



Infrastructure Services
Directorate

APPENDICES

Items 12.3.1 – 12.3.4

ORDINARY COUNCIL MEETING

To Be Held

Wednesday, 15th of December 2021

Commencing at 5.00pm

At

Shire of Dardanup
ADMINISTRATION CENTRE EATON
1 Council Drive - EATON

This document is available in alternative formats such as:

~ Large Print

~ Electronic Format [disk or emailed]

Upon request

[Appendix ORD: 12.3.1]

RISK ASSESSMENT TOOL

OVERALL RISK EVENT: J11573 Glen Huon Reserve - Development Works - Request for Additional Funds

RISK THEME PROFILE:

13 - Project/Change Management

RISK ASSESSMENT CONTEXT: Project

Consequence Category	Risk Description	Prior to Treatment or Control (Consequence x Likelihood = Inherent Risk Rating)			Risk Action Plan (Treatment or Controls Proposed to reduce the Inherent Risk Rating)	After Treatment or Control (Consequence x Likelihood = Residual Risk Rating)			Responsibility
		Consequence	Likelihood	Inherent Risk Rating		Consequence	Likelihood	Residual Risk Rating	
Health	No risk item identified	N/A	N/A	N/A	Not applicable.	N/A	N/A	N/A	N/A
Financial Impact	Overall cost projected to exceeds budget allocation.	Major (4)	Almost Certain (5)	Extreme (20 - 25)	Allocate the necessary funds to complete the works. Shire to closely monitor projected expenditure to ensure budgets set by Council are not exceeded.	Major (4)	Unlikely (2)	Moderate (5 - 11)	Shire
Service Interruption	No risk item identified	N/A	N/A	N/A	Not applicable.	N/A	N/A	N/A	N/A
Legal and Compliance	No risk item identified	N/A	N/A	N/A	Not applicable.	N/A	N/A	N/A	N/A
Reputational	The Shire's reputation would be negatively not completing works in a high profile public space.	Major (4)	Almost Certain (5)	High (12 - 19)	Allocate the necessary funds to complete the works.	Major (4)	Unlikely (2)	Moderate (5 - 11)	Shire
Environment	No risk item identified	N/A	N/A	N/A	Not applicable.	N/A	N/A	N/A	N/A

[Appendix ORD: 12.3.2]

RISK ASSESSMENT TOOL

OVERALL RISK EVENT: J12794 – Hynes Road – Asphalt reseal

RISK THEME PROFILE:

- 1 - Asset Sustainability Practices
- 2 - Business and Community Disruption

- 13 - Project/Change Management
- 15 - Supplier and Contract Management

RISK ASSESSMENT CONTEXT: Operational

Consequence Category	Risk Description	Prior to Treatment or Control (Consequence x Likelihood = Inherent Risk Rating)			Risk Action Plan (Treatment or Controls Proposed to reduce the Inherent Risk Rating)	After Treatment or Control (Consequence x Likelihood = Residual Risk Rating)			Responsibility
		Consequence	Likelihood	Inherent Risk Rating		Consequence	Likelihood	Residual Risk Rating	
Health	Moving vehicle accident in/around worksite, resulting in fatality.	Catastrophic (5)	Likely (4)	Extreme (20 - 25)	Traffic Management Plan to be supplied and implemented by Contractor (traffic management Subcontractor to be suitably qualified and competent. Communications to be released to public encouraging them to avoid the area throughout works.	Catastrophic (5)	Unlikely (2)	Moderate (5 - 11)	Contractor Principal
Health	Plant and/or machinery accident within site, resulting in Contractor fatality.	Catastrophic (5)	Likely (4)	Extreme (20 - 25)	Contractor to supply plant and machinery in good, working order equipped with appropriate signals and delineation. Operators to undertake work safely, as per Safety Management Plan and SWMS- this includes the use of appropriate PPE.	Catastrophic (5)	Unlikely (2)	Moderate (5 - 11)	Contractor

[Appendix ORD: 12.3.2]

Consequence Category	Risk Description	Prior to Treatment or Control (Consequence x Likelihood = Inherent Risk Rating)			Risk Action Plan (Treatment or Controls Proposed to reduce the Inherent Risk Rating)	After Treatment or Control (Consequence x Likelihood = Residual Risk Rating)			Responsibility
		Consequence	Likelihood	Inherent Risk Rating		Consequence	Likelihood	Residual Risk Rating	
Health	Accident on site whilst undertaking duties, resulting in fatalities.	Catastrophic (5)	Possible (3)	High (12 - 19)	Workers to undertake works safely, as per Safety Management Plan and SWMS- this includes the use of appropriate PPE.	Catastrophic (5)	Unlikely (2)	Moderate (5 - 11)	Contractor
Health	Worker strikes a below-ground service line during construction, resulting in fatality.	Major (4)	Possible (3)	High (12 - 19)	Contractor to undertake a Dial Before You Dig enquiry prior to works- any services in proximity of works to be located and clearly defined.	Major (4)	Rare (1)	Low (1 - 4)	Contractor
Financial Impact	Overall project cost exceeds budget.	Major (4)	Possible (3)	Moderate (5 - 11)	Assess Tender submissions against available budget. If required, excess expenditure to be raised with Executive and options considered prior to engaging a contractor. Recommendation to Council can accommodate procurement of one, two or three actions depending on budget.	Moderate (3)	Possible (3)	Moderate (5 - 11)	Principal
Service Interruption	COVID 19 Lockdown	Major (4)	Possible (3)	High (12 - 19)	Adhere to State Government COVID 19 protocols	Moderate (3)	Possible (3)	Moderate (5 - 11)	Contractor Principal
Service Interruption	Project commences, the road is open and exposed to vulnerabilities such as bad weather events.	Major (4)	Possible (3)	High (12 - 19)	Planning to assist in determining the appropriate time of year to undertake. Project to occur over summer months.	Moderate (3)	Unlikely (2)	Moderate (5 - 11)	Contractor Principal

