sump site which could otherwise detract from the amenity of the general area.

**MOVED Cmr Rowell, SECONDED Cmr Buckley that the Joint Commissioners:**

- 1 RATIFY the approval of the engineering drawings submitted by Gilbert Rose Engineers whereby Taylor Woodrow (Australia) Pty Ltd is to dispose of stormwater from its residential subdivision of Lot 2 Constellation Drive, Ocean Reef into the sump situated on Lot 1029 Ocean Reef Road;**
- 2 APPROVE the proposal which has been negotiated with Taylor Woodrow (Australia) Pty Ltd, whereby that company shall:**
  - (a) pay to the City an amount of \$44,000, comprised of \$40,000 being the value of the land required to accommodate that stormwater, and \$4,000 being the estimated cost of enlargement of the existing sump to accommodate that stormwater;**
  - (b) pay the cost of the valuation prepared by M J Nevermann & Associates Pty Ltd.**
- 3 REQUIRE that the funds referred to in 2 (a) above be placed in a Reserve Account to be established for the purpose of planning, developing and managing the Ocean Reef Boat Launching Facility precinct, generally comprising the boat launching facility and the adjacent foreshore lands.**

**The Motion was Put and**

**CARRIED**

**CJ206-06/99 DRAFT OCEAN REEF STRUCTURE PLAN -  
[03162J]**

---

## **SUMMARY**

Council has received a request to approve a structure plan to control the form and details of development on part of the Sunset Heights development in Ocean Reef. The draft structure plan will control address, setbacks, site coverage and visibility. It complies with the requirements of the City of Joondalup Town Planning Scheme No 1 in respect of a structure plan and is recommended for advertising in accordance with the Town Planning Scheme provisions.

## BACKGROUND

Lot No	Portion Lot 1
Street Address	cnr Prendiville Avenue and Constellation Drive, Ocean Reef
Land Owner	Taylor Woodrow (Australia) P/L
MRS Zoning	Urban
TPS Zoning	Residential Development
Density Code	R20
Land Use	Vacant
Lot Area	4,266 sq m, divided between 9 lots

### Previous Council Decisions

The subdivision of this lot was considered by Council on 24 September 1998 and approved by the Western Australian Planning Commission (WAPC) on 26 October 1998 with approval for a 10% variation in the minimum size of the lots. This has resulted in the design of some small lots with dual frontage; it is these to which the subject structure plan applies.

## DETAILS

### Current Proposal or Issue

Development Planning Strategies have prepared a draft structure plan for the control of development on nine lots which are part of Sunset Estate, Ocean Reef. The structure plan will control street address, rear setbacks, which side boundary can be built up to, site coverage and visibility to the rear laneway.

The draft structure plan as proposed, conforms with the requirements of Part 10 of the City of Joondalup Town Planning Scheme No 1 (the Scheme) for the control of development within the structure plan area.

### Relevant Legislation

The preferred form in which to incorporate development controls for a particular area is as a structure plan prepared under the provisions of Part 10 of the Scheme. Clause 10.1.1 states; “The Council may require the preparation and presentation to it of a structure plan as a prerequisite to: (b) the Council’s support for an application to subdivide or amalgamate lots; or (c) the Council’s consideration of an application for approval to Commence Development.”

Clause 10.4.1 provides that, when a structure plan is received, Council may “determine that the Structure Plan is satisfactory, send a copy to the Commission, and advertise it under the provisions of Clause 10.5.” Under the provisions of Clause 10.5.1 of the Scheme, a structure plan is to be advertised as a draft then considered in the light of any submissions and referred to the WAPC for adoption before final adoption by Council.

## COMMENT

### Issues

The Ocean Reef structure plan requires houses on these lots to address Prendiville Avenue and vehicle access to be from the rear. It requires garages to be set back 5m with adequate visibility lines and controls which boundary may be built up to. It permits 70% site coverage, which is considered reasonable on these small lots.

The attached draft structure plan adequately controls the detailed development of houses on these small lots by means of provisions which can be administered as a part of the Building Licence approval process.

