

## APPENDICES

PART 2

# ORDINARY MEETING

To Be Held

Wednesday, 25 March 2020 Commencing at 5.00pm

Αt

Shire of Dardanup
ADMINISTRATION CENTRE EATON
1 Council Drive - EATON

#### **RISK ASSESSMENT TOOL**

**OVERALL RISK EVENT:** Event application assessment Policy – CP070

**RISK THEME PROFILE:** 

1 - Asset Sustainability Practices

3 - Failure to Fulfil Compliance Requirements (Statutory, Regulatory)

7 - Environment Management

RISK ASSESSMENT CONTEXT: Operational

CONSEQUENCE		PRIOR TO T	REATMENT O	R CONTROL	RISK ACTION PLAN	AFTER TRE	EATEMENT OR C	ONTROL
CATEGORY	RISK EVENT	CONSEQUENCE	LIKELIHOOD	INHERENT RISK RATING	(Treatment or controls proposed)	CONSEQUENCE	LIKELIHOOD	RESIDUAL RISK RATING
HEALTH	Event applications not being properly assessed against health requirements, and the public safety, health and amenity being put at risk	Moderate (3)	Possible (3)	Moderate (5 - 11)  That the Shire adopt proposed Events Policy. The policy provides a defined framework for the assessment of events.		Minor (2)	Unlikely (2)	Low (1 - 4)
FINANCIAL IMPACT	No risk event identified for this category.	Not Required - No Risk Identified	N/A	N/A	Not required.	Not required.	Not required.	Not required.
SERVICE INTERRUPTION	No risk event identified for this category.	Not Required - No Risk Identified	N/A	N/A	Not required.	Not required.	Not required.	Not required.
LEGAL AND COMPLIANCE	The Shire found not meeting its implied legal responsibility and its duty of care in ensuring public health and safety at a public gathering.	Moderate (3)	Possible (3)	Moderate (5 - 11)	That the Shire adopt proposed Events Policy. The policy provides a defined framework for the assessment of events.	Minor (2)	Unlikely (2)	Low (1 - 4)
REPUTATIONAL	The Shire being seen as having an ad-hoc/ uncoordinated approach to event assessment.	Moderate (3)	Possible (3)	Moderate (5 - 11)	That the Shire adopt proposed Events Policy. The policy provides a defined framework for the assessment of events.	Insignificant (1)	Rare (1)	Low (1 - 4)
ENVIRONMENT	No risk event identified for this category.	Not Required - No Risk Identified	N/A	N/A	Not required.	Not required.	Not required.	Not required.



Basketball South West nd ix ORD: 12.4A)

PO Box 1644, BUNBURY WA 6231

Email: admin@southwestslammers.com.au Phone: 0417 185 077 ABN: 42 454 703 072

Mr A. Schonfeldt Chief Executive Officer Shire of Dardanup PO Box 7016 EATON WA 6232

Dear Sir

RE: Basketball South West (BSW) & Eaton Recreation Centre (ERC) Agreement

Historically BSW has been a major user of the ERC since the completion of the venue in 2004 where our usage included all SBL and WABL training and fixtures during the winter months. BSW also ran a very successful development program which included not only the use of the basketball courts but also the gym. BSW in return has been allowed to operate out of a small office and we use of a storeroom for all of our game equipment and corporate boxes partitioning.

In recent years, the use of ERC by BSW has been limited to the SBL & WABL game day fixtures and we have struggled to be able to gain courts for training at ERC. Currently we have 4 teams training at ERC and our other 16 teams at 5 different venues. Development training is restricted to 6.00am sessions which is not conducive to parents and or players wanting to train especially in winter.

Over the past six months BSW and the manager of ERC Mr John Kowal have discussed the future use of the Eaton Recreation Centre (ERC) for the mutual benefit of the venue and BSW. A Draft agreement has been received and BSW agree in principle to the agreement which will see benefits to both. Mr Kowal and BSW would like to complete the Agreement which will outline our usage as well as the conditions we use the courts and the associated fees we need to pay for the use.

BSW has recently sent through to Mr Kowal a guide to the court usage requirements of BSW for the period from October 2019 to the end of December 2020 which includes the Regional Championships in November each year, our requirement for WABL & SBL training, WABL team trials and development training. Every year there are the 13 SBL fixtures for 8 hours and the 9 WABL home games days which currently allow for up to 18 games (36 teams) over the 11 hour day.

Whilst we agree in principle to the Agreement which we would like to move ahead and complete in the next month or so, BSW would also like to see the essence of the court hire fees as discussed and fundamentally agreed to, be extended to the court hire charges for the 2019 seasons SBL & WABL games day court hire costs.











(Appendix ORD: 12.4A)
Basketball South West Inc.

PO Box 1644, BUNBURY WA 6231

Email: admin@southwestslammers.com.au Phone: 0417 185 077 ABN: 42 454 703 072

The discussions have been around BSW hiring the whole ERC venue for the days or evenings at a court hire cost without additional costs for seats, grandstands, trestles and tables, competition packages, liquor licences etc being added to our invoices. BSW considers we attract the players and spectators to the venue which adds a reasonable value to the takings of the kiosk and hence suitably compensates ERC.

We have also discussed with Mr Kowal, the building of additional courts which would be of significant interest to BSW whereby we could be a major user of not only the existing courts but also any new courts.

May BSW request the Dardanup Shire Council:

- Consider the deletion of the additional costs for the SBL & WABL game days for the 2019 season;
- 2. Continue to finalise the Agreement for usage and associated costs for the period of October 2019 to the end of December 2020.

Yours faithfully

**Steve Hawkins** 

Director











## **Eaton Recreation Centre**

## And

## **Basketball South West**

## **HIRE AGREEMENT**

(F0138693)

This AGREEMENT is made

On the day of 20

**BETWEEN** 

SHIRE OF DARDANUP of 1 Council Drive, Eaton

AND

BASKETBALL SOUTH WEST of PO Box 1644, Bunbury, WA, 6230.

#### **RECITALS**

This agreement is for the hire and use of the Eaton Recreation Centre for the period and conditions defined in this Hire Agreement.

#### THE PARTIES AGREE as follows:

#### 1. DEFINITIONS AND INTERPRETATION

In this Agreement, unless the context otherwise requires:

**Agreement** means this agreement as entered into by the Shire of Dardanup - Eaton Recreation Centre and Basketball South West.

**BSW** - means Basketball South West

**CEO** – means the Chief Executive Officer of the Shire of Dardanup.

**Council** - means the Shire of Dardanup.

**ERC** - means the Eaton Recreation Centre and anything appurtenant thereto.

Venue - means the Eaton Recreation Centre.

**Parties** - means the Eaton Recreation Centre and Basketball South West - (including South West Slammers, WABL, Regional Carnival Games, Training, and Development Squads).

Fee - means the Schedule of Fees as at Appendix "A" herein.

**Term** - means the period of the agreement from the date signed to the expiration date of the agreement.

- 1.1 This agreement shall be interpreted so that it complies with all laws applicable in Western Australia. If any provision of this agreement does not comply with any law, then the provision must be read down so as to give as much effect as possible in compliance with any law. If it is not possible to give the provision any effect at all, then it must be severed from the rest of the agreement.
- 1.2 Any changes or alterations to this agreement shall be in writing and signed by all parties.
- 1.3 Headings have been used in this agreement for ease of reference only and shall not affect the interpretation or construction of this agreement.

#### 2. FIXTURES

2.1 ERC shall be the host venue for all home games for the State Basketball League (SBL), WA Basketball League (WABL) and Regional Carnival fixtures when held in the Greater Bunbury area; however liaison will be required between parties to ensure the capability of the ERC to accommodate all fixtures along with any other existing venue bookings and fixtures. Where possible, the ERC shall give priority to BSW fixtures over other hirers and events at the venue.

#### 3. RISK AND INDEMNITY

- 3.1 BSW shall ensure that all players, coaches and any other BSW representatives are covered by the applicable insurance including public liability, professional indemnity, accident and injury liability insurance whilst using the ERC.
- 3.2 BSW is to ensure that all instruction and coaching provided by their members or on behalf of the BSW is conducted by suitably qualified and competent individuals, and are to protect all parties from any claims of negligence of those individuals.
- 3.3 BSW are to provide, at the request of the Shire, a copy of all current relevant insurance policies
- 3.4 Whilst the ERC allows BSW to store equipment, memorabilia including trophies, pennants flags in the sports hall and display cabinet at the ERC, the ERC accepts no responsibility for any loss or damage whatsoever. It shall be the responsibility of BSW to manage and insure these items so displayed or stored.

#### 4. PUBLIC LIABILITY

Council shall maintain an appropriate public liability insurance cover for the risks associated with the ERC, its staff and the operations of the ERC.

#### 5. CONDITIONS

5.1 ERC reserves the right to continue to take bookings in unused sections of the venue while BSW training or games are being held during normal opening hours of the ERC (i.e. unused courts, Function Room, Meeting Room or Group Fitness Room, and Fitness Centre).

- 5.2 BSW shall be responsible for arranging all officials for its games and shall be responsible for the management of the games, umpires, coaches and players. BSW shall also provide First Aid qualified people to manage any injuries sustained during any training, practice or games.
- 5.3 ERC shall be responsible for the setup of the venue as per BSW requirements in relation to goals, timing and seating.

#### 6. CONSENT – PLACEMENT OF SIGNAGE

- 6.1 BSW shall receive consent from the Manager Recreation Services prior to installing any signage either on the interior or exterior of the ERC.
- 6.2 The ERC provides a free allocation of signage space on the northern wall above the centre court for the placement of BSW major sponsor's promotional signage. The signs are to be no larger than 2400mm x 2400mm with the placement, design and layout of the sign being approved by the Manager Recreation Services prior to installation. All costs associated with the installation, maintenance/upkeep and removal of any BSW sign shall be borne by the BSW.

#### 7. TERM OF AGREEMENT

7.1 This agreement shall commence on the date as signed by both parties and shall cease on the 31<sup>st</sup> October annually or as otherwise agreed by both parties.

#### 8. CONTACT DETAILS

8.1 BSW shall ensure that the ERC is always provided with the most current contact details for the BSW authorised representatives including which BSW authorised representative is to be contacted for any emergency situations that may occur.

#### 9. ENTRY FEES

9.1 BSW shall be responsible for managing and collection of any entry fees that is charged for any person to enter the venue for any BSW fixtures.

#### 10. LIQUOR LICENCE

- 10.1 BSW shall be responsible for applying for, complying with and paying for any costs associated with obtaining and servicing a Liquor Licenses for their fixtures. A list of dates covering fixtures, for which a liquor license is to be obtained, shall be submitted to the CEO for approval. This approval is required to accompany any Liquor Licensing Application submitted by BSW to the Department that administers the *Liquor Control Act 1988*, *Liquor Licensing Act 1988* and Regulations.
- 10.2 BSW shall ensure that the service of alcohol shall be in compliance with any Liquor Licence as obtained by BSW. Any alcohol shall be managed by licensed and qualified personnel suitably qualified in the Responsible Service of Alcohol and compliant with Liquor Control Act 1988, Liquor Licensing Act 1988 and Regulations together with any State and Council alcohol management guidelines and policies.

10.3 In compliance with any Liquor Licence, a designated Liquor License area shall be established, managed and maintained by BSW with approval of the CEO. BSW shall ensure that no alcohol shall be consumed outside the designated Liquor Licence area. If required, BSW shall be responsible for the employment of qualified and licensed security guards to manage the security of the designated Liquor Licence area and any other areas as agreed with between the parties.

#### 11. VENUE CONDITION

- 11.1 The ERC shall ensure that the venue is maintained in a clean and safe state for all BSW fixtures.
- 11.2 BSW shall be responsible for the setup and clearing away of all equipment used or pertinent to their fixtures and ensure that any rubbish generated from their fixtures is collected and disposed of appropriately.
- 11.3 ERC shall ensure that the courts are cleaned and scrubbed after fixtures where the fixtures are "back to back" in other words consecutive games on consecutive days.

#### 12. COURT ALLOCATION

- 12.1 For the term of the agreement, the ERC shall provide (first right of refusal) court allocations for BSW game fixtures, training and development as agreed between both parties.
- 12.2 In accordance with clause 12.1, BSW normal seasonal court bookings for game fixtures, training and development shall be attached to the agreement and titled "Appendix B".
- 12.3 In consultation with the ERC, BSW shall review their bookings on an annual basis and shall provide the ERC with their bookings for game fixtures, training and development at least 2 months prior to the commencement of their season.

#### 13. OFFICE AND STORAGE USE

- 13.1 The use of a meeting room, an office and storage area 1 (Store 1) shall be provided free of charge to BSW for the duration of the agreement for business purposes and the storage of BSW equipment associated with their use of the ERC.
- 13.2 Any BSW equipment items such as fridges that are stored are to be turned off and disconnected from power when not in use for prolonged periods of time i.e. between seasonal fixtures for safety reasons and to reduce electricity consumption.
- 13.3 The use of meeting rooms, office areas and storage areas may not be for the exclusive use of BSW and Council reserves the right to also allow other organisations the use of the meeting rooms, office and storage areas.
- 13.4 Prior consultation shall occur between the Manager Recreation Services and BSW to determine the terms and conditions relating to the use of the office and storage area by other organisations.

- 13.5 BSW shall be responsible for the cleaning of the office and storage and shall ensure that the office and storage areas a clean, tidy and items stored safely at all times.
- 13.6 BSW shall be responsible for any costs associated with the use of the office area including any telephone/data connections and any other charges associated with BSW use of the office.

#### 14. DISPLAY OF PROMOTIONAL MATERIALS AND MEMORABILIA

- 14.1 The ERC provides a display cabinet where BSW trophies, pennants, photographs and other memorabilia can be housed.
- 14.2 Pennants are permitted to be hung on the northern wall, west court of the ERC.
- 14.3 In consultation with the BSW, the Manager Recreation Services shall determine the amount of promotional items and memorabilia that can be displayed.
- 14.4 It shall be the responsibility of BSW to install, maintain and insure any items that are displayed by the BSW.
- 14.5 The Council and ERC shall not be liable to any maintenance, loss or damage caused to any BSW promotional material or memorabilia that is displayed at the ERC.

#### 15. PAYMENT OF FEES AND CHARGES

- 15.1 The payment for fees and charges for the use of the venue as per Appendix "A" and for any State Basketball League (SBL), WA Basketball League (WABL) and Regional Carnival fixtures shall be in accordance with the following:
- 15.1.1 Training and Development Court Hire (as per Appendix "A", herein) Charged monthly in arrears via Council invoice to BSW; and
- 15.1.2 SBL, WABL, Regional Carnival Fixtures Paid within 14 days of the date of a Council invoice.
- 15.1.3 Any default of payment contrary to Councils normal financial management terms and conditions may result in the cancellation of BSW fixtures/bookings, suspension or termination of this agreement and the commencement of action for the recovery of any debt as owed to the Council.

#### 16. CANCELLATION

- 16.1 Council will not be responsible for the interruption, cancellation or alterations to bookings due to circumstances beyond its reasonable control;
- 16.2 Council will not be liable for any costs related whatsoever to the interruption, cancellation or alterations to bookings due to circumstances beyond its reasonable control;

- 16.3 Council reserves the right to interrupt, cancel, alter or withhold bookings of the venue if necessary or due to circumstances beyond its reasonable control;
- 16.4 BSW shall provide Council with at least two (2) weeks prior written notice if BSW intends to alter or cancel any bookings for the hire of the ERC;
- 16.5 No fee shall be applicable for any booking alterations or cancellations with less notice than two (2) weeks prior written notice unless otherwise determined by the Manager Recreation Services in consultation with BSW.

#### **EXECUTION**

## SIGNED FOR AND ON BEHALF OF THE SHIRE OF DARDANUP

Name:	Mr André Schönfeldt	Date		
Position Held:	Chief Executive Officer			
Witness Name			Date	
	(Witness Signatu	ure)		
SIGNED FOR AN BASKETBALL SC	ND ON BEHALF OF OUTH WEST			
Name:		Date _		
Position Held: _				
Witness Name:			_ Date	
	(Witness Signatu	 ıre)		

#### **APPENDIX "A"**

#### **FEE STRUCTURE**

#### 1. WABL, REGIONAL CARNIVALS AND SLAMMERS HOME FIXTURES

For the exclusive use of the ERC stadium for WABL, Regional Carnivals and for SW Slammers home game fixtures, stadium hire fees shall be charged at the applicable peak rate/per court/per hour as per the Councils Annual Schedule of Fees and Charges.

The stadium hire fees shall incorporate the setup and use of the grandstands, chairs, tables, any ERC owned timing equipment and any other items or equipment as agreed between the Manager Recreation Services and BSW.

If required the stadium hire fee shall also include the kitchen server for food preparation during game times, however, the use of the kitchen server shall be on a non-exclusive use basis.

All abovementioned costs include set up and clearway in accordance with clause 11, of this agreement.

#### 2. COURT HIRE

Court hire fees shall be charged for the use of the courts for the purposes of training, development and any other use at a fixed rate of \$40 per hour/per court.

The hire of courts out of normal ERC operating hours may be available subject to availability and negotiations with the Manager Sport and Recreation. Any hire of courts out of normal ERC operating hours shall be in accordance with the terms and conditions of this agreement.

#### 3. CASUAL SHOTS

The hire of courts for casual shots for BSW players shall be free of charge for BSW affiliated players only. The use of courts for casual use by BSW affiliated players will only be accommodated if the courts are free for casual shots.

The use of courts for any other purpose other than for casual shots will require BSW and/or BSW players to hire courts as per clause 2.

#### 4. FITNESS CENTRE MEMBERSHIP

Up to 4 players that are affiliated with BSW are eligible to join the ERC Fitness Centre for a period as agreed between BSW and ERC Management.

BSW players under the age of 16 must be accompanied by a parent/guardian or coach at all times whilst using the Fitness Centre and BSW players under the age of 18 must have parent/guardian consent forms completed prior to joining as a member.

BSW players will be eligible for fitness appraisals and personally designed fitness programs every 13 weeks as a component of their membership.

#### 5. CLEANING

To ensure that the venue is maintained to a high standard, ERC shall arrange the cleaning of the areas used by BSW. Any cleaning/cleanup costs associated with any BSW use of the venue shall be charged as per the Council annual Fees and Charges Schedule.

#### 6. ADDITIONAL SERVICES

Other areas within the ERC including Group Fitness, Fitness Centre, Crèche and Function Room are available for hire as required. Hire fees shall be charged for the use of any additional areas and shall be charged as per the Council annual Fees and Charges Schedule and at the *Not for Profit rate*.

Additional fees may apply as per Councils annual Fees and Charges Schedule if the provision of any services is required outside of ERC normal operating hours. The ERC does not operate on public holidays and therefore any public holidays will be excluded from the provision of any services unless otherwise approved by the Manager Recreation Services.

Bookings for other areas within the ERC shall only be confirmed via a formal booking that has been authorized by BSW personnel and provided to ERC Bookings Officer.

#### 7. INCREASES TO FEES

Council determines and sets its fees and charges annually and therefore Council reserves the right to increase any of the fees and charges as stated in this agreement (APPENDIX "A"). Council shall notify BSW of any potential fees and charges increases at least 14 days prior to any increase in fees or charges.

#### **RISK ASSESSMENT TOOL**

**OVERALL RISK EVENT:** Hire Agreement between Eaton Recreation Centre and Basketball South West

**RISK THEME PROFILE:** 

10 - Management of Facilities, Venues and Events

6 - Engagement Practices

RISK ASSESSMENT CONTEXT: Operational

CONSEQUENCE		PRIOR TO T	REATMENT OR	CONTROL	RISK ACTION PLAN	AFTER TREATEMENT OR CONTROL			
CATEGORY	RISK EVENT	CONSEQUENCE	LIKELIHOOD	INHERENT RISK RATING	(Treatment or controls proposed)	CONSEQUENCE	LIKELIHOOD	RESIDUAL RISK RATING	
HEALTH	No risk event identified for this category.	Not Required - No Risk Identified	N/A	N/A	Not required.	Not required.	Not required.	Not required.	
FINANCIAL IMPACT	There is the potential for the minor loss of ERC income due to the terms and conditions of the agreement.	Minor (2)	Likely (4)	Moderate (5 - 11)	Not required.	Not required.	Not required.	Not required.	
SERVICE INTERRUPTION	No risk event identified for this category.	Not Required - No Risk Identified	N/A	N/A	Not required.	Not required.	Not required.	Not required.	
LEGAL AND COMPLIANCE	No risk event identified for this category.	Not Required - No Risk Identified	N/A	N/A	Not required.	Not required.	Not required.	Not required.	
REPUTATIONAL	There is the potential for adverse club and public perception of the ERC and the Shire if the agreement is not supported.	Moderate (3)	Possible (3)	Moderate (5 - 11)	Not required.	Not required.	Not required.	Not required.	
ENVIRONMENT	No risk event identified for this category.	Not Required - No Risk Identified	N/A	N/A	Not required.	Not required.	Not required.	Not required.	

Owner/Operator	Shire of Dardanup ERC	City of Mandurah	Town of Victoria Park	City of Cockburn	City of Greater Geraldton	City of Kalgoorlie Boulder	Lakeside Baptist Church
SBL Team Name	SW Slammers	Mandurah Magic	Perth Redbacks	Cockburn Cougars	Geraldton Buccaneers	Goldfield Giants	Lakside Lighting
Cost for court hire	Off-Peak - \$36/hour/court Peak - \$48/hour/court	\$28.50/court/hour	\$39 per court/per hour for training and games.	Cockburn Cougars operate the stadium on behalf of City of	Run and owned by Geraldton Amateur Basketball	Own their own Stadium. Do not pay for Court Hire.	Own their own Stadium. Do
	WABL Off-Peak - \$36/hour/court Peak - \$48/hour/court			Cockburn and do not pay for stadium hire.	Association. Lease with LG. Pay for only 6 months of the year.		not pay for Court Hire.
	SBL Off-Peak - \$36/hour/court Peak - \$48/hour/court						
Cost for WABL, SBL	Plus –	\$686.20					
game days	Grandstand charge - \$260 Competition Events package - \$30 Servery Hire - \$20 Chair Hire - \$67 Trestle table hire - \$25 Liquor License hire - \$200 Centre Supervisor - \$100						
Details for any other centre support	Free office and storage	<ul> <li>Free use of the facilities for all 40 Madurah Magic players including gym, pool, stadium.</li> <li>Operate their own licenced Bar &amp; Food Kiosk</li> </ul>					

#### **RISK ASSESSMENT TOOL**

**OVERALL RISK EVENT:** Renewal of Lease – Burekup Hall – Burekup & District Country Club

**RISK THEME PROFILE:** 

3 - Failure to Fulfil Compliance Requirements (Statutory, Regulatory)

10 - Management of Facilities, Venues and Events

RISK ASSESSMENT CONTEXT: Operational

CONSEQUENCE		PRIOR TO T	REATMENT OR	CONTROL	RISK ACTION PLAN	AFTER TRE	EATEMENT OR C	CONTROL
CATEGORY	RISK EVENT	CONSEQUENCE	LIKELIHOOD	INHERENT RISK RATING	(Treatment or controls proposed)	CONSEQUENCE	LIKELIHOOD	RESIDUAL RISK RATING
HEALTH	No risk event identified for this category.	Not Required - No Risk Identified	N/A	N/A	Not required.	Not required.	Not required.	Not required.
FINANCIAL IMPACT	No risk event identified for this category.	Not Required - No Risk Identified	N/A	N/A	Not required.	Not required.	Not required.	Not required.
SERVICE INTERRUPTION	No risk event identified for this category.	Not Required - No Risk Identified	N/A	N/A	Not required.	Not required.	Not required.	Not required.
LEGAL AND COMPLIANCE	Failing to review and renew the lease agreement will be in breach of current lease terms	Minor (2)	Unlikely (2)	Low (1 - 4)	Not required.	Not required.	Not required.	Not required.
REPUTATIONAL	Council would be seen in a negative light if we failed to meet our contractual and legislative requirements.	Minor (2)	Unlikely (2)	Low (1 - 4)	Not required.	Not required.	Not required.	Not required.
ENVIRONMENT	No risk event identified for this category.	Not Required - No Risk Identified	N/A	N/A	Not required.	Not required.	Not required.	Not required.

#### **RISK ASSESSMENT TOOL**

**OVERALL RISK EVENT:** Renewal of Lease and Sub Lease – Club Rooms – Pratt Road Reserve 24728 (Eaton Junior Football and Eaton Cricket Club

**RISK THEME PROFILE:** 

3 - Failure to Fulfil Compliance Requirements (Statutory, Regulatory)

10 - Management of Facilities, Venues and Events

RISK ASSESSMENT CONTEXT: Operational

CONSEQUENCE		PRIOR TO T	REATMENT OR	CONTROL	RISK ACTION PLAN	AFTER TRE	ATEMENT OR C	ONTROL
CATEGORY	RISK EVENT	CONSEQUENCE	LIKELIHOOD	INHERENT RISK RATING	(Treatment or controls proposed)	CONSEQUENCE	LIKELIHOOD	RESIDUAL RISK RATING
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FINANCIAL IMPACT	No risk event identified for this category.	Not Required - No Risk Identified	N/A	N/A	Not required.	Not required.	Not required.	Not required.
SERVICE INTERRUPTION	No risk event identified for this category.	Not Required - No Risk Identified	N/A	N/A	Not required.	Not required.	Not required.	Not required.
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REPUTATIONAL	Council would be seen in a negative light if we failed to meet our contractual and legislative requirements.	Minor (2)	Unlikely (2)	Low (1 - 4)	Not required.	Not required.	Not required.	Not required.
ENVIRONMENT	No risk event identified for this category.	Not Required - No Risk Identified	N/A	N/A	Not required.	Not required.	Not required.	Not required.



### **FINAL REPORT**

## BUREKUP COMMUNITY FACILITIES PLAN

Administration Centre – Eaton 1 Council Drive | PO Box 7016 EATON WA 6232 Tel: 9724 0000 | Fax: 9724 0091 records@dardanup.wa.gov.au www.dardanup.wa.gov.au

#### **Document Control**

Version No	Version Date	Description
1.0	5 March 2020	Draft collated for Council

1. Ex	xecutive Summary	4
2. Pr	roject Team	. 5
3. Pr	roject Details	6
3.1	Background	6
3.2	Strategic Alignment	6
3.3	Population & Demographic Growth	6
3.4	Existing Community Facilities	8
3.5	Project Boundary	9
3.6	Scope & Deliverables	10
3.	6.1 Assess existing plans and documentation	10
3.	6.2 Community Consultation Methodology and Results	12
3.7	Recommended Community Facilities	19
3.8	Costing of Community Facilities	19
3.9	Funding Opportunities	19

#### Report – Burekup Community Facilities Plan

#### Executive Summary

The Burekup Community Facilities Plan (The Plan) provides advice on the short, medium and long term community facilities to be considered in the Shire's forward plans. It has been prepared following assessment of existing facilities and extensive consultation with the community, including a survey, stakeholder interviews and two community workshops.

As at March 2020, the next stage in the process is to take the draft of The Plan back to the community via advertising, to invite their review and final comments. The Plan will then be reviewed and amended as required before it is presented to Council as the final version for endorsement. This version of the report accompanies the March 2020 draft version of The Plan and will be updated with further detail prior to presentation to Council together with the final draft plan.

The Plan is attached at Appendix A.

#### 2. Project Team

The following chart provides the project personnel structure:

Project Sponsor

Luke Botica

Director Infrastructure

Project Manager

Nathan Ryder

Manager Infrastructure Planning and Design

Project Co-ordinator

James Reilly

Project Development Engineer

Project Officer

Vicki Pretorius

Landscape Design Officer

Project Team Advisor

Principal Planning Officer

Cecilia Muller

Project Team Advisor

Manager -Recreation Services

John Kowal

Project Team Administrator

PA Director Infrastructure Peta Nolan Other staff as required

THIS REPORT IS APPROVED FOR USE				
Name	Signature	Date		
Luke Botica Director Infrastructure		5 March 2020		

#### Project Details

#### 3.1 Background

The aim of this study was to produce the Burekup Community Facilities Plan and Report.

The Plan provides a visual representation of all current and proposed facilities that result from the research and community consultation undertaken in the study. The Plan provides advice on the short, medium and long term community facilities to be considered in the Shire's forward plans. It documents projects which are already included in the Shire's Asset Management Plans as well as projects which would require the cooperation of an external agency or group to implement.

For the purposes of this project, the term 'facilities' is inclusive of all Shire assets and infrastructure, including buildings, formal recreational amenities, community playgrounds, public artworks, tourist amenities, paths, roads, drainage systems, precinct signage, lighting and other public amenities; as well as green spaces such as public open space, environmental corridors, trails and other nature spaces, and streetscapes. The terms 'facilities plan' and 'master plan' can be considered to be interchangeable in this regard.

The report will provide the textual component of The Plan, and is to include detailed information illustrating how background research, sound planning principles and best practice asset management underpin the recommended facilities. The report should provide a link between information derived from the community consultation process and the resulting Community Facilities Plan.

The culmination of the works undertaken provide the Shire of Dardanup with a well-researched summary of community and stakeholder expectations together with proposals for community facilities and other improvements that are based upon the study, together with best planning and financial practices. The resulting plan should seek to encourage visitors from both within and outside the Burekup community and support local economic growth as well as community development.

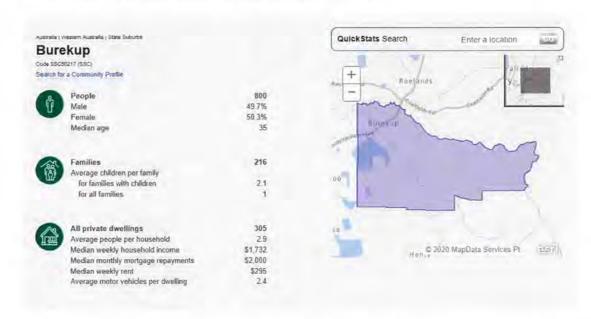
#### 3.2 Strategic Alignment

The Burekup Facilities Plan project meets Objective 5 of the Shire of Dardanup Strategic Community Plan which states the Shire will work towards the provision and maintenance of facilities, infrastructure and services to promote the shire as an attractive and desirable place to live.

#### 3.3 Population & Demographic Growth

Facilities within the proposed study area serve the interests of both those living in the townsite as well as the surrounding rural area residents for a range of functions including commercial, postal, educational, recreational and other social / cultural aspects. The target population has been defined accordingly. The Plan takes into consideration the needs and wishes of all those who are identified as project stakeholders below.

In 2016, the total population of people living in the state suburb of Burekup was 800. Below is a snapshot of Burekup for the 2016 Census QuickStats data:-



In the 2016 Census, there were 800 people in Burekup (State Suburbs). Of these 49.7% were male and 50.3% were female. Aboriginal and/or Torres Strait Islander people made up 0.7% of the population.

The median age of people in Burekup (State Suburbs) was 35 years. Children aged 0 - 14 years made up 28.3% of the population and people aged 65 years and over made up 11.1% of the population.

The following is a table showing the age distribution in Burekup.

Age	Burekup	56	Western Australia	%	Australia	%
Median age	35	-	36	-	- 38	
0-4 years	75	9.4	161,727	6.5	1,464,779	6.3
5-9 years	84	10.6	164,153	6.6	1,502,646	6.4
10-14 years	66	8.3	150,806	6.1	1,397,183	6.0
15-19 years	48	6.0	149,997	6.1	1,421,595	61
20-24 years	27	3.4	160,332	6.5	1,566,793	6.7
25-29 years	40	5.0	184,908	7.5	1,664,602	7.1
30-34 years	58	7.3	194,267	7.9	1,703,847	7.3
35-39 years	54	6.8	173,041	7.0	1,561,679	6.7
40-44 years	50	6.3	171,996	7.0	1,583.257	6.8
45-49 years	72	9.0	172,520	7.0	1,581,455	6.8
50-54 years	49	6.2	162,438	6.6	1,523,551	6.5
55-59 years	45	5.7	149.899	6.1	1,454,332	62
60-64 years	40	50	132,145	5.3	1,299,397	5.6
65-69 years	31	39	116.755	47	1,188,999	51
70-74 years	29	3.6	82,911	3.4	887,716	3.8
75-79 years	13	16	61,509	2.5	652,657	28
80-84 years	9	1.1	42,590	1.7	460,549	2.0
85 years and over	6	0.8	42.420	17	486 842	21

#### 3.4 Existing Community Facilities

The following are the main existing facilities within the study area:

#### Buildings / civic facilities

- Burekup Community Hall, including the Burekup Country Club premises and outdoor area / enclosed playground;
- · Amphitheatre at west end of oval, backing onto the tennis courts;
- Burekup Volunteer Bushfire Brigade facilities, including fire shed, yard and two stand pipes (one in yard, one on Hutchinson Road).

#### Sport and recreational facilities

- Community Playground (used by the school and broader community);
- · Skate park;
- · Sports courts three tennis courts and one basketball court;
- Oval and perimeter including cricket pitch, cricket nets, AFL and soccer goals,

#### Roads and streetscapes

- Public roads and laneways;
- Public pathways;
- · Lighting;
- Street trees and other landscaping;
- · Signage;
- Bus stops;
- Stormwater facilities including subsurface and open drains;
- The irrigation channel (such as at the southern end of Hutchinson Road.)

#### Public open space areas

#### Gardiner Reserve

This is the primary open space area for the townsite and receives the highest useage, including for active and informal sports and recreation, social and cultural uses including community events, and occasional informal use by emergency services such as for fire hose training. The character of the reserve is predominenally turfed open space with some fringing established trees. The skate park is the primary formal recreational facility in the reserve, nearby which is located a picnic shelter and public BBQ. Adjacent this is a playground, which is fenced and used by members of the local Country Club, adjacent to an enclosed outdoor licensed area also utilised by the Country Club.

#### Shier Rise Reserve

This is a linear reserve characterised by a central creek and wetland system with several seasonal 'ponds.' Stands of tall trees provide the northern section of the creek with a native bushland feel, with opportunities for nature connection in an area predominantly used for recreation by walkers and for environmental purposes including habitat rehabilitation and stormwater management. A pathway provides transit and recreational opportunities, with a small footbridge connecting Shier Rise with Kingia Close. This provides a means for the community south of the creek to use

the pathway network to travel to the main civic precinct including the school and General Store, rather than to travel along the outer perimeter roads (Shenton/Crampton/Hutchinson) which do not currently have paths provided.

#### McCaughan Park

This small park is located across the road from the Burekup General Store within the broader railway reserve. The Shire has permission from the Railways Authorities to lease a portion of the Railway Reserve for community use. This Park is characterised by a dense canopy of mature trees, predominantly native species, providing ample shade for people to sit and socialise as well as walking through the reserve.

McCaughan Park is situated in and surrounded by railway reserve. The railway reserve is not Shire of Dardanup public open space however people do use it informally for walking and other informal recreational activities. There is an existing informal BMX track within the reserve, just north of the CWA Hall, which has been constructed by young community members to meet their recreational needs.

#### Sykes Avenue Reserve

This is a small cultivated public open space located on the corner of Gardiner Street and Sykes Avenue. It was created as part of the new Burekup Estate development and acts as a local water detention basin within the townsite. This reserve has a slightly manicured look and feel, featuring reticulated turf and landscaping.

#### 3.5 Project Boundary

The proposed study area encompasses the main 'town block', including the streetscape on both sides of Russell Road, Shenton Road, Crampton Road and Hutchinson Road; as well as the linear reserve corridor stretching along the railway from Hutchinson Road to the Collie river.



#### 3.6 Scope & Deliverables

A Project Team was formed to undertake the following deliverables. The outcomes of each deliverable is outlined below:-

#### 3.6.1 Assess existing plans and documentation

A review of existing plans and policies affecting the locality was undertaken including:

- · Existing Developer Contribution Plan;
- · Greater Bunbury Region Scheme;
- Shire of Dardanup Local Planning Strategy;
- Shire of Dardanup Town Planning Scheme No.3;
- Burekup Townsite Expansion Strategy 2009;
- Expected growth in the area and; and
- Any other relevant planning mechanisms.

#### **Existing Developer Contribution Plan**

Land currently zoned as Urban Deferred has the potential to be developed in the future to provide additional residential blocks and associated facilities within the Burekup townsite to provide for future population growth as required. The feasibility of some projects included in the Plan, particularly those nominated for the Urban Deferred zoned land and immediate vicinity, will be dependent on the development of this land in order to secure the funding that would be required for implementation.

There is currently no developer contribution plan for Burekup. Developers are required to provide public open space in accordance with the requirements of the WA Planning Commission.

#### Greater Bunbury Region Scheme

The Greater Bunbury Region Scheme (GBRS) guides land use and provides the legal basis for planning in the Greater Bunbury region. The Greater Bunbury Region Scheme (GBRS) identifies the townsite as 'Urban' and as 'Urban deferred.' Land currently zoned as Urban Deferred is located in the southern corner of town and is highlighted on the Plan.

The process to the WA Planning Commission (WAPC) to lift the Urban Deferred zoning under the GBRS is a separate process and it is linked to an endorsed structure plan which is yet to be commenced for a number of lots in Burekup. Land currently zoned Urban Deferred is located in the southern quadrant of the townsite and is highlighted on the Plan as 'Future development area.'

#### Shire of Dardanup Local Planning Strategy

The Shire of Dardanup Local Planning Strategy (Strategy) was endorsed by the Western Australian Planning Commission (WAPC) in May 2015. The Strategy identifies townsite expansion in accordance with the Burekup Townsite Expansion Strategy. The implementation of the Strategy suggests that land within the expansion area is to be identified as 'Development' within a 'Special Control Area' for structure planning in LPS9.

#### Shire of Dardanup Town Planning Scheme No.3

The Shire of Dardanup's Town Planning Scheme (TPS) consists of the Scheme Text and Scheme Maps. The Scheme determines where certain developments and land uses can occur, depending on the zoning of the land.

Map 8 of the TPS relates to the Burekup Townsite. The majority of the townsite is classified as either Residential or General Farming (the latter being zoned 'Urban Deferred' for possible future development.) Other local scheme zones include School, Business — Commercial, Public Utilities and Other Community (church use.) Open space areas are classified 'Recreation' and are Local Scheme Reserves. The railway corridor, which includes McCaughan Park, the CWA Hall and the current informal BMX track, is zoned as 'Railways' within the Region Scheme Reserves category of the Greater Bunbury Regional Scheme (GBRS.)

- Burekup Townsite Expansion Strategy 2009
- The Burekup Townsite Expansion Strategy (BTES) contains a structure plan relevant to the Plan.

There is an approved subdivision for Lot 75 where the subdivision layout makes provision for the extension of Sykes Avenue to connect to Clarke Street through existing Lot 75; and the proposed subdivision layout makes provision for the extension of Atkinson Road to connect to Clarke Street along the southern boundary of existing Lot 75.

In addition to the above, it is noted that the structure plan contained within the BTES includes a number of planning policy statements, addressing matters pertaining to the future development of the structure plan area.

#### Expected growth in the area

The population forecast age structure (5 year age groups) for Burekup and Districts areas is included in the table shown below.

Burekup and District - Total persons	201	2031		2041		Change between 2016 and 2041	
Age group (years)	* Number *	194	Rumber +	**	Number =	N =	Number
0 to 4	102	5.6	105	67	130	7.0	+29
5 to 9	137	8.9	122	7.6	149	8.0	+12
10 to 14	104	87	109	5.8	128	69	+24
1510 19	105	6.8	85	5.4	99	51	-0
20 to 24	74	48	70	4.4	81	3.4	+6
25 to 29	68	48	72	4.5	89	4.8	+20
30 to 34	97	63	98	6.2	121	6.5	+2.4
35 to 39	94	0.1	108	6.8	132	7.1	+37
40 to 44	82	53	9.9	5.7	991	60	*29
45 to 49	116	76	80	5.0	91	4.9	-25
50 to 54	114	7.4	82	51	96	5.2	18
55 to 59	125	8.1	90	5.6	103	5.5	-22
60 to 64	120	7.8	124	7.8	110	59	-10
55 to 69	94	61	120	7.5	1.13	6.1	+19
70 to 74	61	40	115	7.2	123	6.6	+62
75 to 79	21	1.4	73	4.6	90	4.8	₹69
80 to 84	20	1.3	38	2.4	65	3,5	+45
85 and over	7	0,5	13	0.0	25	1.4	+18
Total persons	1,541	1000	1,595	150.0	1.056	100.0	+314

It is noted that this forecast provided in the Census is for the broader Burekup area that is bounded by the Collie River and Preston River to the north, the Mungalup township to the east, the Shire of Donnybrook-Balingup to the south, and the South Western Highway and Dowdells Lane to the west.

What these forecast figures indicate is that the population of the study area and the surrounding population which it services is not likely to experience any significant growth for approximately another 20 years. It is anticipated that at this time the Wanju development nearby will have started to be rolled out, with new facilities available close to the Burekup townsite. This may have implications on future facility provision and a review of the Burekup Community Facilities Plan might be considered in the future, if and when required.

#### Any other relevant planning mechanisms

While not directly related to the Burekup townsite, the development of the future proposed city of Wanju (to be located approximately 4-8km from Burekup) may have implications for the level of facilities service provision for Burekup. Residents of Burekup may have new sporting and other facilities available close by so all proposed future longer term projects may be subject to consideration of feasibility with respect to the Wanju District Structure Plan and associated Planning frameworks that are borne from it.

#### Land tenure / management responsibility

There is an existing licence agreement between the Shire of Dardanup and the Minister for Education, dated 2015, for the shared use of facilities for sporting and recreational purposes at River Valley Primary School. This allows the school to use Shire facilities such as the oval and community playground, subject to certain terms and conditions which include shared maintenance responsibility.

#### Assessment of existing community facilities

An assessment of existing community facilities including public open space and other green spaces will be detailed in the report accompanying the final plan; and

#### Heritage significance of the study area

Information about the heritage significance of the study area, including consideration of both Indigenous and non-Indigenous heritage, will be detailed in the report accompanying the final plan.

#### 3.E.2 Community Consultation Methodology and Results

The table represents a snapshot of the consultation method used for each of the key stakeholders identified for the project.

Stakeholder name	Power & interest	Key interests & issues
Burekup residents Survey and Workshop opportunity	Live within defined study area	Direct regular users of the town site and its facilities.
Burekup rural fringe area residents Survey and Workshop opportunity	Live within locality of Burekup, outside study area	Direct regular users of the town site and its facilities.

Stakeholder name	Power & interest	Key interests & issues
Roelands community  By correspondence	Live in adjacent Shire but use Burekup townsite services and facilities	All postal services; closest store and State primary school located in Burekup, combined local playgroup
Burekup Townscape Committee	Representing Burekup residents and key community groups	Advise and assist the Shire in planning for Burekup townscape initiatives.
Burekup Country Club  By interview	Non-profit community social hub	Social activities, venue and court hire for private functions and recreational / sporting groups
River Valley Primary School <b>By interview</b>	State Primary School	Primary education for Burekup and Roelands area catchment
Burekup Volunteer Bushfire Brigade <i>By interview</i>	Volunteer emergency services group	Coordinating and delivering response to fire incidents locally and assisting further afield
Burekup Cricket Club  By interview	Sporting group	Cricket facilities, Country Club
Burekup Tennis Club <b>By interview</b>	Sporting group	Tennis facilities, Country Club
Burekup Country Women's Association <i>By interview</i>	Non-profit community group, building located on railways land	Community building, fundraising for local school and other causes
River Valley Playgroup <b>By interview</b>	Non-profit community group, based at primary school	Play based activities for children aged 0-5
Burekup Anglican Church <i>By interview</i>	Religious organisation	Only church in Burekup; Sunday worship and other activities
Indigenous Community  By correspondence	Live within defined study area or have a cultural connection to the land within the defined study area.	Direct regular users of the town site and its facilities with desire to protect and promote respect for indigenous culture
Burekup General Store & Post Office <i>By interview</i>	Only retail store in Burekup, including liquor licensing (NB: town defibrillator located here)	Commercial enterprise; Postal services for Burekup and Roelands; Information hub (community notice board)
School Bus Services  By correspondence	Main bus stop on Russell Road for rural bus services.	Morning pickup and afternoon drop off of students from many surrounding primary and high schools.
Local Heritage Groups	Social and cultural interest group	Protection of historical and cultural heritage
Ferguson Valley Marketing Inc <i>By correspondence</i>	Promotion of tourism in the Shire.	Opportunities for promotion of tourism in the Shire within the town.