[Appendix ORD: 12.3.2]

Consequence Category	Risk Description	Prior to Treatment or Control (Consequence x Likelihood = Inherent Risk Rating)			Risk Action Plan (Treatment or Controls Proposed to reduce the Inherent Risk Rating)	After Treatment or Control (Consequence x Likelihood = Residual Risk Rating)			Responsibility
		Consequence	Likelihood	Inherent Risk Rating		Consequence	Likelihood	Residual Risk Rating	
Service Interruption	High groundwater encountered on-site causes significant delays to works.	Minor (2)	Unlikely (2)	Low (1 - 4)	Nil	Minor (2)	Unlikely (2)	Low (1 - 4)	Contractor Principal
Legal and Compliance	Procurement non-compliance when procuring goods and/or services-potential litigation.	Moderate (3)	Unlikely (2)	Moderate (5 - 11)	Shire of Dardanup Procurement Policy to be strictly adhered to throughout project.	Moderate (3)	Rare (1)	Low (1 - 4)	Principal
Legal and Compliance	Record-keeping non-compliance.	Moderate (3)	Possible (3)	Moderate (5 - 11)	All officers involved in project to understand and maintain adequate records as the State Records Act. Council's in-house records system (TARDIS) to be used effectively throughout project. All officers to be train (in-house) in the effective use of TARDIS.	Moderate (3)	Rare (1)	Low (1 - 4)	Principal
Legal and Compliance	Shire officer acts in breach of a contract between a supplier of goods and/or services and the Shire of Dardanup.	Major (4)	Unlikely (2)	Moderate (5 - 11)	Officers to be aware of, and understand, terms of contract between parties involved in project.	Major (4)	Rare (1)	Low (1 - 4)	Principal
Legal and Compliance	Shire operations do not align with funding conditions.	Moderate (3)	Unlikely (2)	Moderate (5 - 11)	Consideration to be made in regards to activities and minimum expenditure	Insignificant (1)	Unlikely (2)	Low (1 - 4)	Principal

[Appendix ORD: 12.3.2]

Consequence Category	Risk Description	Prior to Treatment or Control (Consequence x Likelihood = Inherent Risk Rating)			Risk Action Plan (Treatment or Controls Proposed to reduce the Inherent Risk Rating)	After Treatment or Control (Consequence x Likelihood = Residual Risk Rating)			Responsibility
		Consequence	Likelihood	Inherent Risk Rating		Consequence	Likelihood	Residual Risk Rating	
					figures for funding conditions.				
Reputational	The Shire's reputation is negatively affected by operations- public embarrassment, moderate news profile.	Moderate (3)	Unlikely (2)	Moderate (5 - 11)	Communication Plan to be implemented to inform stakeholders of project operations, as per Communication Policy.	Minor (2)	Unlikely (2)	Low (1 - 4)	Principal
Environment	Removal and/or damage of native/endemic vegetation.	Insignificant (1)	Rare (1)	Low (1 - 4)	No clearing of endemic species to take place. Environment Officer to be consulted if required.	Insignificant (1)	Rare (1)	Low (1 - 4)	Contractor Principal
Environment	Operations negatively affect the environment in the projects immediate vicinity- fuel/oil spillage, excess dust, noise pollutions, excess vibrations, etc.	Moderate (3)	Possible (3)	Moderate (5 - 11)	Contractor environmental plans in place. Clearing permits approved. All contractor plant and equipment to be in good, working condition and to be utilised in a way that makes the least impact on the environment. 'Sustainability' criteria included in assessment weightings.	Minor (2)	Unlikely (2)	Low (1 - 4)	Contractor Principal
Environment	Exposition and damage of buried Aboriginal artefacts (site within proximity of	Major (4)	Rare (1)	Low (1 - 4)	Shire to engage Aboriginal Heritage Monitors as recommended by the South	Moderate (3)	Rare (1)	Low (1 - 4)	Principal

[Appendix ORD: 12.3.2]

Consequence Category	Risk Description	Prior to Treatment or Control (Consequence x Likelihood = Inherent Risk Rating)			Risk Action Plan (Treatment or Controls Proposed to reduce the Inherent Risk Rating)	After Treatment or Control (Consequence x Likelihood = Residual Risk Rating)			Responsibility
		Consequence	Likelihood	Inherent Risk Rating		Consequence	Likelihood	Residual Risk Rating	
	known Aboriginal Heritage Site).				West Land and Sea Council to monitor excavation works throughout the project.				