### Assessment

The proposed structure plan is considered suitable for advertising.

**MOVED Cmr Rowell, SECONDED Cmr Buckley that the Joint Commissioners, pursuant to Clause 10.4 of Town Planning Scheme No 1, DETERMINE that the draft structure plan for Ocean Reef is satisfactory and make it available for public comment.**

The Motion was Put and

**CARRIED**

## **CJ207-06/99 HEATHRIDGE STRUCTURE PLAN – SIGNING OF DOCUMENTS - [06878J]**

### SUMMARY

The Heathridge structure plan has been endorsed by the Western Australian Planning Commission without modification. Council is recommended to adopt, sign and seal the documents.

### BACKGROUND

Lot No	Lots 525 and 1001
Street Address	Poseidon Road
Land Owner	Cape Bouvard Developments P/L
MRS Zoning	Urban Development
TPS Zoning	Residential Development
Land Use	Vacant
Lot Area	13.8 hectares

## **Previous Council Decisions**

At its meeting on 22 December 1998, Council resolved that, following advertising, the structure plan for Oceanside Gardens, Heathridge was satisfactory and that copies should be submitted to the Western Australian Planning Commission (WAPC) for adoption and certification in compliance with Clause 10.6.1 (b) of the City of Joondalup Town Planning Scheme No 1 ('the Scheme').

## **DETAILS**

### **Current Proposal or Issue**

Three copies of the structure plan documents were signed and certified by the Chairperson of the WAPC on 21 April 1999 and have been returned to Council (refer Attachment 1). They have been renamed the Heathridge structure plan for ease of recognition.

### **Relevant Legislation**

Clause 10.6.5 of the Scheme requires that as soon as practicable after receiving the certified copies of the structure plan documents the Council shall adopt, sign and seal the structure plan in the form set out in the front pages.

## **COMMENT**

### **Assessment and Reasons for Recommendation**

The agreed Heathridge structure plan conforms with the requirements of Part 10 of the City of Joondalup Town Planning Scheme No 1 and is considered to be acceptable for the control of development within the structure plan area.

**MOVED Cmr Rowell, SECONDED Cmr Buckley that the Joint Commissioners, pursuant to Clause 10.6 of Town Planning Scheme No 1, ADOPT, sign and seal the certified Heathridge structure plan.**

**The Motion was Put and**

**CARRIED**

**CJ208-06/99      CLOSE OF ADVERTISING - STRUCTURE  
PLAN FOR HILLARYS - [05069J, 24131J]**

---

## **SUMMARY**

A structure plan to control the density and form of development on Harbour Rise Estate was received by Council on 10 November 1998 and was advertised for public comment for a 30 day period, which closed on 20 December 1998. A number of submissions were received that objected to the subdivision of reserve land, which is not addressed in the structure plan and they have therefore been considered in the evaluation of Amendment 840 which relates to this matter. Consideration of the Structure Plan has been delayed at the request of the proponent until Amendment 840 has been resolved.

The provisions for Harbour Rise Estate have been incorporated with a previously approved structure plan for Lot 475 Flinders Avenue, Hillarys into a composite Hillarys structure plan. The Hillarys Structure Plan complies with the requirements of the City of Joondalup Town Planning Scheme No 1 in respect of a structure plan and is recommended to be adopted as a part of the Scheme.

The provisions of the structure plan for Stage 1 of the Harbour Rise development were advertised as a draft Policy at the same time to allow them to be implemented pending final approval of the structure plan. Adoption of these provisions as further variations to Policy DS4, 'Height and Scale of Buildings within a Residential Area' is recommended.

## BACKGROUND

Lot No	Part Lots 7 and 158
Street Address	Hepburn Avenue
Land Owner	Estates Development Company
MRS Zoning	Urban
TPS Zoning	Special Development A and Residential Development
Density Code	R20
Land Use	Vacant
Lot Area	45.64 hectares

### Site History

Part lot 7 was previously subdivided according to a plan approved by Council in September 1993 and by the Western Australian Planning Commission (WAPC) in December 1993, but was not then developed. Subdivision applications for Stages 1 and 2 of Harbour Rise Estate were conditionally approved following a new layout by WAPC on 9 September 1997 and 18 November 1997, respectively.