Stakeholder name	Power & interest	Key interests & issues
ARC Infrastructure / Aurizon By correspondence	Managers of the rail infrastructure and lessors of railway land used for community purposes.	Lessor of railway land (including Mc Caughan park) and rail corridor north to the river. The Shire is the lessee.
Department of Regional Development and Lands <i>By correspondence</i>	Managers on behalf of the Crown for some of the land	Public liability issues, Vesting and management orders for the ongoing management of the land.  Transfer of land tenure to the Shire, particularly for road reserves, drainage reserves and public open space.
South West Development Commission By correspondence	Government agency to promote development in the South West Region	Funding opportunities Economic advice
Department of Land, Heritage and Planning (DLHP) By correspondence	Authority for land use and tenure matters	Any statutory changes in land use. Land management including management orders
Main Roads WA  By correspondence	Manage the highway and access onto it. Also responsible authority for regulatory signs, markings and devices on local roads.	Access onto the highway Any local road changes that involve changes to regulatory signs and devices.
Department of Environment Regulation (DER) By correspondence	Regulatory authority administering the Environmental Protection Act to the project	Administering the Environmental Protection Act; Protection of native vegetation, flora and fauna.
Department of Water By correspondence	Regulatory authority for the protection and management of water resources and water courses.	Protecting the water courses, including the Collie River and Henty Brook; Stormwater management, flood control and stormwater discharge quality.
Water Corporation/Aqwest <i>By correspondence</i>	Water authority responsible for reticulate scheme water and sewer.	Provision of trunk infrastructure for water and sewer in the development area. Components may be incorporated into the DCP.
Western Power (WP) By correspondence	Owners of the power poles and lines which are in the vicinity of the project.	Provision of trunk infrastructure for the electricity network. Components may be incorporated into the DCP.
Disabilities Services Commission By correspondence	Advancing opportunities, community	Partners and collaborates with stakeholders to improve participation, inclusion and access

Stakeholder name	Power & interest	Key interests & issues
	participation and quality of life for people with disability	for people with disability across the community.
Telstra/Optus  By correspondence	Telecommunications provider	Any impacts on telecommunications infrastructure.
Department of Education  By correspondence	Education Provider	Primary education for Burekup and Roelands area catchment
Other Government Departments as identified		

The following community consultation strategy was undertaken with consultations including:-

#### 1. Community Survey

The community survey (Appendix B) was prepared and distributed to Burekup residents via a variety of media including direct mail outs, emails, the Shire's website and social media (e.g. Facebook) and local newspapers. Sixty nine (69) responses were received representing 4.47% of the Burekup and Districts population and 8.6% of the suburb of Burekup population. The results of the survey are attached at (Appendix C). The following is a snapshot of the responses:-

- 95.65% respondents live in the Burekup;
- > The range of length of time living in Burekup was from 3 months to 70 years;
- > 79.71% of respondents were aged between 25-64 years;
- > 59.42% of respondents were a couple household with children;
- ➤ The major recreation and sporting activities of respondents were walking (79.37%), cycling (39.68%), tennis (28.57%), group fitness (31.81%), gardening (38.10%), Arts & Crafts (30.16%), BMX Riding (26.98%), Skateboarding (22.22%);
- ➤ The most used facilities by participants were the local store (90.91%), the Post Office (95.45%), Footpaths (80.3%), Burekup Oval (63.64%), Skate Park (53.03%), Burekup Country Club (57.58%) a wide range of comments were received regarding the facilities in this section and are attached in the appendices.
- A number of facilities that respondents think are needed in Burekup, and why, were provided and are attached in the appendices.
- > The majority of respondents indicated that the facilities were in good condition except for the skate park. Most respondents were not sure about the Diggers Club, Anglican Church and the Collie River;
- The majority of respondents indicated that the facilities were well utilised with the exception of McCaughan Park, public barbecues, Gardiner Reserve and the Collie River. Most respondents were not sure about the Diggers Club and Anglican Church;
- The majority of respondents indicated that the facilities were in the right location. Most respondents were not sure about the Diggers Club and Anglican Church;

- The majority of respondents indicated that the following facilities were underutilised McCaughan Park, Gardiner Reserve, public barbecues, Shier Rise, walk trails, tennis and basketball courts, skate park, Anglican Church and the Collie River. Most respondents were not sure about the Diggers Club and Anglican Church;
- > The majority of respondents indicated that most of the facilities needed improvement with the exception of the post office. Most respondents were not sure about the Diggers Club and Anglican Church;
- The majority of respondents indicated that the facilities were accessible. Most respondents were not sure about the Diggers Club;
- The majority of respondents (53.97%) indicated that they would not support a Black Waste Dump Point for Burekup.
- > The majority of respondents (66.67%) supported overnight caravan and camping for Burekup.
- The majority of respondents (89.23%) supported an upgrade of the BMX Track for Burekup.
- > The majority of respondents (79.69%) supported an upgrade of the BMX Track for Burekup.

A significant amount of other comments were received from respondents and these have been taken into account in the planning.

#### 2. Key Agency Submissions

Correspondence was sent to the following key agencies to inform of the project and call for submissions with specific questions relating to the services provided by the organisation, future plans for works and expected timeframes, project considerations and any other comments:-

- Department of Land, Heritage and Planning advised that from a planning point of view, the Plan, once drafted, should be referred to the Commission for comment, should the Plan be regarded as a local planning policy under the provisions Schedule 2, Part 2, Clause 4(b) of the Planning and Development (Local Planning Schemes) Regulations 2015, and inconsistent with any State Planning Policy;
- Main Roads WA response of no comments relating to the project;
- South West Development Commission no response received;
- Department of Primary Industry and Regional Development; DPIRD does not provide any services to the Burekup township and does not have any current projects identified;
- ARC Infrastructure no response received;
- Aqwest advised no comments in relation to the submission;
- Telstra no response received;
- Department of Water Whereas DWER has no comment on the form of facilities, it should be noted that any proposed future development will need to be mindful of water supply and wastewater disposal (including recycling of water). In addition, any required upgrade of the catchment drainage system will need to be carefully planned and environmental impacts considered;
- School Bus Service no response received;

• Greater Bunbury Aboriginal Community Elders Group - no response received.

#### 3. Stakeholder Interviews

Eight key stakeholder interviews with sixteen residents were held by project team members with the following groups:

- Burekup Country Club
- River Valley Playgroup
- Burekup General Store
- · River Valley Primary School
- Burekup Cricket Club
- · Burekup Volunteer Bushfire Brigade
- Burekup CWA
- Burekup Church

The questions asked at the interviews were as follows:-

- What role does your group/organisation play within the community;
- What are your group's/organisation's needs, wishes and priorities within the community;
- Projects your organisation has identified in its future five, ten and fifteen year planning, if any;
- Considerations that can be highlighted within the project pertaining to your organisation; and
- Any other comments.

The summarisation and analysis of the consultation data from the interviews was collated and was used with the survey and submissions to form the basis of the initial public community information workshop.

The outcomes from the Community Survey, Key Agency Submissions and Stakeholder interviews were compiled and ranked in order of popularity, with a vote recorded for each 'mention' for a potential project idea by a consultation participant and the resultant tally of votes ranked, to give an indication of community priority in the early stages of consultation. These outcomes were taken to the community for consideration in Workshop 1.

#### 4. Community Workshops

Community workshops were held 30 October 2019 (25 participants) and 4 December 2019 (23 participants) and were independently facilitated by Will Bessen of Tuna Blue Facilitation. Each session was highly participative and engaging with opportunities for discussion with the focus on the following outcomes.

#### Workshop 1

- Consider the context for a Community Facilities Plan,
- Reflect on the results of the community survey and stakeholder conversations,

- Review and discuss 'early concepts' for Burekup facilities improvements, as derived from the initial community consultation,
- Suggest facility improvements needed for Burekup and rank these in order of priority,
- Articulate the ideal location and connectedness of possible future facilities, and
- Consider the next steps for the development of the Plan.

The outcomes from Workshop 1 were consolidated and incorporated into the first draft of the Burekup Community Facilities Plan. This was presented to the community for review and comment in Workshop 2.

#### Workshop 2

- Reflect on the outcomes of Community Workshop One,
- Consider and refine the Draft Burekup Community Facilities Plan developed by the Shire of Dardanup,
- Rank the proposed projects in order of priority,
- Further refine the 'Civic Precinct' schematic layout, and
- Consider the next steps for the finalisation of the Plan.

The outcomes from Workshop 2 were consolidated and a design review of the draft Burekup Community Facilities Plan was undertaken by the Project Team. This was presented to the community for review and comment in Workshop 2.

The reports on the outcomes of the workshops is included at Appendix D and Appendix E respectively.

The Final Plan is the result of consideration and refinement following each stage of the Community Consultation.

Projects that are proposed within The Plan are documented in the Outcomes of 2019 Burekup community engagement which is included at Appendix F.

#### 4. Final community comment period

The draft plan will be presented to Council for endorsement to advertise to the community for the purposes of final review and opportunity to comment. It is proposed to advertise this stage of the consultation via the Shire's standard communication mechanisms including a website posts, links to social media, community news or other newspaper promotion, public notices and inclusion in the Shire's community information email. It is proposed to use the online platform 'Social Pinpoint' to present the plan (including proposed projects) together with a listing of possible future projects (not included on current version of Plan), to give the community the opportunity to make direct comment on an online version of the Plan. The outcomes of this consultation will then be compiled and used to help prioritise

projects, for a final review of the plan and presentation back to Council for final adoption of the Plan.

#### 3.7 Recommended Community Facilities

All recommendations resulting from the consultation and subsequent Community Facilities Report are:

- Itemised as new, upgrade / improvement to existing, or removal of existing;
- · Represented graphically on the Plan;
- · Assigned a timeframe, being either short, medium or long term;
- Highlighted separately (in green) if they have already been included in the Shire's Asset Management Plans;
- Highlighted separately (in red) if they
- Referenced to the relevant sections of the Community Facilities Report (to be included in the report for the Final Plan.)

It should be noted that all proposed and possible future projects are subject to the relevant approvals and funding. Projects which may be subject to feasibility or the cooperation of an external agency or group have been highlighted as such on the plan.

Some projects have been included on the plan with an indicative location only, as this is still to be determined. For example, a multi-use community / sports facility has been shown on the plan close by the oval, however further investigations including discussions with relevant stakeholders will be required to ensure that should this facility prove to be feasible, it is planned to be of a size and function that meets the needs of the local community into the feature. Feasibility investigations will also determine which might be the most appropriate location for such a facility.

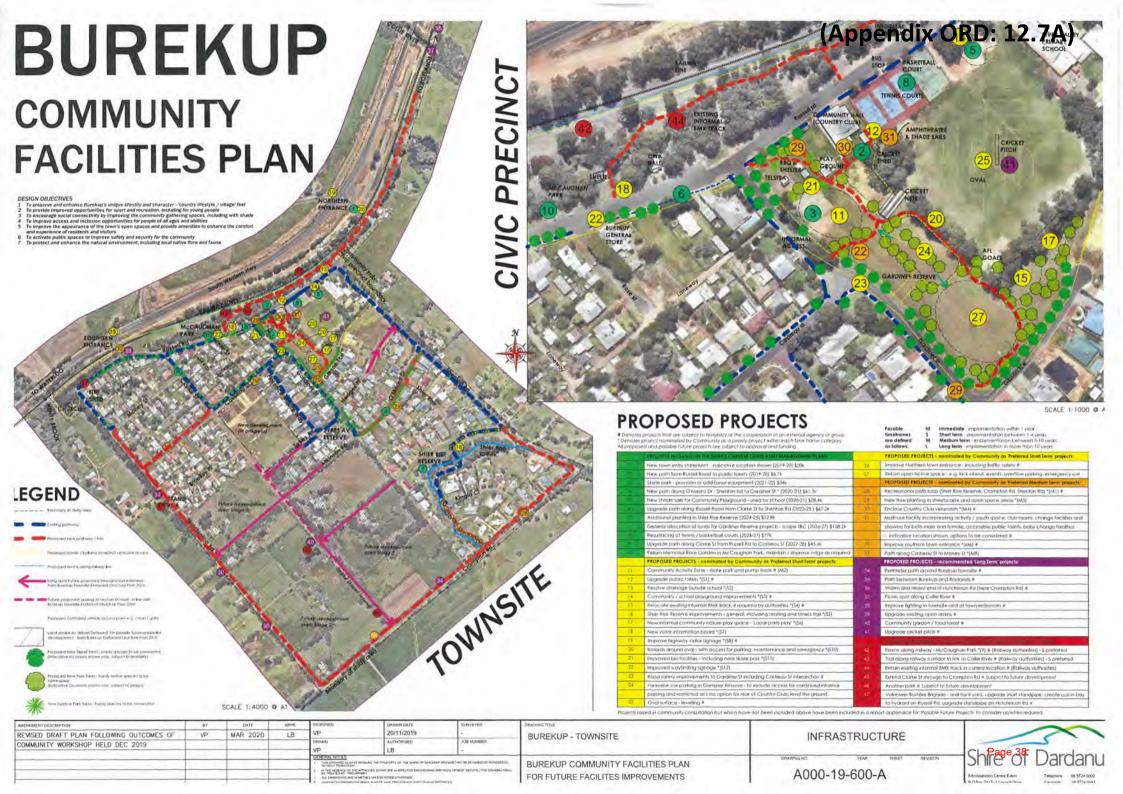
#### 3.8 Costing of Community Facilities

Detailed costing of all recommendations does not form part of this Scope of Work. However, all recommendations in the final Plan for projects to implement must be based upon sound financial practices and considered in view of limited Shire resources.

#### 3.9 Funding Opportunities

Possible funding sources for each recommendation will be identified as a part of determining the project feasibility prior to the Shire committing to undertake the project. Some possible major sources of funding might include Royalties for Regions and Lotterywest; there will be other opportunities that the Shire will be able to investigate when required.

# Appendix A



# Appendix B

# **COMMUNITY SURVEY**

**Burekup Community Facilities Plan** 

#### Burekup!

#### We're asking you to JUST THINK!

What will the future of your town look like? Who will live there? What types of facilities will they need? What's important to them?

The Shire of Dardanup is preparing a Burekup Community Facilities Plan, a blueprint to guide development of future facilities in the town.

Things like buildings, roads, recreation facilities, public art, paths, signage, lighting, tourism amenities, green spaces, trails and streetscapes.

To help develop this plan, we need you to JUST THINK and then tell us what's important to you.

What facilities do you currently use? What could be improved? What do you believe will be needed in the future?

We are seeking input from Burekup residents and people living nearby who access the town for schooling, recreation, business or other purposes.

Community groups, organisations and other





PROPOSED STUDY AREA

stakeholders will also be interviewed for their input.

Once initial responses are gathered, a community meeting will be held in October 2019 to discuss outcomes and guide the development of the final Plan.

Please complete and return the survey by Friday 27<sup>th</sup> September 2019 via either of the following methods:

Post To: PO Box 7016, Eaton WA 6232

Email: Scan completed survey and email to records@dardanup.wa.gov.au

Online: Visit www.dardanup.wa.gov.au

**Drop Off:** To the Eaton or Dardanup Library or the Eaton Shire Offices at 1 Council Drive, Eaton.

Enquiries: 9724 0000

# Community Survey Questions (Appendix ORD: 12.7A)

C	es! I would like to Community Facilit	OF MALE STREET, THE STREET, SHOWING	orm	ed directly on t	he pro	gress	of the pro	posed Bureku
N	lame:		4	Email:				
. Pl	lease circle if you	ı live in Bure	kup	? Yes / No If n	o whe	re do	you live?	
If	yes for how long	g?\	year	s month	ıs			
. Pl	lease tick the box	x to indicate	you	r age group				
	Under 15	15-24		25-44 4	5-64		65-75	Over 75
	Children	Children		Parent		Hous	ehold	Household
	Couple with Children	Couple with Children		Single Parent			ngle ehold	Shared Household
						L		Ц
PI	lease tick the rec	reation and	spor	ting activities y	our ho	useh	old particip	pates in.
PI	lease tick the rec	reation and	spor	ting activities y	our ho	useh	old particip	oates in.
PI	Activity	reation and	spor		our ho	useh		
	Activity	reation and		Activity	our ho		Activity	
	Activity Cricket	reation and		<b>Activity</b> Gymnastics	our ho		Activity Arts and Cr	
	Activity Cricket Football	reation and		Activity  Gymnastics  Equestrian	our ho		Activity Arts and Cr Cycling	
	Activity Cricket Football Soccer Tennis	reation and		Activity Gymnastics Equestrian Group Fitness	our ho		Activity Arts and Cr Cycling Walking Running	
	Activity Cricket Football Soccer Tennis Hockey	reation and		Activity  Gymnastics  Equestrian  Group Fitness  Dancing	our ho		Activity Arts and Cr Cycling Walking Running	
	Activity Cricket Football Soccer Tennis Hockey Netball	reation and		Activity  Gymnastics  Equestrian  Group Fitness  Dancing  Yoga		Othe	Activity Arts and Cr Cycling Walking Running	
	Activity Cricket Football Soccer Tennis Hockey Netball Basketball	reation and		Activity Gymnastics Equestrian Group Fitness Dancing Yoga Martial Arts		Othe	Activity Arts and Cr Cycling Walking Running	
	Activity Cricket Football Soccer Tennis Hockey Netball Basketball Church			Activity  Gymnastics  Equestrian  Group Fitness  Dancing  Yoga  Martial Arts  Seniors Activities		Othe	Activity Arts and Cr Cycling Walking Running	

Fa	cility	Activity
	Country Club	
	Russell Road Playground	
	McCaughan Park (near railway)	
	Public Barbecue	*
	Shier Reserve	
	Gardiner Reserve	
	Burekup Oval	
	Walk Trails	
	Footpaths	
	Lighting	
	Tennis and Basketball Courts	
	Skate Park	-
	Burekup Hall	
	CWA Hall	
	Local Store	
	Post Office	
	Bushfire Brigade	
	River Valley Kindergarten	
	River Valley Primary School	
	Anglican Church	
	Diggers Club (Waterloo)	
	Collie River	
	other facilities you think are	e needed in Burekup and please comment why you
Faci	lity Name Rea	son why facility is needed
1		
2		

Please tick what facilities you use in Burekup and write what activity you use the

Q5

Facilit	у Туре		Good Condition	Well Utilise	Right d Location	Under Utilised	Needs Improvement	ls Accessible
Count	ry Club							
Russel	l Road	Playground						E
McCau	ughan I	Park (near railway)						
Public	Barbe	cue						- 0
Shier	Reserv	e						
Gardin	er Res	erve						
Burek	up Ova							
Town	Entry S	tatements						
Walk T	rails							
Footpa	aths							
Lightin	g							
Tennis	and B	asketball Courts						
Skate F	Park							
Bureku	ıp Hall							
CWA H	lall							
Local S	tore							
Post O	ffice							
Bushfir	e Briga	ade					D,	
Diggers	s Club	(Waterloo)						
Anglica	n Chui	rch						
Collie F	River							
		support the f n by the Burek			s that have	already l	been identifi	ied for
Yes	No	Activity		0	Comments			
		Black Waste Du	mp Point		_			
		Burekup Skate F	ark Upgrade					
		Overnight Carav	an and Camp	oing				
		BMX Track						
		Burekup Entry S	tatement					

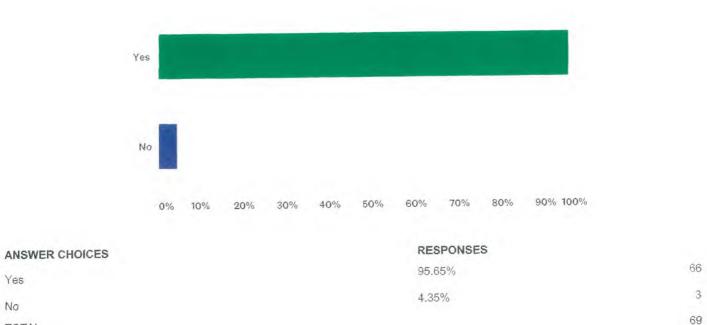
Thank you for your time in completing and returning this survey. Your valuable input is appreciated. Once we have collected all of the information from community, projects that are identified within the Burekup Community Facilities Plan will then be considered in the Shire's forward planning process for the short, medium and long term.

# Appendix C

TOTAL

#### Q2 Do you live in Burekup?





and therefore have been intenhonally

## Q3 If YES, how long for?

Answered: 65 Skipped: 4

ANSWE	R CHOICES	RESPONSES	
Years		96.92%	
Months		47.69%	
#	YEARS		DATE
1	39		9/26/2019 9:37 PM
2	18		9/26/2019 4:56 PM
3	5		9/26/2019 3:08 Af
4	14		9/25/2019 11:24 F
5	14		9/25/2019 9:40 PI
6	19		9/25/2019 9:01 PI
7	7		9/25/2019 8:49 P
8	1		9/25/2019 8:44 P
9	18		9/25/2019 8:00 P
10	19		9/25/2019 7:47 P
11	70		9/25/2019 7:37 P
12	70		9/25/2019 7:24 P
13	5		9/25/2019 7:04 P
14	5		9/25/2019 6:56 P
15	43		9/25/2019 6:27 P
16	8		9/22/2019 3:47 A
17	13		9/21/2019 7:53 P
18	4		9/21/2019 1:14 A
19	4		9/20/2019 3:58 P
20	2		9/20/2019 3:42 A
21	2		9/20/2019 2:51 A
22	12		9/20/2019 2:35 A
23	9		9/20/2019 2:18 A
24	5		9/19/2019 9:44 P
25	53		9/19/2019 4;51 A
26	4		9/17/2019 7:22 A
27	60		9/16/2019 3:57 A
28	7		9/14/2019 5:18 P
29	32		9/12/2019 4:38 P
30	1 yr		9/12/2019 6:57 A
31	8		9/12/2019 1:41 A
32	3		9/10/2019 7:44 A
33	1		9/10/2019 3:23 A
34	4		9/10/2019 12:45

15	Burek	tup! Just THINK!		(Appendix ORD: 12.7A)
36   0   99/32019 8.06 AM   97/2019 9.30 FAM   97/2019 9.34 AM   97/2019 9.35 FAM   97/2019 9.35	35	15		9/9/2019 6:45 PM
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38	37	12		9/7/2019 11:12 PM
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56       1       9/4/2019 7:13 PM         57       1       9/4/2019 7:03 PM         58       13       9/4/2019 6:23 PM         59       12       9/4/2019 6:01 PM         60       6       9/4/2019 5:54 PM         61       10       9/4/2019 5:48 PM         62       13       9/4/2019 5:13 PM         63       12       8/23/2019 8:56 PM         #       MONTHS       DATE         1       11       9/26/2019 9:37 PM         2       5       9/25/2019 8:49 PM         3       6       9/25/2019 8:49 PM         4       3       9/25/2019 7:04 PM         5       9       9/25/2019 7:04 PM         6       9       9/25/2019 7:04 PM         6       9       9/25/2019 6:56 PM         7       7       9/25/2019 6:56 PM         8       6       9/22/2019 3:47 AM         9       6       9/22/2019 3:47 AM         9       6       9/22/2019 3:58 PM         10       10       9/20/2019 2:51 AM         11       9       9/20/2019 9:44 PM         12       0       9/19/2019 9:44 PM         13       11 <t< td=""><td>55</td><td>5</td><td></td><td></td></t<>	55	5		
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58       13       9/4/2019 6:23 PM         59       12       9/4/2019 6:01 PM         60       6       9/4/2019 5:48 PM         61       10       9/4/2019 5:13 PM         62       13       8/23/2019 8:56 PM         #       MONTHS       DATE         1       11       9/26/2019 9:37 PM         2       5       9/25/2019 8:49 PM         3       6       9/25/2019 7:37 PM         4       3       9/25/2019 7:37 PM         5       9       9/25/2019 7:37 PM         6       9       9/25/2019 7:04 PM         6       9       9/25/2019 6:27 PM         8       6       9/25/2019 6:27 PM         8       6       9/20/2019 3:58 PM         10       10       9/20/2019 2:51 AM         11       9       9/20/2019 2:35 AM         12       0       9/19/2019 9:44 PM         13       11       9/16/2019 2:20 AM	57	1		9/4/2019 7:03 PM
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62       13       9/4/2019 5:13 PM         63       12       8/23/2019 8:56 PM         # MONTHS       DATE         1       11       9/26/2019 9:37 PM         2       5       9/25/2019 8:44 PM         3       6       9/25/2019 8:44 PM         4       3       9/25/2019 7:37 PM         5       9       9/25/2019 7:37 PM         6       9       9/25/2019 6:56 PM         7       7       9/25/2019 6:27 PM         8       6       9/22/2019 3:47 AM         9       6       9/20/2019 2:51 AM         10       10       9/20/2019 2:51 AM         11       9       9/19/2019 9:44 PM         12       0       9/19/2019 9:44 PM         13       11       9/16/2019 2:20 AM	60	6		9/4/2019 5:54 PM
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7       7         8       6         9       6         10       10         11       9         12       0         13       11	5	9		9/25/2019 7:04 PM
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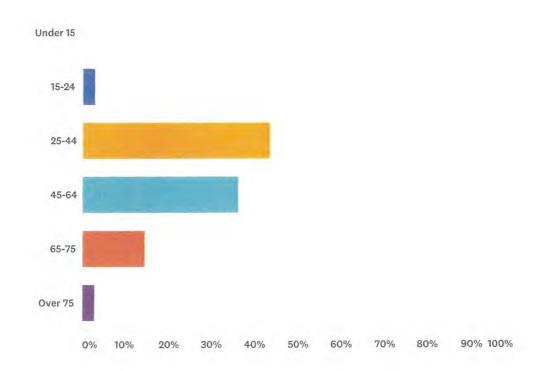
## (Appendix ORDsu12,7A)

15	2 months	
16	4	
17	6	
18	9	
19	10	
20	10	
21	9	
22	7	
23	2	
24	9 months	
25	7	
26	6	
27	0	
28	6	
29	4	
30	6	
31	2	

9/12/2019 6:57 AM 9/12/2019 1:41 AM 9/10/2019 3:23 AM 9/10/2019 12:45 AM 9/9/2019 8:06 AM 9/8/2019 8:31 AM 9/7/2019 11:12 PM 9/7/2019 3:20 PM 9/5/2019 5:21 PM 9/5/2019 4:55 AM 9/5/2019 4:47 AM 9/5/2019 3:14 AM 9/5/2019 2:02 AM 9/4/2019 10:55 PM 9/4/2019 7:03 PM 9/4/2019 6:01 PM 8/23/2019 8:56 PM

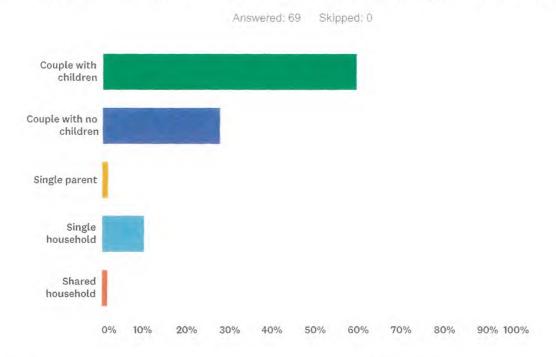
### Q4 Please indicate your age group.

Answered: 69 Skipped: 0



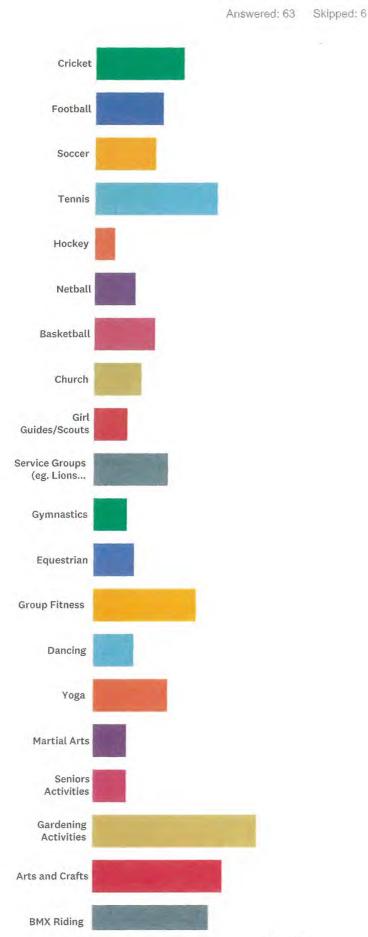
ANSWER CHOICES	RESPONSES	
Under 15	0.00%	0
15-24	2.90%	2
25-44	43.48%	30
45-64	36.23%	25
65-75	14.49%	10
Over 75	2.90%	2
TOTAL		69

### Q5 Please tick the box that represents your type of household.

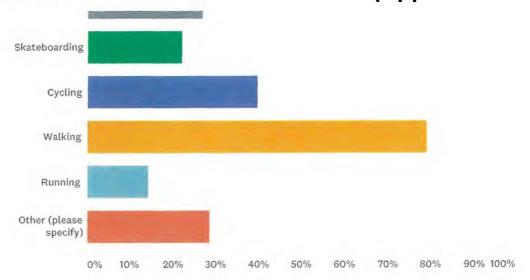


ANSWER CHOICES	RESPONSES	
Couple with children	59.42%	41
Couple with no children	27.54%	19
Single parent	1.45%	1
Single household	10.14%	7
Shared household	1.45%	1
TOTAL		69

## Q6 Please tick the recreation and sporting activities your family participates in.



## (Appendix ORD: 1-2.7A)



ANSWER CHOICES	RESPONSES	
Cricket	20.63%	13
Football	15.87%	10
Soccer	14.29%	9
Tennis	28.57%	18
Hockey	4.76%	3
Netball	9.52%	6
Basketball	14.29%	9
Church	11.11%	7
Girl Guides/Scouts	7.94%	5
Service Groups (eg. Lions Club)	17.46%	11
Gymnastics	7.94%	5
Equestrian	9.52%	6
Group Fitness	23.81%	15
Dancing	9.52%	6
Yoga	17.46%	11
Martial Arts	7.94%	5
Seniors Activities	7.94%	5
Gardening Activities	38.10%	24
Arts and Crafts	30.16%	19
BMX Riding	26.98%	17
Skateboarding	22.22%	14
Cycling	39.68%	25
Walking	79.37%	50
Running	14.29%	9
Other (please specify)	28.57%	18

## (Appendix ORD: 12/7A)

Total Respondents: 63

#	OTHER (PLEASE SPECIFY)	DATE
1	Motorbikes	9/26/2019 9:37 PM
2	singing	9/25/2019 8:44 PM
3	Burekup Country Club	9/25/2019 8:00 PM
4	Motorcycle riding	9/25/2019 7:04 PM
5	Scootering	9/20/2019 3:58 PM
6	Dog exercise and agility	9/20/2019 2:35 AM
7	Bird watching, Mountain Biking, Bushwalking, Kayaking	9/16/2019 2:20 AM
8	Community show work.	9/10/2019 5:00 AM
9	Rowing	9/10/2019 3:23 AM
10	Swimming, badminton (in hall)	9/9/2019 6:45 PM
11	Men's mental health CWA hall	9/6/2019 3:00 AM
12	Mountain bike riding	9/5/2019 5:19 AM
13	Rugby, swimming	9/5/2019 4:01 AM
14	Surf Life Saving, Canoeing, Bush Walking	9/5/2019 3:14 AM
15	CWA	9/4/2019 10:55 PM
16	Walking dogs	9/4/2019 6;23 PM
17	Surf Club	8/26/2019 6:50 PM
18	Music, parkour, computer coding club, volunteer bushfire brigade	8/23/2019 8:56 PM

COUNTRY CLUB

## Q7 Please indicate which facilities you use in Burekup by describing in the space provided the activity or activities you use the facility for.

Answered: 66 Skipped: 3

ANSWER CHOICES	RESPONSES	
Country Club	57.58%	38
Russell Road Playground	48.48%	32
McCaughan Park (near railway)	30.30%	20
Public Barbecue	10.61%	7
Shier Reserve	30.30%	20
Gardiner Reserve	18.18%	12
Burekup Oval	63.64%	42
Walk Trails	39.39%	26
Footpaths	80.30%	53
Lighting	31.82%	21
Tennis and Basketball Courts	36.36%	24
Skate Park	53.03%	35
Burekup Hall	46.97%	31
CWA Hall	21.21%	14
Local Store	90.91%	60
Post Office	95.45%	63
Bushfire Brigade	24.24%	16
River Valley Kindergarten	13.64%	9
River Valley Primary School	34.85%	23
Anglican Church	12.12%	8
Diggers Club (Waterloo)	6.06%	4
Collie River	36.36%	24

11	OCONTIN OLOD	DAIL
1	Sometimes	9/26/2019 9:37 PM
2	Special events and private functions	9/26/2019 4:56 PM
3	Utilise	9/25/2019 11:24 PM
4	Utilise	9/25/2019 9:40 PM
5	Socialise, exercise, meetings and functions	9/25/2019 9:01 PM
6	Life Member	9/25/2019 8:00 PM
7	Social/ fundraisers/ cricket club	9/25/2019 7:47 PM
8	socialising	9/25/2019 7:37 PM
9	country club member	9/25/2019 7:24 PM
10	Events	9/22/2019 3:47 AM

13 / 53 Page 54

DATE

## (Appendix ORD::12.7A)

11	Mother's Day luncheon	9/20/2019 3:42 AM
12	Friday night dinners or events	9/20/2019 2:51 AM
13	Social venue	9/20/2019 2:35 AM
14	Friday night meals, events, social	9/19/2019 9:44 PM
15	Socialising & meals	9/19/2019 4:51 AM
16	Cricket	9/16/2019 3:57 AM
17	no	9/16/2019 2:20 AM
18	Friday nights and events	9/14/2019 5:18 PM
19	Reguarly attend BDCC on friday nights	9/12/2019 1:41 AM
20	Social activities	9/10/2019 3:37 AM
21	Social gatherings, hall hire.	9/10/2019 12:45 AM
22	Friday night club night, social fundraisers	9/9/2019 6:45 PM
23	Friday nights	9/9/2019 8:06 AM
24	Social	9/8/2019 8:31 AM
25	Recreation	9/6/2019 3:00 AM
26	PT   Friday nights	9/5/2019 2:16 PM
27	Socialising	9/5/2019 6:35 AM
28	Socialising	9/5/2019 5:19 AM
29	Friday night dinners are well supported and the drinks and meals on offer are of great value and really acts as a community centre.	9/5/2019 5:06 AM
30	Dinner	9/5/2019 5:05 AM
31	Friday night meals	9/5/2019 4:47 AM
32	Use playground	9/5/2019 4:01 AM
33	Friday nights - Social Catch Up - Meals	9/5/2019 3:14 AM
34	Friday Club Nights, Tennis	9/5/2019 12:13 AM
35	socialize	9/4/2019 11:14 PM
36	yes: family dinners	9/4/2019 10:55 PM
37	Friday night meal and drinks club members	9/4/2019 5:48 PM
38	Friday night socialising	9/4/2019 5:13 PM
#	RUSSELL ROAD PLAYGROUND	DATE
1	Kids play	9/26/2019 4:56 PM
2	Social family time	9/25/2019 9:01 PM
3	utilise	9/25/2019 8:49 PM
4	walking the dogs/ emtertaining grandchildren	9/25/2019 8:44 PM
5	Children family time	9/25/2019 7:47 PM
6	play	9/25/2019 7:04 PM
7	Play	9/25/2019 6:56 PM
8	Kids play	9/22/2019 3:47 AM
9	Free play	9/20/2019 2:51 AM
10	Friday night meals, events, social	9/19/2019 9:44 PM
11	Scooter bikes state boards	9/19/2019 4:51 AM
12	Kids play on there often with friends	9/17/2019 7:22 AM
13	Grandchildren	9/16/2019 3:57 AM
14	take Grandkids to play	9/16/2019 2:20 AM

## (Appendix ORD: 1247A)

15	Take the kids to play	9/10/2019 7:44 AM
16	Social gatherings	9/10/2019 12:45 AM
17	Children play after school and weekends	9/9/2019 6:45 PM
18	Social	9/8/2019 8:31 AM
19	Kids playing	9/7/2019 3:20 PM
20	Grandchildren	9/6/2019 3:00 AM
21	Kids go and play here	9/5/2019 5:21 PM
22	Kids play	9/5/2019 2:16 PM
23	After school play	9/5/2019 6:35 AM
24	Lovely, like that it's fenced - always see kids using that when we go to the country club. Mums with little ones use it when waiting for the buses to arrive too. A trampoline would be a great addition.	9/5/2019 5:06 AM
25	Children play	9/5/2019 5:05 AM
26	Kids play here regularly	9/5/2019 4:01 AM
27	Kids Play	9/5/2019 3:14 AM
28	younger siblings use	9/5/2019 12:13 AM
29	kids playing	9/4/2019 11:14 PM
30	yes: playing around on	9/4/2019 10:55 PM
31	Kids play	9/4/2019 7:03 PM
32	With 2 young kids we use this regularly	9/4/2019 5:48 PM
#	MCCAUGHAN PARK (NEAR RAILWAY)	DATE
1	Walking	9/26/2019 4:56 PM
2	utilise	9/25/2019 8:49 PM
3	walking the dogs	9/25/2019 8:44 PM
4	walking dog	9/25/2019 6:27 PM
5	Run dog. Kids swing on swing	9/22/2019 3:47 AM
6	Walking	9/21/2019 7:53 PM
7	Dog walk area	9/20/2019 2:35 AM
8	Eating	9/19/2019 4:51 AM
9	Grandchildren	9/16/2019 3:57 AM
10	?	9/16/2019 2:20 AM
11	walking	9/12/2019 4:38 PM
12	Walking the dog	9/10/2019 12:45 AM
13	BMX riding	9/9/2019 6:45 PM
14	Exercising our dog	9/6/2019 3:00 AM
15	BMX jumps	9/5/2019 2:16 PM
16	Riding	9/5/2019 5:19 AM
17	This area behind the CWA is such a wasted opportunity of space for a bike track / pump track area. The local kids spend hours there entertaining themselves, being outdoors, building trails and riding them together. The is great support within the community for some development along these lines.	9/5/2019 5:06 AM
18	kids playing	9/4/2019 11:14 PM
19	yes: ""	9/4/2019 10:55 PM
20	Relaxation	9/4/2019 5:54 PM
#	PUBLIC BARBECUE	DATE
1	Social family time	9/25/2019 9:01 PM

## (Appendix ORD::1-247A)

2	Social	9/19/2019 9:44 PM
3	no	9/16/2019 2:20 AM
4		9/9/2019 6:45 PM
5	Skate park	9/5/2019 2:16 PM
6	Havent used as yet but summer is coming and love that this facility is available.	9/5/2019 5:06 AM
7	no	9/4/2019 10:55 PM
#	SHIER RESERVE	DATE
1	Walking	9/26/2019 4:56 PM
2	walking the dogs	9/25/2019 8:44 PM
3	Kids explore in creek	9/22/2019 3:47 AM
4	Walking	9/21/2019 7:53 PM
5	Running	9/19/2019 4:51 AM
6	?	9/16/2019 2:20 AM
7	walks	9/12/2019 6:57 AM
8	Walking	9/10/2019 12:45 AM
9	Nature spoting and rehab with Shire and school, possum, bat and cockie boxes installed	9/9/2019 6:45 PM
10	Walking	9/8/2019 8:31 AM
11	Kids playing	9/7/2019 3:20 PM
12	walking for excersise	9/5/2019 6:51 AM
13	Walking, exploring	9/5/2019 6:35 AM
14	This is our walkway alone the creek for our kids to/from school, walk the dog, the lake area is lovely - perhaps put some benches or allow people to sponsor benches / put benches in remembrance of loved ones passed	9/5/2019 5:06 AM
15	Use	9/5/2019 4:55 AM
16	Kids Cubby Houses, Nature Play, Landcare (Reveging near Kingia Close)	9/5/2019 3:14 AM
17	Daily walks	9/5/2019 2:02 AM
18	walking	9/5/2019 12:13 AM
19	kids playing	9/4/2019 11:14 PM
20	yes: picnics	9/4/2019 10:55 PM
#	GARDINER RESERVE	DATE
1	utilise	9/25/2019 8:49 PM
2	Dog walking/ exercise	9/20/2019 2:35 AM
3	Sports	9/19/2019 9:44 PM
4	?	9/16/2019 2:20 AM
5	Dog exercise	9/14/2019 5:18 PM
6	Walking	9/10/2019 12:45 AM
7	Nothing here!	9/9/2019 6:45 PM
8	Playing	9/5/2019 6:35 AM
9	Always kept so tidy, walk through on our dog walking route.	9/5/2019 5:06 AM
10	Kids play here regularly	9/5/2019 4:01 AM
11	kids playing	9/4/2019 11:14 PM
12	yes: ""	9/4/2019 10:55 PM
#	BUREKUP OVAL	DATE
1	Sometimes	9/26/2019 9:37 PM
2	Utilise	9/25/2019 11:24 PM

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3	Utilise	9/25/2019 9:40 PM
4	Cricket, exercise	9/25/2019 9:01 PM
5	utilise	9/25/2019 8:49 PM
6	walking the dogs	9/25/2019 8:44 PM
7	Cricket - Senior and junior	9/25/2019 7:47 PM
8	Occasionally watch cricket - needs levelling	9/25/2019 7:24 PM
9	play	9/25/2019 7:04 PM
10	Play	9/25/2019 6:56 PM
11	Running	9/20/2019 3:58 PM
12	Cricket	9/20/2019 2:51 AM
13	Sports, events	9/19/2019 9:44 PM
14	Walking dog	9/19/2019 4:51 AM
15	Kids n i use it often to kick a football or play cricket	9/17/2019 7:22 AM
16	yes cricket & nets with grandkids	9/16/2019 2:20 AM
17	Running	9/14/2019 5:18 PM
18	Walk around it	9/12/2019 1:41 AM
19	Walking, Social gatherings, Playgroup	9/10/2019 12:45 AM
20	Soccer, fitness	9/9/2019 6:45 PM
21	Frequently for kids and dog	9/9/2019 8:06 AM
22	Walking	9/8/2019 8:31 AM
23	Fitness	9/7/2019 3:20 PM
24	Dog training and playing with grandchildren	9/6/2019 3:00 AM
25	Walk dog here	9/5/2019 5:21 PM
26	PT   footy   cricket   picnics	9/5/2019 2:16 PM
27	Good area kids like to play soccer	9/5/2019 6:51 AM
28	Playing, footy, sports etc	9/5/2019 6:35 AM
29	Walking the dog, playing ball games and support any events hosted like openair cinema etc.	9/5/2019 5:06 AM
30	Kids practice soccer	9/5/2019 5:05 AM
31	Use	9/5/2019 4:55 AM
32	Running, playing with the he kids	9/5/2019 4:47 AM
33	Kids play here regularly, footy, rugby etc.	9/5/2019 4:01 AM
34	Kids kicking footy,	9/5/2019 3:14 AM
35	Sporting activities	9/5/2019 2:02 AM
36	walking	9/5/2019 12:13 AM
37	football, soccer/ sports	9/4/2019 11:14 PM
38	yes: sporting	9/4/2019 10:55 PM
39	Dog exercise	9/4/2019 7:13 PM
40	Fun with grandchildren	9/4/2019 5:54 PM
41	Kick the footy or play with the kids	9/4/2019 5:48 PM
42	On rare occasion when social activity on	9/4/2019 5:13 PM
#	WALK TRAILS	DATE
1	Walking	9/26/2019 4:56 PM
2	Where are these? Signposts?	9/25/2019 8:44 PM
3	walk	9/25/2019 7:04 PM