[Appendix ORD: 12.3.3]

RISK ASSESSMENT TOOL

OVERALL RISK EVENT: J12902 – Eaton Drive expansion – Peninsula Lakes Intersection upgrade

RISK THEME PROFILE:

- 1 - Asset Sustainability Practices
- 2 - Business and Community Disruption

- 13 - Project/Change Management
- 15 - Supplier and Contract Management

RISK ASSESSMENT CONTEXT: Operational

Consequence Category	Risk Description	Prior to Treatment or Control (Consequence x Likelihood = Inherent Risk Rating)			Risk Action Plan (Treatment or Controls Proposed to reduce the Inherent Risk Rating)	After Treatment or Control (Consequence x Likelihood = Residual Risk Rating)			Responsibility
		Consequence	Likelihood	Inherent Risk Rating		Consequence	Likelihood	Residual Risk Rating	
Health	Moving vehicle accident in/around worksite, resulting in fatality.	Catastrophic (5)	Likely (4)	Extreme (20 - 25)	Traffic Management Plan to be supplied and implemented by Contractor (traffic management Subcontractor to be suitably qualified and competent. Communications to be released to public encouraging them to avoid the area throughout works.	Catastrophic (5)	Unlikely (2)	Moderate (5 - 11)	Contractor Principal
Health	Plant and/or machinery accident within site, resulting in Contractor fatality.	Catastrophic (5)	Likely (4)	Extreme (20 - 25)	Contractor to supply plant and machinery in good, working order equipped with appropriate signals and delineation. Operators to undertake work safely, as per Safety Management Plan and SWMS- this includes the use of appropriate PPE.	Catastrophic (5)	Unlikely (2)	Moderate (5 - 11)	Contractor

[Appendix ORD: 12.3.3]

Consequence Category	Risk Description	Prior to Treatment or Control (Consequence x Likelihood = Inherent Risk Rating)			Risk Action Plan (Treatment or Controls Proposed to reduce the Inherent Risk Rating)	After Treatment or Control (Consequence x Likelihood = Residual Risk Rating)			Responsibility
		Consequence	Likelihood	Inherent Risk Rating		Consequence	Likelihood	Residual Risk Rating	
Health	Accident on site whilst undertaking duties, resulting in fatalities.	Catastrophic (5)	Possible (3)	High (12 - 19)	Workers to undertake works safely, as per Safety Management Plan and SWMS- this includes the use of appropriate PPE.	Catastrophic (5)	Unlikely (2)	Moderate (5 - 11)	Contractor
Health	Worker strikes a below-ground service line during construction, resulting in fatality.	Major (4)	Possible (3)	High (12 - 19)	Contractor to undertake a Dial Before You Dig enquiry prior to works- any services in proximity of works to be located and clearly defined.	Major (4)	Rare (1)	Low (1 - 4)	Contractor
Financial Impact	Overall project cost exceeds budget.	Major (4)	Possible (3)	Moderate (5 - 11)	Assess Tender submissions against available budget. If required, excess expenditure to be raised with Executive and options considered prior to engaging a contractor. Recommendation to Council can accommodate procurement of one, two or three actions depending on budget.	Moderate (3)	Possible (3)	Moderate (5 - 11)	Principal
Service Interruption	COVID 19 Lockdown	Major (4)	Possible (3)	High (12 - 19)	Adhere to State Government COVID 19 protocols	Moderate (3)	Possible (3)	Moderate (5 - 11)	Contractor Principal
Service Interruption	Project commences, the road is open and exposed to vulnerabilities such as bad weather events.	Major (4)	Possible (3)	High (12 - 19)	Planning to assist in determining the appropriate time of year to undertake. Project to occur over summer months.	Moderate (3)	Unlikely (2)	Moderate (5 - 11)	Contractor Principal