An application for a structure plan covering the whole area was received by Council on 16 April 1998 and was advertised for public comment for a period of 42 days, ending on 24 June 1998.

Harbour Rise Estate (Attachment 1) is subject to Amendments 839 and 840. Amendment 839 proposes to rezone Part Lot 7 Hepburn Avenue from Special Development A Zone to Urban Development Zone; to rezone Part Lot 158 Hepburn Avenue from Residential Development Zone to Urban Development Zone and to recode both lots to uncoded. Amendment 840 proposes to rezone a portion of Hepburn Avenue from Important Regional Roads to Urban Development Zone.

Both amendments have been advertised for public comment and a report on the submissions was presented to the meeting of the Joint Commissioners on 25 May 1999.

The approved variations to Policy DS4 were requested to allow lots above 600 sq m to be assessed before the structure plan has been completed and approved. The addition that has been advertised at this time extends the area for consideration to include the lots that back onto adjoining properties. The building threshold envelope provisions in Policy DS4 will apply to these lots.

## **Previous Council Decisions**

At their meeting on 10 November 1998, the Joint Commissioners resolved to accept the draft structure plan for Harbour Rise Estate attached to Report No CJ232-11/98 and the provisions relating to the first stage of development of Harbour Rise Estate as a draft Policy additional to the variation to Policy DS4 and make them available for public comment.

The Policy ‘Variations to Policy DS4, Height and Scale of Buildings within a Residential Area’ relating to the first stage of Harbour Rise Estate was approved by the Joint Commissioners at their meeting on 13 October 1998.

At their meeting on 8 December 1998 (Report CJ279-12/98 refers), the Joint Commissioners adopted a structure plan for Lot 475 Flinders Avenue, Hillarys which has now been incorporated into the Hillarys structure plan as a fifth precinct.

## **DETAILS**

### **Current Proposal**

The structure plan for Harbour Rise Estate is proposed to determine the overall land use and detailed form for the urban development of Harbour Rise Estate. It defines four precincts which accommodate mainly residential uses and are shown on the structure plan Map. These are: General Residential Precinct, Small Lot Residential Precinct, Cascade Residential Precinct and a precinct presently unallocated but intended for mixed commercial and residential uses.

The provisions of the structure plan were at the same time advertised as a draft Policy for Stage 1 of the Harbour Rise development to allow implementation of the provisions pending final approval of the structure plan.

For ease of reference, the provisions for Harbour Rise Estate have been incorporated into the structure plan for Lot 475 Flinders Avenue as the Hillarys Structure Plan (Attachment 2). It will control the form and details of development in all five precincts. The structure plan will allow modifications to be made, both to the area involved and to the provisions, as the developments proceed.

Minor changes have been made to the provisions for Lot 475 at the request of the proponent, as follows:

- revise wording relating to the approval of nil side setbacks;
- revise wording relating to permitted floor levels to omit Schedule of Pad Levels; and
- omitting provisions relating to Residential Planning Codes which duplicates a clause in the introduction

### **Relevant Legislation**

Under the provisions of Part 10.6.1 of Town Planning Scheme No 1, Council shall consider all submissions received and shall either refuse to adopt the structure plan or resolve that the structure plan is satisfactory with or without modifications and shall submit three copies to the Commission for adoption and certification.

## Advertising and Summary

The structure plan for Harbour Rise Estate was advertised for public comment for a 30 day period, which closed on 20 December 1998. A number of submissions were received as a result of advertising and are tabulated in Attachment 3.