Burekup	o! Just THINK! (Appendix	ORD: 1247A)
4	Walk	9/25/2019 6:56 PM
5	Walking	9/22/2019 3:47 AM
6	Walk down to Collie River , also walk along rail teserve to Waterloo	9/21/2019 7:53 PM
7	Family walks	9/20/2019 2:51 AM
8	Walking, riding	9/19/2019 9:44 PM
9	what walk trails	9/16/2019 2:20 AM
10	?	9/14/2019 5:18 PM
11	wishing to have more paved walk trails	9/12/2019 4:38 PM
12	Country walks	9/12/2019 6:57 AM
13	Walking	9/10/2019 3:37 AM
14	?	9/9/2019 6:45 PM
15	Walk dogs	9/8/2019 8:31 AM
16	Where are these	9/7/2019 11:12 PM
17	Walking	9/6/2019 3:00 AM
18	Walking	9/5/2019 2:16 PM
19	Daily walks	9/5/2019 6:35 AM
20	Where are they?	9/5/2019 5:19 AM
21	There is opportunity for a marked walking trail to be developed along the collie river, similar to the one in Brunswick.	9/5/2019 5:06 AM
22	What trails?	9/5/2019 4:55 AM
23	Where are these in town???	9/5/2019 3:14 AM
24	with kids	9/4/2019 11:14 PM
25	yes: exercise	9/4/2019 10:55 PM
26	Regularly especially warmer weather use this daily	9/4/2019 5:48 PM
#	FOOTPATHS	DATE
1	Walking	9/26/2019 9:37 PM
2	Walking	9/26/2019 4:56 PM
3	Utilise	9/25/2019 11:24 PM
4	Utilise	9/25/2019 9:40 PM
5	walking safely	9/25/2019 9:01 PM
6	utilise	9/25/2019 8:49 PM
7	walking the dogs	9/25/2019 8:44 PM
8	walking - need upgrading in school area	9/25/2019 7:37 PM
9	utilise	9/25/2019 7:24 PM
10	walk	9/25/2019 7:04 PM
11	Walk	9/25/2019 6;56 PM
12	going to shop	9/25/2019 6:27 PM
13	Walking. Riding. Jogging	9/22/2019 3:47 AM
14	The new footpaths are great	9/21/2019 7:53 PM
15	Walking	9/21/2019 1:14 AM
16	Walking	9/20/2019 3:58 PM
17	Walking around Burekup townsite	9/20/2019 3:42 AM
18	Morning walks and rides	9/20/2019 2:51 AM
19	Walking	9/20/2019 2:35 AM

Bureku	p! Just THINK! (Appendix	ORD: 12.7A)
20	Walking the dog. Children use footpaths to get to the bus	9/20/2019 2:18 AM
21	Walking, riding	9/19/2019 9:44 PM
22	Along Russell Rd, pavers need to be concrete for safety reasons. (Rough/dangerous for scooters	9/17/2019 7:22 AM
23	Walking	9/16/2019 3:57 AM
24	Yes	9/16/2019 2:20 AM
25	Walking	9/14/2019 5:18 PM
26	wish more paved footpaths	9/12/2019 4:38 PM
27	surrounded by trees/native plants etc	9/12/2019 6:57 AM
28	Where we have them!!	9/12/2019 1:41 AM
29	Walking kids to school	9/10/2019 7:44 AM
30	Walking	9/10/2019 3:37 AM
31	Walking	9/10/2019 12:45 AM
32	Regularly use the ones that are here	9/9/2019 6:45 PM
33	Walking to school	9/8/2019 8:31 AM
34	Limited mostly walk on roads	9/7/2019 11:12 PM
35	Walking	9/7/2019 3:20 PM
36	Walking	9/6/2019 3:00 AM
37	Use footpaths regularly	9/5/2019 5:21 PM
38	Walking	9/5/2019 2:16 PM
39	Walking excersise	9/5/2019 6:51 AM
40	Daily walks	9/5/2019 6:35 AM
41	Walking the dog on the loop around the whole of Burekup / We use from Crampton to Russell as school route.	9/5/2019 5:06 AM
42	Walking	9/5/2019 5;05 AM
43	Use	9/5/2019 4:55 AM
44	Walking running	9/5/2019 4:47 AM
45	Used daily, walk or ride to shop, relatives/friends, bus stop	9/5/2019 4:01 AM
46	Kingia Close to School - but divert up Shire Rise as pathway near Crampton not convenient (too far, honky nuts etc)	9/5/2019 3:14 AM
47	Daily walks	9/5/2019 2:02 AM
48	walking and cycling	9/5/2019 12:13 AM
49	safer for the kids	9/4/2019 11:14 PM
50	yes: 101	9/4/2019 10:55 PM
51	Walks	9/4/2019 5:54 PM
52	Daily walk kids to local school	9/4/2019 5:48 PM
53	New path along Russell rd	9/4/2019 5:13 PM
#	LIGHTING	DATE
1	Street lighting	9/26/2019 4:56 PM
2	Utilise	9/25/2019 11:24 PM
3	Utilise	9/25/2019 9:40 PM
4	safety of area	9/25/2019 9:01 PM
5	Russel Road needs lighting - street lights are on wrong side of road	9/25/2019 8:00 PM
6	upgrading for safer walking	9/25/2019 7:37 PM
	For leaving CWA Hall	9/22/2019 3:47 AM

Burekı	np! Just THINK! (Appendi	x ORD:r1e2M7rA)
8	Night driving	9/21/2019 1:14 AM
9	Early morning walks	9/20/2019 2:51 AM
10	Social events at night	9/19/2019 9:44 PM
11	what lighting	9/16/2019 2:20 AM
12	better street lighting at the hall	9/12/2019 4:38 PM
13	-	9/9/2019 6:45 PM
14	Many dark patches, don't like walking	9/7/2019 3:20 PM
15	Haven't really experienced the facilities under light but the residential roads seem well lit.	9/5/2019 5:06 AM
16	Use	9/5/2019 4:55 AM
17	Street lights	9/5/2019 3:14 AM
18	walking at night	9/5/2019 12:13 AM
19	yes: movie nights	9/4/2019 10:55 PM
20	Yes walking home from club at night in summer	9/4/2019 5:48 PM
21	Yes when visiting the country club	9/4/2019 5:13 PM
#	TENNIS AND BASKETBALL COURTS	DATE
1	Utilise	9/25/2019 11:24 PM
2	Utilise	9/25/2019 9:40 PM
3	Leisure/ recreation	9/25/2019 7:47 PM
4	Help out with junior tennis	9/25/2019 7:24 PM
5	play	9/25/2019 7:04 PM
6	Play	9/25/2019 6:56 PM
7	Sports	9/19/2019 9:44 PM
8	Tennis coaching	9/19/2019 4:51 AM
9	no	9/16/2019 2:20 AM
10	Tennis is never open	9/10/2019 12:45 AM
11	Netball, basket ball training and tennis Friday nights	9/9/2019 6:45 PM
12	Social use	9/9/2019 8:06 AM
13	Hoping to use soon!	9/8/2019 8:31 AM
14	Bb courts, kids meet friends	9/7/2019 3:20 PM
15	Tennis	9/5/2019 2:16 PM
16	Haven't used but often see families playing there, love that they are open at all times.	9/5/2019 5:06 AM
17	Tennis	9/5/2019 4:47 AM
18	Kids play occasionally	9/5/2019 4:01 AM
19	Kids use sometimes	9/5/2019 3:14 AM
20	Basketball with kids	9/5/2019 2:02 AM
21	playing tennis	9/5/2019 12:13 AM
22	both	9/4/2019 11:14 PM
23	yes; basketball	9/4/2019 10:55 PM
24	Yes	9/4/2019 5:48 PM
#	SKATE PARK	DATE
1	Sometimes with the kids	9/26/2019 9:37 PM
2	Kids play	9/26/2019 4:56 PM
3	bike stunts and rollerskating	9/26/2019 3:08 AM
4	skating, skateboarding	9/25/2019 9:01 PM

Burekı	ip! Just THINK! (Appendix	ORD:u12.7A
5	utilise	9/25/2019 8:49 PM
6	play	9/25/2019 7:04 PM
7	Play	9/25/2019 6:56 PM
8	Kids use	9/22/2019 3:47 AM
9	Scootering	9/20/2019 3:58 PM
10	Childrens lessure	9/20/2019 2:51 AM
11	Social, sporting events, events @ country club	9/19/2019 9:44 PM
12	Bikes scare boards scooters	9/19/2019 4:51 AM
13	Kids use it often	9/17/2019 7:22 AM
14	yes - Grandkids om Mountainbikes & BMX	9/16/2019 2:20 AM
15	To old and dangerous to use needs updating	9/14/2019 5:18 PM
16	Needs upgrading - painting is awesome	9/9/2019 6:45 PM
17	Regular with kids on weekend	9/9/2019 8:06 AM
18	Used by our daughter daily	9/8/2019 8:31 AM
19	Grandchildren play here	9/6/2019 3:00 AM
20	Kids ride bmx here most days/ weekends	9/5/2019 5:21 PM
21	Riding   Skating   Scooting	9/5/2019 2:16 PM
22	My son and his friends use this space on a regular basis but it is Very very limited needs an upgrade and pump track attached there is huge need for the kids to have something to do	9/5/2019 6:51 AM
23	Riding bikes, scooters	9/5/2019 6:35 AM
24	Hell no, its shithouse	9/5/2019 5:19 AM
25	The Skate Park really desperately needs an upgrade, this is a valuable facility that is used by all ages in Burekup. Small towns need to focus on keeping children active and entertained.	9/5/2019 5:06 AM
26	Children use	9/5/2019 5:05 AM
27	Needs to be more exciting for the kids	9/5/2019 4:47 AM
28	Kids play here regularly	9/5/2019 4:01 AM
29	Kids use sometimes	9/5/2019 3:14 AM
30	Bike rides with kids	9/5/2019 2:02 AM
31	younger siblings use	9/5/2019 12:13 AM
32	skate board & bike	9/4/2019 11:14 PM
33	no	9/4/2019 10:55 PM
34	Fun with grandchildren	9/4/2019 5:54 PM
35	Yes	9/4/2019 5:48 PM
#	BUREKUP HALL	DATE
1	Special events and private functions	9/26/2019 4:56 PM
2	Utilise	9/25/2019 11:24 PM
3	Utilise	9/25/2019 9:40 PM
4	Socialise, exercise, meetings and functions	9/25/2019 9:01 PM
5	utilise	9/25/2019 8:00 PM
6	Social/ fundraisers/ wind ups	9/25/2019 7:47 PM
7	For birthdays and weddings	9/25/2019 7:37 PM
8	Functions	9/25/2019 7:24 PM
9	hire	9/25/2019 7:04 PM
10	Hire	9/25/2019 6:56 PM
11	Events	9/22/2019 3:47 AM

12	Friday night meals, social, events	9/19/2019 9:44 PM
13	Country club meal night ' ball 'tai Kwan doe	9/19/2019 4:51 AM
14	Socially	9/16/2019 3:57 AM
15	no	9/16/2019 2:20 AM
16	Events	9/14/2019 5:18 PM
17	Attending functions held in the hall	9/12/2019 1:41 AM
18	Social activities	9/10/2019 3:37 AM
19	Fitness	9/9/2019 6:45 PM
20	Events	9/7/2019 3:34 AM
21	PT	9/5/2019 2:16 PM
22	Functions, socialising	9/5/2019 6:35 AM
23	We have supported all events held there whilst living in Burekup - what a great facility to have. Needs to be upkept and maintained.	9/5/2019 5:06 AM
24	Group fitness and boxing	9/5/2019 4:47 AM
25	Occasionally hired for events	9/5/2019 4:01 AM
26	Private Functions	9/5/2019 3:14 AM
27	Wedding, Community gatherings	9/5/2019 12:13 AM
28	group activity	9/4/2019 11:14 PM
29	yes: community events such as kids disco or the bogan bingo night	9/4/2019 10:55 PM
30	Yes	9/4/2019 5:48 PM
31	On occasion for events	9/4/2019 5:13 PM
#	CWA HALL	DATE
1	Mindfulness	9/26/2019 4:56 PM
2	Meetings	9/25/2019 7:24 PM
3	Im a member	9/22/2019 3:47 AM
4	Men's group	9/21/2019 7:53 PM
5	Some workshops	9/20/2019 3:42 AM
6	Social, social support, events (charity, mental health etc) arts & craft, Shire workshops	9/19/2019 9:44 PM
7	no	9/16/2019 2:20 AM
8	Health and wellness classes	9/9/2019 6:45 PM
9	Mental health group meetings	9/6/2019 3:00 AM
10	Have used this for meeting other women to do craft activities	9/5/2019 6:51 AM
11	CWA, yoga	9/5/2019 6:35 AM
12	Haven't used the facility but my mum will be goinging soon so looks forward to being part of that. They seem to be a structural part of the communities organising.	9/5/2019 5:06 AM
13	Sometimes attend CWA meeting	9/5/2019 3:14 AM
14	yes; I help cwa	9/4/2019 10:55 PM
#	LOCAL STORE	DATE
1	Mail and small supplies	9/26/2019 9:37 PM
2	Mail and occasional shopping	9/26/2019 4:56 PM
3	bits and pieces	9/26/2019 3:08 AM
4	Utilise	9/25/2019 11:24 PM
5	Utilise	9/25/2019 9:40 PM
6	General purchases	9/25/2019 9:01 PM

Burekup	! Just THINK! (Append	dix ORD: 12.7A)
7	utilise	9/25/2019 8:49 PM
8	paper/ occasionally alcohol etc	9/25/2019 8:44 PM
9	utilise	9/25/2019 8:00 PM
10	Shopping	9/25/2019 7:47 PM
11	buying necessary foods	9/25/2019 7:37 PM
12	Papers and some groceries	9/25/2019 7:24 PM
13	shopping	9/25/2019 7:04 PM
14	Shopping	9/25/2019 6:56 PM
15	odds and ends	9/25/2019 6:27 PM
16	Emergencies ie milk	9/22/2019 3:47 AM
17	Beer , wine , milk	9/21/2019 7:53 PM
18	newspapers, groceries, liquor	9/21/2019 1:14 AM
19	Newspapers, milk, bread	9/20/2019 3:42 AM
20	Needed items eg wine and honey	9/20/2019 2:51 AM
21	For basic supplies	9/20/2019 2:35 AM
22	Small items grocery (milk bread etc), alcohol	9/19/2019 9:44 PM
23	Mail paper drinks pies 'essentials	9/19/2019 4:51 AM
24	There often	9/17/2019 7:22 AM
25	Shopping	9/16/2019 3:57 AM
26	Yes	9/16/2019 2:20 AM
27	post and some shopping	9/12/2019 6:57 AM
28	Mail & occassional shopping	9/12/2019 1:41 AM
29	General supplies	9/10/2019 7:44 AM
30	Post Office Box	9/10/2019 5:00 AM
31	Shopping	9/10/2019 3:37 AM
32	Small purchases	9/10/2019 3:23 AM
33	Food and alcohol purchases	9/10/2019 12:45 AM
34	Buy things that are needed	9/9/2019 6:45 PM
35	Post office	9/9/2019 8:06 AM
36	Used regularly	9/8/2019 8:31 AM
37	Waste of time going there	9/7/2019 11:12 PM
38	Yes	9/7/2019 3:20 PM
39	Some shopping and communication	9/7/2019 3:34 AM
40	Groceries and liquor	9/6/2019 3:00 AM
41	Buy some supplies	9/5/2019 5:21 PM
42	Convenient shopping	9/5/2019 2:16 PM
43	Use on a regular basis	9/5/2019 6:51 AM
44	Purchasing essentials	9/5/2019 6:35 AM
45	Mail	9/5/2019 5:19 AM
46	Lovely community facilityheart of the town. I have only had wonderful service there and I get the impression they are a valuable asset and need to be looked after by the shire.	get 9/5/2019 5:06 AM
47	Use	9/5/2019 4:55 AM
48	Buying drinks, snacks	9/5/2019 4:49 AM
49	Mails and supplies	9/5/2019 4:47 AM

Burek	up! Just THINK!	(Appendix ORD: 1247A)
50	Used daily, collect mail, purchase goods	9/5/2019 4:01 AM
51	Daily for top up household supplies	9/5/2019 3:14 AM
52	Occasional shopping	9/5/2019 2:02 AM
53	groceries	9/4/2019 11:14 PM
54	yes: buying essentials and wants	9/4/2019 10:55 PM
55	Shop	9/4/2019 7:13 PM
56	Yes	9/4/2019 7:03 PM
57	Small groceries and drink purchases	9/4/2019 6:23 PM
58	Shopping and mail	9/4/2019 5:54 PM
59	Yes	9/4/2019 5:48 PM
60	Every day	9/4/2019 5:13 PM
#	POST OFFICE	DATE
1	Yes	9/26/2019 9:37 PM
2	Mail	9/26/2019 4:56 PM
3	post	9/26/2019 3:08 AM
4	Utilise	9/25/2019 11:24 PM
5	Utilise	9/25/2019 9:40 PM
6	Mail/Post	9/25/2019 9:01 PM
7	utilise	9/25/2019 8:49 PM
8	mail	9/25/2019 8:44 PM
9	utilise	9/25/2019 8:00 PM
10	Postal bills/ payment	9/25/2019 7:47 PM
11	posting letters and parcels	9/25/2019 7:37 PM
12	Mail/banking	9/25/2019 7:24 PM
13	post and banking	9/25/2019 7:04 PM
14	Post	9/25/2019 6:56 PM
15	get mail	9/25/2019 6:27 PM
16	Mail and money out	9/22/2019 3:47 AM
17	Collect mail	9/21/2019 7:53 PM
18	Mail pickup, postal services, banking	9/21/2019 1:14 AM
19	Sending and receiving mail	9/20/2019 3:58 PM
20	Regularly	9/20/2019 3:42 AM
21	All mailing needs	9/20/2019 2:51 AM
22	For mail	9/20/2019 2:35 AM
23	Yes	9/20/2019 2:18 AM
24	Mail, banking	9/19/2019 9:44 PM
25	Mail	9/19/2019 4:51 AM
26	There often	9/17/2019 7:22 AM
27	Mail and banking	9/16/2019 3:57 AM
28	Yes	9/16/2019 2:20 AM
29	Mail. Convenient items	9/14/2019 5:18 PM
30	yes	9/12/2019 6:57 AM
31	see above	9/12/2019 1:41 AM
32	Mail	9/10/2019 7:44 AM

Bureku	p! Just THINK! (Appendix	ORD:12.7A
33	Mail , bpay, banking	9/10/2019 3:37 AM
34	Mail pick ups.	9/10/2019 3:23 AM
35	Post	9/10/2019 12:45 AM
36	Collect mail and post letters	9/9/2019 6:45 PM
37	Local store	9/9/2019 8:06 AM
38	Use daily	9/8/2019 8:31 AM
39	Need letter boxes	9/7/2019 11:12 PM
40	Yes	9/7/2019 3:20 PM
41	Mail collection and posting	9/7/2019 3:34 AM
42	All mail	9/6/2019 3:00 AM
43	Pick mail up	9/5/2019 5:21 PM
44	Convenient	9/5/2019 2:16 PM
45	Use on a regular basis	9/5/2019 6:51 AM
46	Paying bills	9/5/2019 6:35 AM
47	As per Local Store - Lovely community facilityheart of the town. I have only had wonderful service there and I get the impression they are a valuable asset and need to be looked after by the shire.	9/5/2019 5:06 AM
48	General use	9/5/2019 5:05 AM
49	Use	9/5/2019 4:55 AM
50	Mail	9/5/2019 4:49 AM
51	Mail	9/5/2019 4:47 AM
52	Used daily for mail and banking services	9/5/2019 4:01 AM
53	Collect Mail, Post Office Supplies	9/5/2019 3:14 AM
54	Collecting mail	9/5/2019 2:02 AM
55	Post Office	9/5/2019 12:13 AM
56	mail & general	9/4/2019 11:14 PM
57	yes: I run a business where I need to post products	9/4/2019 10:55 PM
58	Mail	9/4/2019 7:13 PM
59	Yes	9/4/2019 7:03 PM
60	Mail	9/4/2019 6:23 PM
61	Mail	9/4/2019 5:54 PM
62	Yes	9/4/2019 5:48 PM
63	Nearly every day for mail	9/4/2019 5:13 PM
#	BUSHFIRE BRIGADE	DATE
1	Brigade member	9/26/2019 9:37 PM
2	Volunteer	9/26/2019 4:56 PM
3	volunteer	9/26/2019 3:08 AM
4	Volunteer fire fighter	9/25/2019 7:47 PM
5	Husband volunteers	9/20/2019 2:51 AM
6	Events	9/19/2019 9:44 PM
7	Fire fighting socialising	9/19/2019 4:51 AM
8	no	9/16/2019 2:20 AM
9	Burning off	9/10/2019 3:37 AM
10	Valuable asset to Burekup	9/9/2019 6:45 PM

## (Appendix ORD: 12.7A)

11	Never had any interaction but they seems to be well known and supported in the area, they need to be looked after as a valuable town asset.	9/5/2019 5:06 AM
12	Partner is a member	9/5/2019 5:05 AM
13	Current secretary/treasurer	9/5/2019 4:01 AM
14	Not a volunteer as volunteer Elsewhere, but very supportive of this group and they keep our town safe in Bush Fire season	9/5/2019 3:14 AM
15	family members are members	9/5/2019 12:13 AM
16	no	9/4/2019 10:55 PM
#	RIVER VALLEY KINDERGARTEN	DATE
1	Grandchildren attending school	9/25/2019 7:37 PM
2	Daughter goes	9/22/2019 3:47 AM
3	Son attends	9/19/2019 9:44 PM
4	Daughter attended	9/17/2019 7:22 AM
5	no	9/16/2019 2:20 AM
6	Children too old	9/9/2019 6:45 PM
7	Locals seem to love it, I haven't had any first hand experience.	9/5/2019 5:06 AM
8	No such thing. Kindy is part of school - do you mean River Valley PlaygroupWas involved in setting it up 10 years ago when I had younger kids	9/5/2019 3:14 AM
9	no	9/4/2019 10:55 PM
#	RIVER VALLEY PRIMARY SCHOOL	DATE
1	Child attends	9/25/2019 9:01 PM
2	Children attend	9/25/2019 7:47 PM
3	Grandchildren attending school	9/25/2019 7:37 PM
4	Meetings/assemblies	9/25/2019 7:24 PM
5	Son goes. I'm P&C President	9/22/2019 3:47 AM
6	Voting	9/20/2019 3:42 AM
7	Son attends, school events, Christmas event	9/19/2019 9:44 PM
8	Kids attend, pitty we have to run through rivers in the wet seasonRussell Rd road side parking needed fixing years agoWAKE UP!!	9/17/2019 7:22 AM
9	no	9/16/2019 2:20 AM
10	5 year old daughter attends	9/10/2019 7:44 AM
11	Playgroup	9/10/2019 12:45 AM
12	Children attended and still attending	9/9/2019 6:45 PM
13	We love the school in Burekup,	9/8/2019 8:31 AM
14	Both mine have/ do attend all their lives	9/7/2019 3:20 PM
15	Children all attended	9/7/2019 3:34 AM
16	Parent of students at River Valley	9/5/2019 6:35 AM
17	My youngest attends RVPS and we have loved the facilities - they are always growing and in need of better outdoor play areas.	9/5/2019 5:06 AM
18	Child attends	9/5/2019 5:05 AM
19	Child at pre primary	9/5/2019 4:47 AM
20	3 kids have attended over last 10 years	9/5/2019 3:14 AM
21	Sibling attends	9/5/2019 12:13 AM
22	no	9/4/2019 10:55 PM
23	Yes	9/4/2019 5:48 PM
#	ANGLICAN CHURCH	DATE

Burek	up! Just THINK! (Appendix	ORDSu12.7A)
1	Special occasions	9/26/2019 4:56 PM
2	Church services	9/25/2019 7:24 PM
3	It must be the prettiest little church , but never actually been inside	9/21/2019 7:53 PM
4	no	9/16/2019 2:20 AM
5	nil	9/9/2019 6:45 PM
6	Attend	9/7/2019 3:34 AM
7	Never attended but it is quite an attraction for visitors, beautiful building that needs to be kept restored.	9/5/2019 5:06 AM
8	no	9/4/2019 10:55 PM
#	DIGGERS CLUB (WATERLOO)	DATE
1	never heard of it	9/16/2019 2:20 AM
2	Children from River Valley sing here	9/9/2019 6:45 PM
3	Never used.	9/5/2019 5:06 AM
4	no	9/4/2019 10:55 PM
#	COLLIE RIVER	DATE
1	Walking	9/26/2019 4:56 PM
2	utilise	9/25/2019 8:00 PM
3	walking dog	9/25/2019 6:27 PM
4	Swim dog. Kids play	9/22/2019 3:47 AM
5	Walk to river	9/21/2019 7:53 PM
6	Enjoy the serenity	9/20/2019 3:42 AM
7	Family lessure and exploring	9/20/2019 2:51 AM
8	Social events	9/19/2019 9:44 PM
9	Swimming canoeing 'fishing 'marroning . Socialising	9/19/2019 4:51 AM
10	Have not worked out how to access it - wish I could	9/16/2019 2:20 AM
11	Fishing	9/12/2019 6:57 AM
12	Swimming	9/10/2019 3:23 AM
13	Limited access but swim, canoe where can	9/9/2019 6:45 PM
14	Property boundary is the Collie River	9/7/2019 3:34 AM
15	Walk my dog down to the river, relaxing	9/6/2019 3:00 AM
16	Fishing, swimming	9/5/2019 5:19 AM
17	Clean but not really usable areas - would be lovely to have picnic areas, benches and walking trail similar to the one in Brunswick.	9/5/2019 5:06 AM
18	Yes Canoeing, launching from Burekup side of river	9/5/2019 3:14 AM
19	Fishing	9/5/2019 2:02 AM
20	kyaking	9/5/2019 12:13 AM
21	kids like to play down there catching guppies/fish	9/4/2019 11:14 PM
22	yes: lots of memories with my friends and it's a food source	9/4/2019 10:55 PM
23	Fishing	9/4/2019 7:13 PM
24	Yes	9/4/2019 5:48 PM

50 40 29

2312

## Q8 List other facilities you think are needed in Burekup and please comment why you believe they are needed?

Answered: 50 Skipped: 19

ANSWER CHOICES RESPONSES				
1.		100.00%		
2.		80.00%		0
3.		58.00%		
		46.00%		1
4.		24.00%		
5.		24.00 /6		
#	1.		DATE	
1	Nothing.		9/26/2019 9:37 PM	
2	Cafe/food van - cater for high number of people in moto travel to Treendale or Eaton)	ornings and a meeting hub (otherwise have	9/26/2019 4:56 PM	
3	Bump Park - The children have outgrown playground		9/25/2019 9:01 PM	
4	Need more footpaths		9/25/2019 8:44 PM	
5	Sporting Pavilion/changerooms - No facilities present use for changing, showering, junior or senior develop		9/25/2019 7:47 PM	
6	BMX Track - Skatepark is useless! kids need more		9/25/2019 7:24 PM	
7	Footpath - Replacement of brick path from Clarke St myself with disabilities.	to Shop very uneven for seniors and	9/25/2019 6:27 PM	
8	Russell Rd playground needs shade for summer.		9/22/2019 3:47 AM	
9	Fence along rail line , for safety		9/21/2019 7:53 PM	
10	Maintain & repair existing footpaths		9/21/2019 1:14 AM	
11	Skate park requires major upgrade		9/20/2019 3:58 PM	
12	Police presence, especially if random, may deter rece	ent criminal activities	9/20/2019 3:42 AM	
13	Upgrade skate park		9/20/2019 2:51 AM	
14	Enclosed do exercise area		9/20/2019 2:35 AM	
15	Skate Park. The one in town is laughable		9/20/2019 2:18 AM	
16	A hall needed for group exercise indoors that can be	heated	9/19/2019 9:44 PM	
17	More tables under the shelter opposite shop Russell	rd	9/19/2019 4:51 AM	
18	Fix Russell Rd road side parking in front on school As	SAP	9/17/2019 7:22 AM	
19	Pump track for BMX & Mountian bikes - kids deserve	better	9/16/2019 2:20 AM	
20	New skatepark		9/14/2019 5:18 PM	
21	dog walking paths - safety		9/12/2019 6:57 AM	
22	More facilities to keep children occupied, ie, Pushbike	e track with jumps.	9/12/2019 1:41 AM	
23	Coffee shop- no coffee shops nearby		9/10/2019 5:00 AM	
24	Better access to the Collie River for recreation.		9/10/2019 3:23 AM	
25	More footpaths that allow children and adults to walk	the entire perimeter of Burekup.	9/10/2019 12:45 AM	
26	Upgraded skate park - somewhere for the kids to play	/	9/9/2019 6:45 PM	
27	Nature walk trails suitable with dogs		9/9/2019 8:06 AM	
28	Walk trails		9/8/2019 8:31 AM	

Burekup!	Just THINK! (Appendix	ORD: 12.77
29	More public bins around, none even at playground	9/7/2019 3:20 PM
30	Bus to town occasionally for seniors and youth to have independence	9/7/2019 3:34 AM
31	Men's shed for men's mental health	9/6/2019 3:00 AM
32	Skate park upgrade. I believe the skate park needs upgrading as there is a lot of young children/ teenagers who live in Burekup that would benefit from a bigger and better skate park.	9/5/2019 5:21 PM
33	Full pathway around (Hutchy Rd-Crampton Rd - Shenton Rd)	9/5/2019 2:16 PM
34	Upgrade the skate park the one that is there is very limited an upgrade is well overdue	9/5/2019 6:51 AM
35	Upgraded skate Park, more activities are needed for local youth	9/5/2019 6:35 AM
36	Large Pump track, to give kids something to do and cater for advanced skill sets	9/5/2019 5:19 AM
37	Pump Track / Bike Track - Kids are already geared for it, building wherever they can - you would be addressing a need that it already evident and would be well supported in the community. You would also definitely get local business support financially and with offering their services.	9/5/2019 5:06 AM
38	Not sure	9/5/2019 5:05 AM
39	Tip passes would be more convenient than curb side	9/5/2019 4:55 AM
40	Improved skate park	9/5/2019 4:47 AM
41	Kids bike/pump track, or safer location for them to continue building their own. Upgrade skate park	9/5/2019 4:01 AM
42	Teenager Zone - the High school kids are lacking facilitues	9/5/2019 3:14 AM
43	Improved playground and community area for children and exercise	9/5/2019 2:02 AM
44	better skate park as this one it too small	9/4/2019 11:14 PM
45	Dog park/area, no where around here where dogs can be off leads nearly every house hold has a dog, we pay rego for them we should get something.	9/4/2019 7:13 PM
46	Daycare:Will create work,help parents who are working.	9/4/2019 7:03 PM
47	The bridge on Rose road needs to be repaired so we have a safe place to go for trail rides and walks that is not required to cross the highway or be on busy Henty road.	9/4/2019 6:01 PM
48	A better skate park for the kids. More shade and seating areas for people to sit and watch	9/4/2019 5:48 PM
49	Better street lighting	9/4/2019 5:13 PM
50	Community nature playground separate to school prefab playground, e.g. in Gardiner Reserve	8/23/2019 8:56 PM
#	2.	DATE
1	Club Rooms - Sports groups	9/25/2019 9:01 PM
2	Any chance of boom gates? (like Henty Road 'no bells') - Then train hooters can stop their noise between 7am-7pm hopefully!	9/25/2019 8:44 PM
3	Need more footpaths	9/25/2019 7:24 PM
4	Shier Rise Reserve could do with comfortable seating (not concrete)	9/22/2019 3:47 AM
5	Better skatepark for the kids with bmx mountain bike track	9/21/2019 7:53 PM
6	Upgrade existing open drains	9/21/2019 1:14 AM
7	Bmx/mountain bike trails and jumps	9/20/2019 3:58 PM
8	Foot path outer town walk	9/20/2019 2:51 AM
9	Bike track for the teens also.	9/20/2019 2:18 AM
10	Office for rent space	9/19/2019 9;44 PM
11	Remove dangerous curbing that protrudes onto Russell rd at front of shop	9/19/2019 4:51 AM
12	Fix Russell Rd road side parking in front on school ASAP	9/17/2019 7:22 AM
13	New skate park - curently poor standard and unsafe	9/16/2019 2:20 AM
14	Cycle pump track	9/14/2019 5:18 PM
15	Pram pushing paths - hugely needed as many young families	9/12/2019 6:57 AM
10	There are no Eastwatte in proper streets as when welling you need to well as the west	0/12/2010 1:11 444

There are no Footpaths in many streets, so when walking you need to walk on the road.

16

29 / 53 Page 70

9/12/2019 1:41 AM

## (Appendix ORD 11247A)

17	Lotto- no facilities nearby	9/10/2019 5:00 AM
18	Cycle path to Brunswick Junction	9/10/2019 3:23 AM
19	Cafe / Coffee Shop to encourage locals to meet locally for social gatherings	9/10/2019 12:45 AM
20	Path between Roelands and Burekup, so kids can safely ride/walk between Roelands and Burekup	9/9/2019 6:45 PM
21	Activities for juniors/teenagers	9/8/2019 8:31 AM
22	Lighting improved	9/7/2019 3:20 PM
23	Aged care accommodation to allow seniors to live safely in town.	9/7/2019 3:34 AM
24	More footpaths to walk on	9/6/2019 3:00 AM
25	Bmx track/ facility. I think a bmx track/ facility would also benefit the Burekup community to move the kids away from the railway tracks as this could become a safety issue in the future as they need somewhere safer to ride. Could also combine skatepark/ BMX similar to Australind	9/5/2019 5:21 PM
26	Gym or a building that can be used for personal training ect	9/5/2019 2:16 PM
27	A pump track —could be used all year round and keep the kids and teenagers occupied	9/5/2019 6:51 AM
28	Gardiner Street Reserve, doesn't necessarily need facilities build but could be better maintained. Grass is full of weds and unable to be walked on due to prickles in the warmer months.	9/5/2019 6:35 AM
29	Better Skate Park / Upgrade with floodlights - Well used facility with all ages.	9/5/2019 5:06 AM
30	3rd wheelie bin	9/5/2019 4:55 AM
31	Sunday sessions for families on weekends	9/5/2019 4:47 AM
32	Foot path on Money street and remainder of castiueu street.	9/5/2019 4:01 AM
33	Footpath along Hutchinson and Crampton to provide a loop around town	9/5/2019 3:14 AM
34	More footpaths along roads for walking	9/5/2019 2:02 AM
35	BMX track as the children have made their own	9/4/2019 11:14 PM
36	Better skate park, kids are making their own out of dirt because the established one is for children	9/4/2019 7:13 PM
37	Speed control due to people not doing the speed limit	9/4/2019 7:03 PM
38	Better signage around town for speed management	9/4/2019 5:48 PM
39	Pathways	9/4/2019 5:13 PM
40	Dedicated bmx dirt jumps track / pump track - maybe in Gardiner Reserve	8/23/2019 8:56 PM
#	3.	DATE
1	The teenagers need more to do *Focus on locals more*The teens need more to do	9/25/2019 9:01 PM
2	Single town entry in-line with Clarke Street?Improved Highway vision from both directions	9/25/2019 8:44 PM
3	Building on vacant block next to shop to house a Tourist Centre at front, fitness studio at back (yogo etc), rent an office space up stairs.	9/22/2019 3:47 AM
4	Food forest park , low maintainence fruit and nut trees ( $\max$ , avocados , carob , $\max$ , etc)	9/21/2019 7:53 PM
5	Continue refurbishment Hutchinson Rd	9/21/2019 1:14 AM
6	Bus service	9/20/2019 3:58 PM
7	Real public toilets that have proper signage	9/20/2019 2:18 AM
8	Cafe	9/19/2019 9:44 PM
9	Rubbish bin at state park	9/19/2019 4:51 AM
10	Fix Russell Rd road side parking in front on school ASAP	9/17/2019 7:22 AM
11	Fogo bin	9/14/2019 5:18 PM
12	Level out the grassed area behind the Burekup Club - it is very up & down and could be dangerous if walking home at night.	9/12/2019 1:41 AM
13	Reduced traffic speed throughSW Highway Burekup	9/10/2019 5:00 AM

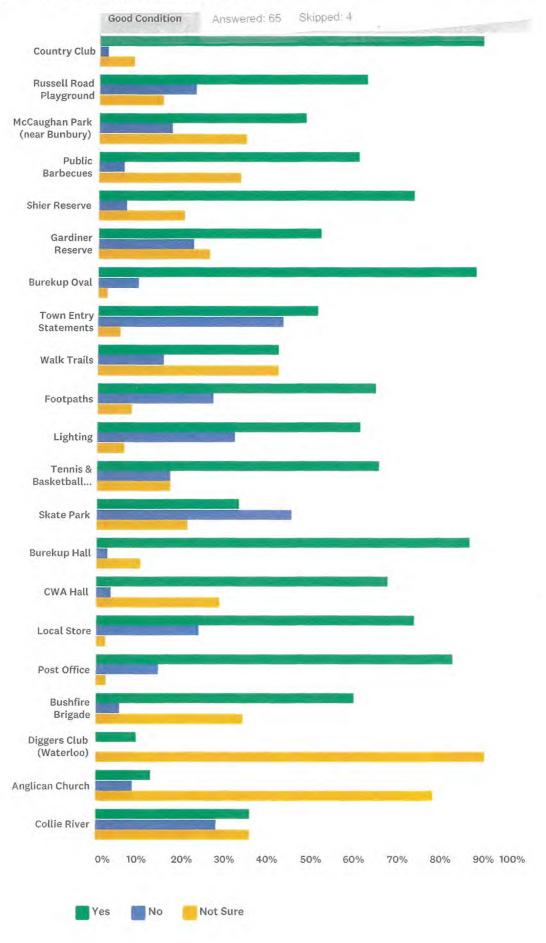
14	Cycle path to Bunbury	9/10/2019 3:23 AM
15	Play facilities for younger children. Playgroup currently runs out of the school but the facility is not suitable for 0-4 years, the target age for Playgroup.	9/10/2019 12:45 AM
16	Pathways around town to join up all the dead end paths	9/9/2019 6:45 PM
17	Senior citizen activities/social group	9/8/2019 8:31 AM
18	Skate park, safer and better design	9/7/2019 3:20 PM
19	Fence off the railway line, arc land, stop children accessing rail corridor	9/6/2019 3:00 AM
20	A safe BMX track for kids	9/5/2019 2:16 PM
21	Gardiner Street, traffic slowing measures. This street is a thoroughfare and is frequently seen as a 'race track' by some motorists.	9/5/2019 6:35 AM
22	Speed limits NEED to be addressed especially on the "open roads" - Crampton although deemed as open road allowing cars to speed along there at high speed, has blind residential driveways directly off it, a main residential side road and a sudden T section onto Shenton. Crampton Road is also a main route for mums walking with prams, families walking with young kids on bikes, dogs being walked, runners and walkers - without a 60km limit at least from Hutchinson to Shenton Roads, it is an accident waiting to happen!	9/5/2019 5:06 AM
23	Killing Bindi in Gardiner street dog excercise area	9/5/2019 4:01 AM
24	Cycling facilities (PSP) to connect Burekup to Eaton - highway too dangerous maybe tie in to BORR PSP. Bunbury can provide for links to Gelorup, Busselton can provide PSP to Dunsborough	9/5/2019 3:14 AM
25	Improved bbq and picnic areas for families	9/5/2019 2:02 AM
26	A ATM machine	9/4/2019 7:03 PM
27	End of Hutchinson rd needs resealing.and widened like the top half of hutchy rd. Alot of people use that road	9/4/2019 5:48 PM
28	Landscaping & mowing entrance to town	9/4/2019 5:13 PM
29	Fence along railway where kids and dogs play (some dogs have been killed by trains)	8/23/2019 8:56 PM
#	4.	DATE
1	North Entrance is ugly	9/25/2019 9:01 PM
2	There is no drains for water outside school. Water pools	9/22/2019 3:47 AM
3	More playground equipment	9/21/2019 7:53 PM
4	Current & future land developments include suitabe drainage	9/21/2019 1:14 AM
5	Walkway on Shenton and Crampton Road	9/20/2019 3:58 PM
6	Level rough ground between state park & cricket nets	9/19/2019 4:51 AM
7	Fix Russell Rd road side parking in front on school ASAP	9/17/2019 7:22 AM
8	Rubbish tip passes	9/14/2019 5:18 PM
9	Safer crossing at Orchard Road- better pull off area. Trucks and cars speed through.	9/10/2019 5:00 AM
10	Rail Siding for the Bunbury to Perth Train	9/10/2019 3:23 AM
11	More shade near the Skate Park / BBQ area will allow it to be better utilised in the Summer months.	9/10/2019 12:45 AM
12	Pump/dirt bike track or area for kids to build one (Shier Rise Reserve)	9/9/2019 6:45 PM
13	Public transport to Bunbury/Australind	9/8/2019 8:31 AM
14	Holiday workshops for older kids	9/7/2019 3:20 PM
15	A decent driveway onto the Burekup oval (near skate park)	9/5/2019 2:16 PM
16	Entrances and exits of Burekup could benefit from extra lighting and signage. Current signage does little to enhance Burekup.	9/5/2019 6:35 AM
17	Walkways with picnic spots along Collie River.	9/5/2019 5:06 AM
18	Regular gutter/drain maintenance, especially at school bus stop	9/5/2019 4:01 AM
19	Pathway up Shenton to take walkers off Shenton Road- someone is going to get hit by car sometime soon	9/5/2019 3:14 AM

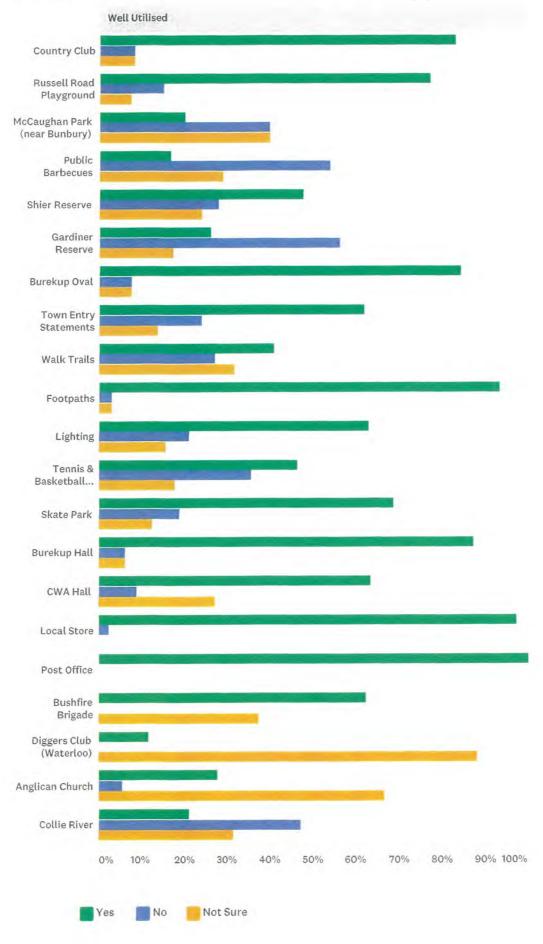
#### Burekup! Just THINK!