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Consequence Category	Risk Description	Prior to Treatment or Control (Consequence x Likelihood = Inherent Risk Rating)			Risk Action Plan (Treatment or Controls Proposed to reduce the Inherent Risk Rating)	After Treatment or Control (Consequence x Likelihood = Residual Risk Rating)			Responsibility
		Consequence	Likelihood	Inherent Risk Rating		Consequence	Likelihood	Residual Risk Rating	
Legal and Compliance	Procurement non-compliance when procuring goods and/or services- potential litigation.	Moderate (3)	Unlikely (2)	Moderate (5 - 11)	Shire of Dardanup Procurement Policy to be strictly adhered to throughout project.	Moderate (3)	Rare (1)	Low (1 - 4)	Principal
Legal and Compliance	Record-keeping non-compliance.	Moderate (3)	Possible (3)	Moderate (5 - 11)	All officers involved in project to understand and maintain adequate records as the State Records Act. Council's in-house records system (TARDIS) to be used effectively throughout project. All officers to be train (in-house) in the effective use of TARDIS.	Moderate (3)	Rare (1)	Low (1 - 4)	Principal
Legal and Compliance	Shire officer acts in breach of a contract between a supplier of goods and/or services and the Shire of Dardanup.	Major (4)	Unlikely (2)	Moderate (5 - 11)	Officers to be aware of, and understand, terms of contract between parties involved in project.	Major (4)	Rare (1)	Low (1 - 4)	Principal
Legal and Compliance	Shire operations do not align with JTPS funding conditions.	Moderate (3)	Unlikely (2)	Moderate (5 - 11)	Consideration to be made in regards to activities and minimum expenditure figures for funding conditions.	Insignificant (1)	Unlikely (2)	Low (1 - 4)	Principal
Reputational	The Shire's reputation is negatively affected by operations- public	Moderate (3)	Unlikely (2)	Moderate (5 - 11)	Communication Plan to be implemented to inform stakeholders of project	Minor (2)	Unlikely (2)	Low (1 - 4)	Principal

[Appendix ORD: 12.3.3]

Consequence Category	Risk Description	Prior to Treatment or Control (Consequence x Likelihood = Inherent Risk Rating)			Risk Action Plan (Treatment or Controls Proposed to reduce the Inherent Risk Rating)	After Treatment or Control (Consequence x Likelihood = Residual Risk Rating)			Responsibility
		Consequence	Likelihood	Inherent Risk Rating		Consequence	Likelihood	Residual Risk Rating	
	embarrassment, moderate news profile.				operations, as per Communication Policy.				
Environment	Removal and/or damage of native/endemic vegetation.	Insignificant (1)	Rare (1)	Low (1 - 4)	No clearing of endemic species to take place. Environment Officer to be consulted if required.	Insignificant (1)	Rare (1)	Low (1 - 4)	Contractor Principal
Environment	Operations negatively affect the environment in the projects immediate vicinity- fuel/oil spillage, excess dust, noise pollutions, excess vibrations, etc.	Moderate (3)	Possible (3)	Moderate (5 - 11)	Contractor environmental plans in place. Clearing permits approved. All contractor plant and equipment to be in good, working condition and to be utilised in a way that makes the least impact on the environment. 'Sustainability' criteria included in assessment weightings.	Minor (2)	Unlikely (2)	Low (1 - 4)	Contractor Principal
Environment	Exposition and damage of buried Aboriginal artefacts (site within proximity of known Aboriginal Heritage Site).	Major (4)	Rare (1)	Low (1 - 4)	Shire to engage Aboriginal Heritage Monitors as recommended by the South West Land and Sea Council to monitor excavation works throughout the project.	Moderate (3)	Rare (1)	Low (1 - 4)	Principal

RISK ASSESSMENT TOOL

OVERALL RISK EVENT: Wireless Road – Proposal to Cut Off Connection to South Western Highway – Public Submissions

RISK THEME PROFILE:

2 - Business and Community Disruption

13 - Project/Change Management

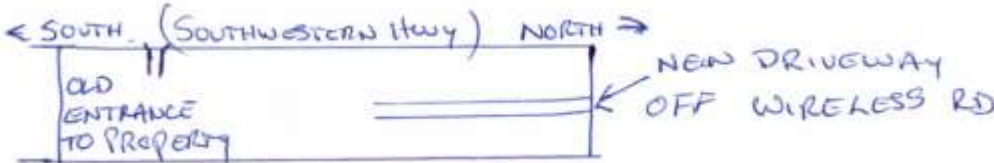
RISK ASSESSMENT CONTEXT: Operational

CONSEQUENCE CATEGORY	RISK EVENT	PRIOR TO TREATMENT OR CONTROL			RISK ACTION PLAN (Treatment or controls proposed)	AFTER TREATMENT OR CONTROL		
		CONSEQUENCE	LIKELIHOOD	INHERENT RISK RATING		CONSEQUENCE	LIKELIHOOD	RESIDUAL RISK RATING
HEALTH	No risk event identified.	Not Required - No Risk Identified	N/A	N/A	Not applicable.	Not required.	Not required.	Not required.
FINANCIAL IMPACT	Impact to businesses due to closure of thoroughfare and the need to travel via another route.	Moderate (3)	Possible (3)	Moderate (5 - 11)	Maintain thoroughfare open.	Moderate (3)	Rare (1)	Low (1 - 4)
SERVICE INTERRUPTION	Emergency services impacted by the closure.	Major (4)	Possible (3)	High (12 - 19)	Maintain thoroughfare open.	Moderate (3)	Rare (1)	Low (1 - 4)
LEGAL AND COMPLIANCE	No risk event identified.	Not Required - No Risk Identified	N/A	N/A	Not applicable.	Not required.	Not required.	Not required.
REPUTATIONAL	No risk event identified.	Not Required - No Risk Identified	N/A	N/A	Not applicable.	Not required.	Not required.	Not required.
ENVIRONMENT	No risk event identified.	Not Required - No Risk Identified	N/A	N/A	Not applicable.	Not required.	Not required.	Not required.