Of the 42 submissions 38 were letters in the following form:

*The undersigned object to the Draft Structure Plan for the reasons listed below:*

- *The area of land being part of the Hepburn Avenue Road Reserve and the subject of Rezoning Amendment 840 should remain as Crown Land and not be made available for private development.*
- *Portion of Reserve No 432672 should remain as reserve for recreation and not be transferred for private development.*

These submissions do not relate to any provisions in the structure plan being considered here and have been considered with public comments on Amendment 840. One submission made detailed comment on the road arrangements and was also considered as part of Amendment 840. Two submissions concerned the dust generated by earthworks carried out as part of the subdivision. These have been referred to the developer for appropriate action. The final submission referred to Lot 173 Waterford Drive which has been used as a temporary drainage reserve pending the redesign of drainage facilities in the northern part of the present development. This has also been referred to the developer for resolution.

Revisions to the structure plan provisions have been made in response to submissions by the developer and consultant as follows:

designation of the central residential area south of Hepburn Avenue on Plan 2: 'Residential Code Map' as R30 residential coding rather than R20 as previously shown. This appears to be a drafting error since the documentation for the subdivision has always shown R30 in this location; and

revision of the Schedule of ground levels to reflect the actual constructed levels. This change is provided for in the definition of 'ground level' and generally lowers the building datum by a small amount and therefore reduces the maximum permitted height of houses on these lots.

Other revisions include 'residential' in the precinct names, increase garage setbacks to 5m in line with Council standards and refer to the Council's Signs Local Law. Changes have also been made to the definition of ground level to eliminate the table of levels, which was considered to be difficult to administer.

It is considered that the proposed location of a residential mixed use/commercial precinct on the corner of Hepburn Avenue and Whitfords Avenue can not be supported at this stage because further details are required regarding design and impact. The developer has been asked to substantiate his proposal and the precinct has therefore been designated 'unallocated' until this is resolved.

The provisions of the structure plan for the first stage of the Harbour Rise development are intended to be applied by means of a Policy (Attachment 4) until the structure plan is approved by the Western Australian Planning Commission (WAPC). It is proposed to be adopted as further additions to the 'Variations to Policy DS4, Height and Scale of Buildings within a Residential Area' adopted previously. No comment was received on the proposed additions to Policy DS4 during advertising.

## **COMMENT**

### **Issues**

The Hillarys structure plan brings together development provisions for two nearby housing areas in Hillarys. The provisions of a structure plan for Lot 475 Flinders Avenue have already been endorsed by the Commissioners and are currently being considered by the WAPC.

The provisions for the Harbour Rise Estate incorporate the 'Variations to Policy DS4, Height and Scale of Buildings within a Residential Area' which were approved by the Joint Commissioners at their meeting on 13 October 1998. These variations allow house and roof heights that are up to one metre higher than those permitted under Council's Policy DS4 and also permit the addition of a small third storey. There were previously several objections to this variation, which were addressed by demonstrating that houses built in line with the variations would be masked by houses conforming to DS4.

Other issues include relaxations to street setbacks, prohibition of nil side setbacks, house frontage, screening of service areas and permitted materials.

### **Assessment and Reasons for Recommendation**

The Hillarys structure plan, as modified, conforms with the requirements of Part 10 of the City of Joondalup Town Planning Scheme and is considered to be acceptable for the control of development within the structure plan area. The incorporation of the structure plan provisions for Harbour Rise Estate into the structure plan for Lot 475 Flinders Avenue will simplify the administration of provisions for both areas. The structure plan will be extended as needed to include any other areas in Hillarys to which development provisions apply.

None of the public submissions are considered to affect the matters addressed in the structure plan and therefore as a result no further amendment of the provisions is considered to be necessary.

The interim provisions are considered suitable for adoption as Planning Policy. As they are an addendum to the Variation to Policy DS4 adopted by Council at its meeting on 13 October 1998, they will be subject to its provisions and will be retired when the structure plan comes into effect.

### **OFFICER'S RECOMMENDATION:** That the Joint Commissioners:

- 1 pursuant to Clause 10.6 of the City of Wanneroo Town Planning Scheme No 1, **RESOLVE** that the draft structure plan for Hillarys is satisfactory with modifications and submit it to the Western Australian Planning Commission for adoption and certification;

- 2 pursuant to Clause 5.11 of the City of Joondalup Town Planning Scheme No 1, ADOPT the provisions relating to the first stage of development of Harbour Rise Estate as Planning Policy additional to the variation to Policy DS4.