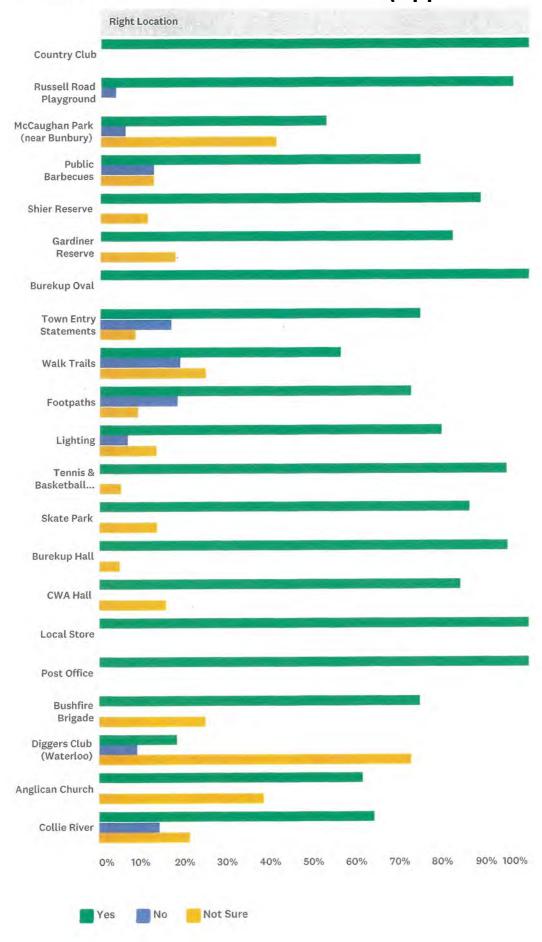
# (Appendix ORD: 12M7/A)

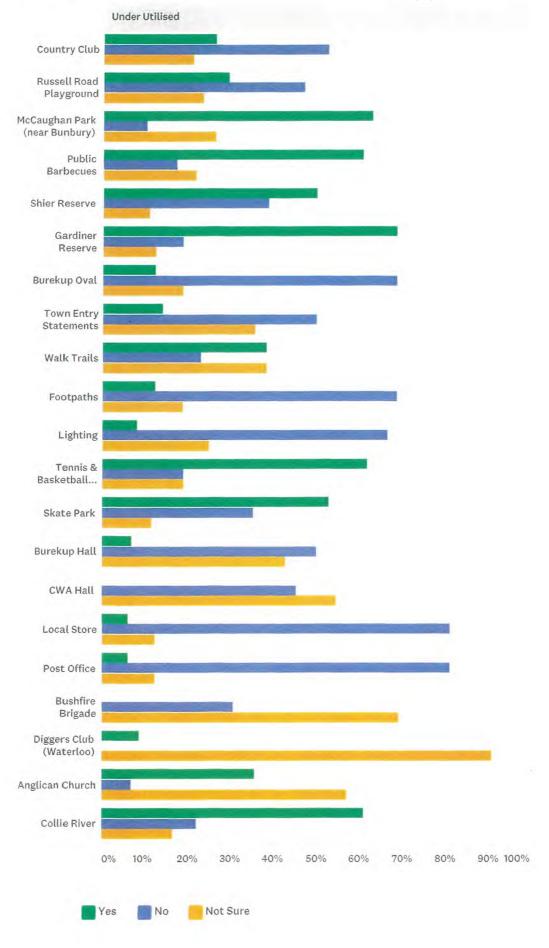
20	Community vegetable gardens	9/5/2019 2:02 AM
21	Dowdells line road also needs resealing and looked at.	9/4/2019 5:48 PM
22	Entrance sign	9/4/2019 5:13 PM
23	More trees for shade - especially street trees & in Gardiner reserve	8/23/2019 8:56 PM
#	5.	DATE
1	South Entrance needs work	9/25/2019 9:01 PM
2	Footpath rest of Castieau and around to Money. Upgrade of path from Shop to School	9/22/2019 3:47 AM
3	A walk track that follows the train track , but far enough away to be safe , going to Waterloo and the collie river for dog walking	9/21/2019 7:53 PM
4	Continue DUP additions eg Castieau St	9/21/2019 1:14 AM
5	Another barbeque and park	9/20/2019 3:58 PM
6	Fix Russell Rd road side parking in front on school ASAP	9/17/2019 7:22 AM
7	Green bins like other parts of Dardanup Shire	9/9/2019 6:45 PM
8	More lighting around the streets	9/5/2019 2:16 PM
9	More events like the Movies under the stars in the Burekup Oval.	9/5/2019 5:06 AM
10	Continued Rehab of Shire Rise from Crampton Road to Rock Weir	9/5/2019 3:14 AM
11	Fence along the railway line in the park opposite the shop	9/4/2019 5:13 PM
12	Trail along railway from Henty rd all the way to Collie River	8/23/2019 8:56 PM

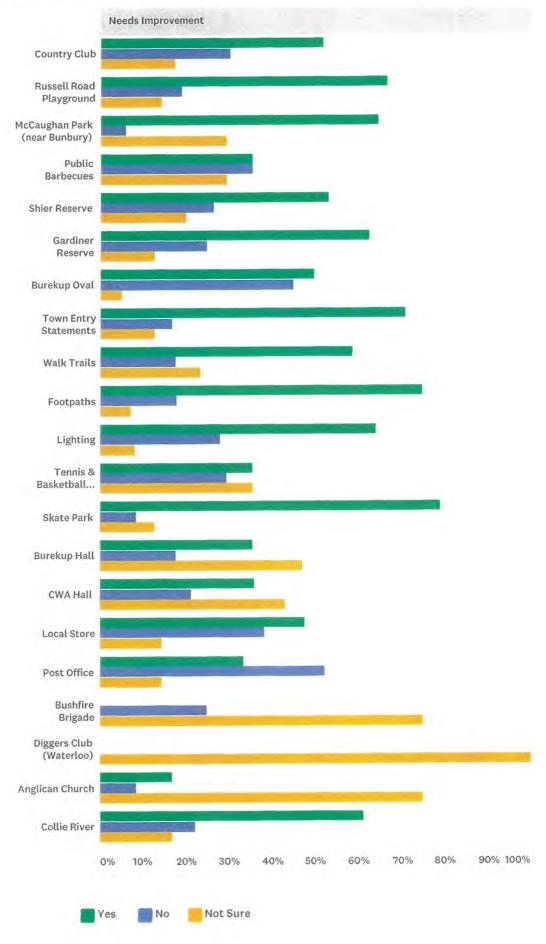
# Bureku 9 Please indicate what you think about the Appendix ORD 12474

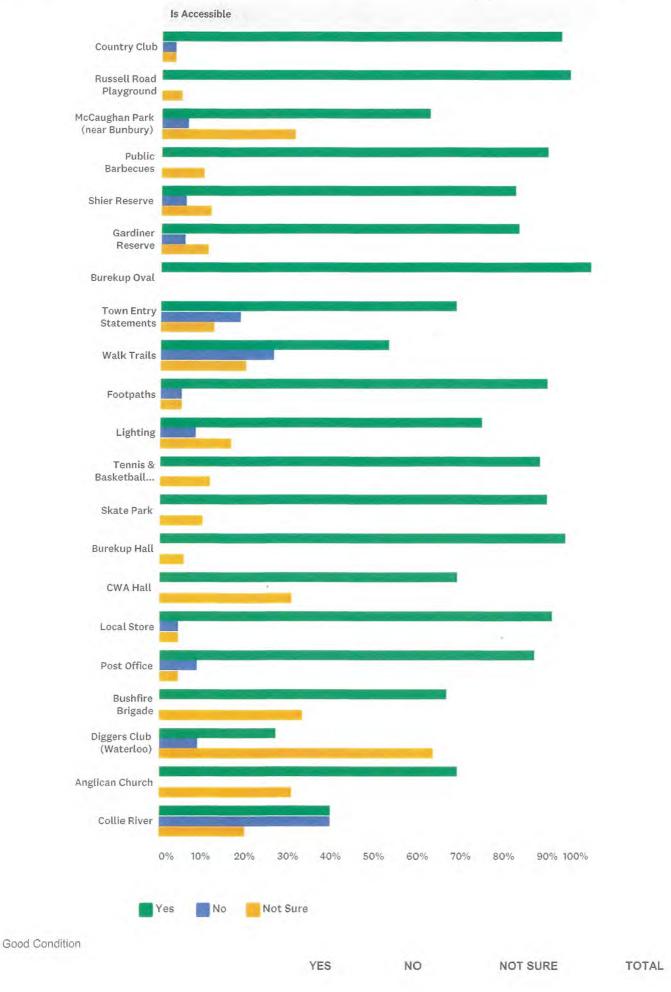












Burekup! Just THINK!		(Ap	pendix ORD	ur1e2M7rAev
Country Club	89.58% 43	2.08%	8.33% 4	48
Russell Road Playground	62.50% 25	22,50% 9	15.00% 6	40
McCaughan Park (near Bunbury)	48.28% 14	17.24% 5	34.48% 10	29
Public Barbecues	60.61% 20	6.06%	33.33% 11	33
Shier Reserve	73.33% 22	6.67% 2	20.00%	30
Gardiner Reserve	51.85% 14	22.22% 6	25.93% 7	27
Burekup Oval	88.10% 37	9.52% 4	2.38%	42
Town Entry Statements	51.35% 19	43.24% 16	5.41%	37
Walk Trails	42.31% 11	15.38% 4	42.31% 11	26
Footpaths	64.86% 24	27.03% 10	8.11%	37
Lighting	61.29% 19	32.26% 10	6.45%	31
Tennis & Basketball Courts	65.71% 23	17.14% 6	17.14%	35
Skate Park	33.33% 11	45.45%	21.21%	33
Burekup Hall	86.84% 33	2.63%	10.53%	38
CWA Hall	67.86% 19	3.57%	28.57%	28
Local Store	73.81%	23.81%	2.38%	42
Post Office	82.93% 34	14.63%	2.44%	41
Bushfire Brigade	60.00%	5.71%	34.29%	35
Diggers Club (Waterloo)	9.52%	0.00%	90.48%	21
Anglican Church	13.04%	8.70%	78.26% 18	23
Collie River	36.00%	28.00%	36.00%	25
Well Utilised				
Country Club	YES 83.33% 40	NO 8.33% 4	NOT SURE 8.33% 4	TOTAL 48
Russell Road Playground	77.50%	15.00%	7,50%	40
McCaughan Park (near Bunbury)	20.00%	40.00%	40.00%	20
Public Barbecues	16.67%	54.17% 13	29.17%	24
Shier Reserve	48.00%	28.00% 7	24.00%	25

Part	Burekup! Just THINK!		(Ap	pendix ORD	ur12.7A)
Part	Lighting		6.67%	13.33%	
Purekup Hall	Tennis & Basketball Courts	95.00%	0.00%	5.00%	
Burekup Hall	Skate Park				22
CWA Hall	Burekup Hall	95.24%	0.00%	4.76%	
Decid Store   100.00%   0.00	CWA Hall	84.21%	0.00%	15.79%	
Post Office   100.00%   0.00%   25.00%   32   32   30   32   32   30   32   32	Local Store	100.00%	0.00%	0.00%	
Public Barbecues	Post Office	100.00%	0.00%	0.00%	
Diggers Club (Waterloo)	Bushfire Brigade	75.00%	0.00%	25.00%	
Anglican Church 81.54% 0.00% 38.46% 133 Collie River 84.29% 14.29% 21.43% 14.29% 21.43% 14.29% 21.43% 14.29% 21.43% 14.29% 21.43% 21.43% 21.43% 21.43% 21.43% 21.43% 21.43% 21.44% 21.55	Diggers Club (Waterloo)	18.18%	9.09%	72.73%	
Collie River   64.29%   14.29%   21.43%   14	Anglican Church	61.54%	0.00%	38.46%	
Note   Paris	Collie River	64.29%	14.29%	21.43%	
Country Club         26.32%         52.63%         21.05%         19           Russell Road Playground         29.41%         47.06%         23.53%         17           McCaughan Park (near Bunbury)         63.16%         10.53%         26.32%         17           McCaughan Park (near Bunbury)         63.16%         17.39%         21.74%         21.74%           Public Barbecues         60.87%         17.39%         21.74%         23           Shier Reserve         50.00%         38.89%         11.11%         2         18           Gardiner Reserve         68.75%         18.75%         12.50%         16           Burekup Oval         12.50%         68.75%         18.75%         16           Burekup Statements         14.29%         50.00%         35.71%         16           Walk Trails         38.46%         23.08%         38.46%         3           Walk Trails         38.46%         23.08%         38.46%         13           Footpaths         12.50%         68.75%         18.75%         13           Footpaths         12.50%         68.75%         18.75%         13           Footpaths         19.05%         25.00%         13         14	Under Utilised				
Russell Road Playground         29.41%         47.06%         23.53%         4         17           McCaughan Park (near Bunbury)         63.16%         10.53%         26.32%         1           Public Barbecues         60.87%         17.39%         21.74%         23           Shier Reserve         50.00%         38.89%         11.11%         2           Shier Reserve         68.75%         18.75%         12.50%         18           Gardiner Reserve         68.75%         18.75%         12.50%         16           Burekup Oval         12.50%         68.75%         18.75%         18.75%         16           Burekup Statements         14.29%         50.00%         35.71%         16         14           Walk Trails         38.46%         23.08%         38.46%         13         16           Footpaths         12.50%         68.75%         18.75%         13         16           Footpaths         12.50%         68.75%         18.75%         13         16           Lighting         8.33%         66.67%         25.00%         16         16         16         16         16         17         16         17         17         17         17         <	Country Club	26.32%	52.63%	21.05%	
McCaughan Park (near Bunbury)         63.16% 12         10.53% 2         26.32% 5         19           Public Barbecues         60.87% 14         17.39% 21.74% 4         2         2         3           Shier Reserve         50.00% 38.89% 11.11% 9 7         11.11% 2         18	Russell Road Playground	29.41%	47.06%	23.53%	
Public Barbecues         60.87% 14         17.39% 4         21.74% 5         23           Shier Reserve         50.00% 9         38.89% 7         11.11% 2         18           Gardiner Reserve         68.75% 11.75% 12.50% 12.50% 11.3         12.50% 12.50% 13.75% 13.75% 13.75% 13.75% 14         12.50% 68.75% 13.75% 13.75% 13.75% 13.75% 14         18.75% 13.75% 13.75% 13.75% 14         18.75% 13.7	McCaughan Park (near Bunbury)	63.16%	10.53%	26.32%	
Shier Reserve       50,00%       38,89%       11,11%       12,50%       18         Gardiner Reserve       68,75%       18,75%       12,50%       16         Burekup Oval       12,50%       68,75%       18,75%       18,75%       16         Burekup Oval       12,50%       68,75%       18,75%       16       16         Town Entry Statements       14,29%       50,00%       35,71%       2       7       5       14         Walk Trails       38,46%       23,08%       38,46%       38,46%       3       5       13         Footpaths       12,50%       68,75%       18,75%       13       16         Lighting       8,33%       66,67%       25,00%       16         Lighting       8,33%       66,67%       25,00%       12         Tennis & Basketball Courts       61,90%       19,05%       19,05%       19,05%         Skate Park       52,94%       35,29%       11,76%       2       17         Burekup Hall       7,14%       50,00%       42,86%       14         CWA Hall       0,00%       45,45%       54,55%	Public Barbecues	60.87%	17.39%	21.74%	
Gardiner Reserve     68.75% 11     18.75% 2     12.50% 2     16       Burekup Oval     12.50% 2     68.75% 11     18.75% 2     16       Town Entry Statements     14.29% 50.00% 2     35.71% 3     16       Walk Trails     38.46% 23.08% 5     38.46% 3     38.46% 3       Footpaths     12.50% 68.75% 11     18.75% 3     13       Lighting     8.33% 66.67% 25.00% 1     25.00% 3     12       Tennis & Basketball Courts     61.90% 19.05% 19.05% 19.05% 12     19.05% 12     11.76% 3     21       Skate Park     52.94% 35.29% 11.76% 2     17     17     17       Burekup Hall     7.14% 50.00% 45.45% 54.55% 54.55%     54.55%	Shier Reserve	50.00%			
Burekup Oval     12.50%     68.75%     18.75%       2     11     3     16       Town Entry Statements     14.29%     50.00%     35.71%       Walk Trails     38.46%     23.08%     38.46%       5     3     5     13       Footpaths     12.50%     68.75%     18.75%       1     2     11     3     16       Lighting     8.33%     66.67%     25.00%       1     8     3     12       Tennis & Basketball Courts     61.90%     19.05%     19.05%       13     4     4     21       Skate Park     52.94%     35.29%     11.76%       9     6     2     17       Burekup Hall     7.14%     50.00%     42.86%       1     7     6     14       CWA Hall     0.00%     45.45%     54.55%	Gardiner Reserve	68.75%	18.75%	12.50%	
Town Entry Statements 14.29% 50.00% 35.71% 2 7 5 14  Walk Trails 38.46% 23.08% 38.46% 5 3 5 13  Footpaths 12.50% 68.75% 18.75% 18.75% 2 11 3 16  Lighting 8.33% 66.67% 25.00% 1 8.33% 12  Tennis & Basketball Courts 61.90% 19.05% 19.05% 19.05% 19.05% 18.76% 18.76% 19.05%	Burekup Oval	12.50%	68.75%	18.75%	
Walk Trails       38.46%       23.08%       38.46%       5       13         Footpaths       12.50%       68.75%       18.75%       1       3       16         Lighting       8.33%       66.67%       25.00%       2       1       3       12         Tennis & Basketball Courts       61.90%       19.05%       19.05%       1       2       1         Skate Park       52.94%       35.29%       11.76%       2       17         Burekup Hall       7.14%       50.00%       42.86%       14         CWA Hall       0.00%       45.45%       54.55%	Town Entry Statements		50.00%		14
Footpaths 12.50% 68.75% 18.75% 2 11 3 16  Lighting 8.33% 66.67% 25.00% 1 8 3 12  Tennis & Basketball Courts 61.90% 19.05% 19.05% 13 4 4 21  Skate Park 52.94% 35.29% 11.76% 9 6 2 17  Burekup Hall 7.14% 50.00% 42.86% 14  CWA Hall 0.00% 45.45% 54.55%	Walk Trails	38,46%	23.08%	38.46%	
Lighting     8.33%     66.67%     25.00%       1     8     3     12       Tennis & Basketball Courts     61.90%     19.05%     19.05%       13     4     4     21       Skate Park     52.94%     35.29%     11.76%       9     6     2     17       Burekup Hall     7.14%     50.00%     42.86%       1     7     6     14       CWA Hall     0.00%     45.45%     54.55%	Footpaths	12.50%	68.75%	18.75%	
Tennis & Basketball Courts     61.90% 19.05% 13 4 4 4 21       Skate Park     52.94% 35.29% 11.76% 9 6 2 17       Burekup Hall     7.14% 50.00% 42.86% 1 7 6 14       CWA Hall     0.00% 45.45% 54.55%	Lighting	8.33%	66.67%		
Skate Park     52.94%     35.29%     11.76%       9     6     2     17       Burekup Hall     7.14%     50.00%     42.86%       1     7     6     14       CWA Hall     0.00%     45.45%     54.55%	Tennis & Basketball Courts	61.90%	19.05%	19.05%	
Burekup Hall     7.14%     50.00%     42.86%       1     7     6     14       CWA Hall     0.00%     45.45%     54.55%	Skate Park	52.94%	35.29%	11.76%	
CWA Hall 0.00% 45.45% 54.55%	Burekup Hall	7.14%	50.00%	42.86%	
	CWA Hall	0.00%	45.45%	54.55%	

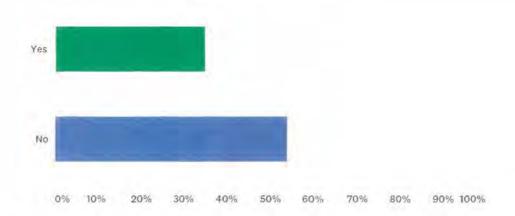
Burekup! Just THINK!	(App	ppendix ORD: 12.7A)			
Local Store	6.25% 1	81.25% 13	12.50%	16	
Post Office	6.25% 1	81.25% 13	12.50% 2	16	
Bushfire Brigade	0.00%	30.77% 4	69.23% 9	13	
Diggers Club (Waterloo)	9.09%	0.00%	90.91%	11	
Anglican Church	35.71% 5	7.14%	57.14% 8	14	
Collie River	61.11%	22.22%	16.67%	18	
Needs Improvement			9.1	10.	
	YES	NO	NOT SURE	TOTAL	
Country Club	52.17% 12	30.43% 7	17.39% 4	23	
Russell Road Playground	66.67% 14	19.05% 4	14.29% 3	21	
McCaughan Park (near Bunbury)	64.71% 11	5.88% 1	29.41% 5	17	
Public Barbecues	35.29% 6	35.29% 6	29.41% 5	17	
Shier Reserve	53.33%	26.67%	20.00%	15	
Gardiner Reserve	62.50% 10	25.00%	12.50%	16	
Burekup Oval	50.00%	45.00%	5.00%		
Town Entry Statements	70.83%	9 16.67%	12.50%	20	
Walk Trails	17 58.82%	4 17.65%	23.53%	24	
Footpaths	10 75.00%	47.960/	7.140/	17	
Tootpatris	21	17.86% 5	7.14%	28	
Lighting	64.00% 16	28.00% 7	8,00% 2	25	
Tennis & Basketball Courts	35.29% 6	29.41% 5	35.29% 6	17	
Skate Park	79.17% 19	8.33% 2	12.50%	24	
Burekup Hall	35,29% 6	17.65% 3	47.06% 8	17	
CWA Hall	35.71% 5	21.43%	42.86%	14	
Local Store	47.62% 10	38.10%	14.29%	21	
Post Office	33.33%	52.38%	14.29%		
Bushfire Brigade	0.00%	11 25.00%	75,00%	21	
Diagona Club (Metarlas)	0 00%	3	9	12	
Diggers Club (Waterloo)	0.00%	0.00%	100.00% 10	10	
Anglican Church	16.67% 2	8.33%	75.00% 9	12	

Burel	zun	11	net	TE	IIN	KI
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		(	P	
Collie River	61.11% 11	22.22%	16.67% 3	18
Is Accessible				
	YES	NO	NOT SURE	TOTAL
Country Club	93.10% 27	3.45% 1	3.45% 1	29
Russell Road Playground	95.24% 20	0.00%	4.76% 1	21
McCaughan Park (near Bunbury)	62.50% 10	6.25% 1	31.25% 5	16
Public Barbecues	90.00% 18	0.00%	10.00%	20
Shier Reserve	82.35% 14	5.88%	11.76% 2	17
Gardiner Reserve	83.33% 15	5.56% 1	11.11%	18
Burekup Oval	100.00% 24	0.00%	0.00%	24
Town Entry Statements	68.75% 11	18.75% 3	12.50% 2	16
Walk Trails	53.33% 8	26.67% 4	20.00%	15
Footpaths	90.00%	5.00% 1	5.00%	20
Lighting	75.00% 9	8,33%	16.67%	12
Tennis & Basketball Courts	88.24% 15	0.00%	11.76%	17
Skate Park	90.00%	0.00%	10.00%	20
Burekup Hall	94.44%	0.00%	5.56% 1	18
CWA Hall	69.23%	0.00%	30.77% 4	13
Local Store	91.30% 21	4.35% 1	4.35%	23
Post Office	86.96% 20	8.70%	4.35%	23
Bushfire Brigade	66.67% 10	0.00%	33.33% 5	15
Diggers Club (Waterloo)	27.27% 3	9.09%	63.64% 7	11
Anglican Church	69.23% 9	0.00%	30.77% 4	13
Collie River	40.00% 6	40.00% 6	20.00%	15

# Q10 Would you support a Black Waste Dump Point for consideration by the Burekup community?





ANSWER CHOICES	RESPONSES	
Yes	34.92%	22
No	53.97%	34
TOTAL		63

#	COMMENT	DATE
1	They can dump it in a caravan park.	9/26/2019 9:37 PM
2	Unnessesary	9/21/2019 1:14 AM
3	Do you mean for RV use? Many small towns have facilities for RVs and it encourages people to stay in the area.	9/20/2019 3:42 AM
4	What is black waste?	9/19/2019 4:51 AM
5	I don't see a suitable site in our town.	9/16/2019 3:57 AM
6	what is black waste?	9/16/2019 2:20 AM
7	Burekup has a magical country feel that MUST NOT change too much - enhancing safety for walkers/prams/dogs could be improved.	9/12/2019 6:57 AM
8	What is a black waste dump	9/10/2019 3:37 AM
9	Not a good location.	9/10/2019 3:23 AM
10	If all the environmental conditions were met and no leaching into the Collie River. Might bring more grey nomads to town, on their way through.	9/9/2019 6:45 PM
11	Burekup is a small town, there are much larger and more frequented facilities very near by that would be more suitable and would be maintained better in the larger areas	9/9/2019 8:06 AM
12	Unsure what that is	9/7/2019 3:20 PM
13	What is a black waste dump??	9/7/2019 3:34 AM
14	No issues.	9/6/2019 3:00 AM
15	Don't think this is necessary as there is a car an park in Waterloo	9/5/2019 5:21 PM
16	I dont know	9/5/2019 6:51 AM
17	If it is not a negative environmental issue - this may attract overnight caravan stops, shop sales and country club visitors.	9/5/2019 5:06 AM

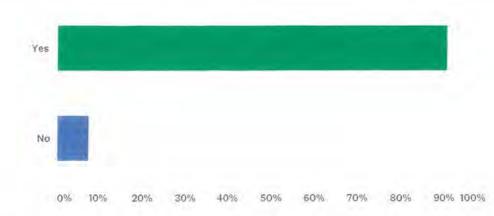
#### Burekup! Just THINK!

# (Appendix ORD: 12.7A)

18	For what purpose are you wanting caravaners to stay here?? If they use dump-point, do they leave their rubbish around town as well?? do they stop and spend money in community??? Are we just a dumping point would you be better off putting a toilet and dump point at old Waterloo school site which is listed on WikiCamps and people in tents do their business in the Nature Reserve which has high conservation values great environmental care allowing camping at Waterloo school site with toilet paper being dumped in bush	9/5/2019 3:14 AM
19	Definitely not, I would move.	9/5/2019 2:02 AM
20	I DO NOT support! Keep our beautiful little town BEAUTIFUL.	9/4/2019 10:55 PM
21	If they made the area across from the shop and railway line an area for people to pull in yes and then a put a path leading to shop and facilities etc	9/4/2019 5:48 PM
22	So long as it was properly maintained and located in the right spot.	8/23/2019 8:56 PM

# Q11 Would you support a Burekup Skate Park Upgrade for consideration by the Burekup community?

Answered 66 Skipped 3



ANSWER CHOICES	RESPONSES	
Yes	90.91%	60
No	7.58%	5
TOTAL		66

#	COMMENT	DATE	
1	What we have is fine for the size of the community we have	9/26/2019 9:37 PM	
2	Within Budget	9/21/2019 1:14 AM	
3	Yes absolutely.	9/20/2019 2:18 AM	
4	I'm unsure. This would depend on other youth facilities in town. I think money could be better spent elsewhere as I know how expensive skatepark equipment can be!	9/19/2019 9:44 PM	
5	Needs a bin	9/19/2019 4:51 AM	
6	Esseintial, should also include pump tack	9/16/2019 2:20 AM	
7	kids need to be out playing - look at the skate/cycle track in Dwellingup - it is world class and for all ages and scooters, bikes. Bitumen base as well as a concrete base one adjoining. It really is outstanding - the best we have seen and so well enjoyed by all ages	9/12/2019 6:57 AM	
8	So needed and/or a pump track. The space at Gardiner Reserve would be perfect !!	9/9/2019 6:45 PM	
9	Good to get the kids outdoors and not causing trouble	9/6/2019 3:00 AM	
10	I think this is a priority for the Burekup community and it's growing youth population	9/5/2019 5:21 PM	
11	Yes! This skate park needs a big up grade! We need something for the kids/teenagers to do A pump track would be a very welcomed addition	9/5/2019 6:51 AM	
12	Most definitely - this is much needed, begged for by all childrenpleaded for! This is a family community where you'll always see outdoor activities - we need that skatepark to encourage outdoor play and activity.	9/5/2019 5:06 AM	
13	This is a huge one and needs to be done for all the kids out here	9/5/2019 4:47 AM	
14	But not steel framed structures, a "real" skateboard setup, don't make too flash as expensive and many things to establish for high school kids who have no facilities, but maybe utilise community support to get a volunteer build plenty of community would come and provide pro-Bono technical support/advice, free labour, plant/equipment and services to "build in a weekend" facilities for the kids country town people stuck together and can get a lot done on goodwill	9/5/2019 3:14 AM	
15	The boys need support.	9/4/2019 10:55 PM	
16	Definitely.!!!! The kids need more	9/4/2019 5;48 PM	

#### Burekup! Just THINK!

#### (Appendix ORD:1247A)

17 Definitely needs upgrading

9/4/2019 5:13 PM

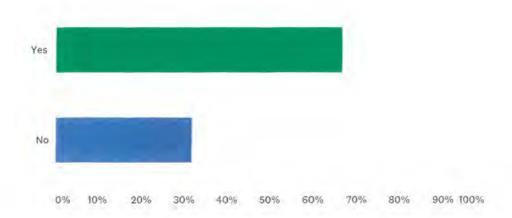
Many young people in town now - perhaps consider a skate park / bike jumps in close proximity to one another, possibly with a community nature playground and other features such as trees

8/23/2019 8:56 PM

for shade (Gardiner Reserve)

# Q12 Would you support Overnight Caravan and Camping for consideration by the Burekup community?



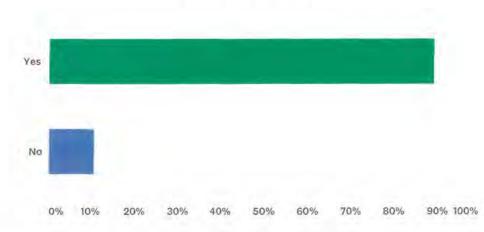


ANSWER CHOICES	RESPONSES	
Yes	66.67%	44
No	31.82%	21
TOTAL		66

#	COMMENT	DATE
1	In town. No. There is plenty of caravn parks within proximity.	9/26/2019 9:37 PM
2	Would rather see money spent for upgrade on items for local youth to use	9/25/2019 7:47 PM
3	In suitable position ie under utilized area of oval	9/21/2019 1:14 AM
4	Where abouts?	9/16/2019 2:20 AM
5	good to support travellers and tourists to the area	9/12/2019 4:38 PM
6	The ones in Balingup and Donnybrook are great and work well.	9/9/2019 6:45 PM
7	This would depend on locations. Not near the school or homes. And the area would be better off with an improvement in other accommodation. Caravan parks etc	9/9/2019 8:06 AM
8	Nowhere currently that isn't around the club and kid play areas. Vehicles become a hazard driving across play areas	9/7/2019 3:20 PM
9	Would be good to bring travellers into the community	9/6/2019 3:00 AM
10	I don't believe this will benefit the Burekup community as there is a caravan park in waterloo	9/5/2019 5:21 PM
11	Yes in an allocated area of course and as long as all the right facilities are supplied and maintained. This would be a great use for some of the Oval.	9/5/2019 5:06 AM
12	As long as they don't abuse it	9/5/2019 4:47 AM
13	What benefits will it bring are they charged a fee, does that fee go towards better services upgrade to public toilets Will it bring 7 day trading to store?? Will it bring anti-social behaviour (loud music from younger campers), potential for crime from more transient people in town, less safe environment for kids who enjoy the benefits of living in small town I'm not against it, but there needs to be a whole lot more community consultation on this one	9/5/2019 3:14 AM
14	There's a B&B up the road!	9/4/2019 10:55 PM
15	Perhaps near the local store, to help support their business. Prefer one night maximum stays	8/23/2019 8:56 PM

# Q13 Would you support a BMX Track for consideration by the Burekup community?

Answered: 65 Skipped: 4



ANSWER CHOICES	RESPONSES	
Yes	89.23%	58
No	10.77%	7
No TOTAL		65

#	COMMENT	DATE
1	It is a facility not proportional to the size of the town	9/26/2019 9:37 PM
2	The kids love making their own - they want one but it needs to be Nature Play ie build it up themselves.	9/26/2019 3:08 AM
3	Formalize area already being used as BMX track (Russell Rd reserve)	9/21/2019 1:14 AM
4	Anything to encourage the young one to have things to do.	9/20/2019 3:42 AM
5	ABSOLUTELY if you do not start providing better facilities for older children, they get bored and get in trouble. Definitely skate park and most definitely box track. The local boys have created their own n most of the towns people are happy for them to have that. This town is to focused on little children and older adults. We've considered moving due to this and we are not the only family that thinks this way.	9/20/2019 2:18 AM
6	In lieu of fixing the skate park	9/19/2019 9:44 PM
7	as apart of skate park and pump track. People park at Burekup and ride to the Mt Lennard MTB tracks - these should be intergrated	9/16/2019 2;20 AM
8	See comment in 11 above, See Dwellingup facility for BMX and skateboarding - outstanding.	9/12/2019 6:57 AM
9	Yes our local kids need some outside activities and are willing to help design it and build it.	9/9/2019 6:45 PM
10	Generations of kids have created their own track near the Railway and I enjoy the fact they do the work and have ownership. When issues happen they seem to be well sorted by communication locally and the Facebook page facilitates this. To make a formal track would spoil the initiative of the kids and I think this would be a negative.	9/7/2019 3:34 AM
11	The area behind the CWA hall is a serious hazard to walkers and dogs, it's only a matter of time there is a serious injury there. Not a safe area for children to play with very dangerous jumps, ramps and pits.	9/6/2019 3:00 AM
12	I believe this is also a priority for the young population	9/5/2019 5:21 PM
13	Yes! We desperately need these activities in Burekup	9/5/2019 6:51 AM
14	Most definitely !! This area behind the CWA is such a wasted opportunity of space for a bike / bmx / pump track area. The local kids spend hours there entertaining themselves, being outdoors, building trails and riding them together. There is great support within the community for some development along these lines.	9/5/2019 5:06 AM

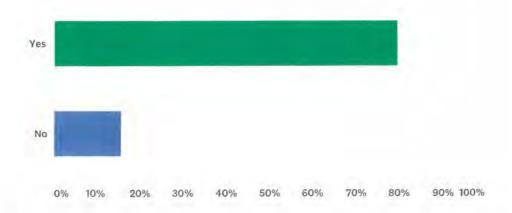
#### Burekup! Just THINK!

# (Appendix ORD: 12.7A)

15	Yes, yes, yes!!!!	9/5/2019 4:01 AM
16	Definitely need something away from train line	9/5/2019 3:14 AM
17	Please.	9/4/2019 10:55 PM
18	Definitely	9/4/2019 5:48 PM
19	Definitely needs a track	9/4/2019 5:13 PM
20	Yes absolutely - this is probably the most popular activity now for the local kids. They work together to build and maintain it and have their own 'code of use' to look after the space and each other.	8/23/2019 8:56 PM

# Q14 Would you support a Burekup Entry Statement for consideration by the Burekup community?

Answered: 64. Skipped: 5



ANSWER CHOICES	RESPONSES	
Yes	79.69%	51
No	15.63%	10
TOTAL		64

#	COMMENT	DATE
1	What's wrong with the one we have	9/26/2019 9:37 PM
2	To improve for tourist information	9/25/2019 7:37 PM
3	Not interfering with existing entry statement at southern entry, but to enhance that structure. Northern entry statement between hwy & rail line as suitable modern structure.	9/21/2019 1:14 AM
4	don't know what that means	9/20/2019 3:42 AM
5	Not an excessively costly one.	9/19/2019 9:44 PM
6	Get rid of ferguson valley sign/statement	9/19/2019 4:51 AM
7	not sure what this entails. However, I think that the entry to Burekup North of the primary school and crossing the rail line is dangerous. Lights, very bad surface, narrow and on a bend An accident waiting to happen.	9/12/2019 6:57 AM
8	We already have one	9/10/2019 3:37 AM
9	You need to improve the road entry access, it is dangerous, before worrying about the Entry Statement.	9/10/2019 12:45 AM
10	We have the Burekup sign already.	9/9/2019 6:45 PM
11	To improve entry from the northern end.	9/9/2019 8:06 AM
12	As well as sufficient lighting and a reduction in the speed limit on South Western Highway, especially near the northern entry/exit of Burekup	9/5/2019 6:35 AM
13	The original Burekup Sign seems to be well loved and part of the communities history so it would be nest to have this upgraded rather than replaced.	9/5/2019 5:06 AM
14	We have one at middle entrance Northern entrance could do with a tidy up and flag lighting but this is not main entrance to town Main entrance entry statement is fine and community loves message on existing sign and thus existing sign shouldn't be changed	9/5/2019 3:14 AM
15	I don't know what that is!	9/4/2019 10:55 PM
16	Waste of funds we need more activities not a sign	9/4/2019 7:13 PM
17	Especially the entry near the school end. The weeds and dirt piled up is an eye sore	9/4/2019 5:48 PM

Would need to carefully consider - people love having the 'community sign' for local messages - Burekup residents would probably want this to be retained and incorporated.

8/23/2019 8:56 PM

# Appendix D



# Community Facilities Plan Workshop

Burekup Hall

Wednesday, 30 October 2019 | 6.00pm - 8.00pm

## Workshop Report

#### Overview

This Workshop Report captures the outputs from a workshop held with members of the Burekup community on Wednesday, 30 October 2019 at the Burekup Hall.

The workshop focused on seeking and prioritising community ideas and input to the creation of a Burekup Community Facilities Plan as a blueprint for future development of facilities in the town.

By the end of the workshop, participants had:

- Considered the context for a Community Facilities Plan and the results of the community survey and stakeholder conversations,
- Reviewed and prioritised 'early concepts' for Burekup facilities improvements, as derived from the initial community consultation,
- Articulated the ideal location and connectedness of possible future facilities, and
- Considered the next steps for the development of the Plan.

Facilitation and reporting by
Will Bessen of Tuna Blue Facilitation



#### **Executive Summary**

The Burekup community members clearly articulated the desire for a range of facilities upgrades and additions in the town that will continue to enhance the family friendly, outdoors oriented and close-knit community lifestyle that they all enjoy.

Sport and Recreation was the number one priority for facilities improvements (see graph)

## Rank the major areas in order of importance to you



The top voted suggestions across the seven themes (see below) also reflected this desire for facilities upgrades that cater to an outdoors and village style community feel

- Skate park, pump track and BMX track upgrade / relocation (as a combined 'youth space' that retains a DIY aspect for the BMX track)
- Upgrade (enclose) Community Hall verandah as a space for activities (that links to the 'youth space')
- 3. Upgrade public toilets including make them accessible
- 4. Path around Burekup perimeter: Russell-Hutchinson-Crampton-Shenton
- 5. Fence along railway line where children and dogs play McCaughan Park
- 6. Formalise car parking and access at Gardiner Street Reserve
- Improve town entrances in general
- 8. **Encourage events** that are good for community and patronage for the shop

The most common spatial suggestions for facilities improvements are:

- Co-location of skate park, pump track and BMX track at the current skate park location as a 'youth space'
- Multipurpose sports facility at the oval
- Streetlighting, safety fencing, bollards and speed control measures to formalise the parking on Gardiner street reserve
- Safety fencing along the railway line
- Greater streetlighting on Russel Rd, Castieau St and O'Meara St
- Footpaths at Castieau St and Money St
- Walk trails to increase access to the Collie River
- Wayfinding at Russel Rd and youth space to public toilets
- Rubbish bins at youth space, oval and Russel Rd playground
- Visitor information on Russel Rd near the shop
- Tidy existing entry statements at northern and southern entrances

In alignment with survey results, a clear majority of the community members present were **opposed** to increased overnight caravanning or the installation of a black waste dump point, particularly at the current short stay caravan location near Gardiner Reserve (due to child safety concerns). There were also concerns about sanitation and littering at the free caravanning site near Waterloo.

#### **Table of Contents**

Overview	
Executive Summary	
Context	4
Prioritising the Suggestions	5
Sport & Recreation	5
Buildings	6
Open Space, Parks & Reserves	
Streetscape, Paths & Trails	8
Lighting, Roads/Traffic, Drainage & Railway	
Tourism, Visitation And Signage	
Services, Utilities & Other Ideas	
Overall Theme Ranking	13
Dissing the Suggestions Spatially	14

#### Context

Shire President Mick Bennet welcomed the workshop.

The **Facilitator and Vicki Pretorius, Landscape Design Officer** provided the context for the workshop and the summary of results from the pre-workshop consultation.

The participants used Mentimeter software on their smartphones to answer the wordcloud question below:

# Three words to describe what you love about Burekup?

■ Mentimeter



**22** 

#### Prioritising the Suggestions

A range of suggestions for improved or new facilities in Burekup were identified through a pre-meeting survey (71 respondents) and 8 stakeholder interviews (16 participants).

In the workshop, the participants worked in six small groups in a world café style exercise to discuss and prioritise these suggestions using the following scale:

- Dog sticker Flagship Priority (4 points) only one dog sticker across all seven themes
- Green sticker First Priority (3 Points) per theme
- Yellow sticker Second Priority (2 Points) per theme
- Red sticker Third Priority (1 Point) per theme

The top voted suggestions across the seven themes are:

- Skate park, pump track and BMX track upgrade / relocation (as a combined 'youth space' that retains a DIY aspect for the BMX track)
- Upgrade (enclose) Community Hall verandah as a space for activities (that links to the 'youth space')
- 11. Upgrade public toilets including make them accessible
- 12. Path around Burekup perimeter: Russell-Hutchinson-Crampton-Shenton
- 13. Fence along railway line where children and dogs play McCaughan Park
- 14. Formalise car parking and access at Gardiner Street Reserve
- 15. Improve town entrances in general
- 16. Encourage events that are good for community and patronage for the shop

The detailed scores and comments from the whole of group plenary discussion (in red) are captured below.