Submissions Table – Comments from Public and Authorities on Proposed Removal of Connection of Wireless Road to South Western Highway


	SUBMITTER	SUBMITTER COMMENT - SUPPORT	OFFICER COMMENT
Support			
1.	Public Transport Authority 24/11/2021	<p>Good afternoon</p> <p>The Wireless Rd / South Western Hwy intersection is approximately 100m from the Arc Infrastructure freight rail corridor. PTA has consulted Arc and they have no objection to the closure. Arc would however like to know if the Shire would consider closing Wireless Rd up to the intersection with Railway Road?</p> <p>Arc have identified that both Lot 500 on Plan 070344 and Lot 93 on Plan 240430 appear to have direct points of access to South Western Highway. Therefore the section of Wireless Road between Railway Road and South West Highway could possibly be closed allowing for:</p> <ol style="list-style-type: none"> 1. the removal of the level crossing (FL472 at the 170.758km); 2. potential removal of the road bridge adjacent to the level crossing; and 3. will limit access to the Environmentally Sensitive Area on the eastern side of Wireless Road (between the rail corridor and South Western Highway). <p>Can the Shire please consider the above points and provide PTA with feedback?</p>	Closure of the section of road between the SW Highway and Railway Rd would require the landowner of Lot 500 SW Highway to have a direct connection to SW Highway.

	SUBMITTER	SUBMITTER COMMENT - OBJECTIONS	OFFICER COMMENT
Objections			
1.	DFES 1/11/2021	<p>DFES response.</p> <p>Please see below dot points for the Shire of Dardanup for consideration for a closer {sic} to Wireless Rd from an operational perspective.</p> <ul style="list-style-type: none"> • Should a grass fire occur on the predominant wind of an East / South East direction a current escape route for residents to the North is now compromised • A delayed fire response from the Volunteer fire service to the area of Wireless Rd will occur, due to access now having to be from Waterloo Rd. 	

	SUBMITTER	SUBMITTER COMMENT - OBJECTIONS	OFFICER COMMENT
		<ul style="list-style-type: none"> Access being from Waterloo Rd for fire crew responding to Wireless Rd can place fire fighters at a head fire on South West wind. Delayed response would occur further if using Martin-Pelusey Road. 	
2.	Mr Robert Cardona 11/11/2021	<p>As the property owner of Lot 500, 14471 South Western Hwy Waterloo, Mr. R. Cardona I do <u>object</u> to the closure of Wireless Road, as since I purchased this property in June 2016 I have removed the dangerous entrance off the South Western Hwy, to a better entrance off Wireless Road.</p>  <p>This entrance off Wireless Rd, is a much safer and better option in many ways, ie. rubbish bin pickup; emergence {sic} vehicles, entering and exiting property, to have it closed off would mean reinstating the entrance back onto the S,W, Hwy at the Main Roads expence {sic}, this part of the hwy {sic} is a 100 km zone, to have the entrance back on the hwy {sic}, I would like to see the speed limit reduced to a 70-80 km zone, maybe it might make it a bit safe to enter or exit my property.</p> <p>For more insight please phone of me on _____</p>	<p>Noted.</p> <p>Noted.</p>
3.	Mr Robert Barbetti 24/11/2021	<p>Dear André</p> <p>Re: Proposed partial closure of Wireless Road & South Western Highway connection</p> <p>I am writing to register our objection to the proposed closure of the above. We have farming properties both south and north of the South Western Highway.</p> <p>Wireless Road provides access to our properties south of the highway (Wireless Road, Bell Road, Harris Road and Damiani Italiano Road) from properties north of the Highway (Clifton Road, Hynes Road & Barbetti Road).</p> <p>It is necessary to move farm equipment & machinery such as large trailing mowers, hay rakes, tedder's, balers and extra-large laser grader between these properties.</p>	<p>Noted.</p> <p>Noted.</p> <p>Noted.</p>

	SUBMITTER	SUBMITTER COMMENT - OBJECTIONS	OFFICER COMMENT
		<p>Wireless Road is integral route for the access to our properties North & South. Moving and relocating farming equipment is by large and small tractors traveling at speeds of 35-40kph. Wireless Road enables minimal interruption to farming operations and most importantly the most direct route. Continuing to have access both from the North & South will minimise travel on the highway, reducing chance of congestion and/or any mishaps.</p> <p>Fire management between the properties needs to be quick and effective for all residents. The partial Road closure would mean property owners would be landlocked, unable to respond effectively in emergency situations.</p> <p>Yours sincerely,</p>	<p>Noted.</p> <p>DFES has been consulted as part of the public consultation process.</p>
4.	Mr John Manoni, Linda James 21/11/2021	<p>Dear Sir/Madam</p> <p>SUBMISSION - PROPOSED PARTIAL ROAD CLOSURE – WIRELESS ROAD, WATERLOO OBJECTION</p> <p>As rate payers we were very disappointed that we found out about the Proposed Partial Road Closure by a family member who saw the notice in the Bunbury Mail, before receiving a notice about it ourselves. We contacted other land owners in the area and none of them were aware of this either, nor had received a letter at this stage.</p> <p>We then phoned the Manager of Infrastructure Planning & Design to find out more information about it and were advised that a letter was sent to us (which we received that afternoon in the mail), but it wasn't sent to all land owners in the area who will also be effected by this closure and who are also Rate Payers. This is not good enough!</p> <p>All of the land owners along Wireless Road and Railway Road use Wireless Road/ SW Highway intersection for our main access and egress to and from our properties.</p> <p>Some of us attended a meeting at Council Chambers this month and were told that it is Main Roads that want the road closed.</p>	<p>Letters were sent to directly impacted land owners, albeit a little later than the public notice. The Shire believes all landowners in the area are aware of the proposal.</p> <p>It is impossible to predict all impacted residents and landowners and for that reason public notices are also advertised through public media channels.</p> <p>Noted.</p> <p>The design team of the Bunbury Outer Ring Road suggested that the Shire may wish to consider closing</p>