**MOVED Cmr Rowell, SECONDED Cmr Morgan that that the Joint Commissioners:**

- 1 **pursuant to Clause 10.6 of the City of Joondalup Town Planning Scheme No 1, RESOLVE that the draft structure plan for Hillarys is satisfactory with modifications and submit it to the Western Australian Planning Commission for adoption and certification;**
- 2 **pursuant to Clause 5.11 of the City of Joondalup Town Planning Scheme No 1, ADOPT the provisions relating to the first stage of development of Harbour Rise Estate as Planning Policy additional to the variation to Policy DS4.**

**The Motion was Put and**

**CARRIED**

**CJ209-06/99 SUBDIVISION CONTROL UNIT - DIRECTOR,  
DEVELOPMENT SERVICES - 8 MAY 1999 TO  
20 MAY 1999- [05961]**

---

## **SUMMARY**

Overleaf is a resumé of the Subdivision Applications processed by the Subdivision Control Unit 8 May 1999 to 20 May 1999. All applications were dealt with in terms of the delegation of subdivision control powers to the Chief Executive Officer (DP247-10/97 and DP10-01/98). The Chief Executive Officer subsequently delegated to the Manager Development Management Services, the authority to deal with these applications as follows:

- SCU1 Subdivision applications received which are generally consistent with an approved or agreed Structure Plan (including Outline Development Plan and Development Guide Plan).
- SCU2 Subdivision applications previously supported, or not supported by Council and subsequently determined by the Western Australian Planning Commission (WAPC) consistent with the Council's recommendation.
- SCU3 Applications for extension of subdivisional approval issued by the WAPC which were previously supported by Council.
- SCU4 Applications for subdivision or amalgamation which result from conditions of development approval given by or on behalf of Council.

SCU5 Applications for subdivision or amalgamation of lots which would allow the development of the land for uses permitted in the zone within which that land is situated including applications involving the excision of land for road widening, sump sites, school sites, etc.

SCU6 Applications for subdivision or amalgamation of lots contrary to Council or WAPC Policy or are not generally consistent with an approved or agreed Structure Plan.

**MOVED Cmr Rowell, SECONDED Cmr Morgan that the Joint Commissioners ENDORSE the action taken by the Subdivision Control Unit in relation to the applications described in Report CJ209-06/99.**

**The Motion was Put and**

**CARRIED**

Items CJ210-06/99 to CJ212-06/99 inclusive were Moved by Cmr Rowell and Seconded by Cmr Morgan

**CJ210-06/99      REQUEST FOR RECONSIDERATION OF THE  
CLOSURE OF PEDESTRIAN ACCESSWAY  
BETWEEN CORDOVA COURT AND COX  
PLACE, CRAIGIE – [16026J]**

---

**SUMMARY**

At the ordinary meeting of the Council held on 27 January 1998 it was resolved not to support the application to close the above pedestrian accessway (PAW). One of the adjoining property owners has requested the Joint Commissioners to reconsider their decision. The grounds put forward by this owner for the reconsideration are the same as those examined previously.

During the original public advertising period for this application, objections were received from the Ministry for Planning, the Department of Transport and by way of a petition from local residents.

As the City recognised the strong local objection to the original proposal, further comments were requested from the petitioners. The level of response received by the City was considerably less than that shown previously with two letters of support being received, along with six letters of objection. Notwithstanding this fact, the grounds put forward by the adjoining landowner do not differ from those considered previously and therefore closure should not be supported.

## **BACKGROUND**

The Joint Commissioners previously considered an application to close the subject pedestrian accessway at their meeting of 27 January 1998 where it was resolved not to agree to the closure. The feasibility of increasing the lighting in the accessway was further investigated.

The previous report to the Joint Commissioners, Item DP30-01/98 is attached (Attachment 1) and the level of local objection shown at that time is also indicated on the attachment.