#### Sport & Recreation

SPORT & RECREATION	PRIORITY
Skate park upgrade: Gardiner Street Reserve	(4,4,3,3,3,3,3,3)
<ul> <li>Possible for modular skate equipment to take it to other places in the shire?</li> <li>But are they as appealing?</li> </ul>	• Participants merged the
<ul> <li>Co locate the parks as a youth zone, especially during sports days, it's easier to know your kids are over there and safe</li> </ul>	three suggestions as

New BMX track location: Gardiner Street Reserve  Keep a DIY aspect – it's important and educational for the young people  Keep the BMX track where it is – the kids chose and built it  Maybe some fencing from the trains would be great  Unable to keep it there due to rail corridor tenure, so keep a DIY aspect at the new location	a combined 'Youth Space'
New sporting clubrooms (building) with change rooms and showers	(2,2,2,1,1) 8 total
New shower / change facilities (general) for sports	(1,1) 2 total
Oval surface - levelling	(2,2) 4 total
Beach volleyball - convert one tennis court	
Recreation centre - connect to Country Club	(1) 1 total
Under cover sports spectator area	
Sporting facilities - higher standard (under cover, sprung floors)	(1) 1 total
Oval - extend boundary line for cricket, if possible	
Upgrade synthetic cricket pitch	
Cricket clubrooms - separate building, elevated	
New soccer pitch separate to main oval	
Review location of soccer goals	
Outdoors fitness circuit	(2, 1) 3 total

#### Buildings

COMMUNITY HALL (COUNTRY CLUB)	PRIORITY
Convert to shared use facility with space for different groups including sporting	
Upgrade (enclose) verandah - space for activities  • Incorporating the upgraded youth space	(4,3,2,2,2,1,1) 15 total
Upgrade audio-visual capabilities	
Upgrade / reconfigure stage	
Define club boundary - including liquor licensing area	
BUREKUP VOLUNTEER BUSHFIRE BRIGADE	PRIORITY
Fire shed - bitumenise front yard, upgrade short hydrant	(3,2) 5 total
Create sealed pull in bay for hydrant on Russell Road	(2) 2 total

Upgrade Hutchinson Road standpipe	(3) 3 total
Replace / repair northern fence between neighbouring property	
OTHER BUILDINGS	PRIORITY
Upgrade public toilets - including make them accessible	(4,3,3,2,2,1) 15 total
New building for group use - space for hire, tourist centre, fitness etc.	
St John's Anglican Church - improve toilets, sewer connection # (Anglican Diocese)	
Public baby change facilities	
Men's Shed  • Everyone shed	
Aged Care Accommodation # (possible private provider)  Where do the old timers go?	(1) 1 total
Youth Drop In Centre - e.g. pool table, ping pong tables	(3,2,1) 6 total
Additional fencing around school  • Already happening (speak to the school)	
Upgrade school ANZAC memorial # (Dept. of Education / possible joint project)	
New petrol bowser in town # (commercial)	

#### Open Space, Parks & Reserves

GARDINER STREET RESERVE	PRIORITY
<ul> <li>Need weed control to make it usable</li> </ul>	
Shade provision for Country Club playground # (Country Club)	(3) 3 total
Upgrade Community Playground near school	(2,1) 3 total
Maintain grouped youth activities with an informal track but demarcated youth area, still maintain parking under trees to the oval     Better access between here and toilets	(3,3,3,2) 11 total
Improved bin facilities - e.g. playground and skate park	
New barriers e.g. bollards to keep vehicles off oval	(2) 2 total
Levelling of ground between hall, skate park and cricket nets	
More shade near skate park / BBQ area	(3,3,1) 7 total

More play facilities for younger children	
More trees in Gardiner Street Reserve	
More seating near skate park	(3) 3 total
Country Club playground to be more accessible # (Country Club)	
New community nature play area separate to school	(2) 2 total
Improve open space areas for exercising	
Improved picnic / BBQ facilities for families	
Move existing BBQ	
Landscaping around BBQ near Country Club	(3) 3 total
MCCAUGHAN PARK	PRIORITY
More tables under shelter  • Replace BBQ	
Retain memorial rose garden	
SHIER RISE RESERVE	PRIORITY
Ongoing revegetation to improve environment and naturescape	(1) 1 total
New seating along creek	(3) 3 total
Continue environmental rehabilitation	(1) 1 total
Request for public toilets	(1) 1 total
GENERAL OPEN SPACE (NOT SPECIFIED)	PRIORITY
Community vegetable gardens / food forest	(2) 2 total
Another BBQ  • At McCaughan Park	(1) 1 total
Another park	
Another dog off lead exercise area	
New enclosed dog exercise area	

#### Streetscape, Paths & Trails

STREETSCAPE	PRIORITY
Plant more trees to enhance the townsite	Participants     merged the two     suggestions
Retain existing trees and green spaces	
Improve corner of Russell Road / Gardiner Street (near Telstra facility)	(3) 3 total

Drinking water bowl for dogs near shop	
Seating area outside Burekup General Store	
Improve streetscape (general)  • Trees near the new BBQ	(3,1) 4 total
PATHS	PRIORITY (3) 3 total
More paths along roads	(2) 2 total
Path around Burekup perimeter: Russell-Hutchinson-Crampton- Shenton (6)  Improve road width instead?	(3,3,3,3) 12 total
Castieau Street - path to Money Street	
Shenton Road - new path along	
Russell Road - upgrade path from Clarke Street to school	
Crampton Road - new path along	
Gardiner street - improve paths	
Path between Burekup and Roelands	(2,2,2,2,1) 9 total
Cycle path to Brunswick Junction	
Cycle path to Bunbury	
Cycle path to Eaton - tie in with BORR	
TRAILS	PRIORITY
Trail along railway corridor to link to Collie River (ARC - Railways)	
Trails along Collie River - with picnic spots	(2,1,1,1,1) 6 total
Trail along railway corridor to link to Waterloo # (ARC - Railways)	
New mountain bike trails	

### Lighting, Roads/Traffic, Drainage & Railway

LIGHTING	PRIORITY
Russell road streetlights on the wrong side     O'Meara Dve light doesn't work	(3,2,1) 6 total
Extra lighting for town entrances	(1) 1 total
Floodlighting for skate park	(3) 3 total

ROADS & TRAFFIC	PRIORITY
<ul> <li>Henty Rd – horses are being ridden and need to control speed there</li> </ul>	
Russell Road - fix on street parking in front of school - note: possibly drainage related	
Better speed control measures - including on Gardiner Street and Crampton Road  • Clarke St and Henty Rd	(3,3,2) 8 total
Hutchinson Road - widen and reseal eastern end	(4,3,1) 8 total
Extend Clarke Street through to Crampton Road	
Improve entrance to Church	
Remove kerbed protrusion on Russell Road in front of shop	
DRAINAGE	PRIORITY
Address drainage issues outside school (water pooling on road)	(2,2,2,1) 7 total
Upgrade existing open drains	(2) 2 total
Ensure that land developments have suitable drainage	
RAILWAY	PRIORITY
Fence along railway line where children and dogs play - McCaughan Park	(4,4,2,1,1) 12 total
Future sinking of any duplicated railway line(s) between Henty Brook bridge and Collie River bridge - noise mitigation	
New railway siding for Bunbury to Perth train	(1) 1 total
Boom gates - to stop train horns sounding '7am-7pm'	(3,1) 4 total

#### Tourism, Visitation And Signage

TOURISM & VISITOR AMENITIES	PRIORITY
Find ways to encourage visitors - provide facilities	(1) 1 total
New visitor information point / board / centre	(2,1) 3 total
Promote Burekup as 'Gateway to the Ferguson Valley'	(2,1) 3 total
Encourage events - good for community, patronage for shop	(3,3,2,2) 10 total
Move overnight caravanning site to other (eastern) side of cricket nets  Lose the caravan site completely  More overnight caravan and camping brings people into the district and	
<ul> <li>supports the district</li> <li>But we don't want strangers near the school and oval</li> </ul>	
<ul> <li>Would it be for servicing our one shop or for the wider Ferguson Valley?</li> </ul>	

<ul> <li>I'd rather see the Shire prioritise investment for locals</li> </ul>	
<ul> <li>It needs a tourism strategy in a wider context than just a caravan site</li> </ul>	
They're currently making a mess near Waterloo	
<ul> <li>Near the school is not a good location</li> </ul>	
<ul> <li>Would need to be out of town, maybe near the river</li> </ul>	
<ul> <li>Don't want a black waste dump point, don't see the value in it.</li> </ul>	
Move overnight caravanning site to nearby the shop / McCaughan Park	(1) 1 total
Move overnight caravanning site further away from the school	
ENTRANCES	PRIORITY
Improve signage to encourage vehicles to turn off highway into Burekup	(3,3,3) 9 total
Improve town entry statement/s	(2) 2 total
Remove gravel pit	
Improve northern entrance	(2,2) 4 total
Create single town entry in line with Clarke Street	
Improve crossing at Orchard Road	
Improve southern entrance	
Improve town entrances (general)	(3,3,2,1,1) 10 total
Landscaping to town entrances	(1) 1 total
SIGNAGE - WAYFINDING / IDENTITY	PRIORITY
Symbol and slogan for Burekup - define identity, use in signage	
Signage to promote church to locals and visitors	
Improved signage to public toilets	

#### Services, Utilities & Other Ideas

SERVICES / UTILITIES / OTHER	PRIORITY
Cafe / coffee shop - community gathering place # (Commercial)	
Public transport to Bunbury / Australind # (Public Transport Authority)	(3) 3 total
Encourage patronage of local shop to ensure viability of service	(3,3) 6 total
Provide tip passes instead of kerb side pickup	(3,3,1) 7 total
Provide third wheelie 'green' bin	(2) 2 total
Encourage reticulated natural gas to townsite	(1,1,1) 3 total

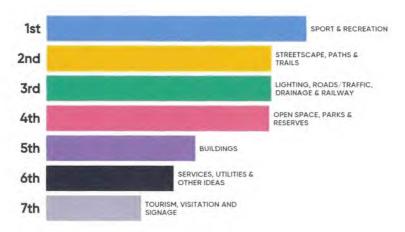
Encourage more technology in Burekup	
Retain bus stop in current location  Bus route through town Community bus / shuttle service for seniors and teens	(2,1) 3 total
Consider fire management planning - including Shenton / Crampton / Shier Rise Reserve	(2,2,1) 5 total
Volunteer Bushfire Brigade - need additional vehicle to increase capacity # (DFES/other)	
Problems with mobile phone coverage # (Telecommunications services)	(1,1) 1 total
Problems with internet access # (Telecommunications services)	
Food van # (Commercial)	
Sunday sessions for families # (Country Club)	
Senior Citizens activities / social group	
Holiday workshops for older children  Boxing, mindset skills, technology / youth group	(2,2) 2 total
Better police presence to deter crime # (Australind Police station)	
Daycare facility / services # (usually Commercial)	
ATM machine # (Commercial)	
Lotto facilities # (Commercial)	

#### Overall Theme Ranking

The participants used the Mentimeter online software to rank the seven major themes in order of priority personally. The average overall ranking of 25 entries is captured in the image below:

# Rank the major areas in order of importance to you

■ Mentimeter



£ 25

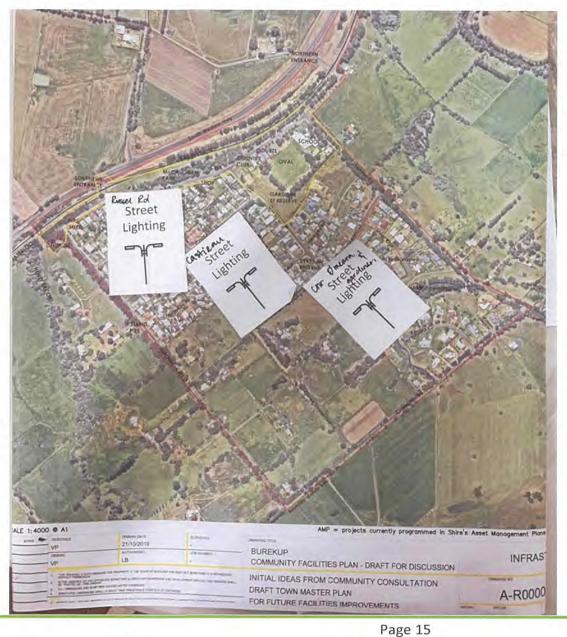
#### Placing the Suggestions Spatially

The participants worked in six groups using annotated maps of Burekup, icons and markers to consider the positioning of new or relocated facilities and areas requiring greater connection.

The common spatial suggestions are:

- Co-location of skate park, pump track and BMX track at the current skate park location as a 'youth space'
  - bollards to protect youth space from car access
- Multipurpose sports facility at the oval
- Streetlighting, safety fencing, bollards and speed control measures to formalise the parking on Gardiner street reserve
  - maintain access and parking but formalise with a neat gravel access track past the youth space (bollarded) and along the tree line to deter driving across the reserve
- Safety fencing along the railway line
- Greater streetlighting on Russel Rd, Castieau St and O'Meara St
- Footpaths at Castieau St and Money St
- Walk trails to increase access to the Collie River
- Wayfinding at Russel Rd and youth space to public toilets
- Rubbish bins at youth space, oval and Russel Rd playground
- Visitor information on Russel Rd near the shop
- Tidy existing entry statements at northern and southern entrances.

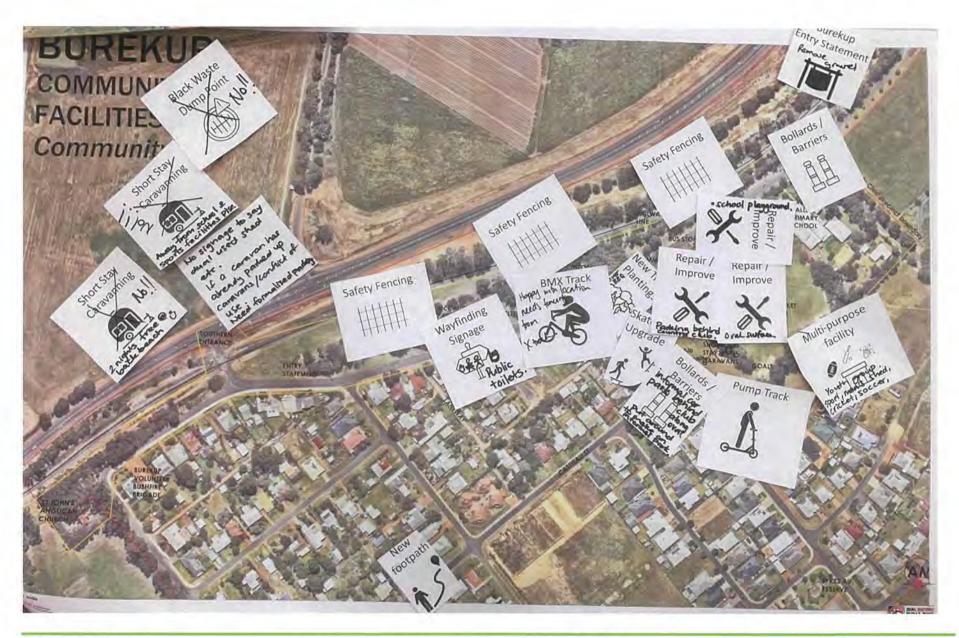
Images of the detailed maps are provided below:

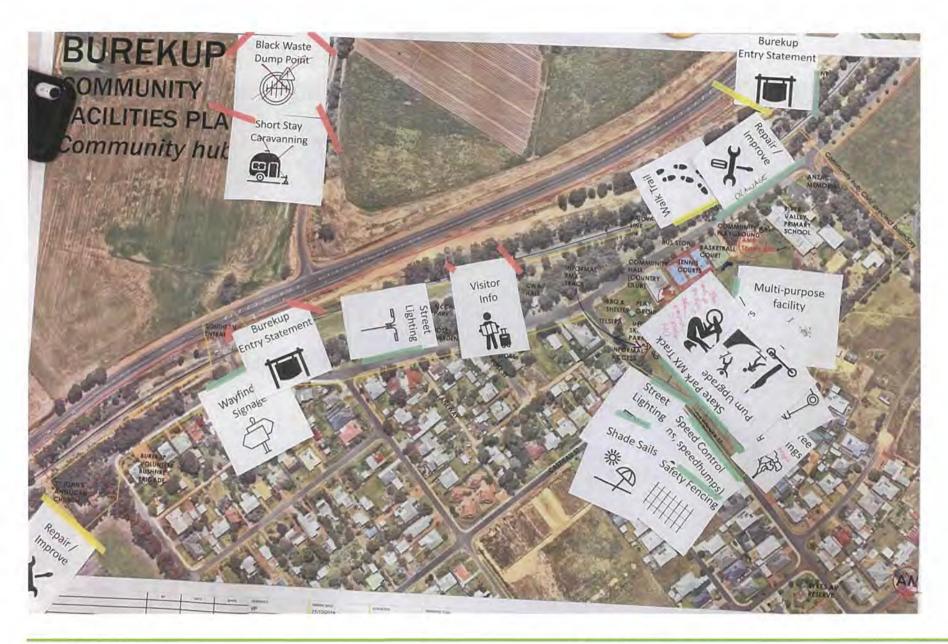


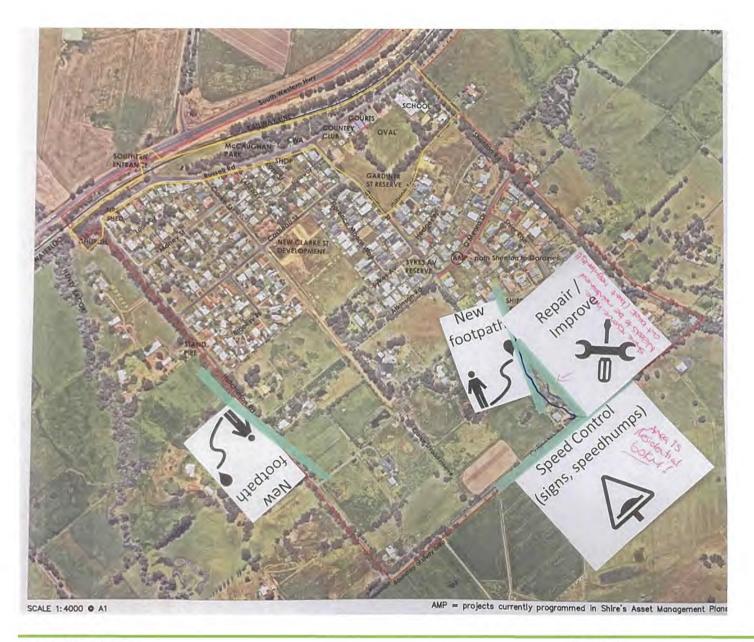
Shire of Dardanup Burekup Facilities Plan Workshop

Page 15 30 October 2019

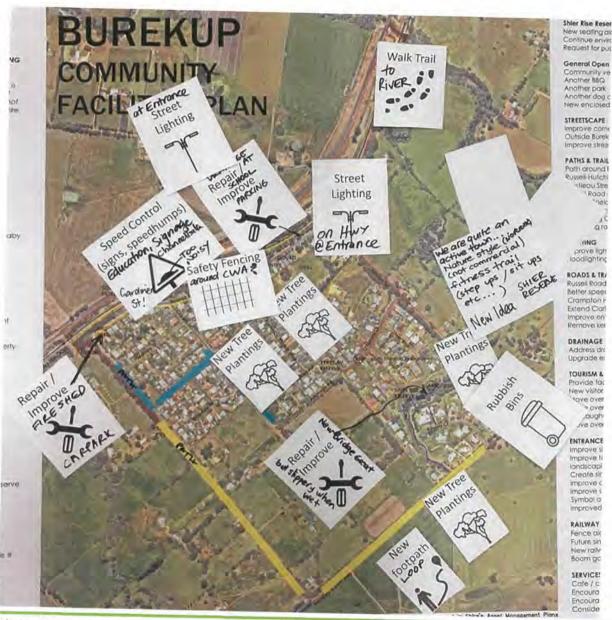
REPORT











REPORT

Shire of Dardanup Burekup Facilities Plan Workshop

Page 20 30 October 2019







# Appendix E



# Community Facilities Plan WORKSHOP TWO

Burekup Hall

Wednesday, 04 December 2019 | 6.00pm - 8.00pm

## Workshop Report

#### Overview

Members of the Burekup community regathered for a second workshop to obtain community consensus on the key proposed and possible future facilities upgrades and projects for inclusion in the Burekup Community Facilities Plan and confirmation of priority for these initiatives.

By the end of the workshop, participants had:

- Reflected on the outcomes of Community Workshop One,
- Considered and refined the Draft Burekup Community Facilities Plan developed by the Shire of Dardanup,
- Ranked the proposed projects in order of priority,
- Further refined the 'Civic Precinct' schematic layout, and
- Considered the next steps for the finalisation of the Plan.

Workshop Facilitation and Reporting by Will Bessen of Tuna Blue Facilitation



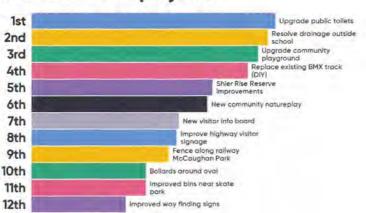
### **Executive Summary**

The following refinements are suggested to the Draft Burekup Community Facilities Plan.

- Transfer the Multiuse Sports Facility from 'potential future' to 'proposed' projects as it is a high community priority and needs Shire feasibility modelling undertaken as they first step
- Ensure a smart restricted access option is developed for access to the rear of the Country Club if project 14 (levelling of ground between skate park and cricket nets) restricts access. A padlocked chain and key connected to the Country Club keys is important
- Consider a road safety audit to investigate traffic calming options for the Castieau St and Gardiner St intersection

The priority projects for the short and medium term 'proposed' projects are:

## Rank the SHORT TERM projects

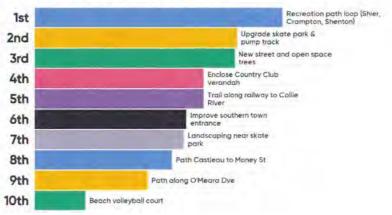


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## Rank the MEDIUM TERM projects



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#### Draft Plan Feedback

**Will Bessen** presented the outcomes of the first workshop and the requested population forecasts for Burekup.

The participants warmed up using Mentimeter technology to consider 'what's your earliest memory of Burekup?'

#### Responses

- Visiting a friend
- Seeing the rolling hills on the drive home.... very relaxing
- Space, farm feel, freedom of kids playing
- Picking up mail at local store rather than having a postie
- A small quiet town and then living at 17 Clarke St in 1991; now at 17 Russell Rd and retired
- Visiting a friend and hearing the train
- Shenton Rd trees
- Coming to school in Burekup Hall
- I was born and raised in Burekup and have fond memories of playing with friends out on the street
- Visiting the little church
- Looking at the house we bought 6 years ago
- Riding pushbikes in the rail reserve (the bike tracks)
- 1970 working with PWD
- 11 years ago, purchased land in Orchard Road. Best aspect we saw
- Coming to sister in laws farm at the top of town
- Dusty road...nowhere to buy a good coffee
- Bought a block of land in 1981

**Vicki Pretorius** presented the Draft Burekup Community Facilities Plan based on the inputs from community surveys, interviews and workshop one.

#### Discussion

- Does the 2009 Burekup Expansion Strategy still apply given that Wanju is now in place?
  - Yes, the urban deferred areas for future demand remain in three separate stages
  - It will be reviewed when the Town Planning Scheme and Local Planning Strategy is reviewed from mid 2020 onwards
- What about road bituminisation?
  - That's captured as a longer term initiative
- The sports club infrastructure should be highlighted as a 'Proposed' project given it is a high priority for the community
  - If it's high priority, the Shire can start looking at feasibility for a multiuse facility to be built in the longer term'
  - Could look at a retrofit to the existing building to make it more feasible?
  - If the Shire can look at the cost of a retrofit, it gives the community something to work towards and lobby for
- Can numbers 7 and 14 on the Draft Plan be merged to create a combined parking area and keep vehicle access to the rear of the Country Club?
  - At current it would likely be a gate and chain with permission to access the Country Club
  - We need a smart solution for restricted access
- BMX track and natureplay are in good locations
- Visitor and wayfinding signage are in sensible locations; you could even add a public BBQ there
- Can there be red light cameras and gates at the rail crossings?
- Could Hutchison Rd be widened as an interim measure whilst waiting for the walk trail? It needs an effort to make it safer for the people who walk it regularly.

#### Table Feedback

The feedback gathered on the Draft Plan maps at the tables is listed below.

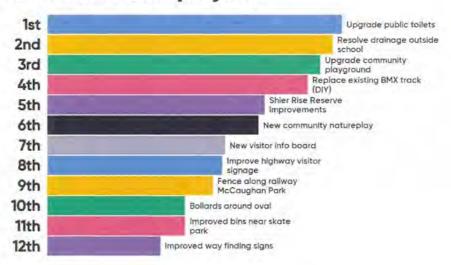
- Develop the block next to the shop and provide a Council incentive to do so (for lunches or coffees)
- See Dardanup Primary School for an example of a cheap, free and easy plan for a natureplay area
- Bitumen on Orchard Rd and Clark St is required
- Beach volleyball courts are initially popular and then rarely used
- Clarke St to Crampton Rd extension only needs a footpath
- Traffic calming is required at Castieau St and Gardiner St intersection
- Road safety audit needed for Castieau St and Gardiner St intersection due to lack of visibility and safety issues

### Priority of Projects

The participants used a mixture of Mentimeter technology and pen/paper to prioritise the 'proposed' projects from the Draft Plan. Note – Multiuse Sports Facility is to be moved from the 'potential future' to the 'proposed' list.

### Rank the SHORT TERM projects

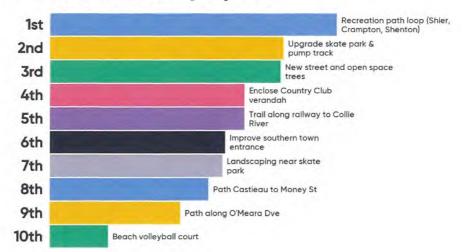




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## Rank the MEDIUM TERM projects

■ Mentimeter



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# Appendix F

#### **BUREKUP COMMUNITY FACILITIES PLAN**

#### Summary of outcomes following community engagement process in 2019

Projects which were suggested by the community in a survey and several community stakeholder interviews conducted in September 2019 and subsequently refined in workshops held in October and December of the same year have been classified into the below draft priority listings. These priorities have been used to inform the preparation of the draft Burekup Community Facilities Plan in March 2020. This provides an indication of possible overall priorities for staged project implementation, subject to Council approval and funding; however should be considered as a draft list subject to refinement following community feedback which will be sought following publication of the current draft Community Facilities Plan.

Projects have been classified into the following three main categories:

- 1. **GREEN:** Projects which are already included in the Shire's current Asset Management Plans and which have received a funding allocation. Indicative timeframes are shown in brackets;
- 2. **YELLOW:** Projects which the Shire could foreseeably undertake, subject to feasibility and funding and which were nominated by the community as 'preferred short term projects';
- 3. **ORANGE:** Projects which the Shire could foreseeably undertake, subject to feasibility and funding and which were nominated by the community as 'preferred medium term projects';
- 4. **MAGENTA:** Projects which the Shire could foreseeably undertake, subject to feasibility and funding and which were nominated by the community as 'preferred long term projects';
- 5. **RED:** Projects which would require the cooperation of external authorities, including cofunding. Indicative timeframes are shown in brackets.

#### The timeframes as used in community consultation are defined as follows:

- **Id** Immediate (within a year)
- Short term (1-4 years)
  - e.g. S1 refers to Community nominated short term project, priority no. 1, S2 is priority 2 etc.
- M Medium term (5-10 years)
  - e.g. M2 refers to Community nominated medium term projects, priority 1, M2 is priority 2 etc.
- L Long term (more than 10 years)

It should be noted that these are the Community's preferred timeframes for implementation of each project and that the timing of actual delivery of projects may be affected by availability of funding.

The Plan focuses on establishing a list of priorities for project implementation, with the community's higher priorities located towards the top of each category.

\* Denotes a project nominated by the Community in Workshop 2 as a Priority Project within each of the timeframe categories of Short / Medium term. Priority ranking within category shown in brackets. # Denotes a project that is subject to feasibility and/or negotiations with external agencies or groups

All inclusions in the final plan will be subject to Council decision and approval.

<u>Table 1: Proposed projects</u> – split into proposed draft priority listings of short, medium and long term projects.

To be included in the Burekup Community Facilities Plan (The Plan.)

The community nominated their top 12 short term proposed projects in Workshop 2 via the online platform 'Mentimeter.' These were captured by the facilitators Tuna Blue and used to inform the Plan.

Projects that received the top third of votes have been nominated as 'very high priority.'

- · Projects in the middle third of votes have been nominated as 'high priority.'
- · The remaining third have been nominated as 'medium priority.'
- Projects included as 'Proposed' on the draft plan (derived from outcomes of Workshop 1 from
  October 2019 then presented and refined at the second workshop in December) which were
  not included in the ranked projects listings from Workshop 2 have still been included; they
  have been nominated as 'low priority' and will be considered on merit for possible
  implementation, particularly if they are deemed to represent good value (relatively low cost
  in comparison with perceived community benefit.)

Where a project is already included in the Shire's Asset Management Plans, it has been nominated separately in the green section at the top of the table. The timeframe shown here is that currently shown in the Asset Management Plans.

Table 2: Possible future projects. Included in this appendix to the Report only (not included in Plan.)

These are projects raised by community members in the initial survey or workshops which had less support expressed for them from the community during the workshops. However these ideas have still been included as they have the potential to contribute positively to the built, natural, recreational or social fabric of the community have been retained in this list for possible future consideration.

Following Table 2 is a detailed capture of the community engagement outcomes assessment process, in which the results from each stage of consultation were tallied, ranked, assessed and refined.

Table 1: Proposed future projects

No. on plan	PROPOSED PROJECTS – included in Draft Facilities Plan March 2020	Community priority
	'CONFIRMED' PROJECTS	
	Already funded and scheduled in current Shire Asset Management Plans  NOTE – anything in the Asset Management Plans is still subject to annual review dependent on the Shire and Community priorities at time of review	
1	New town entry statement - indicative location shown (2019-20) \$20k	Low
2	New path from Russell Road to public toilets (2019-20) \$6.7k	æ
3	Skate park - provision of additional equipment (2021-22) \$34k	g(=:
4	Path along O'Meara Dr from Shenton Rd to Gardiner St \$61.3k (2020-21) *(M9)	Medium
5	Shade sails for Community Playground – used by school and required by Department of Education \$28.4k (2020-21)	Low
6	Upgrade path along Russell Road from Clarke St to Shenton Rd (2023-25 ) \$67.2k	-
7	Shier Rise Reserve planting \$12.8k (2024 – 25) *(5)  Note: community nominated this as a preferred 'Short term project'	High
-	Gardiner Reserve project/s – pending Facilities Plan \$158.2k (2026-27)  Note: community nominated this as a preferred 'Short term project'  Top voted project so far is the 'Community Activity Zone'	High
8	Resurfacing of tennis / basketball courts (2026-27) \$77k	(-)
9	Upgrade path along Clarke St from Russell Rd to Castieau St (2027-28) \$45.4k	12
10	Retain Memorial Rose Garden in McCaughan Park, maintain / improve edge as required	(0)

No. on plan	PROPOSED PROJECTS – included in Draft Facilities Plan March 2020	Community priority
	PROPOSED PROJECTS	
	It should be noted that implementation is subject to feasibility and funding	
	Nominated by the community as preferred short term projects:	
11	Community Activity Zone - skate park and pump track # (M2) Including landscaping new skate park (M7)	Very high
12	Upgrade public toilets *(S1) #	Very high
13	Resolve drainage outside school *(S2)	Very high
14	Community / school playground improvements *(S3) # (Dept. of Education)	Very high
15	Relocate existing informal BMX track, if required by authorities *(S4) # See note in Red section regarding fence – this may be a higher priority if track remains in current location	Very high
16	Shier Rise Reserve improvements - general, including seating and fitness trail *(S5)	High
17	New informal community nature play space - 'Loose parts play' *(S6)	High
18	New visitor information board *(S7)	Medium
19	Improve highway visitor signage *(S8) # (Main Roads)	Medium
	Note – S9 included in red section below	4
20	Bollards around oval *(S10)	Medium
21	Improved bin facilities – including near skate park *(S11)	Medium
22	Improved wayfinding signage *(S12)	Medium
	The below four projects fell outside the 'Top 12' ranking but are still recommended for inclusion in the plan as proposed projects:	
23	Road safety improvements to Gardiner St including Castieau St intersection #	High
24	Formalise car parking in Gardiner Reserve - to include access for continued informal parking and restricted access option for rear of Country Club; level the ground	Low
25	Oval surface - levelling # (Dept. of Education)	Low
26	Improve Northern town entrance – including traffic safety # Note: relates to item No. 1 above	Low
27	Retain open active space - e.g. kick-about, events, overflow parking, emergency use	Low
	Nominated by the community as preferred medium term projects	
28	Recreational path loop (Shier Rise Reserve, Crampton Rd, Shenton Rd) *(M1)	Very high / M
29	New tree planting in streetscape and open space areas *(M3)	Very high / M
30	Enclose Country Club verandah *(M4)	High
31	Multi-use facility incorporating activity / youth space, club rooms, change facilities and showers for both male and female, accessible public toilets, baby change facilities.	High
	- indicative location shown, options to be considered #	
22	Note – M5 included in red section below	Hink
32	Improve southern town entrance *(M6)	High
33	Path along Castieau St to Money St *(M8)	Medium

No. on plan	PROPOSED PROJECTS – included in Draft Facilities Plan March 2020	Community priority
	Note: 'Beach volleyball court' was ranked a low 10 <sup>th</sup> so has been included as a 'possible future project' – subject to further investigation and feasibility	
	Nominated by the community as long term projects	
	Perimeter path around Burekup townsite #	
35	Path between Burekup and Roelands #	
36	Widen and reseal end of Hutchinson Rd (near Crampton Rd) #	
	Picnic spot along Collie River #	
	Improve lighting in townsite and at town entrances #	
	Upgrade existing open drains #	
10	Community garden / food forest #	
41	Upgrade cricket pitch #	
	PROJECTS REQUIRING COOPERATION OF EXTERNAL AUTHOR/TIES	
	Fence along railway - McCaughan Park *(S9) # (Railway authorities)  Note: nominated by community as a preferred short-term project.  May be more of a priority if authorities permit the BMX track to remain in its current location; less of a priority if the BMX track is relocated.	Medium
43	Trail along railway corridor to link to Collie River # (M5) (Railway authorities)  Note: nominated by community as a preferred short term project	High
	Retain existing informal BMX track in current location # (Railway authorities)	2
45	Extend Clarke St through to Crampton Rd # Subject to future development	-
46	Another park # Subject to future development	~
	Volunteer Bushfire Brigade - seal front yard, upgrade short standpipe; create pull-in bay to hydrant on Russell Rd; upgrade standpipe on Hutchinson Rd #	5
	<ul> <li>Overnight caravanning including a black waste dump point has not been supported by the broader Burekup Community and is not favoured by the school who are located close to the current overnight caravanning site, so neither has been located on the plan.</li> <li>Skate park / pump track - 'Very high' priority from Workshop 1 retained, as this stage would be required prior to implementation of this 'High Priority' project</li> <li>Upgrade of public toilets to include making them accessible and providing baby change facilities</li> <li>Landscaping near skate park / BBQ area / corner of Russell Rd and Gardiner St to include tree planting for shade</li> <li>Improve southern town entrance – retain iconic 'Henty' sign and message board</li> </ul>	
	<ul> <li>Improved wayfinding signage within townsite to include public toilets and church</li> </ul>	

#### Table 2: Possible future projects

To include in report appendix, not on Plan.

These should be included for consideration in the 2020 final community comment period.

* Subject to feasibility, Council approval and funding	Community priority
 To consider as short term opportunities:	priority
Consider moving cricket shed back to allow vehicle access from Russell Rd	Low
# (Cricket Club / Country Club)	2011
in content draby country draby	
To consider as medium term opportunities:	
Beach volleyball - convert one tennis court # (Tennis club / Country Club)	Medium
Note: worth considering as time to resurface courts approaches – review	32,342,0
use / check feasibility with respect to potential demand	
Improve lighting – general	Medium
Outdoors fitness circuit #	Medium
Better speed control measures - including Crampton Rd #	Medium
Russell Road - upgrade path from Clarke Street to school	Low
Path along road reserve from end of Clarke St through to Crampton Rd	Low
To consider as long term opportunities:	
Future – encourage use of technology in facility operations	Medium
Path between Burekup and Roelands # (Railway authorities / Shire of Harvey)	Medium
Trails and picnic spots along Collie River # (land tenure considerations)	Medium
Floodlighting for skate park #	Medium
Community vegetable gardens / food forest #	Low
Upgrade cricket pitch	Low
(Note: has recently been upgraded)	
The below suggested projects would be unlikely to be feasible until the land currently zoned 'urban deferred' (southern corner of town) is developed:	
Hutchinson Road - widen and reseal eastern end	Medium
Extend Clarke Street through to Crampton Road	Low
Upgrade existing open drains	Low
Another park	Low
Retain memorial rose garden	Low
(Note: consider reconfiguring garden edge when it is due for replacement)	
Projects suggested by community that would be the responsibility of others:	
Shade sails to Country Club playground inside fenced area (Country Club)	
Boom gates and possible red light cameras at the rail crossings (Railways)	

#### Additional comments made by the Community in or shortly after Workshop 2:

- As compromise for boundary path (around town block), widening of narrow part of Hutchinson St. Traffic calming devices for Hutchinson St.
- South Western Highway (should be) a 90km/hr zone past Burekup
- · Signage well in advance to (highway) entrances

- · Add lots of trees to the streetscape
- · Consider noise of DIY parks for residents across the road
- Visibility issues at Gardiner St / Castieau St intersection need to be fixed people coming
  out of Castieau St can't see traffic coming down Gardiner St from the South East. This is a
  traffic hazard and a road safety audit is needed; possibly consider a roundabout for this
  location.
- Consider emergency access to Gardiner St Reserve open areas, for emergency services to use
- Suggestion to move cricket shed back (in towards the back of the amphitheatre) by a few metres, to allow for vehicle access to the back of the Country Club kitchen from Russell Rd
- Extend Clarke Street to Crampton Road just via a footpath, not a road
- Community could fund and put in an outdoor fitness circuit
- Consider a roundabout at the Gardiner St / Castieau St intersection, with the car park entry coming straight off the roundabout into Gardiner Reserve – delete the entry further down as shown on plan
- See Dardanup Primary School for a free and easy, cheap plan for a nature play area
- Shire should offer incentives to develop the block next to the shop, e.g. for lunch, coffee shop
- Bituminise end of Clarke Street as residents are rate payers
- Beach volleyball might initially be popular but then the courts might be rarely used. Issues with needles in sand

#### Details of the earlier community engagement outcomes assessment process

Below are further details of the earlier consultation outcomes assessment and refinement process, which culminated in the above table of proposed projects.

#### Outcomes of Community Survey, Interviews and Workshop held 30 October 2019

**Table 1** below shows the categorised lists of 'ideas' which were extracted directly from the consolidated results of the community survey, stakeholder interviews and a formal Councillor submission. These ideas were presented to the community in the workshop on 30 October 2019 and the Community asked to vote on the ideas, which were presented on posters around the room.

Within each categorised list, the ideas were shown in order of popularity in the consultation process to date, with the ideas which had received the most 'mentions' in the community survey and the stakeholder interviews being listed closer to the top and those with less mentions listed further to the bottom of the list. The seven workshop participant groups moved around the room to each of the sheets and had to collectively discuss and vote on their first, second and third priorities for projects within each category as well as to nominate one 'star' project which was their top priority project.

Facilitator Will Bessen from Tuna Blue 'scored' each idea based on a points system, resulting in the top ranked community project ideas shown in **Table 2** below. This formed the basis of community consultation outcomes as weighted and prioritised within the workshop held on 30 October 2019.

**Table 3** shows all of the most popular ideas, ranked in priority order, regardless of category. These could be considered the basis of the townsite facilities plan draft design, subject to feasibility studies.

**Table 4** shows a summary of ideas split into either 'proposed' or 'possible future' projects prior to the December 2019 workshop.

TABLE 1: PRIORITIES AS IDENTIFIED IN THE COMMUNITY SURVEY AND INTERVIEWS – RANKED IN DESCENDING ORDER FROM HIGHEST TO LOWEST PRIORITIES WITHIN EACH CATEGORY.

Priority areas	Categories — in order of community priority	Score (no. o) mentions in survey and inverviews)
Clear 1st	SPORT & RECREATION	
	Skate park upgrade: Gardiner Street Reserve	19
	New pump track: Gardiner Street Reserve	12
	New BMX track location: Gardiner Street Reserve	11
	New sporting clubrooms with change rooms and showers	3
	New shower / change facilities (general) for sports	3
	Oval surface - levelling	3
	Beach volleyball - convert one tennis court	2
	Recreation centre - connect to Country Club	2
	Under cover sports spectator area	1
	Sporting facilities - higher standard (under cover, sprung floors)	1
	Oval - extend boundary line for cricket, if possible	1
	Upgrade synthetic cricket pitch	1
	Cricket clubrooms - separate building, elevated	1

	New soccer pitch separate to main oval	1
	Review location of soccer goals	1
	Outdoors fitness circuit	1
Equal 2 <sup>nd</sup>	STREETSCAPE, PATHS & TRAILS	
	STREETSCAPE	
	Plant more trees to enhance the town site	5
	Retain existing trees and green spaces	1
	Improve corner of Russell Road / Gardiner Street (near Telstra facility)	1
	Drinking water bowl for dogs near shop	1
	Seating area outside Burekup General Store	1
	Improve streetscape (general)	1
	PATHS	
	More paths along roads	7
	Path around Burekup perimeter: Russell-Hutchinson-Crampton- Shenton	6
	Castieau Street - path to Money Street	4
	Shenton Road - new path along	3
	Russell Road - upgrade path from Clarke Street to school	3
	Crampton Road - new path along	1
	Gardiner street - improve paths	1
	Path between Burekup and Roelands	1
	Cycle path to Brunswick Junction	1
	Cycle path to Bunbury	1
	Cycle path to Eaton - tie in with BORR	1
	TRAILS	
	Trail along railway corridor to link to Collie River (ARC - Railways)	3
	Trails along Collie River - with picnic spots	1
	Trail along railway corridor to link to Waterloo # (ARC - Railways)	1
	New mountain bike trails	1
Equal 2 <sup>nd</sup>	LIGHTING, ROADS/TRAFFIC, DRAINAGE & RAILWAY	
	LIGHTING	
	Improve lighting - general	3
	Extra lighting for town entrances	1
	Floodlighting for skate park	1
	ROADS & TRAFFIC	
	Russell Road - fix on street parking in front of school	5
	Better speed control measures - including on Gardiner Street and	4
	Crampton Road	
	Hutchinson Road - widen and reseal eastern end	2
	Extend Clarke Street through to Crampton Road	1
	Improve entrance to Church	1
	Remove kerbed protrusion on Russell Road in front of shop	1
	DRAINAGE	
	Address drainage issues outside school (water pooling on road)	1
	Upgrade existing open drains	1
	Ensure that land developments have suitable drainage	1
	RAILWAY	
	Fence along railway line where children and dogs play - McCaughan Park	4

	Future sinking of any duplicated railway line(s) between Henty Brook bridge and Collie River bridge - noise mitigation	1
	New railway siding for Bunbury to Perth train	1
	Boom gates - to stop train horns sounding	1
Marginal 3 <sup>rd</sup>	OPEN SPACE, PARKS & RESERVES	
	GARDINER STREET RESERVE	
	Shade provision for Country Club playground # (Country Club)	4
	Upgrade Community Playground near school	3
	Formalise car parking and access - Gardiner Street Reserve	3
	Improved bin facilities - e.g. playground and skate park	3
	Levelling of ground between hall, skate park and cricket nets	3
	New barriers e.g. bollards to keep vehicles off oval	2
	More shade near skate park / BBQ area	2
	More play facilities for younger children	2
	More trees in Gardiner Street Reserve	1
	More seating near skate park	1
	Country Club playground to be more accessible # (Country Club)	1
	New community nature play area separate to school	1
	Improve open space areas for exercising	1
	Improved picnic / BBQ facilities for families	1
	Move existing BBQ	1
	Landscaping around BBQ near Country Club	1
	MCCAUGHAN PARK	
	More tables under shelter	1
	Retain memorial rose garden	1
	SHIER RISE RESERVE	
	New seating along creek	2
	Continue environmental rehabilitation	1
	Request for public toilets	1
	GENERAL OPEN SPACE (NOT SPECIFIED)	
	Community vegetable gardens / food forest	2
	Another BBQ	1
	Another park	1
	Another dog off lead exercise area	1
	New enclosed dog exercise area	1
Clear 4 <sup>th</sup>	BUILDINGS	
	COMMUNITY HALL (COUNTRY CLUB)	
	Convert to shared use facility with space for different groups including	3
	sporting	
	Upgrade (enclose) verandah - space for activities	2
	Upgrade audio-visual capabilities	1
	Upgrade / reconfigure stage	1
	Define club boundary - including liquor licensing area	1
	BUREKUP VOLUNTEER BUSHFIRE BRIGADE	
	Fire shed - bituminise front yard, upgrade short hydrant	1
	Create sealed pull in bay for hydrant on Russell Road	1
	Upgrade Hutchinson Road standpipe	1
	Replace / repair northern fence between neighbouring property	1

	OTHER BUILDINGS	
	Upgrade public toilets - including make them accessible	3
	New building for group use - space for hire, tourist centre, fitness etc.	3
	St John's Anglican Church - improve toilets, sewer connection # (Anglican Diocese)	1
	Public baby change facilities	1
	Men's Shed	1
	Aged Care Accommodation # (possible private provider)	1
	Youth Drop In Centre - e.g. pool table, ping pong tables	1
	Additional fencing around school	1
	Upgrade school ANZAC memorial	1
	# (Dept. of Education / possible joint project)	
	New petrol bowser in town # (commercial)	1
Clear 5 <sup>th</sup>	SERVICES, UTILITIES & OTHER IDEAS	
	SERVICES / UTILITIES / OTHER	
	Cafe / coffee shop - community gathering place # (Commercial)	5
	Public transport to Bunbury / Australind # (Public Transport Authority)	2
	Encourage patronage of local shop to ensure viability of service	2
	Provide tip passes instead of kerb side pickup	2
	Provide third wheelie 'green' bin	2
	Encourage reticulated natural gas to town site	1
	Encourage more technology in Burekup	1
	Retain bus stop in current location	1
	Consider fire management planning - including Shenton / Crampton / Shier Rise Reserve	1
	Volunteer Bushfire Brigade - need additional vehicle to increase capacity # (DFES/other)	1
	Problems with mobile phone coverage # (Telecommunications	1
	services)   Problems with internet access # (Telecommunications services)	1
		1
	Food van # (Commercial) Sunday sessions for families # (Country Club)	1
	Senior Citizens activities / social group	1
	Holiday workshops for older children	1
	Better police presence to deter crime # (Australind Police station)	1
	Day care facility / services # (usually Commercial)	1
	ATM machine # (Commercial)	1
	Lotto facilities # (Commercial)	1
Clear 6 <sup>th</sup>	TOURISM, VISITATION AND SIGNAGE	1
	TOURISM & VISITOR AMENITIES	
	Find ways to encourage visitors - provide facilities	5
	New visitor information point / board / centre	4
	Promote Burekup as 'Gateway to the Ferguson Valley'	3
	Encourage events - good for community, patronage for shop	3
	Move overnight caravanning site to other (eastern) side of cricket nets	1
	Move overnight caravanning site to nearby the shop / McCaughan Park	1
	Move overnight caravanning site further away from the school	1

ENTRANCES	
Improve signage to encourage vehicles to turn off highway into Burekup	4
Improve town entry statement/s	3
Improve northern entrance	2
Create single town entry in line with Clarke Street	1
Improve crossing at Orchard Road	1
Improve southern entrance	1
Improve town entrances (general)	1
Landscaping to town entrances	1
SIGNAGE - WAYFINDING / IDENTITY	
Symbol and slogan for Burekup - define identity, use in signage	1
Signage to promote church to locals and visitors	1
Improved signage to public toilets	1

## TABLE 2: PRIORITIES AS REFINED IN THE COMMUNITY WORKSHOP ON 30 OCTOBER 2019 – RANKED IN DESCENDING ORDER FROM HIGHEST TO LOWEST PRIORITIES WITHIN EACH CATEGORY.