	SUBMITTER	SUBMITTER COMMENT - OBJECTIONS	OFFICER COMMENT
		<p>Why are we paying you Rates if there is no intention to fix these roads, the only service we get that we pay for in our Rates is our rubbish collection? It is your responsibility to keep these roads in a safe trafficable condition. Railway Road and Wireless Road are both single lanes and in extremely poor condition, these roads are a disgrace.</p> <p>If the planned Wireless Road/South Western Highway closure goes ahead, us land owners in Wireless Road and Railway Road still need to drive on these roads to get to and from our properties and so does the rubbish truck, school buses and emergency services, so why aren't they planned to be fixed?</p> <p>Railway Road/Waterloo Road intersection is not fit for purpose for trucks to get around that corner as it is a tight corner and unsafe. Trucks turning left out of Railway Road have to go across the full width of Waterloo Road into a blind corner at a rail crossing to get around the armco rail on the bridge. The landowners on Wireless Road and Railway Road all have trucks and machinery which we use for our rural business.</p> <p>The road closure will have impacts on our businesses, making it harder to get in and out of our properties with our trucks and machinery.</p> <p>Should Wireless Road be closed prior to the new road works being completed this will drive us into the road works for access and egress, as our only exit out of Wireless Road would be via Railway Road onto Waterloo Road (being that the other end of Wireless Road is about to be closed for 18 months for the BORR Road works). Should there be a fire, accident or other emergency, this would make access to and from this area increasingly difficult.</p> <p>With the new Waterloo Fire Station currently under construction at the Waterloo Hall site, this road closure will cause time delays in getting around this area if Wireless Road is closed.</p> <p>It will also be very inconvenient and more time consuming for us landowners, and more concerning for emergency vehicles to have to go in the opposite direction to where we are needing to travel to get in and out of Wireless Road and Railway Road to go to and from Bunbury.</p>	<p>the connection to South Western Highway.</p> <p>Noted. Not relevant.</p> <p>Noted. Not relevant to the proposed closure.</p> <p>Noted.</p> <p>Council resolved on 25 August 2021 (Council Resolution 260-21) that "...that the connection will not be removed until after the BORR project is completed and Wireless Road is reopened from the south."</p> <p>DFES has been consulted as part of the public consultation process.</p> <p>Noted.</p>

	SUBMITTER	SUBMITTER COMMENT - OBJECTIONS	OFFICER COMMENT
		<p>We were told at numerous meetings that Wireless Road will be kept open, but would be monitored to see whether it was being used as a thoroughfare when the BORR and internal roads have been completed. Wouldn't this make more sense to see if this becomes a problem, rather than just assuming that it will be, or is this only about Council not wanting to fix our roads?</p> <p>We believe that Council purchased land off the previous landowner (corner of South Western Highway & Wireless Road) some time ago in order to upgrade the Wireless Road/South Western Highway intersection, which was obviously never done. Then what was the purpose of purchasing this if you are proposing to close the road?</p> <p>The highlighted section below is what was purchased from the adjacent property:</p>  <p>When the main BORR interchange was moved from Wireless Road to South Western Highway, why on earth was there not provision for a flyover for the BORR over Waterloo Road so that it could be kept open, given that it is a double lane road in good condition which is the most direct route carrying most of the traffic at this point to Dardanup, Ferguson and the Tip? The proposed new Discovery Road is a winding indirect route to and from these areas.</p>	<p>Keeping Wireless Road open and monitoring is an option suggested for Councillors to consider.</p> <p>Shire officers are not aware of the reason for this land purchase.</p>