## **DETAILS**

The City has recently received a request for the reconsideration of this closure from an adjacent property owner. On receipt of the request for reconsideration, the City wrote to all of the original objectors seeking their comments. Forty-seven letters were sent out advising that an adjoining landowner was seeking reconsideration as he claimed to be experiencing continuing incidents of anti-social behaviour. Two letters supporting closure were returned along with six letters of objection. One of the objectors who resides in Cox Place stated she is prepared to re-petition the local residents if necessary, as the PAW is regularly used by residents accessing the local schools and shopping centre. She also claims that the anti-social behaviour associated with the PAW is minimal.

Part of the original recommendation regarding this application requested the Director of Technical Services to investigate the feasibility of increasing the lighting in the PAW and it would appear that at that time funds were not available for such a project.

The City of Joondalup has since received advice from the Department of Local Government that it has been granted funding to audit, investigate and install security lighting in a nominated PAW under the Safer WA Community Security Programme. These funds will be directed towards this PAW. This Programme also required a contribution from Council and an amount of \$2000 has been included in the City of Joondalup's Draft 1999/2000 Streetlighting Budget.

## **COMMENT**

The Department for Transport and Ministry for Planning's original objections to this proposal still stand and some local objection is still evident. Under the circumstances, the Joint Commissioners original resolution not to support closure should not change.

However, as the City of Joondalup has now undertaken to source external funding for security lighting in a pedestrian accessway under the Safer WA Community Security Programme and subject to Budget funding, this PAW will be illuminated to meet both users and residents needs. This action will alleviate many of the problems experienced by the adjoining landowners.

**MOVED Cmr Rowell, SECONDED Cmr Morgan that the Joint Commissioners:**

- 1 DO NOT AGREE to the closure of the pedestrian accessway between Cordova Court and Cox Place, Craigie and request the Director of Technical Services to reserve funds from the Safer WA Community Security Programme to improve the lighting in the accessway;**

**2 LIST as a high priority an amount of \$2000 in the Draft 1999/2000 Capital Works Budget – Streetlighting – Illumination of Public Access Way, Cordova Court to Cox Place, Craigie.**

Cmr Rowell advised that whilst every endeavour had been made to close this accessway, support for the closure was not received from certain State Government departments. In an attempt to alleviate problems being experienced, it is intended to use street lighting to illuminate the accessway.

Cmrs Clark-Murphy and Ansell reiterated the comments made by Cmr Rowell.

**The Motion was Put and**

**CARRIED**

**CJ211-06/99 REQUEST FOR CLOSURE OF PEDESTRIAN ACCESSWAY BETWEEN TYRRELL COURT AND TAHOE RISE, EDGEWATER - [13809J]**

---

**SUMMARY**

The application to close the above pedestrian accessway (PAW) was submitted to the City from all four of the adjoining landowners. The grounds put forward by the applicants to justify closure of the accessway are allegations of frequent incidents of vandalism and anti-social behaviour.

During the advertising period a petition and pedestrian/cyclist traffic survey that had been conducted by one of the adjoining landowners and a neighbour was submitted in support of closure. Thirteen individual letters of support (two letters from the same household) were also submitted, with twelve of these supporters having signed the petition.

The support for closure is based on various types of anti-social activity taking place within the accessway. Letters of objection to the closure were received from two residents.

As the people who would be mostly affected should closure take place support the proposal, closure is recommended.

**BACKGROUND**

The proposal to close the accessway was referred to the servicing authorities, the Department of Transport (DOT) and the Western Australian Planning Commission (WAPC) for their comments.

The Water Corporation has a water main within the accessway that requires cutting and capping and the reticulation system modified at total cost of \$1,284.00. Western Power advised that its plant modification cost to excavate, lay conduits and concrete over the conduits/cable is \$4146.91. Western Power also requires an easement covering the full length and width of the accessway to be placed on the title free of cost.

Telstra and Alinta Gas do not have any service plant within the accessway.

The Western Australian Planning Commission (WAPC) and the Department of Transport (DOT) were also requested to comment on the proposal. The WAPC is concerned that closure of this accessway will result in longer and less convenient pedestrian and cycle access to the nearby Lakevalley Recreation Reserve (Reserve 39234) and therefore objects to closure. The Department of Transport stated it had no objection to the closure of this accessway.