Priority	Categories – in order of community priority	Score in workshop
-	SPORT & RECREATION	workshop
1	Youth activity zone, Gardiner Street Reserve – featuring:  Skate park upgrade  New pump track  New BMX track – DIY dirt style (built by the kids)	26
2	New sporting clubrooms (building) with change rooms and showers	8
3	Oval surface - levelling	4
4	Outdoors fitness circuit	3
5	New shower / change facilities (general) for sports	2
Equal 6	Recreation centre - connect to Country Club	1
Equal 6	Sporting facilities - higher standard (under cover, sprung floors)	1
	Beach volleyball - convert one tennis court	-
	Under cover sports spectator area	-
	Oval - extend boundary line for cricket, if possible	-
	Upgrade synthetic cricket pitch	-
	Cricket clubrooms - separate building, elevated	-
	New soccer pitch separate to main oval	-
	Review location of soccer goals	6
	STREETSCAPE, PATHS & TRAILS	
1	Path around Burekup perimeter: Russell-Hutchinson-Crampton- Shenton	12
2	Path between Burekup and Roelands	9
3	Trails along Collie River - with picnic spots	6
4	Improve streetscape (general)	4
Equal 5	Retain existing trees and green spaces plus plant more trees to enhance the townsite	3
Equal 5	Improve corner of Russell Road / Gardiner Street (near Telstra facility)	

Equal 5	Paths (general support)	3
6	More paths along roads	2
	STREETSCAPE	
	Drinking water bowl for dogs near shop	-
	Seating area outside Burekup General Store	>
	PATHS	
	Castieau Street - path to Money Street	-
	Shenton Road - new path along	-
	Russell Road - upgrade path from Clarke Street to school	-
	Crampton Road - new path along	1-0
	Gardiner street - improve paths	Ų.
	TRAILS	
	Trail along railway corridor to link to Collie River (ARC - Railways)	ž.
	New mountain bike trails	/=
	LIGHTING, ROADS/TRAFFIC, DRAINAGE & RAILWAY	
1	Fence along railway line where children and dogs play - McCaughan Park	12
Equal 2	Better speed control measures - including on Gardiner Street and Crampton Road	8
Equal 2	Hutchinson Road - widen and reseal eastern end	8
3	Address drainage issues outside school (water pooling on road)	7
4	Improve lighting - general	6
5	Boom gates - to stop train horns sounding	4
6	Floodlighting for skate park	3
7	Upgrade existing open drains	2
Equal 8	Extra lighting for town entrances	1
Equal 8	New railway siding for Bunbury to Perth train	1
Equal o	ROADS & TRAFFIC	
	Russell Road - fix on street parking in front of school - drainage	-
	Extend Clarke Street through to Crampton Road	-
	Improve entrance to Church	_
	Remove kerbed protrusion on Russell Road in front of shop	-
	DRAINAGE	
	Ensure that land developments have suitable drainage	2
	RAILWAY	
	Future sinking of any duplicated railway line(s) between Henty	-
	Brook bridge and Collie River bridge - noise mitigation	
	OPEN SPACE, PARKS & RESERVES	
1	Formalise car parking and access - Gardiner Street Reserve	11
2	More shade near skate park / BBQ area	7
Equal 3	Shade provision for Country Club playground # (Country Club)	3
Equal 3	Upgrade Community Playground near school	3
Equal 3	More seating near skate park	3
	Landscaping around BBQ near Country Club	3
FILLIAL S	New seating along Shier Rise Reserve creek	3
Equal 3	THE WEST COURSE OF THE STREET THAT THE SELVE LIEER	5
Equal 3		2
Equal 3 Equal 4	New barriers e.g. bollards to keep vehicles off oval	2
Equal 3 Equal 4 Equal 4	New barriers e.g. bollards to keep vehicles off oval New community nature play area separate to school	2
Equal 3 Equal 4	New barriers e.g. bollards to keep vehicles off oval	

Equal 5	Request for public toilets	1
	GARDINER STREET RESERVE	
	Improved bin facilities - e.g. playground and skate park	2)
	Levelling of ground between hall, skate park and cricket nets	
	More play facilities for younger children	-
	More trees in Gardiner Street Reserve	-
	Country Club playground to be more accessible # (Country Club)	-
	Improve open space areas for exercising	-
	Improved picnic / BBQ facilities for families	-
	Move existing BBQ	2
	MCCAUGHAN PARK	
	More tables under shelter	-
	Retain memorial rose garden	-
	GENERAL OPEN SPACE	
	Another BBQ	4
	Another park	÷
	Another dog off lead exercise area	-
	New enclosed dog exercise area	4
	BUILDINGS	
	COMMUNITY HALL (COUNTRY CLUB)	
Equal 1	Upgrade (enclose) verandah - space for activities including for youth	15
Equal 1	Upgrade public toilets - including make them accessible	15
2	Youth Drop In Centre - e.g. pool table, ping pong tables	6
3	Fire shed - bituminise front yard, upgrade short hydrant	5
4	Upgrade Hutchinson Road standpipe	3
5	Create sealed pull in bay for hydrant on Russell Road	2
6	Aged Care Accommodation # (possible private provider)	1
	Convert to shared use facility with space for different groups including sporting	-
	Upgrade audio-visual capabilities	
	Upgrade / reconfigure stage	
	Define club boundary - including liquor licensing area	-
_	BUREKUP VOLUNTEER BUSHFIRE BRIGADE	
	Replace / repair northern fence between neighbouring property  OTHER BUILDINGS	
	New building for group use - space for hire, tourist centre, fitness etc.	1
	St John's Anglican Church - improve toilets, sewer connection	
	# (Anglican Diocese)	-
	Public baby change facilities  Men's Shed	
		7
	Additional fencing around school	-
	Upgrade school ANZAC memorial	
	# (Dept. of Education / possible joint project)	
	New petrol bowser in town # (commercial)	
1	SERVICES, UTILITIES & OTHER IDEAS  Provide tip passes instead of kerb side pickup	7

3	Consider fire management planning - including Shenton /	3 ,
	Crampton / Shier Rise Reserve	3
Equal 4	Authority)	
Equal 4	Encourage reticulated natural gas to townsite	
Equal 4	Retain bus stop in current location – including bus route through town, community shuttle bus service	3
Equal 5	Provide third wheelie 'green' bin	2
Equal 5	Holiday workshops for older children	2
6	Problems with mobile phone coverage # (Telecommunications services)	1
	SERVICES / UTILITIES / OTHER	
	Cafe / coffee shop - community gathering place # (Commercial)	
	Encourage more technology in Burekup	2
	Volunteer Bushfire Brigade - need additional vehicle to increase capacity # (DFES/other)	7
	Problems with internet access # (Telecommunications services)	-
	Food van # (Commercial)	
	Sunday sessions for families # (Country Club)	(4)
	Senior Citizens activities / social group	2
	Better police presence to deter crime # (Australind Police station)	-
	Daycare facility / services # (usually Commercial)	-
	ATM machine # (Commercial)	20
	Lotto facilities # (Commercial)	-
	TOURISM, VISITATION AND SIGNAGE	
Equal 1	Encourage events - good for community, patronage for shop	10
Equal 1	Improve town entrances (general)	10
2	Improve signage to encourage vehicles to turn off highway into Burekup	9
3	Improve northern entrance	4
Equal 4	New visitor information point / board / centre	3
Equal 4	Promote Burekup as 'Gateway to the Ferguson Valley'	3
5	Improve town entry statement/s	2
Equal 6	Move overnight caravanning site to nearby the shop / McCaughan Park	1
Equal 6	Landscaping to town entrances	1
	TOURISM & VISITOR AMENITIES	
	Find ways to encourage visitors - provide facilities	Ų.
	Move overnight caravanning site to other (eastern) side of cricket nets	÷
	Move overnight caravanning site further away from the school	2
	ENTRANCES	
	Create single town entry in line with Clarke Street	
	Improve crossing at Orchard Road	
	Improve southern entrance	
	SIGNAGE - WAYFINDING / IDENTITY	
	Symbol and slogan for Burekup - define identity, use in signage	
	Signage to promote church to locals and visitors	1
	signage to promote church to locals and visitors	

TABLE 3: TOP LISTED PRIORITIES AS IDENTIFIED IN THE COMMUNITY SURVEY AND INTERVIEWS – RANKED IN DESCENDING ORDER FROM HIGHEST TO LOWEST PRIORITIES, REGARDLESS OF CATEGORY.

#### RECOMMENDED FOR INCLUSION IN PLAN:

Priority	Categories – in order of community priority	Score in workshop	Draft comments – initial officer recommendations
Priority 1	Youth activity zone, Gardiner Street Reserve – featuring:  Skate park upgrade  New pump track  New BMX track – DIY dirt style (built by the kids)  # Proposed project in plan	Score in workshop  26	Priority: Very high (star project) Timeframe: S and M (star project Highest priority of all projects identified through all stages of consultation so far. Short term: possible DIY BMX track. The community development benefits of a DIY youth space and its significance to the Burekup community are acknowledged. Nominating a space for this to occur within a Shire reserve will help to secure the facility, as the Railways have indicated their requirement for the BMX track which is currently within the railway reserve to be removed by the Shire. Recommended to locate the skate park and pump
2	Upgrade (enclose) verandah - space for activities including for youth # Proposed project in plan ! Subject to feasibility	15	track together; separation of the DIY BMX track to be considered, so long as linkages to activity precinct are clearly defined. Feasibility and investigations / sourcing funding for the potential skate park upgrade / new pump track project.  Medium term: Skate park upgrade / new pump track. Recommended to be considered for Gardiner Street Reserve as a top priority, presented as part of an overall staged Community Activity Precinct (for all ages).  Priority: High. Subject to feasibility study.  Timeframe: Medium (for just enclose verandah); Long term (for possible inclusion in future multi-purpose facility)  Feasibility study required.

Priority	Categories -	Score in	Draft comments – initial
	in order of community priority	workshop	officer recommendations
			Current best practice is to upgrade an existing building to allow for clubrooms and other shared space functions within a multi-purpose facility — in this case the Community Club and toilets could be considered for amalgamation and extension, with careful planning and design required to retain the unique semi-rural / 'village' character of Burekup. Long term (consider implications of Wanju development.)  Medium Term: Enclose verandah, subject to feasibility (funded by Country Club?)  Long term: Possibly accommodate in future multipurpose facility.
3	Upgrade public toilets - including make them accessible # Proposed project in plan	15	Priority: High. Subject to feasibility study. This should be investigated in line with the objectives of the Shire's Disability Action and Inclusion Plan.
4	Path around Burekup perimeter: Russell-Hutchinson-Crampton- Shenton # Possible future project ! Subject to feasibility	12	Priority: High.  Timeframe: Long term, though possibly staged, with Stage 1 — loop along end of Shenton / Crampton / through Shier Rise Reserve (Medium, subject to feasibility); Stage 2 — town circuit (Long term.)  Highly desired by community; however provision will depend on the rollout of additional residential subdivisions in the southern corner of the Burekup townsite as this would only be affordable with further land development.
5	Fence along railway line - McCaughan Park # Proposed project in plan ! Subject to feasibility (negotiations with Railways)	12	Priority: High. Subject to negotiations with Railways. Not a Shire facility – but due to its priority ranking the Shire could request that Railways instal fencing highlighting the safety

Priority	Categories –	Score in	Draft comments – initial
	in order of community priority	workshop	officer recommendations
			concerns of the school and community members.
6	Formalise car parking and access - Gardiner Street Reserve # Proposed project in plan	11	Priority: High. Timeframe: Short term Recommended as an early project. To be included in the RAMP (Roads Asset Management Plan) where it may be easier to fund.
7	Improve town entrances (general) # Proposed project in plan	10	Priority: Medium. Timeframe: Short term Funds committed for northern entry statement in 2019-20.
8	Path between Burekup and Roelands # Possible future project ! Subject to feasibility	9	Priority: Medium.  Timeframe: Long term  Recommended – collaboration with Shire of Harvey (extends beyond townsite and Shire boundaries)
9	Improve signage to encourage vehicles to turn off highway into Burekup # Proposed project in plan! Subject to feasibility (negotiations with Main Roads)	9	Priority: Medium.  Recommended – possibly 'stacked' signage – liaise with Main Roads (not a Shire facility though may require Shire to fund – Main Roads approval would be required.) Possibly in conjunction with the Ferguson Valley signage project – tbc.
10	New sporting clubrooms (building) with change rooms and showers # Possible future project! Subject to feasibility	8	Priority: Medium. Timeframe: Long term Subject to feasibility study.
11	Better speed control measures - including Gardiner Street and Crampton Road # Possible future project ! Subject to feasibility / investigations	8	Priority: Medium. Timeframe: Medium term (tbc) Would need to be investigated - combination of possible physica intervention, signage, streetscape improvements and education campaign.
12	Hutchinson Road - widen and reseal eastern end # Possible future project ! Subject to feasibility	8	Priority: Medium. Timeframe: Long term Speed control measures are normally instated when development occurs as upgrading prior to this could take money away from other areas.
13	Address drainage issues outside school (water pooling on road) # Proposed project in plan	7	Priority: Medium Timeframe: Short term

Priority	Categories –	Score in	Draft comments - initial
	in order of community priority	workshop	officer recommendations
			Engineering solution being investigated. With Shire Operations. (Speak to Nathan)
14	More shade near skate park / BBQ area # Proposed project in plan	7	Priority: Medium. Timeframe: Medium Recommended; trees ideal fo natural shade and streetscape enhancement.
15	Trails along Collie River - with picnic spots # Possible future project ! Subject to feasibility (negotiations with Railways and possibly landowners)	6	Priority: Medium. Timeframe: Long term This would require access to the Collie River from Burekup – i.e trail link.
16	Improve lighting – general # Possible future project ! Subject to feasibility	6	Priority: Immediate (for light which are not working) / Long (for new or relocated lights) Including Russell Road 'lights not on same side as path' and O'Meara 'lights don't work' — to be investigated. Any existing light which are not working to be addressed by a Shire work request.
17	Youth Drop In Centre - e.g. pool table, ping pong tables # Possible future project ! Subject to feasibility	6	Priority: Medium.  For consideration as part of possible future multi-purpose facility (note: subject to feasibility / implications of liquor licencing)
18	Oval surface – levelling # Proposed project in plan	4	Priority: Medium. Timeframe: Immediate / Shor (tbc) This may present a safety concern for oval users including sport players so investigation and costing of addressing this concern is recommended. The Shire has an agreement with the Education Department about the oval Major works would require a 50/50 contribution. Negotiations could commence as soon as possible to allow for a medium delivery time for work.
19	Improve streetscape (general) # Proposed project in plan	4	Priority: Medium. Timeframe: Varies (may need to be staged)

Priority	Categories – in order of community priority	Score in workshop	Draft comments – initial officer recommendations
	in order of community priority	Workshop	Recommended – particularly
			street trees.
20	Improve northern entrance # Proposed project in plan	4	Priority: Medium. Timeframe: Immediate Funds already committed for new entry statement in current financial year budget.
21	Outdoors fitness circuit # Possible future project ! Subject to feasibility	3	Priority: Medium Timeframe: tbc (subject to feasibility) Inclusion as a possible future project – pending feasibility and recommendation of Sports and Recreation Manager.
22	Retain existing trees and green spaces plus plant more trees to enhance the townsite # Proposed project in plan	3	Priority: Medium Timeframe: Short to Medium Recommended for inclusion in plan for amenity, visual and environmental benefits.
23	Floodlighting for skate park # Possible future project ! Subject to feasibility	3	Priority: Medium Timeframe: tbc (subject to feasibility) This would need to be considered carefully in consultation with potentially affected residents nearby
24	Upgrade Community Playground near school # Proposed project in plan	3	Priority: tbc Timeframe: Short A recent asset inspection by Shire staff highlighted some aged and worn components that may need replacing in approximately 5 years time. The provision of shade for this playground is currently included in the Shire's asset management plans for 2020-21.
25	More seating near skate park # Proposed project in plan	3	Priority: Medium Timeframe: Medium Recommended as part of skate park upgrade
26	Landscaping around BBQ near Country Club # Proposed project in plan	3	For consideration.  Timeframe: Short to medium term, tbc (possible tree planting)
27	New seating along Shier Rise Reserve creek # Proposed project in plan	3	Priority: Medium  Timeframe: Short / Medium (tbc) For consideration – low cost, community benefit
28	New visitor information point / board / centre	3	Priority: Medium Timeframe: Medium

Priority	Categories –	Score in	Draft comments - initial	
	in order of community priority	workshop	officer recommendations	
	# Proposed project in plan		Recommended (including direct caravans to Dardanup)	
30 Up##!!S	New shower / change facilities (general) for sports # Possible future project ! Subject to feasibility	2	Timeframe: Long term Subject to feasibility study. Recommend to incorporate in new multi-purpose facility. No that this could be affected future development at WANJU.	
	Upgrade existing open drains # Possible future project ! Subject to feasibility  New barriers e.g. bollards to keep vehicles off oval # Proposed project in plan	2	Priority: Low Timeframe: Long term (subject to feasibility) May be required if perimeter path concept is deemed feasible to investigate. Subject to feasibility including future land development.	
		2	Priority: Medium – could be short term low cost project. Timeframe: Short term Recommended, Tie in with no vehicle access into Reserve for copark	
32	New community nature play area separate to school # Possible project, depending on scale and type - tbc	2	Priority: Low Timeframe: If a 'constructed nature play may be Long term; if a DIY youth space possibly in conjunction with a DIY Bmx area could be Short to medium term (tbc).	
33	Community vegetable gardens / food forest # Possible future project ! Subject to feasibility	2	Priority: Low Subject to feasibility Note: School will be reinstating its 'Kitchen Gardens' program soon Feasibility of having a communa food producing garden would need to be demonstrated in a townsite where many people already have their own vegetable gardens on often large blocks.	
34	Improve town entry statement/s # Proposed project in plan	2	Priority: Medium to Low Timeframe: Short term (northern), Medium term (southern) Northern entry statement – \$20k funding for current financial year Southern statement – minor enhancements requested only.	
35	Extra lighting for town entrances # Possible future project	1	Priority: Low Timeframe: Medium, tbc	

Priority			Draft comments – initial		
	in order of community priority	workshop	officer recommendations		
	! Subject to feasibility		For consideration. Shire / Main Roads		
36	Shier Rise Reserve – ongoing revegetation # Proposed project in plan	1	Priority: Low by Community Medium by Shire  * Note: these two can be		
37	Continue environmental rehabilitation # Already covered above	1	considered the same and as such the priority is raised to 'Equal 4 with 2 points total		
38	Landscaping to town entrances # Proposed project in plan	1	Priority: Low Timeframe: Medium Could be considered		
39	Beach volleyball - convert one tennis court # Possible future project ! Subject to feasibility		Priority: Very low Subject to feasibility study. For possible consideration, would require discussion with the Country Club and possible further investigations Possibly court closest to Country Club —extend grassed area, add shade.		
40	Upgrade synthetic cricket pitch # Possible future project		Priority: Very low (however may be warranted to provide safe playing surfaces) Recommend for consideration.		
41	Improve corner of Russell Road / Gardiner Street (near Telstra facility) # Proposed project in plan		Priority: Very low Timeframe: tbc Recommended for inclusion - consider in conjunction with skate park / pump track - links to shelter and bbq, landscaping		
42	Castieau Street - path to Money Street # Possible future project	50	Priority: Low Timeframe: tbc For consideration		
43	Shenton Road - new path along # Proposed project in plan	81	Priority: Low Timeframe: tbc Extending path to Crampton road could be considered in lieu of a perimeter path, in order to create a 'loop' back through Shier Rise Reserve for recreational purposes		
44	Russell Road - upgrade path from Clarke Street to school # Possible future project		Priority: Low Timeframe: tbc		
45 Crampton Road - new path along # Possible future project		\$1	Priority: Low Timeframe: Long term, subject to land development in the blocks near the corner of Crampton Road and Hutchinson Road		

Priority	Categories –	Score in	Priority: Low Timeframe: Long term, subject to feasibility and negotiations with Railways		
	in order of community priority	workshop			
46	Trail along railway corridor to link to Collie River (ARC - Railways) # Possible future project ! Subject to feasibility				
47	Russell Road - fix on street parking in front of school - drainage # Proposed project in plan	*	Related to 'address drainage issues outside school' (above)		
48	Extend Clarke Street through to Crampton Road # Possible future project ! Subject to feasibility	-	Timeframe: Long term – pending timing of lifting of urban deferred status to nominated blocks and new residential expansion (Clarke/ Castieau/ Hutchinson, Crampton block)		
49	Improved bin facilities - e.g. playground and skate park # Proposed project in plan		Priority: Low Timeframe: Can be considered short term		
50	Levelling of ground between hall, skate park and cricket nets # Proposed project in plan	-1	Maintenance – recommended		
51	More play facilities for younger children # Proposed project in plan	7	Can be incorporated into any upgrades of Community Playground		
52	More trees in Gardiner Street Reserve # Proposed project in plan	1	Recommended		
53	Improved picnic / BBQ facilities for families # Proposed project in plan		Can be considered in conjunction with a Community Activity Space		
54	Retain memorial rose garden Can show in plan – no change	0	Recommended. If brick wall gives way one day recommend alternative surround.		
55	Another park Could show as a note in future development areas (urban deferred) but cannot currently be accurately located	-	Possible in future residentia expansion in 'urban deferred' are		
56	Convert to shared use facility with space for different groups including sporting # Possible future project ! Subject to feasibility		Accommodate in multi-purpos facility.		
57	Define club boundary - including liquor licensing area Could show on plan - tbc		Accommodate in multi-purpose facility.		
58	Public baby change facilities Show with upgraded toilets		Accommodate in multi-purpose facility.		
59	Encourage more technology in Burekup (from Shire President)	9	Future opportunity – Smart Citi / Smart Parks		

Priority	Categories – in order of community priority	Score in workshop	Draft comments – initial officer recommendations		
	Could be added as a note, as this may be part of future facilities				
60	Improve southern entrance # Possible future project ! Subject to feasibility		Can be considered		
61 Signage to promote church to locals and visitors # Proposed project in plan			Can be considered – low cost, community benefit		
62	Improved signage to public toilets # Proposed project in plan	-	Can be considered – low cost, community benefit		

**NOT RECOMMENDED FOR INCLUSION IN PLAN AT THIS STAGE** (following Project Team consultation) – note that review in subsequent community engagement stages may result in changes to the below:

Shade provision for Country Club playground # (Country Club) Not applicable – can be shown on plan as a future possible project 'by Country Club'	3	By Country Club, not Shire. This playground was installed by the Country Club and fenced off therefore shading it would be the responsibility of the Country Club. The Club could apply to Lotterywest for funding and also to the Shire for Community Grants, with dollar for dollar funding up to \$5,000.
Recreation centre - connect to Country Club ! Subject to feasibility - unlikely	1	Not feasible. These facilities will be provided close by at Wanju in the future.  Recommend to incorporate into new multipurpose facility.
Sporting facilities - higher standard (under cover, sprung floors) ! Subject to feasibility - unlikely	1	Not feasible. These facilities will be provided close by at Wanju in the future. For consideration as a future possible extension to a multi-purpose facility.
New railway siding for Bunbury to Perth train ! Subject to feasibility – highly unlikely	1	N/A - Not a facility provided by the Shire.  May not be feasible while the railway remains as a single line as it is being used more for industry transport at higher speeds. Brunswick Junction train station is within reasonable distance to Burekup.
Request for public toilets in Shier Rise Reserve ! Subject to feasibility – highly unlikely	1	Priority: Low  Not feasible in Shier Rise Reserve as existing public toilets near Country Club are within 1km
Under cover sports spectator area Not recommended for inclusion in plan	-	Priority: Very low  Trees currently provide shade; undercover facilities in this location probably not feasible (would need to be subject to feasibility study.)
Oval - extend boundary line for cricket, if possible Not recommended for inclusion in plan	7	Priority: Very low  This may require removal of large existing trees so is not presently recommended. Consider planting additional trees outside

		the current tree line for possible long term future succession and long term possible expansion of field, however development of Wanju may make this concept redundant.
Cricket clubrooms - separate building, elevated Not recommended for inclusion in plan	-	Priority: Very low (however functions of such a space included above) Accommodate in multi-purpose facility as a separate building is not feasible – services should be co-located as per best practice.
New soccer pitch separate to main oval Not recommended for inclusion in plan – instead, show an open active space (big enough for informal junior soccer activities)		Priority: Very low Allocation of informal kick-about space in Gardiner Reserve is recommended. Retain sufficient active open space for a possible future soccer field in future, pending sporting trends and growth as the population grows, however this is likely to be provided at Wanju.
Review location of soccer goals Not recommended for inclusion in plan		Priority: Very low – but should be considered Ensure no conflict with cricket field in cricket season.
Gardiner street - improve paths  N/A – improve streetscape to  improve path amenity instead	-	Gardiner Street already has adequate paths in place, so this is deemed not applicable except to consider possible provision of street trees, which will improve the walkability of paths.
New mountain bike trails Not recommended for inclusion in plan		Function of MTB trails deemed most appropriate for outside the limits of the town site so is not being considered in this facilities plan.
Improve entrance to Church Not recommended for inclusion in plan – maintenance / church property (tbc)	-	For consideration – may be maintenance (levelling, filling holes)
Remove kerbed protrusion on Russell Road in front of shop Not recommended for inclusion in plan	-	This defines the limits of on street parking bays and is recommended to retain for the safety of pedestrians crossing the road from the shop to McCaughan Park.
Country Club playground to be more accessible # (Country Club)  Not recommended for inclusion in plan	-	N/A - For discussion and possible consideration by Country Club
Improve open space areas for exercising Not recommended for inclusion in plan – landscape improvements will address this	-	Provision of additional tree planting recommended to improve walkability and outdoor recreation opportunities through summer
Move existing BBQ Not recommended for inclusion in plan	-	Could consider at end of asset life (has only just been installed)

More tables under shelter in McCaughan Park Not recommended for inclusion in plan	-	There are already two tables under the shelter and there may not be room for an more in the same space.		
Another BBQ Not recommended for inclusion in plan	-	Suggest that this would be overprovision as there is a new BBQ in Gardiner Street Reserve.		
Another dog off lead exercise area Not recommended for inclusion in plan		Gardiner Street Reserve is already available for dog exercising and forms the bulk of existing open space in Burekup.		
New enclosed dog exercise area Not recommended for inclusion in plan		Probably not feasible at current population projections for Burekup. Gardiner Street Reserve is a designated dog exercise area. Extra informal dog exercise space could be created by fencing the railway through the town site – for consideration.		
Upgrade audio-visual capabilities Not recommended for inclusion in plan	-	Accommodate in multi-purpose facility. For now – by Country Club, not Shire (tbc)		
New building for group use - space for hire, tourist centre, fitness etc.  Not recommended for inclusion in plan	-	Accommodate in multi-purpose facility.		
Upgrade / reconfigure stage Not recommended for inclusion in plan	9.0	Accommodate in multi-purpose facility.		
Men's Shed Not recommended for inclusion in plan – one in Brunswick Junction		For possible consideration. Possible accommodate in multi-purpose facility Non-discriminatory – an 'everyone shed' one workshop participant pointed out.		
Create single town entry in line with Clarke Street Not recommended for inclusion in plan	-	Not desirable for road safety reasons.		

**Note:** ideas which fall outside the scope of the Burekup Community Facilities Plan project are shown below. These may either not be specifically related to Burekup town site facilities or might fall outside the study area and as such cannot be addressed within the scope of this project. However they still form valuable information on community wishes and aspirations which may form the basis of other projects in the future.

Idea  Encourage events - good for community, patronage for shop		Comments N/A - services	
Boom gates - to stop train horns sounding		N/A – not a Shire facility; this relates to Railways infrastructure and would require a request to this authority.	
Paths (general support)		Paths to be gradually implemented as budget allows, in	

		accordance with PAMP (note: need to avoid over provision)	
Consider fire management planning - including Shenton / Crampton / Shier Rise Reserve	3	Not part of facilities planning	
Public transport to Bunbury / Australind # (Public Transport Authority)	3	N/A - services	
Encourage reticulated natural gas to townsite	3	By gas services provider – Shire to encourage but cannot directly provide	
Retain bus stop in current location — including bus route through town, community shuttle bus service	3	N/A - services	
Promote Burekup as 'Gateway to the Ferguson Valley'	3	N/A – tourism promotion, not facilities	
Encourage patronage of local shop to ensure viability of service	2	N/A - services	
Provide third wheelie 'green' bin	2	N/A - services	
Holiday workshops for older children	2	N/A - services	
More paths along roads	2	Recommended for inclusion – extents to be determined	
Aged Care Accommodation # (possible private provider)		Long term future opportunity possible private provider. Or participant commented 'Whe do the old timers go?'	
Problems with mobile phone coverage # (Telecommunications services)	1	N/A - services	
Move overnight caravanning site to nearby the shop / McCaughan Park	1	Remove from Burekup – the community clearly voted against allowing this within the town site.	
Cycle path to Brunswick Junction	-	Outside facilities plan study area but can be considered in future strategic planning and opportunities sought.	
Cycle path to Bunbury	-	Outside facilities plan study area but can be considered in future strategic planning and opportunities sought.	
Cycle path to Eaton - tie in with BORR		Outside facilities plan study area but can be considered in future strategic planning and opportunities sought.	
Trail along railway corridor to link to Waterloo # (ARC - Railways)	-	For possible future consideration (outside town site facilities plan boundary)	
Drinking water bowl for dogs near shop	-	Provision by shop owner if this facility desired.	
Seating area outside Burekup General Store	-	Provision by shop owner if this facility desired.	
Ensure that land developments have suitable drainage	4,	This is routinely included in the Shire's development approvals processes.	

St John's Anglican Church - improve toilets, sewer connection # (Anglican Diocese)		For discussion – who would be responsible for any improvements and connections – assume the church diocese	
Additional fencing around school	-	Education Department.	
Upgrade school ANZAC memorial # (Dept. of Education / possible joint project)	-	Project would be initiated by school.	
New petrol bowser in town # (commercial)	-	N/A - commercial	
Cafe / coffee shop - community gathering place # (Commercial)	-	N/A - commercial	
Problems with internet access # (Telecommunications services)	-	N/A - services	
Food van # (Commercial)	-	N/A - commercial	
Sunday sessions for families # (Country Club)	4	N/A - services	
Senior Citizens activities / social group		N/A - services	
Better police presence to deter crime # (Australind Police station)	-	N/A - services	
Daycare facility / services # (usually Commercial)	-	N/A - services	
ATM machine # (Commercial)	ial) - Shire not able to provide		
Lotto facilities # (Commercial)	E/	N/A - commercial	
Find ways to encourage visitors - provide facilities	-	General / promotional	
Move overnight caravanning site to other (eastern) side of cricket nets	-	Move out of Burekup, following community consensus.	
Improve crossing at Orchard Road	180	Outside study area	
Symbol and slogan for Burekup - define identity, use in signage		Promotional – not facilities.	
Future sinking of any duplicated railway line(s) between Henty Brook bridge and Collie River bridge - noise mitigation (from Shire President)	tween Henty Brook bridge and Collie River Railways, not a Shire facility dge - noise mitigation		
Move overnight caravanning site further away from the school		Move out of Burekup, following community consensus.	

Shire could recommend to DFES or seek funding to undertake:		Maybe not able to be provided by Shire – from Emergency Services Levy funding – <b>to be confirmed</b>
Fire shed - bituminise front yard, upgrade short hydrant	5	
Upgrade Hutchinson Road standpipe	3	
Create sealed pull in bay for hydrant on Russell Road	2	
Volunteer Bushfire Brigade - need additional vehicle to increase capacity # (DFES/other)	-	
Replace / repair northern fence between neighbouring property to north and Fire Brigade property	-	Check – if this would be DFES or Shire's responsibility, or a joint responsibility?

Below is the consolidated updated draft list of proposed and possible future projects, prior to the December 2019 Community workshop.

## TABLE 4: SUMMARY OF PROJECTS TO BE INCLUDED IN DRAFT PLAN AS EITHER 'PROPOSED' OR 'POSSIBLE FUTURE' PROJECTS.

The timeframes shown in the below table have been defined as follows:

I = Immediate (within a year)
S = Short term (1-4 years)
M = Medium term (5-10 years)
L = Long term (more than 10 years)

Priority	Potential projects for inclusion in draft plan	Priority – from consultation outcomes	Time frame (I/S/M/L)	Comments
	Proposed projects			
1, 2			s/M	S – BMX track; M – skate park upgrade/pump track Seek grant funding. Note 'youth zone' amended to 'community zone' for inclusion. Subject to feasibility.
3	Enclose verandah to create multi- purpose activity space	High	M	Subject to feasibility Funded by Country Club?
4	Upgrade public toilets to make them accessible to all. Provide baby change facility	High	S	Subject to feasibility \$20k approx.
5	Recreational path loop – Shier Rise- Crampton-Shenton	High	М	Stage 1 of a possible future townsite perimeter trail
6	Fence along railway line - McCaughan Park	High	S	Subject to feasibility - request to Railways
7	Formalise car parking and access - Gardiner St Reserve	High	S	Include in RAMP
8,9	Improve town entrances  • 8 – northern  • 9 – southern	Medium		I – \$20k in 2019-20 budget for northern entry statement; M – southern entry statement
10	Improve signage on highway to encourage visitors to town	Medium	S	Subject to feasibility – including Main Roads approval
11	Fix drainage outside school	Medium	I/S	Subject to investigation

Priority	Potential projects for inclusion in draft plan	Priority – from consultation outcomes	Time frame (I/S/M/L)	Comments
	Proposed projects			
12	More shade near skate park / BBQ area / corner of Russell Rd and Gardiner St	Medium	S/M	
13	Oval surface – levelling	Medium	ı/s	Subject to negotiations with Education Department
14	Levelling of ground between hall, skate park and cricket nets	Medium	1/5	Address as maintenance – tbc
15	Improve streetscape, plant more trees in open spaces including Gardiner St Reserve	Medium	S/M	Recommended: 1. Street tree master plan (S) 2. Staged implementation
16	Upgrade Community Playground near school – including features for younger children	Medium	S	Subject to negotiations with Education Department
17	Shier Rise Reserve improvements – including continued revegetation and new seating	Medium	S/ ongoing	* Shire recommends revegetation as a Medium priority, no Low
18	New visitor information point / board / centre	Medium	S/M	
19	New barriers e.g. bollards to keep vehicles off oval	Medium	S	In conjunction with new car park and access project
20	New community nature play area separate to school	Low	S (if low key)	Possibly in conjunction with a DIY BMX track — 'loose parts nature play' — for discussion
21	Improved bin facilities - e.g. playground and skate park	Low	S	Recommended as part of design for Community Activity Zone
22	Improved wayfinding signage within townsite – including to public toilets and church	Low	S	
23	Beach volleyball - convert one tennis court	Low	S/M	If demand supports this, it could be a worthwhile project. Subject to feasibility
24	Castieau Street - path along and around corner to Money St	Low	L (tbc)	Subject to feasibility

Priority	Potential projects for inclusion in draft plan	Priority – from consultation outcomes	Time frame (I/S/M/L)	Comments
	Proposed projects			
25	Trail along railway corridor to link to Collie River	Low	L	Subject to feasibility - Railways
26	Retention of open active space for community use — e.g. kick-about space, events, emergency purposes	Low	S	Suggested space to match closely with space provisions for junior soccer (though set up informally)
27	Shade sails for Community Playground (used by school)	Low	S	Not identified in consultation, but included in Shire's current Asset Management Plans. Shade sails have been identified as a requirement for playgrounds used by schools.
28	Path along O'Meara Drive from Shenton Rd to Gardiner St	Low	1/5	Not identified in consultation, but included in Shire's current Asset Management Plans.
29	Possible future projects  Multi-purpose facility incorporating activity space, youth space, possible club room/s, change / shower facilities, public toilets	High	L	Subject to feasibility This may supersede the enclosed verandah and public toilets upgrade projects
30	Path around Burekup perimeter: Russell-Hutchinson-Crampton- Shenton	High	L	Subject to feasibility including future land development
31	Path between Burekup and Roelands	Medium	L	Subject to feasibility – including collaboration with Shire of Harvey
32	Better speed control measures - including Gardiner Stand Crampton Rd	Medium	S/M	Subject to investigations
33	Hutchinson Road - widen and reseal eastern end	Medium	L	Subject to feasibility
34	Trails and picnic spots along Collie River	Medium	L	Subject to feasibility
35	Improve lighting – general	Medium	L	Subject to feasibility
36	Outdoors fitness circuit	Medium	tbc	Subject to feasibility

Priority	Potential projects for inclusion in draft plan	Priority – from consultation outcomes	Time frame (I/S/M/L)	Comments
	Proposed projects			
37	Floodlighting for skate park	Medium	tbc	Subject to feasibility
38	Upgrade existing open drains	Low	L	Subject to feasibility
39	Community vegetable gardens / food forest	Low	tbc	Subject to feasibility
40	Russell Road - upgrade path from Clarke Street to school	Low	tbc	
41	Extend Clarke Street through to Crampton Road	Low	L	Subject to feasibility including future land development
42	Another park	Low	L	Subject to feasibility including future land development
43	Upgrade cricket pitch	Low	L	The pitch was recently upgraded following damage from vehicle burnouts. Future upgrades subject to feasibility
44	Retain memorial rose garden	Low	N/A	Note on plan only – maintenance as required
	Note: by others			
	Burekup Volunteer Bushfire Brigade facilities improvements:  • Bituminise front yard and upgrade short standpipe  • Create pull-in bay to hydrant at Russell Road  • Upgrade standpipe on Hutchinson Road			These requested improvements have been shown on the plan but noted as being projects which would probably need to be funded by DFES, not the Shire
	Shade sails to Country Club playground (fenced area)			The Shire is not able to provide this however the Club may wish to consider this as a future project for them to undertake, including seeking funding.
	NOTES:			0
	<ul> <li>Encourage use of technolog</li> <li>Overnight caravanning has r</li> <li>community opposition to da</li> </ul>	not been located		due to a majority

Priority	Potential projects for inclusion in draft plan	Priority – from consultation outcomes	Time frame (I/S/M/L)	Comments
	Proposed projects			
	<ul> <li>Anything which did not rate process has not been includ future, subject to communit</li> <li>All inclusions in the final pla</li> </ul>	ed in this plan be y aspirations an	ut could still I d feasibility.	be considered in

#### **RISK ASSESSMENT TOOL**

**OVERALL RISK EVENT:**Burekup Facilities Community Plan – Endorse for Advertising and Seek Public Comment

**RISK THEME PROFILE:** 

6 - Engagement Practices

RISK ASSESSMENT CONTEXT: Project

MISIT ASSESSIVIEN	Tegett Ingett	1						
CONSEQUENCE		PRIOR TO T	REATMENT OR	CONTROL	RISK ACTION PLAN	AFTER TRE	EATEMENT OR C	ONTROL
CATEGORY	RISK EVENT	CONSEQUENCE	LIKELIHOOD	INHERENT RISK RATING	(Treatment or controls proposed)	CONSEQUENCE	LIKELIHOOD	RESIDUAL RISK RATING
HEALTH	No risk event identified for this category.	Not Required - No Risk Identified	N/A	N/A	Not required	Not required.	Not required.	Not required.
FINANCIAL IMPACT	No risk event identified for this category.	Not Required - No Risk Identified	N/A	N/A	Not required	Not required.	Not required.	Not required.
SERVICE INTERRUPTION	No risk event identified for this category.	Not Required - No Risk Identified	N/A	N/A	Not required	Not required.	Not required.	Not required.
LEGAL AND COMPLIANCE	No risk event identified for this category.	Not Required - No Risk Identified	N/A	N/A	Not required	Not required.	Not required.	Not required.
REPUTATIONAL	Negative perception of the Shire if projects are not programmed to meet Community needs	Minor (2)	Almost Certain (5)	Moderate (5 - 11)	Finalise Burekup Community Facilities Plan by advertising and seeking feedback on draft Plan	Minor (2)	Unlikely (2)	Low (1 - 4)
ENVIRONMENT	No risk event identified for this category.	Not Required - No Risk Identified	N/A	N/A	Not required.	Not required.	Not required.	Not required.