	SUBMITTER	SUBMITTER COMMENT - OBJECTIONS	OFFICER COMMENT
		<p>At the various meetings we attended with Main Roads and yourselves we were aware that Council was consulting with Main Roads in relation to the location of the BORR interchange and internal roads in this area, to suit what you wanted for the proposed Wanju and Waterloo Industrial Park. Obviously some things have now changed and it looks like it's going to negatively affect the traffic flow for everyone travelling through the area. This has been poorly planned by your Infrastructure and Planning Department.</p> <p>We strongly object to Wireless Road being closed.</p> <p>Regards</p>	<p>The Shire has not been involved in the traffic modelling of the Bunbury Outer Ring Road Project, however, the Shire understands that the traffic modelling is coarse in nature and is unable to precisely determine the impact of local roads.</p> <p>The impact of the Bunbury Outer Ring Road on the Shire's local road network and Asset Management forward planning has not been determined at this point in time.</p>
5.	Ms Bernice Depiazzi 25/11/2021	<p>Dear Sirs,</p> <p>Regarding the above closure. I would like to see only a partial closure in that residents of the area are allowed access to S.W.Highway to be able to come and go to work, shopping etc. especially the ones who live near the Highway.</p> <p>I have a property further down Wireless road where they are going to do the Overpass and can see that for a while at least the house could be cut off from all or most directions whilst work is being done. Is there going to be provision for entry to and from the house?</p> <p>Also, I was wondering if we could also access S.W.Highway. I understand they don't want any through traffic from outside, but access should be allowed for residents of this road.</p> <p>Thank you for considering my submission.</p>	<p>Signage could be installed to discourage use of the road by non-residents.</p> <p>Council resolved on 25 August 2021 (Council Resolution 260-21) that "...that the connection will not be removed until after the BORR project is completed and Wireless Road is reopened from the south."</p> <p>Noted.</p>
6.	Mr Richard Palmer 27/11/2021	To whom it may concern,	

	SUBMITTER	SUBMITTER COMMENT - OBJECTIONS	OFFICER COMMENT
		<p>I am writing to you today about the proposed partial road closure of Wireless Road from the South Western Highway, as this road closure would negatively affect my family, who reside, and business, which operates, at 42 Railway Road, as well as 62 Railway Road.</p> <p>I own and run a local business that requires the use of large semi-trucks, most often with forty-five foot trailers to transport goods. If the Wireless Road-South Western Hwy turn off was closed it would cause multiple safety concerns for us, which I will outline below.</p> <p>Firstly, the road condition on Railway Road near the Brickworks has fallen into disrepair in recent years, and is quite dangerous for buses, trucks, and cars alike to be driving along. This road damage makes it extremely difficult to turn out of in large semi-trucks with cars passing alongside.</p> <p>When it comes to the use of my semi-trucks, the turning circle is quite large and often requires me to pass over both lanes to swing out, before straightening into my lane. As you can see from the pictures below, the Waterloo Road section between Railway Road, and the South-Western Hwy is on an angle that makes it dangerous to turn out of in trucks due to the limited view of others entering from the Highway. This part of Waterloo Road also runs through a train line, and I believe that turning out of Railway Road (with damaged roads) onto Waterloo Road (with limited vision), to then be stopped by a train crossing, before getting to the South-Western Highway intersection is not safe, and is the very reason we use the Wireless Road intersection.</p> <p>Secondly, Waterloo Road-South Western Hwy is a busy interaction already, a great place for the Gull Waterloo petrol station to thrive, and by closing off the Wireless Road-South Western Hwy entrance would force all traffic to this one turn off. To myself and others, it does not make sense to have East travelling traffic, West travelling traffic, Gull Waterloo employees/customers, Brickworks employees, Waterloo residents, my employees, and any passers-by to convene at one intersection which also happens to run through a train line. Having both intersections open disperses this traffic, and is overall a lot safer.</p> <p>Thirdly, it should be noted that there was a school bus (Bus 40) that used to run along Railway Road that my daughters took when they were in high school. Originally this bus stopped on the South-Western Hwy, but in 2012, my wife called the Shire to explain how 2 young school girls crossing the highway in the morning and afternoon is unsafe and impractical when the bus could turn down Waterloo Road, and then Railway Road, before</p>	<p>An upgrade of Railway Road does not currently appear in the Shire's 10-year Asset Management Plan.</p>

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		<p>exiting through Wireless Road back onto the South-Western Hwy. The Shire agreed and bus route has been changed to this since. My girls graduated in 2017 and 2020 respectively, so the bus seldom comes down Railway Road now, however, I have a son who will be entering year 2 in 2022, and would like him to also catch this bus to school. Closing off Wireless Road would mean my 7 year old son would have to cross the highway and a railway line to catch this bus each morning and afternoon. Once again this is a major safety concern of mine, and would be eased by having Wireless Road remain open.</p> <p>This is the way everyone who has travelled through this part of Waterloo has always travelled, and hence, we would like to keep it this way. Please let me know if you have any further questions or queries, I am contactable at all times via email or phone.</p> <p>Kind Regards,</p>	
7.	David Barbetti 27/11/2021	<p>To whom it may concern,</p> <p>I strongly object to the closure of Wireless Road to the South Western Highway as:</p> <ul style="list-style-type: none"> · It is used regularly to transport slow moving vehicles and machinery between our properties, · It will impact our business operations and · It will limit access for emergency vehicles in time sensitive situations, specifically Waterloo Fire Brigade; which I am an active member. <p>Regards,</p>	Noted.
8.	Gary Smith 29/11/2021	<p>Chief Executive Officer Shire of Dardanup.</p> <p>Dear sir or Madam.</p> <p>I have grave concerns about your plans to close Wireless Road ,forcing us to use Railway Road to the Waterloo Dardanup Road</p> <p>That decision has repercussions concerning our business of acclimatizing cattle from our Cattle Station (Mardathuna Station) as our Truck with a Double deck cattle crate,</p>	Noted.