## **DETAILS**

The application to close the PAW was submitted to the City from all four adjoining landowners. Justification for closure of the accessway is based on allegations of frequent incidents of crime and anti-social behaviour taking place within the accessway. The applicants feel that these incidents are attributed to the fact that their homes adjoin the PAW.

The adjoining landowners claim to clear the accessway of litter, broken glass, aluminium cans, syringes, etc., on a regular basis. It is alleged that break-ins have been experienced by one of the adjoining landowners with the police being called on a number of occasions. Damage to letterboxes and fences are also allegations put forward by the applicants.

### **Advertising Period**

During the advertising period a petition and pedestrian/cyclist traffic study that had been carried out by one of the adjoining landowner's involved with this application and a neighbour, was submitted in support of closure. The petition contains the signatures of 278 people from 206 residences, all of which cannot be shown on Attachment 1. The study is not stated to be done in accordance with generally accepted practices for such studies and is more correctly described as an interested individual's observation of use.

It claimed that the information contained in the traffic survey provided statistics on the usage of the PAW over a period of time covering 31 March 99 to 25 April 1999. Observations are claimed to have been made covering a 19-day period over various times of the day. The final analysis suggesting that the PAW is generally not used for over 95% of the day and in 81 hours of observation, the pedestrian/cyclist traffic averaged 1.46 people using the accessway.

Letters of support for closure reiterated the same type of complaints claimed by the applicants.

One of the objectors stated that they chose their home due to the convenience the local PAW network provided to future facilities in Joondalup and the surrounding area. Concerns were raised for their children who use the PAW to visit friends in Tahoe Rise and the difference in walking distance closure of this accessway would make, along with the number of roads the children would have to cross.

The comments in the other letter of objection were that should the accessway be closed, the objector's disabled elderly relative who uses a wheelchair for visits to family in Tahoe Rise, would have a much increased travelling distance and less safe journey due to the busy roads she would encounter. Also, she made the comment that her children use the accessway for school and in the three years she has been living in the area, she has never witnessed any trouble associated with the PAW.

The majority of the petitioners, the two objectors and the supporter who did not sign the petition are shown on Attachment 1.

It is impractical for Council officers to survey the pedestrian/cyclist traffic of PAW's over a long period of time or even on a regular basis. A Council officer conducted two site inspections on the same day to coincide with times the PAW may be used by local children accessing schools. During the morning period a mother with two young children used the accessway along with one primary school age cyclist. On the afternoon inspection, the PAW was utilised by two primary school age cyclists and three primary school aged children.

### **Request for Closure of PAW between Michigan Court and Tyrrell Court, Edgewater**

At the Joint Commissioners Meeting of 10 November 1999 it was determined to support closure of the PAW between Michigan Court and Tyrrell Court, Edgewater. The Joint Commissioners resolution was forwarded to the Department of Land Administration (DOLA) on 16 November 1998 along with the request to formally close the PAW and dispose of the land to three of the adjoining landowners.

The final decision for closure of a PAW rests with the Minister for Lands and on the 29 March 1999, DOLA advised the City that due to transport and access issues; the Minister had declined the City's request for closure.

It was indicated to the City by one of the supporters for closure of the above PAW that the Minister was reconsidering this decision. Telephone enquiries were made to DOLA regarding this matter and a DOLA officer confirmed this. The officer stated that the applicants had provided the Minister with some additional information and further investigations were now being undertaken.

### **COMMENT**

The traffic survey conducted by the applicant claims low usage of the accessway, however, usage of the PAW by only a few people on a daily or regular basis can be of high value to those individuals. If a PAW provides good access, some members of the community are likely to be inconvenienced when a closure takes place.

On balance however, it is believed that given many local residents have supported the application for closure, closure could be supported.