# Traffic Impact Assessment

Eaton Drive, Eaton

CW924500

Prepared for Shire of Dardanup

October 2015





#### **Document Information**

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### **Table of Contents**

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Enton	Drivo	Eaton
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1	Intro	Introduction						
	1.1	Background and Purpose of the Study	1					
2	Data	Collection	4					
	2.1	Traffic Data	4					
	2.2	Crash Data	4					
	2.3	Intersection Existing and Concept Layouts	4					
3	Exis	ting Situation	5					
	3.1	Existing Land Uses in the vicinity of Eaton Drive	5					
	3.2	Existing Road Network	5					
	3.3	Existing Traffic Volumes	10					
	3.4	Existing Pedestrian/Cycle Networks and Crossing Facilities	11					
	3.5	Existing Public Transport Services	14					
4	Futu	re Scenario - 2031	15					
	4.1	Future Background Traffic Volume	15					
	4.2	Traffic Generation	15					
	4.3	Traffic Distribution within Study Area	20					
	4.4	Proposed Pedestrian/Cyclist Facilities	22					
	4.5	Proposed Public Transport Facilities	23					
		sport Analysis	24					
	5.1	Eaton Drive / Forrest Highway Intersection	24					
	5.2	Eaton Drive/ Blue Wren Intersection	27					
	5.3	Eaton Drive / Recreation Drive Intersection	31					
	5.4	Eaton Drive/ Hamilton Road / Council Drive  Eaton Drive / Hands Avenue intersection	34					
	5.5 5.6	Eaton Drive / Glenhuon Boulevard Intersection	39 44					
		parison of Future Network Scenario 1 and 2	50					
7	-	cific Issues	51					
	7.1	Access Strategy to Proposed Medical-Office Lots on Eaton Drive	51					
	7.2	Obstructed Sight Lines at the Intersection of Lofthouse Avenue / Eaton Drive	55					
8	Sum	mary and Conclusions	56					
Tab	oles							
Table	1-1	Nominated points of interest by the Shire related to this study	2					
Table	3-1	Existing Weekday Traffic Volumes on Roads within the Study Area	10					
Table	3-2	Bus Routes within Study Area	14					
Table	4-1	ITE Trip Generation Rates for proposed Land Uses	16					
Table	4-2	ITE Direction Proportion rates	16					
Table	4-3	Summary of Traffic Generated by the Medical Uses	17					
Table		Existing Traffic Generation of the Shopping Centre (Daily)	17					
Table		Existing Traffic Generation of the Shopping Centre (Peak Hour)	17					
Table		Forrest Highway / Eaton Drive Intersection Crash Statistics, 1 January 2009 – 31 December						
Table	5-2	Eaton Drive / Forrest Highway Intersection Operation – AM Peak Hour	26					
Table	5-3	Eaton Drive / Forrest Highway Intersection Operation – PM Peak Hour	26					

	Eaton	

Table 5-4	Eaton Drive / Blue Wren Drive Intersection Crash Statistics, 1 January 2010 – 31 December 20	014 28
Table 5-5	Eaton Drive / Blue Wren Drive Intersection Operation – (AM Peak hour)	29
Table 5-6	Eaton Drive / Blue Wren Drive Intersection Operation – (PM Peak hour)	30
Table 5-7	Eaton Drive / Recreation Drive Intersection Crash Statistics, 1 January 2010 – 31 December 20	014 31
Table 5-8	Eaton Drive / Recreation Drive Intersection Operation  – AM Peak hour	32
Table 5-9	Eaton Drive / Recreation Drive Intersection Operation – AM Peak hour	33
Table 5-10	Eaton Drive / Recreation Drive Intersection Operation—PM Peak hour	33
Table 5-11	Eaton Drive / Recreation Drive Intersection Operation – PM Peak hour	33
Table 5-12	Eaton Drive / Hamilton Road / Council Drive Intersection Crash Statistics, 1 January 2010 – December 2014	31 35
Table 5-13	Eaton Drive / Hamilton Road / Council Drive Intersection Operation – AM Peak hour	37
Table 5-14	Eaton Drive / Hamilton Road / Council Drive Intersection Operation – AM Peak hour	37
Table 5-15	Eaton Drive / Hamilton Road / Council Drive Intersection Operation – PM Peak hour	38
Table 5-16	Eaton Drive / Hamilton Road / Council Drive Intersection Operation – PM Peak hour	38
Table 5-17	Eaton Drive / Hands Avenue Intersection Crash Statistics, 1 January 2010 - 31 Decem 2014	ber 40
Table 5-18	Eaton Drive / Watson Street / Council Drive Intersection Operation – AM Peak hour	43
Table 5-19	Eaton Drive / Watson Street / Council Drive Intersection Operation – PM Peak hour	43
Table 5-20	Eaton Drive / Glenhuon Boulevard intersection Crash Statistics, 1 January 2010 – 31 Decem 2014	ber 44
Black Spot (	Qualifying Criteria for Intersection or Mid-block or Short Road Section (< 3 kilometres)	45
Table 5-21	Eaton Drive / Glenhuon Boulevard intersection Operation – AM Peak hour	46
Table 5-22	Eaton Drive / Glenhuon Boulevard intersection Operation - PM Peak hour	46
Table 5-23	Eaton Drive / Glenhuon Boulevard Intersection Operation – AM Peak hour	48
Table 5-24	Eaton Drive / Glenhuon Boulevard Intersection Operation - PM Peak hour	48
Table 6-1	Comparison of Future Scenarios 1 and 2	50
Table 8-1	Summary of Findings	56

## Figures

Figure 1-1	Study Area	1
Figure 3-1	Existing Land Uses in Eaton Townsite	5
Figure 3-2	Extract from Main Roads Functional Hierarchy	6
Figure 3-3	Existing Layout of Eaton Drive	6
Figure 3-4	Existing Layout of Hamilton Road	7
Figure 3-5	Existing Layout of Blue Wren Drive	8
Figure 3-6	Existing Layout of Glenhuon Boulevard	8
Figure 3-7	Existing Layout of Council Drive	9
Figure 3-8	Existing Layout of Lofthouse Avenue	9
Figure 3-9	Existing Layout of Recreation Drive	10

Eaton Drive, Eaton

Figure 3-10	Existing Pedestrian / Cycle Network within Study Area	12
Figure 3-11	Existing Pedestrian Crossing Points within Study Area	13
Figure 3-12	Existing Public Transport Services within the Study Area	14
Figure 4-1	Close-up Image of 18 Lots adjacent to Eaton Drive	16
Figure 4-2	Close-up Image of Proposed Fast Food Site	18
Figure 4-3	Close-up Image of the Sports Oval	19
Figure 4-4	Realignment of Council Drive in Scenario 1	20
Figure 4-5	Realignment of Council Drive in Scenario 2	21
Figure 4-6	Pathway Master Plan	22
Figure 4-7	Potential Public Transport Facilities within the Study Area	23
Figure 5-1	Existing Layout of the intersection of Eaton Drive / Forrest Highway	24
Figure 5-2	Existing Layout for the Eaton Drive / Forrest Highway Intersection	25
Figure 5-3	Concept Layout for the Eaton Drive / Forrest Highway Intersection	25
Figure 5-4	Existing Layout of the intersection of Eaton Drive / Blue Wren Drive	27
Figure 5-5	Existing Layout for the Eaton Drive / Blue Wren Drive Intersection	28
Figure 5-6	Concept Layout for the Eaton Drive / Blue Wren Drive Intersection	29
Figure 5-7	Existing Layout of the intersection of Eaton Drive / Recreation Drive	31
Figure 5-8	Existing Layout for the Eaton Drive / Recreation Drive Intersection	32
Figure 5-9	Existing Layout of the Intersection of Eaton Drive / Hamilton Road / Council Drive	34
Figure 5-10	Existing Layout for the Eaton Drive / Hamilton Road / Council Drive Intersection	36
Figure 5-11	Concept Layout for the Eaton Drive / Hamilton Road / Council Drive Intersection	36
Figure 5-12	Existing Layout of the intersection of Eaton Drive / Hands Avenue	39
Figure 5-13	Existing Layout for the Intersection of Hands Avenue / Eaton Drive	41
Figure 5-14	Concept Layout for the Intersection of Eaton Drive / Watson Street / Council Drive (I Alignment) Scenario 1	New 42
Figure 5-15	Concept Layout for the Intersection of Eaton Drive / Watson Street / Council Drive (Car I Access Only) Scenario 2	Park 42
Figure 5-16	Existing Layout of the intersection of Eaton Drive / Glenhuon Boulevard	44
Figure 5-17	Existing Layout for the Intersection of Eaton Drive / Glenhuon Boulevard	45
Figure 5-18	Roundabout Layout for the Intersection of Eaton Drive / Glenhuon Boulevard	45
Figure 5-19	Indicative SIDRA Layout Overlay on Existing Intersection of Eaton Drive / Glenh Boulevard	uon 47
Figure 5-20	Concept Layout for the Intersection of Eaton Drive / Glenhuon Boulevard	47
Figure 5-21	Concept Layout for the Intersection of Eaton Drive / Glenhuon Boulevard	48
Figure 7-1	Existing Driveways for 36 and 38 Eaton Drive	52
Figure 7-2	Nominal Extent of Service Road for 34 – 38 Eaton Drive	53
Figure 7-3	Potential Lane-Way Access	54
Figure 7-4	Vegetation Obstructing Visibility at Lofthouse Avenue	55

## **Appendices**

Appendix A Eaton Town Site Traffic Impact Study Plan

#### 1 Introduction

Cardno have been commissioned by the Shire of Dardanup ("the Shire") to undertake a Traffic Impact Assessment for Eaton Drive corridor including intersecting roads and access points, in order to assess the ability of the existing and proposed network in the Eaton Town site area to cope with existing and future road demands, examine options for addressing known traffic issues, provide recommendations for measures to accommodate anticipated growth and possible changes to the road network layout brought about by development.

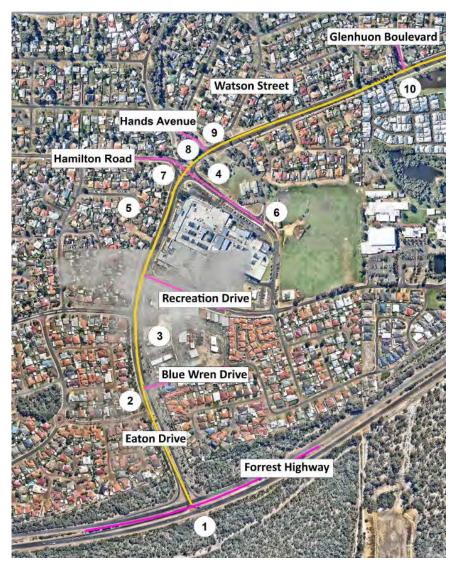
#### 1.1 Background and Purpose of the Study

The need for this study has partially arisen due to eighteen (18) lots fronting Eaton Drive being subject to a Town Planning Scheme amendment to allow the additional uses of "Medical Centre, Office and Consulting Rooms".

This study will also review the existing and future traffic environment and prioritise actions to deliver solutions that the Shire is seeking and specifically focuses on the nominated points of interest by the Shire.

The study area is illustrated in Figure 1-1 below.

Figure 1-1 Study Area



Source: Nearmap, March 2015

Eaton Drive, Eaton

The nominated points of interest by the Shire related to this study are described below in **Table 1-1** below and are shown in drawing *SOD-TRAFFIC-001* of Shire of Dardanup, *August 2015*, which is provided in **Appendix** A.

Table 1-1 Nominated points of interest by the Shire related to this study

Table	i-i Nominated points of interest by the S	Thire related to this study
No.1	Nominated Point of Interest	Assessment to be undertaken
1	Realignment of the Intersection of Eaton Drive/ Forrest Highway	The concept layout will be assessed using SIDRA intersection modelling software for the existing and forecast future traffic demands.
2	Potential roundabout at the Intersection of Eaton Drive / Blue Wren Drive	The layout will be assessed using SIDRA intersection modelling software for the existing and forecast future traffic demands.
3	Proposed fast food outlet on Albatross Crescent	No Access point is to be provided for the fast food outlet to Eaton Drive. Traffic generated by the fast food site will be considered in the Desktop Model.
4	Realignment of Council Drive/ Recreation Drive Intersection	Realigning Council Drive will be considered in desktop model and as a separate scenario
5	18 lots fronting Eaton Drive rezoned to permitted medical uses	The provision of future access arrangements to be reviewed. Traffic generated by the site will be considered in the Desktop Model.
6	Closure of Council Drive at Eaton Fair Shopping Centre	To be considered in the assessment of the Intersection of Hamilton Road, Council Drive/ Eaton Drive and existing background traffic on Council Drive will be redirected in Desktop Model.
7	Potential traffic signals at Eaton Drive / Hamilton Road / Council Drive	The layout will be assessed using SIDRA intersection modelling software for the existing and forecast future traffic demands for the existing and proposed intersection forms.
8	Closure of Hands Avenue	Existing traffic volume on Hands Avenue will be redirected to other roads with similar route function and will be considered in the Desktop Model.
9	Watson Street to be extended to intersect at intersection of Eaton Drive / Watson Street / Council Drive	The proposed layout will be assessed using SIDRA intersection modelling software for the existing and forecast future traffic demands.
10	Potential traffic signals at intersection of Eaton Drive / Glenhuon Boulevard	The proposed layout will be assessed using SIDRA intersection modelling software for the existing and forecast future traffic demands for the existing and proposed intersection forms. Provision of a roundabout will also been assessed

SIDRA analysis will be undertaken for the nominated intersections as described earlier in **Table 1-1** for the:

- > Existing Scenario: consisting of the impact of existing traffic volumes on the existing network
- > **Future Do-Nothing Scenario**: consisting of the impact of future 2031 traffic volumes on the existing network (with the existing intersection forms)
- > **Future Scenarios 1 & 2**: both scenarios consisting of the impact of future 2031 traffic volumes on the alternate network configuration (intersections and roads). The difference between Scenario 1 and 2 will be explained in detail in the following sections (refer to **Section 4.3**).

SIDRA outputs for each approach are presented in the form of Degree of Saturation (DOS), Average Delay, Level of Service (LOS) and 95th Percentile Queue. These characteristics are defined as follows:

- Degree of Saturation (DOS): is the ratio of the arrival traffic flow to the capacity of the approach during the same period. The Degree of Saturation ranges from close to zero for free traffic flow up to one for saturated flow at capacity. The theoretical intersection capacity is considered to be exceeded for an un-signalised intersection where DOS > 0.80, which allows for some margin of error;
- > 95th percentile Queue: is the statistical estimate of the queue length below which 95% of all observed queues would be expected; this queue length would be exceeded in only 5% of cases;
- > Average Delay: is the average of all travel time delays for vehicles through the intersection. An unsignalised intersection can be considered to be operated at capacity where the average delay exceeds 40 seconds for any movement as stated in the SIDRA Intersection User Guide; and
- > Level of Service (LOS): is the qualitative measure describing operational conditions within a traffic stream and the perception by motorists and/or passengers.

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October 2015 Page 169ge 3

#### 2 Data Collection

#### 2.1 Traffic Data

Traffic data for this study have been obtained from the following sources:

- 1) Metrocount data provided by the Shire for various links within the study area;
- 2) Cardno traffic counts undertaken in September 2015; and
- 3) Eaton Fair Transport Impact Assessment Report.

#### 2.2 Crash Data

Crash data within the study area has been extracted from the Main Roads WA Crash Analysis Reporting System (CARS). The available data from January 2010 to December 2014 has been assessed for different locations within the Study Area (refer to **Section 5**).

It should be noted that this is an overview of crash patterns and trends; it is not a detailed safety study. As such, further assessment would be required before undertaking safety remedial work at any of the locations that may consider to be required.

#### 2.3 Intersection Existing and Concept Layouts

Drawing and plans provided by the Shire have been included in this study and assessed as appropriate.

### 3 Existing Situation

#### 3.1 Existing Land Uses in the vicinity of Eaton Drive

As shown in **Figure 3-1** below, in the Shire of Dardanup Town Planning Scheme No.3, June 2015, the land to the west of Eaton Drive is mainly zoned as "Residential" and the land to the east is zoned as "Mixed Business", "Development" and "Residential."

Figure 3-1 Existing Land Uses in Eaton Townsite



Source: Shire of Dardanup Town Planning Scheme No.3, June 2015

#### 3.2 Existing Road Network

Road classifications are defined in the Main Roads Functional Hierarchy as follows:

**Primary Distributors**: These provide for major regional and inter-regional traffic movement and carry large Volumes of generally fast moving traffic. Some are strategic freight routes and all are National or State roads. They are managed by Main Roads.

**District Distributor A**: These carry traffic between industrial, commercial and residential areas and generally connect to Primary Distributors. These are likely to be truck routes and provide only limited access to adjoining property. They are managed by Local Government.

**District Distributor B**: Perform a similar function to District Distributor A but with reduced capacity due to flow restrictions from access to and roadside parking alongside adjoining property. These are often older roads with a traffic demand in excess of that originally intended. District Distributor A and B roads run between Land-use cells and generally not through them, forming a grid which would ideally space them around 1.5 Kilometres apart. They are managed by Local Government.

Local Distributors: Carry traffic within a cell and link District Distributors at the boundary to access roads. The route of the Local Distributor discourages through traffic so that the cell formed by the grid of District Distributors only carries traffic belonging to or serving the area. These roads should accommodate buses but discourage trucks. They are managed by Local government.

**Access Roads**: Provide access to abutting properties with amenity, safety and aesthetic aspects having priority over the vehicle movement function. These roads are bicycle and pedestrian friendly. They are managed by Local government.

Figure 3-2 shows the Main Roads Functional Hierarchy for the roads surrounding the LSP.

Eaton Drive. Eaton

Pratt Rd

Solver St

Grand St

Grand

Figure 3-2 Extract from Main Roads Functional Hierarchy

Source: Main Roads WA Road Mapping System, September 2015

#### 3.2.1 Eaton Drive

Eaton Drive consists of a four-lane median-divided carriageway and is classified as "Distributor A" under the Main Roads Functional Hierarchy (MRFH), with a posted speed limit of 60 km/h. Breaks in the median are provided to allow right-turn access to and from side roads.

Local Distributor Access Road

Eaton Drive is approximately 20m wide, kerb to kerb (outer kerbs), including 2 x 3.5 wide traffic lanes in each direction. On-street parking is currently not permitted along either side of Eaton Drive close to the Site.

Eaton Drive connects to Forrest Highway and Glenhuon Boulevard to the south and north-east of the Study Area. Eaton Drive will in the short-to-medium future be extended across the Collie River and connect to The Boulevard in the locality of Treendale (Shire of Harvey).

The existing Layout of Eaton Drive (looking north from Lavender Avenue) is shown in Figure 3-3.





Source: Cardno, September 2015

#### 3.2.2 Hamilton Road

Hamilton Road consists of a two-lane median-divided carriageway and is classified as "Distributor B" under the MRFH, with a posted speed limit of 50 km/h. Breaks in the median are provided to allow right-turn access to and from side roads.

Hamilton Road is approximately 9m wide, kerb to kerb, including a 1x 3.2m wide traffic lane in each direction. On-street parking is currently not permitted along either side of Hamilton Road in the vicinity of the Study Area.

Hamilton Road continues westward from Eaton Drive and connects to Old Coast Road.

The existing Layout of Hamilton Road (looking west from the intersection of Eaton Drive/ Hamilton Road) is shown in **Figure 3-4**.

Figure 3-4 Existing Layout of Hamilton Road



Source: Cardno, September 2015

#### 3.2.3 Blue Wren Drive

Blue Wren Drive consists of a two-way two-lane partially divided carriageway and is classified as "Access Road" under the MRFH, with a posted speed limit of 50 km/h. Breaks in the median are provided to allow right-turn access to and from side roads.

To the east of Albatross Crescent, Blue Wren Drive is approximately 8m wide, kerb to kerb, including a 1x 4m wide traffic lane in each direction. Between Albatross Crescent and Eaton Drive, Blue Wren Drive is approximately 11.5m wide, with 4m wide traffic lanes in each direction and a 3.5m wide mountable at-grade central median. On-street parking is currently not permitted along either side of Blue Wren Drive within the Study Area.

Blue Wren Drive connects to Eaton Drive within the Study Area.

The existing Layout of Blue Wren Drive (looking west to the intersection of Eaton Drive/ Blue Wren Drive) is shown in **Figure 3-5.** 

aton Drive. Eaton

Figure 3-5 Existing Layout of Blue Wren Drive



Source: Cardno, September 2015

#### 3.2.4 Glenhuon Boulevard

Glenhuon Boulevard consists of a two-way, two-lane (without dividing line) undivided carriageway and is classified as "Access Road" under the MRFH with a posted speed limit of 50 km/h. Threshold treatments are provided on Glenhuon Boulevard on the approaches to the intersections.

Glenhuon Boulevard is approximately 9m wide, kerb to kerb.

Glenhuon Boulevard connects to Eaton Drive to the north east of the Study Area.

The existing Layout of Glenhuon Boulevard is shown in Figure 3-6.

Figure 3-6 Existing Layout of Glenhuon Boulevard



Source: Cardno, September 2015

#### 3.2.5 Council Drive

Council Drive consists of a two-way two-lane partially divided carriageway and is classified as "Access Road" under the MRFH with a posted speed limit of 50 km/h. Breaks in the median are provided to allow right-turn access to and from side roads. Council Drive is approximately 14m wide, kerb to kerb, including a 1x 3.4m wide traffic lane in each direction. Indented parking is provided at some sections along Council Drive.

A roundabout connects Council Drive to Eaton Drive within the Study Area.

The existing Layout of Council Drive is shown on Figure 3-7.

Figure 3-7 Existing Layout of Council Drive



Source: Cardno, September 2015

#### 3.2.6 Lofthouse Avenue

Lofthouse Avenue consists of a two-way two-lane divided carriageway and is classified as "Access Road" under the MRFH with a posted speed limit of 50 km/h. Breaks in the median are provided to allow right-turn access to and from side roads.

Lofthouse Avenue is approximately 10m wide, kerb to kerb, including a 1x 4m wide traffic lane in each direction. On-street parking is currently not permitted along either side of Lofthouse Avenue close to the Study Area.

Lofthouse Avenue connects to Eaton Drive within the Study Area.

The existing Layout of Lofthouse Avenue (looking west from Lofthouse Avenue) is shown on Figure 3-8.

Figure 3-8 Existing Layout of Lofthouse Avenue



Source: Cardno, September 2015

#### 3.2.7 Recreation Drive

Recreation Drive consists of a two-lane, two-way divided carriageway and is classified as an "Access Road" under the MRFH, with a posted speed limit of 50km/h. It is noted that due to the alignment, form and connectivity of Recreation Drive, the function of Recreation Drive is closer to the function of a "Local Distributor" than an "Access Road". Breaks in the median are provided to allow right-turn access from the side roads to Eaton Drive and bus pull-in bays are located on both sides of Recreation Drive to the east of Albatross Crescent.

Recreation Drive is approximately 20m wide, kerb to kerb, including a 6m wide median and 4m wide turning lanes of varying lengths.

Recreation Drive connects to Eaton Drive to the west and to Edith Cowan Avenue to the east.

The existing layout of Recreation Drive (immediately east of Eaton Drive) is shown in Figure 3-9.

Figure 3-9 Existing Layout of Recreation Drive



Source: Cardno, September 2015

#### 3.3 Existing Traffic Volumes

Existing weekday midblock traffic volumes were obtained from the recent traffic counts undertaken for existing roads within the Study Area and are summarised in **Table 3-1**.

Table 3-1 Existing Weekday Traffic Volumes on Roads within the Study Area

	Weekday Traffic Volumes (Two – Way)			
Location	Daily*	AM Peak **	PM Peak **	
Eaton Drive	9900	890	970	
Hamilton Road	4700	360	460	
Blue Wren Drive	1700	150	170	
Glenhuon Boulevard	4300	350	420	
Council Drive	3900	170	390	

<sup>\*</sup>Rounded to nearest 100

<sup>\*\*</sup>Rounded to Nearest 10

#### Eaton Drive, Eaton

#### 3.4 Existing Pedestrian/Cycle Networks and Crossing Facilities

The existing pedestrian/cycle networks are shown in Figure 3-10 below.

There are currently no dedicated on-road and limited off-road cyclist facilities within the Study Area. 2m wide footpaths are provided on both sides of Eaton Drive from 60m south of the intersection of Eaton Drive and Recreation Drive to Glenhuon Boulevard.

Controlled and un-controlled pedestrian crossings are provided at some locations with the Study Area. The only pedestrian crossing is provided on the left turn slip lane of the northern approach of the intersection of Eaton Drive/ Recreation Drive and it is connected to the signalised pedestrian crossing on Recreation Drive and Eaton Drive. No other controlled pedestrian crossings are provided along Eaton Drive within the Study Area.

Median openings have been provided at some locations within the Study Area as shown on Figure 3-11.

During the site visit it was observed that due to the volume of vehicles utilising Eaton Drive there are some difficulties for pedestrians to cross, especially at the intersection of Hamilton Road / Eaton Drive roundabout as the uncontrolled crossing facilities are located near the circulation lanes, which makes it difficult for pedestrians and cyclists to judge when it is safe to cross.

Figure 3-10 Existing Pedestrian / Cycle Network within Study Area



Source: Cardno Drawing based on Nearmap, 2015

Eaton Drive. Eaton

Figure 3-11 Existing Pedestrian Crossing Points within Study Area



Source: Cardno Drawing based on Nearmap, 2015

A bus stop is located close to the median opening on Recreation Drive, with a wide median provided to enable pedestrians to cross Recreation Drive in a staged manner.

It is noted that no controlled or uncontrolled pedestrian crossings have been provided on Eaton Drive and Hamilton Road adjacent to the bus stops.

#### 3.5 Existing Public Transport Services

The existing bus stops within the Study Area are:

- > Recreation Drive Bus stops are located on both sides of Recreation Drive about 100m to the east of the intersection of Eaton Drive/ Recreation Drive.
- > Hamilton Road Bus stops are located on both sides of Hamilton Road about 200m to the west of the intersection of Eaton Drive/ Hamilton Road.
- > Glenhuon Boulevard Bus stops are located on both sides of Glenhoun Boulevard about 200m to the north of the intersection of Eaton Drive/ Glenhuon Boulevard.

The routes servicing above bus stops include the following:

> Route 844 : Bunbury – Eaton (serviced by Accessible buses)

The local bus frequencies and information pertaining to above routes are shown in Table 3-2.

Table 3-2 Bus Routes within Study Area

Route No.	Route Description	Frequency	
_		Weekdays Saturday	
844	Bunbury - Eaton	Every 60 minutes	Every 60 minutes

All the above routes provide services to the Bunbury Bus Station.

Existing bus services can be identified in the network map from Public Transport Authority (Figure 3-12).

Figure 3-12 Existing Public Transport Services within the Study Area



Cardno

Source: Public Transport Authority

#### 4 Future Scenario - 2031

#### 4.1 Future Background Traffic Volume

Almost all areas marked as "Residential" in the Shire of Dardanup Town Planning Scheme No.3 have been developed and any future development will therefore be assumed to mainly consist of infill, using the vacant land within built-up areas. Therefore the only expected difference between the existing and future traffic volume of the roads within the Study Area will occur as a result of population growth and additional demand for the lands that are currently undeveloped or are subjected to be used for a different land use.

According to advice provided by Main Roads WA, changes to the future external road network in the locality of Eaton are as below:

- > Re-alignment of Estuary Drive, as part of the plan to expand Bunbury Port there is an option to realign Estuary Drive. Estuary Drive is one of the main connections between Eaton and Bunbury. At the time of writing, no timeframe has been provided for when the Bunbury Port expansion is likely to occur. Advice from MRWA suggests that it's not likely to occur prior to 2031.
- > Extension of Eaton Drive, connecting Treendale to Eaton by constructing a bridge across the Collie River. This extension is expected to occur in the short-to-medium future.

In order to align this study with the scenario years included in the Main Roads Western Australia (MRWA) Mandurah – Dunsborough Strategic Transport Model, the scenario year 2031 has been used as the Future scenario year and the existing background traffic volume on the roads within the Study Area will be projected by using an annual growth rate of 3.23% (as agreed with the Shire). The growth rate is calculated based on the figures from the Australia Bureau of Statistic (ABS) and agreed with the Shire.

#### 4.2 Traffic Generation

A substantial proportion of the existing background traffic is trips to and from the existing shopping centre. Demand for the shopping centre is directly related to the size of the shopping centre and is a function of the Gross Floor Area (GFA) of the shopping centre and the population within the catchment area. Therefore, the shopping centre trips should not be part of the background traffic while projecting future traffic by using growth factor.

Subtracting shopping centre traffic from background traffic will also identify the behaviour of non-shopping centre traffic within the study area that will be used in the traffic assignment section.

In both the existing and future scenarios, the shopping centre daily traffic extracted from Eaton Fair Shopping Centre TIA (May 2013) was subtracted from the background traffic in order to apply the growth rate to the background traffic.

#### 4.2.1 Proposed Land Use Change to "Medical Centre, Office and Consulting Rooms"

18 lots located on the western side of Eaton Drive south of the intersection of Eaton Drive/ Hamilton Road are subject to a Town Planning Scheme amendment to allow the additional uses of "Medical Centre, Office and Consulting Rooms". Currently these lots consist of residential dwellings. A close up image of the area is shown in **Figure 4-1** below.

Figure 4-1 Close-up Image of 18 Lots adjacent to Eaton Drive



Source: Nearmap 2014

The trip generation rate for this proposed land use has been based on *Institute of Traffic Engineers (ITE) Trip Generation Book 7<sup>th</sup> Edition*, a conservative assumption of 6 employees per lot has been adopted for the purpose of this study.

Table 4-1 ITE Trip Generation Rates for proposed Land Uses

Land Use	ITE Land Use Code	Trip Generation Rates (Per Employees)		
		Weekday AM Peak Hour	Weekday PM Peak Hour	
Medical - dental office building	720	0.8	0.97	

Additionally, the trip direction proportions are as shown in **Table 4-2**. The AM and PM peak hour directional proportions for both Land uses have been calculated according to ITE.

**Table 4-2** ITE Direction Proportion rates

Land Use	AM Peak Hour		PM Peak Hour	
	IN	OUT	IN	OUT
Medical - dental office building	65%	34%	39%	61%

Eaton Drive, Eaton

**Table 4-3** shows the number of trips estimated to be generated by the proposed rezoning after the application of above trip and direction rates and the percentage of primary trips.

Table 4-3 Summary of Traffic Generated by the Medical Uses

Land Use	AM Peak Hour		PM Peak Hour	
Lallu USe	IN	OUT	IN	OUT
Medical - dental office building	56	30	40	64

It is noted that an assumed 75% of the trips to /from the medical land uses have been accounted for in the background traffic as pass-by trips as it is anticipated that such trips will be part of a trip with a different primary purpose (e.g. work, education, shopping, etc.).

#### 4.2.2 Shopping Centre

Total daily traffic generation of the shopping centre, for 2013 and after expansion, has been extracted from the Eaton Fair TIA and are summarised in **Table 4-4** below.

Table 4-4 Existing Traffic Generation of the Shopping Centre (Daily)

Land Use	Shopping Centre Daily Traffic 2013	Expanded Shopping Centre Daily Traffic	
Shopping Centre 11,640		25,400	

It is noted that the shopping centre TIA only included daily and Friday peak traffic period, and as this study is assessing AM and PM peak periods within weekdays (as the conventional assessment periods for the Study Area) the AM and PM peak ratios over daily traffic were calculated based on trip generation rates provided in Institute of Institute of Transportation Engineers (ITE) "Trip Generation Manual" (7th Edition) and applied to the daily values provided in the TIA. The summary of trip generation by the shopping centre is shown in **Table 4-5** below.

Table 4-5 Existing Traffic Generation of the Shopping Centre (Peak Hour)

Land Use	AM Peak Hour		PM Peak Hour	
Lailu USe	IN	OUT	IN	OUT
Shopping Centre	372	238	1066	1154

#### 4.2.3 Proposed Fast Food Outlet on Albatross Crescent

A fast food outlet is proposed to be developed on Lot 2-3 Eaton Drive. Currently the proposed development site is a vacant land. A close up image of the site is shown in **Figure 4-2** below.

Figure 4-2 Close-up Image of Proposed Fast Food Site



Source: Nearmap 2015

Due to the land uses surrounding Eaton Drive and the function of the road (which mainly operates as a connection between Access Roads to residential developments), it is expected that a high proportion of trips to and from the fast food outlet during AM and PM peak hours will mainly consist of pass-by trips and have therefore been accounted for in the future background traffic.

It is noted that access to the proposed fast food site is to be provided via Albatross Crescent as per the adjacent land uses.

#### 4.2.4 Sports Oval (East of Shopping Centre)

In general, vehicle trips to the sports oval will depend on the activity and on the availability of parking, public transport, and the quality of walking and cycling infrastructure.

As the sports oval is located in close proximity of the Eaton Community College, it is expected that it will mainly being used by school students during and after school hours, as well as on weekends when clubs have matches.

According to advice provided by the Shire, major events may also be held at the football club and ovals approximately 10 times per year and may require special car parking arrangements, additional public transport, and other traffic management at the time of the event. No additional traffic is expected to be generated by the club within the weekday peak hour of assessment and has therefore not been included in the traffic assessment.

A close up image of the site is shown in **Figure 4-3** below.

Figure 4-3 Close-up Image of the Sports Oval



Source: MCG Architects, September 2015

## 4.2.5 New Office Buildings (Council Drive)

New office buildings are proposed to be located to the north of the shopping centre and with access to be provided via Council Drive. It is also assumed that the trips to the new office buildings have been also accounted for in the background future traffic. The location of the office buildings is shown in **Figure 4-4**.

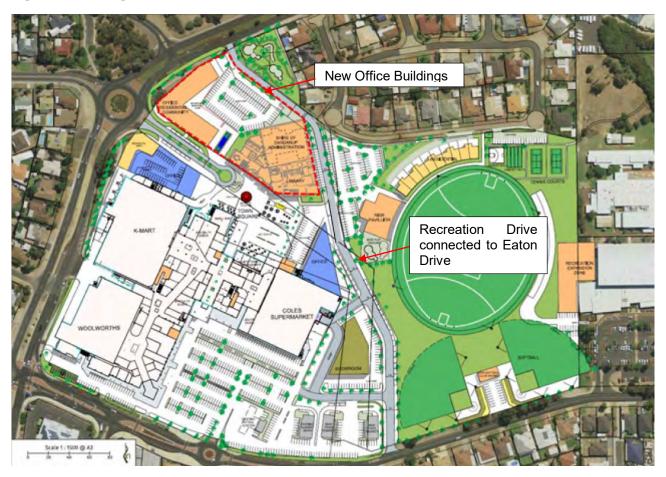
#### 4.3 Traffic Distribution within Study Area

The future background traffic has been distributed and assigned to the road network based on the existing background traffic patterns, with allowance for agreed changes in the network.

The future performance of the network for some of the intersections will be assessed in two different scenarios, with the key difference between the scenarios being the configuration of Council Drive.

**Scenario 1**: In this scenario, Council Drive provides a connection between Recreation Drive and Eaton Drive. The intersection of Council Drive and Eaton Drive is assumed to be a four-way roundabout with Watson Street to the north of the existing roundabout. The concept re-alignment of Council Drive is shown in **Figure 4-4** below.

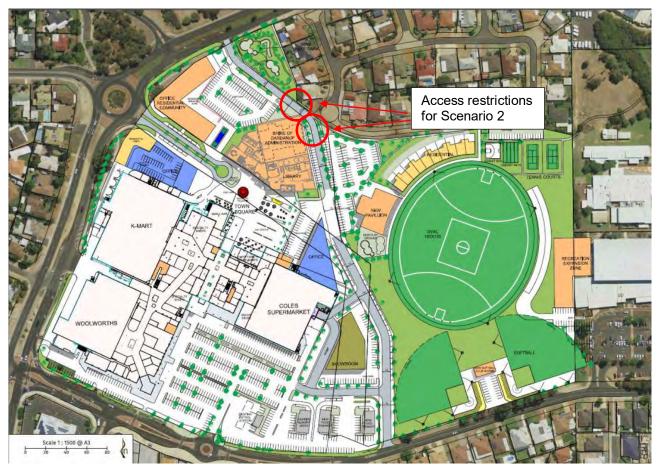
Figure 4-4 Realignment of Council Drive in Scenario 1



Source: Shire of Dardanup, August 2015

**Scenario 2**: In this scenario, access restrictions will be introduced on Council Drive to the east of the shopping centre. Therefore, in Scenario 2, the southern leg of the Eaton Drive / Watson Street roundabout will only provide access to the new office building car park. The concept re-alignment of Council Drive is shown in **Figure 4-5** below.

Figure 4-5 Realignment of Council Drive in Scenario 2



Source: Shire of Dardanup, August 2015

The overall Traffic Distribution for the future network scenarios will be as below:

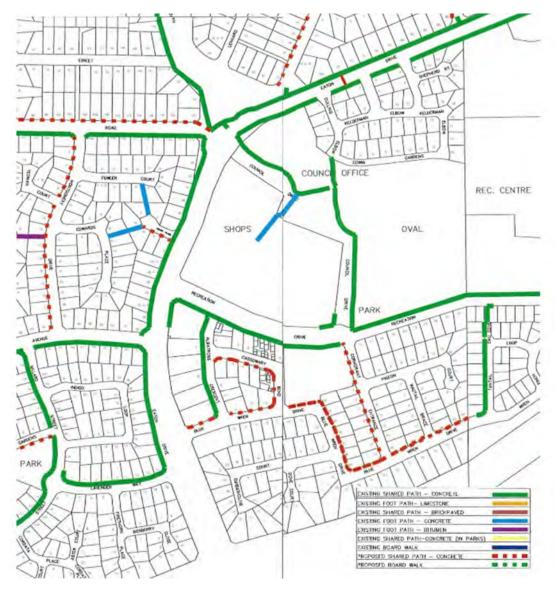
- > The shopping centre generated traffic has been extracted from the TIA and was used to create a future do-nothing scenario with the traffic assigned individually for each of the future scenarios
- > The medical centre generated traffic has been assigned to the road network based on the background traffic pattern, the location of each lot and assumption of the routes traffic would utilise.

It is also noted that traffic generated by the shopping centre and the medical centre are considered to be distributed within Eaton and only by using the internal road network. (No traffic has been assigned to be via Forrest Highway)

# 4.4 Proposed Pedestrian/Cyclist Facilities

While no dedicated bike plan has been prepared by the Shire of Dardanup, a Pathway Master Plan (part of the Shire of Dardanup Asset Management Plan 2015-2025) details potential future pedestrian and infrastructure considered by the Shire. The proposed pathways included in this plan are shown in **Figure 4-6**.

Figure 4-6 Pathway Master Plan

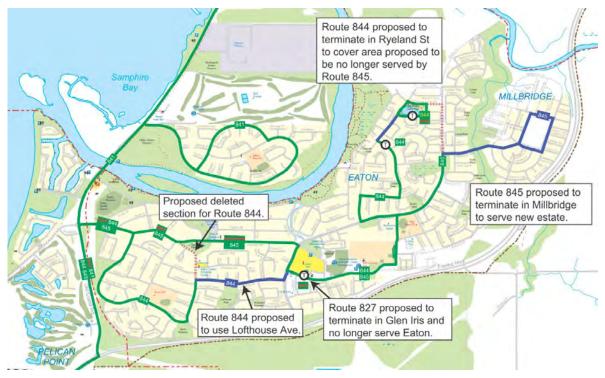


Source: Shire of Dardanup, December 2014

# 4.5 Proposed Public Transport Facilities

According to information provided by the PTA, shown in **Figure 4-7**, there is a concept proposal of re-alignment of Route 844 on to Lofthouse Avenue, before turning on to Eaton Drive to access Eaton Fair. It is noted that this is only a conceptual change that has not yet been to public consultation and the routes may therefore change in the future, including the end sections of the 844 and 845 services.

Figure 4-7 Potential Public Transport Facilities within the Study Area



Source: Public Transport Authority

# 5 Transport Analysis

# 5.1 Eaton Drive / Forrest Highway Intersection

## 5.1.1 Existing Layout

Figure 5-1 shows the existing layout of the intersection of Eaton Drive/ Forrest Highway.

Figure 5-1 Existing Layout of the intersection of Eaton Drive / Forrest Highway



Source: Nearmap 2015

#### 5.1.2 Concept Layout

As detailed in **Appendix A**, Main Roads WA have indicated that a second right turn lane is required on the Eaton Drive approach for this intersection and the existing left-turn lane will be converted to a right turn lane, requiring a new left turn lane to be constructed.

#### 5.1.3 Crash Data

Crash data for the five year period between 1 January 2010 and 31 December 2014 for the Forrest Highway / Eaton Drive intersection is summarised in **Table 5-1**. The data has been sourced from Main Roads WA.

Table 5-1 Forrest Highway / Eaton Drive Intersection Crash Statistics, 1 January 2009 – 31 December 2013

			Severity			Percentage	
Movement	Fatal	Hospital	Medical	PDO Major	PDO Minor	Total	Breakdown by Movement
Right Angle				1		1	3%
Rear End		1	3	13	8	25	81%
Hit object			1	1	2	4	13%
Sideswipe				1		1	3%
Total		1	4	16	10	31	100%

#### In summary:

- > There is a record of 4 accidents either requiring medical attention or requiring hospital admission;
- > Rear-end crashes were the most common form of accident, comprising 81% of crashes; these may have resulted from unexpected deceleration by vehicles slowing down or stopping at the yellow / red light;
- > Hit object crashes were the second most common form of crash. All of these crashes involved a vehicle losing control, leaving the carriageway and colliding with either a pole or traffic sign.

#### 5.1.4 SIDRA Analysis of the Intersection of Eaton Drive/ Forrest Highway

**Figure 5-2** shows a simplified SIDRA layout representation of the existing intersection configuration and **Figure 5-3** shows a simplified SIDRA layout representation of the concept intersection configuration.

As shown in the figures below, the concept layout of Eaton Drive provides a double right turn and a 45m left turn slip-lane. It is noted that free-flowing westbound lanes on Forrest Highway have not been included in the SIDRA assessment as they operate as separate lanes, with the right turn lane from Eaton Drive joining the free flow approximately 400m to the west of the intersection. The free-flowing westbound through lanes therefore do not have any effect on the operation of the intersection.

Figure 5-2 Existing Layout for the Eaton Drive / Forrest Highway Intersection

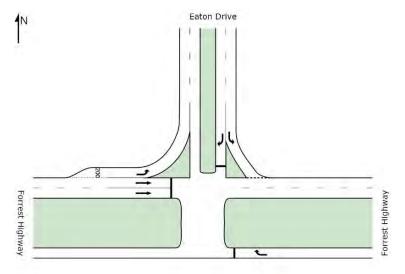
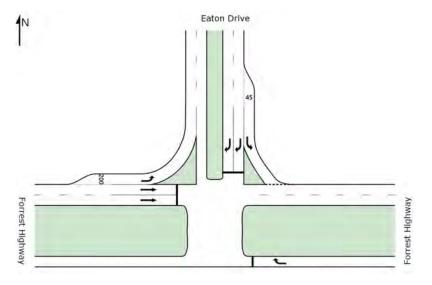


Figure 5-3 Concept Layout for the Eaton Drive / Forrest Highway Intersection

Cardno



October 2015

The storage area for left turn slip lane provided at the Eaton Drive for the Future Scenarios has been based on the 95% queue length.

The results from the SIDRA analysis for the intersection are summarised in Table 5-2 and Table 5-3.

Table 5-2 Eaton Drive / Forrest Highway Intersection Operation – AM Peak Hour

Intersection Approach			Existing	Scena	rio	Future Do-nothing Scenario				Future Scenario 1&2			
		DOS	Delay (s)	LOS	95% Queue (m)	DOS	Delay (s)	LOS	95% Queue (m)	DOS	Delay (s)	LOS	95% Queue (m)
Forrest Highway (E)	R	0.68	56	E	57	0.93	104	F	172	0.86	71	E	116
Eaton Drive	L	0.15	11	В	12	0.23	14	В	42	0.53	13	В	32
(N)	R	0.69	28	С	147	0.93	64	Е	541	0.89	47	D	323
Forrest	L	0.15	11	Х	Х	0.23	11	Х	Х	0.23	11	Х	Х
Highway (W)	Т	0.65	39	D	68	0.94	93	F	222	0.88	58	E	148

Table 5-3 Eaton Drive / Forrest Highway Intersection Operation – PM Peak Hour

Intersection Approach			Existing	Scena	rio	Future Do-nothing Scenario				Future Scenario 1&2			
		DOS	Delay (s)	LOS	95% Queue (m)	DOS	Delay (s)	LOS	95% Queue (m)	DOS	Delay (s)	LOS	95% Queue (m)
Forrest Highway (E)	R	0.56	46	D	73	0.85	57	E	138	0.82	53	D	131
Eaton Drive	L	0.18	12	В	16	0.29	14	В	37	0.60	14	В	37
(N)	R	0.58	41	D	76	0.88	55	Е	149	0.80	47	D	112
Forrest	L	0.36	11	Х	Х	0.54	11	Х	Х	0.54	11	Х	Х
Highway (W)	Т	0.56	30	С	84	0.84	40	D	159	0.81	36	D	151

As indicated in **Table 5-2** and **Table 5-3**, the concept intersection configuration has sufficient capacity to accommodate the traffic demand during the AM and PM peak hour period under the existing scenario but in the future Do-nothing Scenario, some of the movements operate with LOS F. In the Future Scenario, the double right turn will improve the operation of the right turn movement out of Eaton Drive and less green time is required for this movement, which has resulted in the other movements operating with a better LOS and less delay.