	SUBMITTER	SUBMITTER COMMENT - OBJECTIONS	OFFICER COMMENT
		<p>cannot turn in or out from Waterloo Dardanup onto Railway Road as it is too sharp and no room to turn . Railway Road is also in such poor condition that our truck and trailer with cattle on would hit overhanging trees and rock around too much as it could potentially cause Truck and trailer to tip over.</p> <p>Waterloo Dardanup access to and from SWH is also a death trap waiting for the next fatality to happen and if any damage or injury happens there, we would revert back to Dardanup Shires disregard for providing a safe exit and entry for local residents.</p> <p>It is very inconvenient to be able to access South western Highway as it means a trip of 7klm using Waterloo Dardanup death trap onto SWH. Deeming it a total waste of fuel and klm for nothing.</p> <p>Closing Wireless Road exit and entry is going to be a problem for emergency personnel to find an address after an emergency is declared ,causing life or death delays and further property damage.</p> <p>I suffer from a medical condition called silicosis of the lungs and servier allergic reaction to insect and bee stings causing me to carry an epi pen at all times for an emergency, so any delay in an emergency could potentially cause me serious consequences.</p> <p>I have an invalid son who is accident prone and does not have a valid WA drivers licence. If i am not around when an emergency situation occurs, that is very concerning for me to be able to assure myself that he is going to be able to get help from emergency services.</p> <p>If an emergency is declared in our area ,where do we go , as we do not have a safe exit if Wireless Road is closed and how do we know Emergency Services can find us as the closure of Wireless Road ,will be very confusing if they use GPS locations to find us.</p> <p>Martin Pelosi Road is also a death trap and very unsafe to use as the southern part of West Australia use Martin Pelosi road as a short cut to the Forest Hwy . There is a lot of road trains also using Martin Pelosi road,on and off from South West HWY .</p> <p>Once Wireless road is closed ,the railway crossing will be ripped out ,so any access will be restricted and it would cost millions to replace, so in the future it will probably make it too expensive to replace ,so any interest in this area will suffer.</p>	

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		<p>229 Wireless Road is designated to be part of a future Industrial Development ,so if Wireless Road is closed ,that means they have no easy available access ,so interest in this area will be severely impacted.</p> <p>In the coming months Wireless Road will be affected by the B.O.R.R construction around St Helena Road and Bell road and i am quite sure Wireless Road in that location will be closed,so it limits us to use the death trap at Waterloo Dardanup road, which i strongly protest at being forced to use .</p> <p>I am not against partial closure of Wireless Road ,as long as i have a safe access to the Wireless Road South West Hwy intersection.</p> <p>There is a suggestion that they have to close Wireless Road because it does not aline it 90 deg to SWH. If that is the case then Martin Pelosi road should be closed off from SWH ,also the Glendale Industrail estate ,the Waterloo Caravan park,the Waterloo caravan sale yard and Condelos liqor and service station who are grossly misalinged to SWH.</p> <p>The impact that is caused by closing Wireless Road access to Swh is to be considered by Dardanup Shire Consel as a very unwise decision ,so i hope common sence will prevail.</p> <p>I am also concerend that this partial road closure of Wireless Road was agreed at a council meeting before is was made public knowledge ,you cant hang a person and then tell the survivors that they must apeal the decision to hang someone once they were dead</p> <p>That is the type of situation that i feel is conserning as i feel that the Dardanup Council has taken the path of shoot first and ask questions later.</p> <p>For every action there are consequences affecting people,s daily lives and making a living .</p> <p>Regards Gary Smith</p>	

	SUBMITTER	SUBMITTER COMMENT - NEUTRAL	OFFICER COMMENT
		Neutral	

	SUBMITTER	SUBMITTER COMMENT - NEUTRAL	OFFICER COMMENT
1.	Water Corporation 25/10/2021	<p>Good afternoon,</p> <p>Thank you for providing the Water Corporation an opportunity to provide comment regarding the proposed partial road closure of Wireless Rd Waterloo.</p> <p>The Water Corporation has No Objection to this proposal as this does not affect any of the Water Corporations infrastructure.</p> <p>I trust this assists, but if there are any more queries, please contact me direct.</p>	Noted.
2.	Main Roads 17/11/2021	<p>I refer to your email below and advise that Main Roads has no objection to the proposed road closure subject to the following requirements.</p> <p>The Shire will need to submit an application for minor works in the main road reserve which is to be approved by Main Roads prior to undertaking any works in the highway road reserve.</p> <p>If you have any queries please phone Daniel Naude</p>	Noted.