**MOVED Cmr Rowell, SECONDED Cmr Morgan that the Joint Commissioners:**

- 1 AGREE to the closure of the pedestrian accessway between Tyrrell Court and Tahoe Rise, Edgewater subject to the adjoining landowners meeting all of the costs and conditions involved;**
- 2 REQUEST the Department of Land Administration to close the accessway and dispose of the land to the owners of the four adjoining lots.**

**The Motion was Put and**

**CARRIED**

---

**CJ212-06/99 REQUEST FOR RECONSIDERATION OF CLOSURE OF PEDESTRIAN ACCESSWAY BETWEEN BENBULLEN BOULEVARD AND GURIAN GARDENS, KINGSLEY - [09390J]**

---

**SUMMARY**

A letter was received from the State Member for Kingsley, in January 1999, requesting the Joint Commissioners to reconsider the closure of the pedestrian accessway which runs between Benbullen Boulevard and Gurian Gardens in Kingsley. The grounds for the requested closure are the same as those that were considered previously by the Council when it declined to support closure.

The City has since obtained advice from the Police Service that over the seven year period from 1992 to 1997 there were 52 reported offences in the streets adjoining the accessway and that a further four offences have occurred in 1999 to date.

Having regard for the Police Service's advice it is considered that closure of the accessway can now be supported.

**BACKGROUND**

A plan showing the location of the accessway is shown at Attachment No 1.

The Council has on two previous occasions considered an application to close the pedestrian accessway which runs between Benbullen Boulevard and Gurian Gardens, Kingsley and on both occasions has declined to support the application.

The first occasion was on 27 February 1995 (Item TP74-02/95 refers). Having regard for a petition of objection representing 73 households and the views of the Ministry for Planning and the Department of Transport the Council did not support the closure. Report TP74-02/95 is shown at Attachment No 2.

The second occasion was on 8 September 1998 (Item CJ120-09/98 refers). This application was made on behalf of the same four property owners on the grounds of continuing vandalism and anti-social behaviour and was supported by the State member for Kingsley. The Council again recognised the level of community opposition to the closure and even though that was considerably less than on the previous occasion, again resolved not to support the application. Report CJ120-09/98 is shown at Attachment No 3

## COMMENT

The proposal to close the accessway was extensively canvassed previously and resulted in what were often bitter and acrimonious confrontations between the supporters of closure and opponents to it.

The grounds on which the request for reconsideration are made do not differ from the reasons stated previously.

However, in support of the renewed application a summary of offences allegedly reported to the police was enclosed.

Confirmation as to the number and nature of the alleged offences was requested from the Warwick Police Station and it has been confirmed that between 1992 and 1998 a total of 52 offences had been reported. A further four offences have been reported to date in 1999.

The reported offences were all in Benbullen Boulevard, Gurian Gardens or Nanda Close and although the Police Service advice does not stipulate which properties in those streets were involved, it does express the view that the subject accessway could well be a contributing factor. The majority of the cases relate to vandalism but there were incidents of burglary and theft.

It is apparent from the Police Service evidence that the vandalism and anti-social behaviour in this part of Kingsley is acute and that the accessway in question is more than likely a contributing factor to that situation. Under the circumstances there would appear to be a case for the Joint Commissioners overriding the large number of objections that were lodged previously and now agreeing to the closure of the accessway.

**MOVED Cmr Rowell, SECONDED Cmr Morgan that the Joint Commissioners SUPPORT the closure of the pedestrian accessway between Benbullen Boulevard and Gurian Gardens, Kingsley, subject to the adjoining landowners agreeing to the amalgamation of the land with their properties and meeting all costs involved.**

**The Motion was Put and**

**CARRIED**

### **DATE OF NEXT MEETING**

The next meeting of the Joint Commissioners has been scheduled for **6.00 pm** on **TUESDAY, 22 JUNE 1999** to be held at the Wanneroo Civic Centre, Civic Drive, Wanneroo.

### **CLOSURE**

There being no further business, the Chairman declared the Meeting closed at 1829 hrs, the following Commissioners being present at that time:

COMMISSIONERS: ANSELL  
MORGAN  
CLARK-MURPHY  
ROWELL  
BUCKLEY