No additional modifications to this intersection are considered necessary.

# 5.2 Eaton Drive/ Blue Wren Intersection

#### 5.2.1 Existing Layout

Figure 5-4 shows the existing layout of the intersection of Eaton Drive / Blue Wren Drive.

Figure 5-4 Existing Layout of the intersection of Eaton Drive / Blue Wren Drive



Source: Nearmap 2015

#### 5.2.2 Concept Layout

A roundabout has been investigated at this intersection, primarily to assist southbound vehicles from Lavender Way to undertake U-turn manoeuvres at this intersection.

During the site visit it was observed that the median opening provided at the intersection of Eaton Drive/Blue Wren Drive was mainly used by vehicles originating from Lavender Way to perform U-turn manoeuvres at this intersection towards Forrest Highway and only a small number of vehicles were turning right from Blue Wren Drive to Eaton Drive. The low demand for the right turn out from Blue Wren Drive may be due to effective internal north-south connections between Blue Wren Drive and Recreation Drive.

From a capacity perspective, the intersection operates well with the existing traffic volumes and under the existing layout.

#### 5.2.3 Crash Data

Crash data for the five year period between 1 January 2010 and 31 December 2014 for Eaton Drive / Blue Wren Drive intersection is summarised in **Table 5-4**. The data has been sourced from Main Roads WA.

Table 5-4 Eaton Drive / Blue Wren Drive Intersection Crash Statistics, 1 January 2010 – 31 December 2014

			Severity				Percentage	
Movement	Fatal	Hospital	Medical	PDO Major	PDO Minor	Total	Breakdown by Movement	
Right angle			2	5	2	9	70%	
Rear End				1	1	2	15%	
Hit Object				1	1	2	15%	
Total			2	7	4	13	100%	

#### In summary:

- > There is a record of 2 accidents requiring medical attention;
- > From the total of 13 crashes at this intersection 9 were "Right Angle" crashes;

Providing a roundabout will likely reduce the number of "Right Angle" crashes as the vehicles must give way to vehicles within the roundabout.

#### 5.2.4 SIDRA Analysis for the Intersection of Eaton Drive/Blue Wren Drive

**Figure 5-5** shows a simplified SIDRA layout representation of the existing intersection configuration and **Figure 5-6** shows a simplified SIDRA layout representation of a possible roundabout configuration.

Figure 5-5 Existing Layout for the Eaton Drive / Blue Wren Drive Intersection

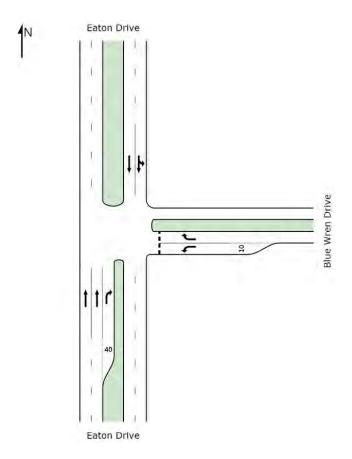
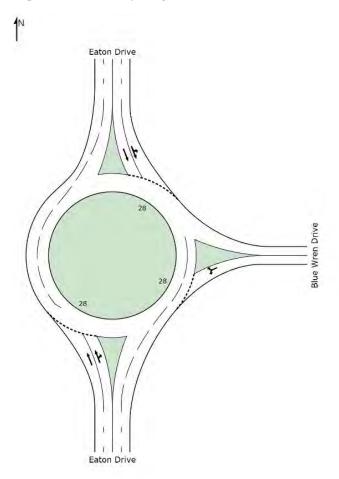


Figure 5-6 Concept Layout for the Eaton Drive / Blue Wren Drive Intersection



The results from the SIDRA analysis for the intersection are summarised in **Table 5-5** and **Table 5-6** for the AM and PM peak hour period.

Table 5-5 Eaton Drive / Blue Wren Drive Intersection Operation – (AM Peak hour)

Intersection Approach			Existing	Scena	rio	Future Do-nothing Scenario				Future Scenario 1&2			
		DOS	Delay (s)	LOS	95% Queue (m)	DOS	Delay (s)	LOS	95% Queue (m)	DOS	Delay (s)	LOS	95% Queue (m)
Eaton Drive	Т	0.11	0	Α	0	0.32	0	А	0	0.01	5	Α	0
(S)	R	0.14	14	В	3	0.48	33	D	13	0.05	10	В	3
Blue Wren	L	0.21	17	С	5	0.69	55	F	21	0.22	12	В	7
Drive (N)	R	0.02	20	С	0	0.06	28	D	2	0.22	16	В	7
Eaton Drive	L	0.25	8	Α	0	0.38	8	Α	0	0.47	5	Α	29
(W)	Т	0.25	0	Α	0	0.38	0	Α	0	0.47	5	Α	29

Table 5-6 Eaton Drive / Blue Wren Drive Intersection Operation – (PM Peak hour)

Intersection Approach			Existing	Scena	rio	Future Do-nothing Scenario				Future Scenario 1&2			
		DOS	Delay (s)	LOS	95% Queue (m)	DOS	Delay (s)	LOS	95% Queue (m)	DOS	Delay (s)	LOS	95% Queue (m)
Eaton Drive	Т	0.21	0	Α	0	0.30	0	Α	0	0.39	5	Α	25
(S)	R	0.09	9	Α	3	0.18	11	В	5	0.39	10	В	25
Blue Wren	L	0.16	10	В	3	0.29	13	В	6	0.20	7	Α	7
Drive (N)	R	0.01	20	С	0	0.21	30	D	2	0.20	13	В	7
Eaton Drive	L	0.12	8	Α	0	0.18	8	Α	0	0.23	5	Α	11
(W)	Т	0.12	0	Α	0	0.18	0	Α	0	0.23	5	Α	11

As indicated in **Table 5-5** and **Table 5-6**, the roundabout intersection configuration has sufficient capacity to accommodate the traffic demand during the AM and PM peak hour period with the future 2031 demand, while the existing layout results in LOS F for the right turn from Blue Wren Drive (despite the low demand) for the Do-nothing AM scenario.

During the site visit it was observed that the median opening provided at the intersection of Eaton Drive/ Blue Wren Drive was mainly used by vehicles originating from Lavender Way to perform U-turn manoeuvres at this intersection towards Forrest Highway and only a small number of vehicles were turning right from Blue Wren Drive to Eaton Drive. Providing a roundabout at this location will improve the ability for vehicles to undertake U-turn manoeuvres at this intersection.

From a capacity perspective, the intersection operates satisfactory with the existing layout and future traffic volume but from a safety perspective, the roundabout is considered a more suitable option.

#### 5.3 Eaton Drive / Recreation Drive Intersection

## 5.3.1 Existing Layout

Figure **5-7** shows the existing layout of the intersection of Eaton Drive / Recreation Drive.

Figure 5-7 Existing Layout of the intersection of Eaton Drive / Recreation Drive



Source: Nearmap 2015

#### 5.3.2 Crash Data

Crash data for the five year period between 1 January 2009 and 31 December 2013 for Eaton Drive / Recreation Drive intersection is summarised in **Table 5-7**. The data has been sourced from Main Roads WA.

Table 5-7 Eaton Drive / Recreation Drive Intersection Crash Statistics, 1 January 2010 – 31 December 2014

Movement	Severit	ty			<b>T</b> .(.)	Percentage	
Movement	Fatal	Hospital	Medical	PDO Major	PDO Minor	Total	Breakdown by Movement
Right Thru		2	1	1		4	31%
Rear end				5	1	6	46%
Right Angle				1	1	2	15%
Sideswipe			1			1	8%
Total		2	2	7	2	13	100%

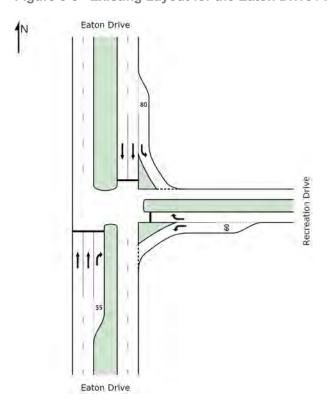
#### In summary:

- > There is a record of 1 crash that required medical attention, as well as 2 crashes that resulted in hospital admission.
- > Rear end crashes were the most common form of crash, comprising 46% of crashes, these may have resulted from unexpected deceleration by vehicles slowing down to stop at the stop line;
- > There is only a record of one crash happening after upgrading the intersection from a seagull priority control intersection to a signalised intersection

#### 5.3.3 SIDRA Analysis for the Intersection of Eaton Drive / Recreation Drive

Figure 5-8 shows a simplified SIDRA layout representation of the existing intersection configuration.

Figure 5-8 Existing Layout for the Eaton Drive / Recreation Drive Intersection



The results from the SIDRA analysis for the intersection are summarised in **Table 5-8** and **Table 5-11** for the AM and PM peak hour period.

Table 5-8 Eaton Drive / Recreation Drive Intersection Operation— AM Peak hour

Intersection Approach			Existing	Scena	rio	Future Do-nothing Scenario				
		DOS	Delay (s)	LOS	95% Queue (m)	DOS	Delay (s)	LOS	95% Queue (m)	
Eaton Drive	Т	0.07	2	Α	7	0.10	2	Α	11	
(S)	R	0.65	22	С	53	0.84	36	D	90	
Recreation	L	0.33	9	Α	20	0.54	11	В	40	
Drive (E)	R	0.38	54	D	15	0.49	54	D	20	
Eaton Drive	L	0.10	8	Α	5	0.16	9	Α	9	
(N)	Т	0.62	34	С	81	0.82	39	D	138	

Table 5-9 Eaton Drive / Recreation Drive Intersection Operation – AM Peak hour

Intersection Approach			Future S	cenario	1	Future Scenario 2				
		DOS	Delay (s)	LOS	95% Queue (m)	DOS	Delay (s)	LOS	95% Queue (m)	
Eaton Drive	Т	0.09	2	Α	10	0.10	2	Α	10	
(S)	R	0.86	33	С	90	0.87	33	С	90	
Recreation	L	0.67	11	В	53	0.67	11	В	53	
Drive (E)	R	0.71	56	Е	30	0.81	58	Е	40	
Eaton Drive	L	0.32	9	Α	20	0.34	9	Α	21	
(N)	Т	0.84	43	D	123	0.84	43	D	124	

Table 5-10 Eaton Drive / Recreation Drive Intersection Operation – PM Peak hour

Intersection Approach			Existing	Scena	rio	Future Do-nothing Scenario					
		DOS	Delay (s)	LOS	95% Queue (m)	DOS	Delay (s)	LOS	95% Queue (m)		
Eaton Drive	Т	0.15	2	Α	16	0.22	2	Α	25		
(S)	R	0.72	21	С	64	0.88	29	С	90		
Recreation	L	0.28	8	Α	14	0.47	9	Α	30		
Drive (E)	R	0.73	57	Е	30	0.84	60	Е	37		
Eaton Drive	L	0.14	8	Α	7	0.20	9	Α	11		
(N)	Т	0.69	44	D	52	0.83	47	D	79		

Table 5-11 Eaton Drive / Recreation Drive Intersection Operation - PM Peak hour

Intersection Approach		F	-uture S	cenario	1	Future Scenario 2				
		DOS	Delay (s)	LOS	95% Queue (m)	DOS	Delay (s)	LOS	95% Queue (m)	
Eaton Drive	Т	0.22	3	Α	26	0.23	4	Α	31	
(S)	R	0.88	27	С	90	0.96	28	С	90	
Recreation	L	0.54	8	Α	34	0.54	9	Α	36	
Drive (E)	R	0.77	57	Е	38	0.88	59	Е	72	
Eaton Drive	L	0.37	9	Α	22	0.43	10	В	30	
(N)	Т	0.88	54	D	63	0.90	56	Е	65	

As indicated in **Table 5-8** to **Table 5-11** the existing intersection configuration has sufficient capacity to accommodate the future 2031 demand during the AM and PM peak hour period under both Scenarios 1 and 2.

The right turn movement out of Recreation Drive to Eaton Drive is operating with LOS E during the PM peak hour of the existing and future scenarios, as a result of shorter green time for this movement compared to other movements at this intersection.

#### 5.4 Eaton Drive/ Hamilton Road / Council Drive

#### 5.4.1 Existing Layout

Figure 5-9 shows the existing layout of the intersection of Eaton Drive / Hamilton Road / Council Drive.

Figure 5-9 Existing Layout of the Intersection of Eaton Drive / Hamilton Road / Council Drive



Source: Nearmap 2015

#### 5.4.2 Concept Layout

As presented in drawing *SOD-TRAFFIC-001*, Shire of Dardanup, (**Appendix A**) traffic signals are proposed at this intersection when the Eaton / Treendale Bridge opens, which is expected in 2017.

It is noted that advice from MRWA suggest that MRWA will not support the installation of traffic signals if the existing roundabout is shown to perform satisfactory with the future 2031 demand.

During a site visit it was observed that pedestrians and cyclists were experiencing difficulties crossing the roads approaching the roundabout. As this roundabout is located along the route to Eaton Community College, there is a relatively high demand for pedestrians and cyclists to cross this intersection.

#### 5.4.3 Crash Data

Crash data for the five year period between 1 January 2009 and 31 December 2013 for Council Drive, Hamilton Road/ Eaton Drive intersection is summarised in **Table 5-12**. The data has been sourced from Main Roads WA.

Table 5-12 Eaton Drive / Hamilton Road / Council Drive Intersection Crash Statistics, 1 January 2010 – 31 December 2014

	Severit	у					Percentage
Movement	Fatal	Hospital	Medical	PDO Major	PDO Minor	Total	Breakdown by Movement
Right angle			1		1	2	22%
Rear end				1		1	11%
Hit Object				4	2	6	67%
Total			1	5	3	9	100%

#### In summary:

- > There is a record of 2 accidents requiring medical attention;
- Hit Object" crashes were the most common form of accident, comprising 67% of the crashes recorded at this intersection. Generally the reason for "Hit Object" crashes at the roundabouts are as a result of vehicles not successfully navigating the exit curvature. The construction of the left-turn lane at the Hamilton Road approach to this intersection may assist in reducing the crash rate for these types of crashes at this intersection. As the left-turn lane was constructed after September 2014 (as determined from Nearmap imagery), it is not possible to determine whether the left-turn lane has reduced the crash rate as crash data is only available for the period up to and including December 2014.
- > "Right Angle" crashes were the second most common form of crashes recorded at this intersection and may have resulted from vehicles entering the roundabout failing to give way to vehicles that are already in the roundabout.
- > "Rear End" crashes at the roundabouts can be caused by either inappropriate speed before the roundabout. Skid marks on the circulation lane and approaches to the roundabout, on the Nearmap images, suggest vehicles speed while passing through the roundabout.

## 5.4.4 SIDRA Analysis for the Intersection of Eaton Drive / Hamilton Road / Council Drive

**Figure 5-10** shows a simplified SIDRA layout representation of the existing intersection configuration and **Figure 5-11** shows a simplified SIDRA layout representation of the assumed intersection configuration.

Figure 5-10 Existing Layout for the Eaton Drive / Hamilton Road / Council Drive Intersection

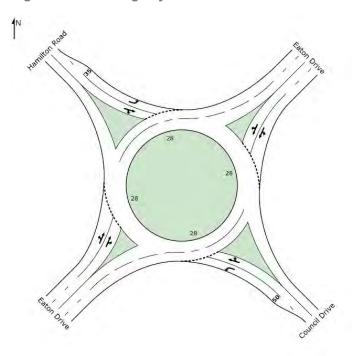
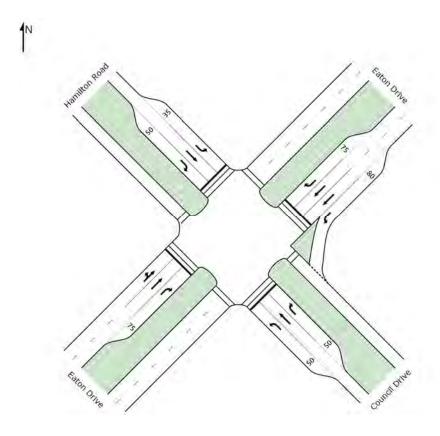


Figure 5-11 Concept Layout for the Eaton Drive / Hamilton Road / Council Drive Intersection



The results from the SIDRA analysis for the intersection are summarised in **Table 5-13** to **Table 5-16** for the AM and PM peak hour period.

Table 5-13 Eaton Drive / Hamilton Road / Council Drive Intersection Operation – AM Peak hour

Intersection Approach			Existing	Scena	rio	Futu		othing ndabou	Scenario ıt)
		DOS	Delay (s)	LOS	95% Queue (m)	DOS	Delay (s)	LOS	95% Queue (m)
	L	0.03	8	Α	0	0.04	9	Α	1
Council Drive (SE)	Т	0.08	4	А	2	0.12	5	Α	4
(/	R	0.08	12	В	2	0.12	13	В	4
	L	0.26	6	Α	11	0.43	6	Α	23
Eaton Drive (NE)	Т	0.26	5	Α	11	0.43	6	Α	23
,	R	0.26	11	В	11	0.43	11	В	22
	L	0.05	6	Α	1	0.08	6	Α	2
Hamilton Road (NW)	Т	0.08	3	Α	2	0.13	4	Α	4
,	R	0.08	11	В	2	0.13	11	В	4
	L	0.09	6	Α	3	0.14	6	Α	6
Eaton Drive (SW)	Т	0.09	5	Α	3	0.14	6	Α	6
	R	0.09	11	В	3	0.14	11	В	6

Table 5-14 Eaton Drive / Hamilton Road / Council Drive Intersection Operation – AM Peak hour

Intersection Approach		F	uture S (Signa	cenario alised)	1	Future Scenario 2 (Signalised)				
		DOS	Delay (s)	LOS	95% Queue (m)	DOS	Delay (s)	LOS	95% Queue (m)	
	L	0.08	51	D	4	0.08	51	D	4	
Council Drive (SE)	Т	0.30	45	D	15	0.30	45	D	15	
()	R	0.31	51	D	14	0.31	51	D	14	
	L	0.07	8	Α	4	0.07	8	Α	4	
Eaton Drive (NE)	Т	0.55	22	С	108	0.56	22	С	111	
()	R	0.55	45	D	52	0.55	45	D	52	
	L	0.53	53	D	25	0.53	53	D	25	
Hamilton Road (NW)	Т	0.52	46	D	26	0.52	46	D	26	
( ,	R	0.49	52	D	23	0.49	52	D	23	
	L	0.19	26	С	30	0.20	26	С	33	
Eaton Drive (SW)	Т	0.19	18	В	31	0.20	18	В	34	
	R	0.23	42	D	20	0.23	42	D	20	

Table 5-15 Eaton Drive / Hamilton Road / Council Drive Intersection Operation – PM Peak hour

Intersection Approach			Existing	Scena	rio	Future Do-nothing Scenario (Roundabout)				
		DOS	Delay (s)	LOS	95% Queue (m)	DOS	Delay (s)	LOS	95% Queue (m)	
	L	0.07	7	Α	2	0.11	8	Α	3	
Council Drive (SE)	Т	0.18	4	Α	6	0.52	6	Α	26	
()	R	0.18	12	В	6	0.52	13	В	26	
	L	0.19	6	Α	8	0.41	7	Α	22	
Eaton Drive (NE)	Т	0.19	6	Α	8	0.41	7	Α	22	
,	R	0.19	11	В	8	0.41	13	В	21	
	L	0.04	8	Α	1	0.08	9	Α	2	
Hamilton Road (NW)	Т	0.17	4	Α	6	0.41	6	Α	18	
	R	0.17	12	В	6	0.41	13	В	18	
	L	0.20	6	Α	9	0.40	8	Α	23	
Eaton Drive (SW)	Т	0.20	6	Α	9	0.40	8	Α	23	
	R	0.20	11	В	9	0.40	14	В	21	

Table 5-16 Eaton Drive / Hamilton Road / Council Drive Intersection Operation – PM Peak hour

Intersection Approach		F	uture S (Signa	cenario alised)	1		Future (Sig	Scenar nalised	
		DOS	Delay (s)	LOS	95% Queue (m)	DOS	Delay (s)	LOS	95% Queue (m)
	L	0.23	44	D	17	0.23	44	D	17
Council Drive (SE)	Т	0.73	42	D	72	0.73	42	D	72
<i></i>	R	0.78	42	D	67	0.80	45	D	70
	L	0.24	9	Α	17	0.24	9	Α	17
Eaton Drive (NE)	Т	0.54	34	С	69	0.53	32	С	72
()	R	0.76	54	D	48	0.73	53	D	46
	L	0.22	43	D	12	0.22	43	D	12
Hamilton Road (NW)	Т	0.75	43	D	76	0.75	43	D	76
, ,	R	0.45	36	D	34	0.47	38	D	35
	L	0.78	47	D	109	0.80	46	D	123
Eaton Drive (SW)	Т	0.78	39	D	111	0.80	39	D	125
(500)	R	0.37	49	D	21	0.37	49	D	21

As indicated in **Table 5-13** to **Table 5-16** the existing intersection configuration has sufficient capacity to accommodate the future 2031 demand during the AM and PM peak hour period under both Scenario 1 and 2.

Traffic signal control at this intersection will increase delay for almost all movements and thus reduce the LOS for all intersection approaches. However, it would provide a signalised pedestrian crossing which will provide a safer environment for pedestrians and cyclists to cross the road. Providing a midblock signalised pedestrian crossing to the south of the roundabout can also be considered to improve pedestrian permeability across Eaton Drive, although it was observed that the majority of the east-west pedestrian demand across Eaton Drive was to the north-east of Hamilton Road (where it is not possible to install a stand-alone signalised pedestrian crossing due to the proximity to the other intersection) and it is unlikely that these pedestrians will utilise a mid-block pedestrian crossing located between Hamilton Road and Hough Place.

#### 5.5 Eaton Drive / Hands Avenue intersection

#### 5.5.1 Existing Layout

Figure 5-12 shows the existing layout of the intersection of Eaton Drive/ Hands Avenue

Figure 5-12 Existing Layout of the intersection of Eaton Drive / Hands Avenue



Austroads Guide to Road Design Part 4A- Unsignalised and Signalised intersections, provides guidance on the sufficient distance for a vehicle entering a major road from a minor road and for a vehicle on a major road to see a vehicle on a minor road approaching the conflict point.

If the distance is a sufficient distance for a driver of a vehicle on the major road to observe a vehicle on a minor road approach moving into a collision situation and to decelerate to a stop before reaching the collision point, the stopping sight distance has been provided. According to Austroads Guide to Road Design Part 4A, a vehicle on the major road and traveling with 60 km/h speed requires about 151 m (assuming the gradient is less than 2%) to see an approaching vehicle and safely commence the desired manoeuvre.

If the sight distance is acceptable to a driver (approaching the intersection from a minor road) to enter or cross a conflicting traffic stream, Minimum Gap Sight Distance (MGSD) has been provided. According to Austroads Guide to Road Design Part 4A, a vehicle entering the major road and traveling with 50 km/h speed requires about 69 m to see an approaching vehicle and safely commence the desired manoeuvre.

Currently Hand Avenue/ Eaton Drive intersection is located approximately 45m from the intersection of Eaton Drive/ Hamilton Road and neither of the above is provided.

#### 5.5.2 Concept Layout

It is proposed that a cul-de-sac be provided at Hands Avenue and that Watson Street located approximately 65m to the east of Hands Avenue, be extended to intersect with Eaton Drive.

Two following scenarios have been proposed for the new roundabout:

- > **Scenario 1** Council Drive to be extended to intersection with Eaton Drive and the extension of Watson Street, in a four-way roundabout, refer **Section 4.3**.
- > **Scenario 2** Council Drive to become a cul-de-sac and Watson Street meets Eaton Drive in a four-way roundabout which the southern leg of the roundabout will be an access to the car park of the new building for the Shire, refer **Section 4.3**.

#### 5.5.3 Operation

#### 5.5.3.1 Crash Data

Crash data for the five year period between 1 January 2010 and 31 December 2014 for Eaton Drive/ Hands Avenue intersection is summarised in **Table 5-17**. The data has been sourced from Main Roads WA.

Table 5-17 Eaton Drive / Hands Avenue Intersection Crash Statistics, 1 January 2010 – 31 December 2014

			Severity				Percentage
Movement	Fatal	Hospital	Medical	PDO Major	PDO Minor	Total	Breakdown by Movement
Right angle		1		3		4	80%
Hit Object					1	1	20%
Total		1		3	1	5	100%

#### In summary:

- > There is a record of 4 right angle accidents and one of them resulted in a person being admitted to hospital.
- > The "Hit Object" crash involved vehicle running off the carriageway.

## 5.5.4 SIDRA Analysis for the Intersection of Eaton Drive / Hands Avenue (Watson Street)

**Figure 5-13** shows a simplified SIDRA layout representation of the existing intersection configuration and **0** and **Figure 5-15** shows a simplified SIDRA layout representation of the concept intersection configurations.

Figure 5-13 Existing Layout for the Intersection of Hands Avenue / Eaton Drive

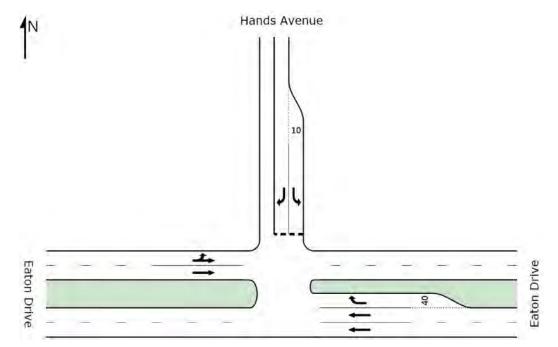


Figure 5-14 Concept Layout for the Intersection of Eaton Drive / Watson Street / Council Drive (New Alignment) Scenario 1

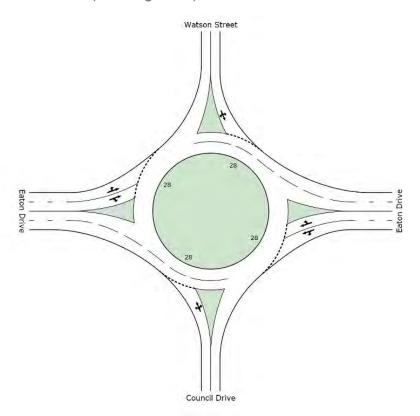
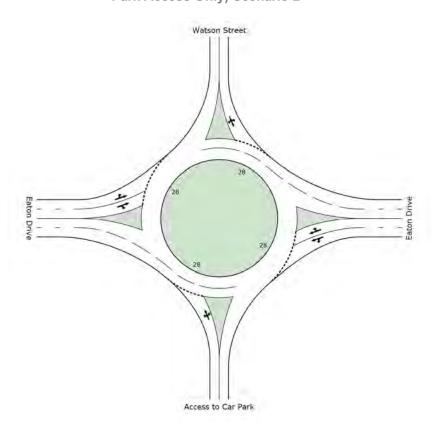


Figure 5-15 Concept Layout for the Intersection of Eaton Drive / Watson Street / Council Drive (Car Park Access Only) Scenario 2



The results from the SIDRA analysis for the intersection are summarised in **Table 5-18** for the AM peak period and **Table 5-19** for PM peak hour period.

Assessment of this intersection in the future scenario includes traffic turning into Council Drive to access the Council car park.

Table 5-18 Eaton Drive / Watson Street / Council Drive Intersection Operation - AM Peak hour

Intersection Approach			Existing	Scena	rio		Future	Scenar	rio 1	Future Scenario 2				
		DOS	Delay (s)	LOS	95% Queue (m)	DOS	Delay (s)	LOS	95% Queue (m)	DOS	Delay (s)	LOS	95% Queue (m)	
	L	-	-	-	-	0.05	7	Α	1	0.02	7	Α	0	
Council Drive (S)	Т	-	-	-	-	0.05	5	Α	1	0.02	5	Α	0	
2 (2)	R	-	-	-	-	0.05	13	В	1	0.02	13	В	0	
	L	-	-	-	-	0.35	5	Α	17	0.35	5	Α	17	
Eaton Drive (E)	Т	0.17	0	Α	0	0.35	5	Α	17	0.35	5	Α	17	
(-)	R	0.02	8	Α	1	0.35	10	В	17	0.35	10	В	17	
Hands	L	0.04	8	Α	1	0.14	6	Α	4	0.14	6	Α	4	
Avenue / Watson	Т	-	-	-	-	0.14	5	Α	4	0.14	5	Α	4	
Street (N)	R	0.31	29	D	9	0.14	11	В	4	0.14	11	В	4	
	L	0.07	8	Α	0	0.11	5	Α	4	0.11	5	Α	4	
Eaton Drive (W)	Т	0.07	0	Α	0	0.11	5	Α	4	0.11	5	Α	4	
(,	R	-	-	-	-	0.11	10	В	4	0.11	10	В	4	

Table 5-19 Eaton Drive / Watson Street / Council Drive Intersection Operation - PM Peak hour

Intersection Approach			Existing	Scena	rio		Future	Scenar	rio 1	Future Scenario 2				
		DOS	Delay (s)	LOS	95% Queue (m)	DOS	Delay (s)	LOS	95% Queue (m)	DOS	Delay (s)	LOS	95% Queue (m)	
	L	-	-	-	-	0.18	6	Α	5	0.09	6	Α	3	
Council Drive (S)	Т	-	-	-	-	0.18	4	Α	5	0.09	5	Α	3	
(-)	R	-	-	-	-	0.18	12	В	5	0.09	12	В	3	
	L	-	-	-	-	0.18	5	Α	8	0.18	5	Α	8	
Eaton Drive (E)	Т	0.11	0	Α	0	0.18	5	Α	8	0.18	5	Α	8	
( )	R	0.02	10	В	1	0.18	10	В	8	0.18	10	В	8	
Hands	L	0.16	10	В	4	0.29	7	Α	9	0.28	7	Α	9	
Avenue / Watson	Т	-	-	-	-	0.29	6	Α	9	0.28	6	Α	9	
Street (N)	R	0.38	33	D	11	0.29	13	В	9	0.28	13	В	9	
	L	0.15	8	Α	0	0.29	6	Α	10	0.22	5	Α	10	
Eaton Drive (W)	Т	0.15	0	Α	0	0.29	5	Α	10	0.22	5	Α	10	
	R	-	-	-	-	0.29	11	В	10	0.22	10	В	10	

As indicated in **Table 5-18** and **Table 5-19** the concept intersection configurations has sufficient capacity to accommodate the traffic demand during the AM and PM peak hour periods for both future scenarios.

#### 5.6 Eaton Drive / Glenhuon Boulevard Intersection

#### 5.6.1 Existing Layout

Figure 5-16 shows the existing layout of the intersection of Eaton Drive / Glenhuon Boulevard.

Figure 5-16 Existing Layout of the intersection of Eaton Drive / Glenhuon Boulevard



#### 5.6.2 Concept Layout

As per **Appendix A**, the concept layout for the intersection is a signalised intersection. However, as a roundabout is likely to address the issues identified at this intersection, a roundabout is considered more suitable for this location and has therefore been assessed.

#### 5.6.3 Crash Data

Crash data for the five year period between 1 January 2010 and 31 December 2014 for Eaton Drive / Glenhuon Boulevard intersection is summarised in **Table 5-20**. The data has been sourced from Main Roads WA.

Table 5-20 Eaton Drive / Glenhuon Boulevard intersection Crash Statistics, 1 January 2010 – 31 December 2014

	Severit	ty					Percentage
Movement	Fatal Hospital		Medical	PDO Major	PDO Minor	Total	Breakdown by Movement
Right angle			2	5	2	9	75%
Rear end				1	1	2	17%
Hit Object					1	1	8%
Total			2	6	4	12	100%

#### In summary:

> There is a record of 9 "Right Angle" accidents and 2 of them required medical attention. According to the Black spot funding criteria shown below, this intersection qualifies for black spot funding:

Black Spot Qualifying Criteria for Intersection or Mid-block or Short Road Section (< 3 kilometres)

Nation Building Black Spot State and Local Roads	State Black Spot Highways and Main Roads	State Black Spot Local Roads
2 casualty crashes over a five – year	10 crashes over 5 years	5 crashes over 5 years
period	(Metro)	(Metro)

#### 5.6.4 SIDRA Analysis for the Intersection of Eaton Drive/ Glenhuon Boulevard

**Figure 5-17** shows a simplified SIDRA layout representation of the existing intersection configuration and **Figure 5-18** shows a simplified SIDRA layout representation of the alternative intersection configuration.

Figure 5-17 Existing Layout for the Intersection of Eaton Drive / Glenhuon Boulevard

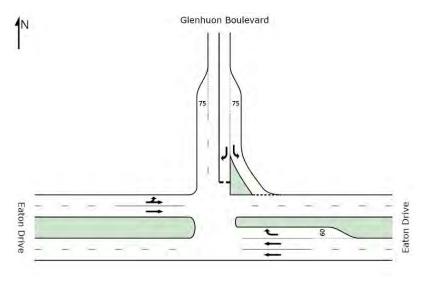
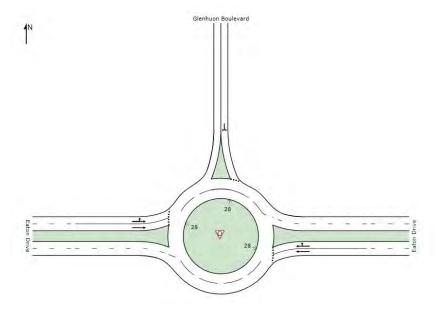


Figure 5-18 Roundabout Layout for the Intersection of Eaton Drive / Glenhuon Boulevard



As shown in **Figure 5-18** and **Figure 5-19**, the turn pockets have been removed from all the approaches of the intersection to reduce the size of the roundabout.

The results from the SIDRA analysis for the intersection are summarised in **Table 5-21** and **Table 5-22** for the AM and PM peak hour period.

Table 5-21 Eaton Drive / Glenhuon Boulevard intersection Operation - AM Peak hour

Intersection Approach			Existing	Scena	rio	Future Do-nothing Scenario				Future Scenario 1 &2 (Dual Circulating Roundabout)			
		DOS	Delay (s)	LOS	95% Queue (m)	DOS	Delay (s)	LOS	95% Queue (m)	DOS	Delay (s)	LOS	95% Queue (m)
Foton Drive (F)	Т	0.13	0	Α	0	0.19	0	Α	0	0.31	6	Α	17
Eaton Drive (E)	R	0.05	8	Α	1	0.08	9	Α	2	0.31	11	В	16
Glenhuon	L	0.04	8	Α	1	0.05	8	Α	1	0.31	6	Α	12
Boulevard (N)	R	0.72	36	Е	35	2.1	2014	F	1312	0.31	12	В	12
Eaton Drive	L	0.07	8	Α	0	0.1	8	Α	0	0.13	5	Α	5
(W)	Т	0.13	0	Α	0	0.1	0	Α	0	0.13	5	Α	5

Table 5-22 Eaton Drive / Glenhuon Boulevard intersection Operation - PM Peak hour

Intersection Approach			Existing	Scena	rio	F	Future De Scer	o-nothi nario	ng	Future Scenario 1 &2 (Dual Circulating Roundabout)			
		DOS	Delay (s)	LOS	95% Queue (m)	DOS	Delay (s)	LOS	95% Queue (m)	DOS	Delay (s)	LOS	95% Queue (m)
Foton Drive (F)	Т	0.08	0	Α	0	0.10	0	Α	0	0.16	5	Α	8
Eaton Drive (E)	R	0.06	10	В	2	0.12	12	В	3	0.16	11	В	8
Glenhuon	L	0.03	9	Α	0	0.03	9	Α	0	0.24	7	Α	9
Boulevard (N)	R	0.65	36	Е	26	1.29	591	F	413	0.24	13	В	9
Eaton Drive	L	0.16	8	Α	0	0.20	8	Α	0	0.27	5	Α	12
(W)	Т	0.16	0	Α	0	0.20	0	Α	0	0.27	5	Α	12

As indicated in **Table 5-21** and **Table 5-22** with the existing configuration of the intersection, there is not enough capacity for the right turn movement out of Glenhuon Boulevard due to high volume of the through movement.

The roundabout has sufficient capacity to accommodate the traffic demand during the AM and PM peak hour periods under the future Scenario 1 and 2. According to Austroads Guide to Road Design Part 4B, to allow for movements of a 19m semi-trailer and an approach speed of maximum 60 km/h, a roundabout with 14 m radius and minimum 10m wide circulation is required. The required space for this roundabout is indicatively shown in **Figure 5-19** below.

Figure 5-19 Indicative SIDRA Layout Overlay on Existing Intersection of Eaton Drive / Glenhuon Boulevard



Source: SIDRA 6, Nearmap, 2015

Due to the land constraints involved with providing a roundabout with dual-circulating lanes at this location, the following 2 alternative intersection forms have been considered as part of this assessment:

- Roundabout with single circulating lane. This potential layout requires the narrowing of both the entry and exit lanes from two lanes to a single lane on the eastern and western approaches to the roundabout to provide effective deflection. The exit lanes will widen to two lanes again further away from the roundabout. Figure 5-20 shows a simplified SIDRA layout representation of the alternative intersection form evaluated as part of this assessment (note: lane narrowing is not showed in this image).
- Installation of traffic signals. The installation of traffic signals at this intersection can be considered as an alternative intersection layout (in line with the Shire's intention as shown in SOD-TRAFFIC-001 in Appendix A). Figure 5-21 shows a simplified SIDRA layout representation of a signalised intersection configuration.

Figure 5-20 Concept Layout for the Intersection of Eaton Drive / Glenhuon Boulevard

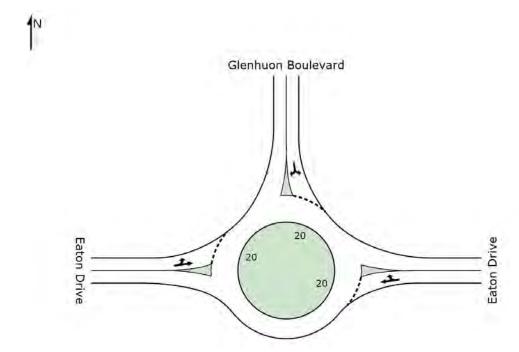
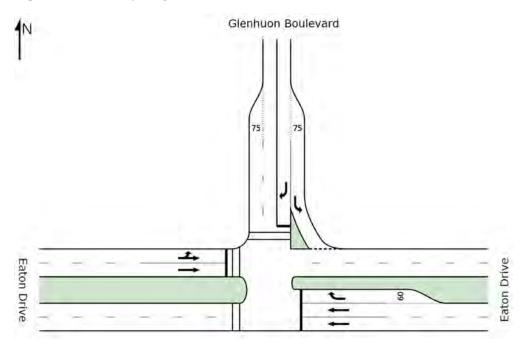


Figure 5-21 Concept Layout for the Intersection of Eaton Drive / Glenhuon Boulevard



The results from the SIDRA analysis for the intersection are summarised in **Table 5-23** and **Table 5-24** for the AM and PM peak hour period.

Table 5-23 Eaton Drive / Glenhuon Boulevard Intersection Operation – AM Peak hour

Intersection Approach			Future D	o-noth	ing		ire Scena Small Ro			Future Scenario 1 & 2 With Traffic Signal			
		DOS	Delay (s)	LOS	95% Queue (m)	DOS	Delay (s)	LOS	95% Queue (m)	DOS	Delay (s)	LOS	95% Queue (m)
Foton Drive (F)	Т	0.19	0	Α	0	0.72	10	В	71	0.85	23	С	63
Eaton Drive (E)	aton Drive (E)		9	Α	2	0.72	15	В	71	0.9	22	С	9
Glenhuon	L	0.05	8	Α	1	0.30	7	А	15	0.05	8	Α	2
Boulevard (N)	R	2.10	2014	F	1312	0.30	12	В	15	0.83	30	С	44
Eaton Drive	Eaton Drive L 0.10		8	Α	0	0.27	6	Α	16	0.66	27	С	28
(W)	Т	0.10	0	Α	0	0.27	6	Α	16	0.66	20	В	29

Table 5-24 Eaton Drive / Glenhuon Boulevard Intersection Operation - PM Peak hour

Intersection Approach		Future Do-nothing				Future Scenario 1 & 2 with Small Roundabout				Future Scenario 1 & 2 With Traffic Signal			
		DOS	Delay (s)	LOS	95% Queue (m)	DOS	Delay (s)	LOS	95% Queue (m)	DOS	Delay (s)	LOS	95% Queue (m)
Eaton Drive (E)	Т	0.10	0	Α	0	0.37	7	Α	22	0.65	20	В	28
	R	0.12	12	В	3	0.37	11	В	22	0.27	25	С	10
Glenhuon Boulevard (N)	L	0.03	9	Α	0	0.24	9	Α	12	0.03	9	Α	1
	R	1.29	591	F	413	0.24	14	В	12	0.65	27	С	27
Eaton Drive (W)	L	0.20	8	Α	0	0.53	6	Α	40	0.82	28	С	62
	Т	0.20	0	Α	0	0.53	6	Α	40	0.82	21	С	64

As indicated in **Table 5-23** and **Table 5-24** the signalised intersection arrangements are shown to have sufficient capacity to accommodate the traffic demand during the AM and PM peak hour periods for the future scenarios. No additional modifications to this intersection are considered necessary to support the future demands.

# 6 Comparison of Future Network Scenario 1 and 2

The summarised comparison between the two scenarios is provided in **Table 6-1** below.

Table 6-1 Comparison of Future Scenarios 1 and 2

Intersection	Comments					
Intersection of Eaton Drive / Forrest Highway	The traffic volumes through this intersection are not affected by the different road networks for the different scenarios.					
Intersection of Blue Wren Drive / Eaton Drive	The traffic volumes through this intersection are not affected by the different road networks for the different scenarios.					
Intersection of Eaton Drive / Recreation Drive	In Scenario 2, some of the turning movements from Recreation Drive are found to have slightly longer delays compared to Scenario 1 but the overall effect on intersection performance as a result of the different networks are considered minor.					
Intersection of Eaton Drive / Hamilton Road / Council Drive	The overall intersection delays are slightly reduced for Scenario 1 when compared to Scenario 2 (note: both Scenario 1 and Scenario 2 assume the existing roundabout at this intersection will be converted to a signalised form). It is noted that the LOS associated with the existing intersection form is substantially better when compared to the assumed signalised intersection form.					
Intersection of Eaton Drive / Watson Street / Council Drive	As the assumed future intersection form for this intersection is a dual-circulating roundabout, this assumed intersection form was found to have sufficient capacity to cater for the turning movements for both future network scenarios and the intersection performance is relatively similar for both scenarios.					
Intersection of Eaton Drive / Glenhuon Boulevard	The traffic volumes through this intersection are not affected by the different road networks for the different scenarios.					

# 7 Specific Issues

# 7.1 Access Strategy to Proposed Medical-Office Lots on Eaton Drive

The WAPC Liveable Neighbourhoods policy requires that "Development along neighbourhood connector streets with ultimate vehicle volumes over 5000vpd should be designed in a way that vehicles reversing directly out of driveways into the moving traffic stream will be avoided or for the road with traffic stream from 5000-7000 vpd reversing vehicles may be considered, provided that they can back out into a protected part of parking lane, or similar."

As the existing traffic volumes on Eaton exceeds the 5,000vpd threshold, the lots on the western side of Eaton Drive with frontage to Eaton Drive should be modified when redeveloped to support protected reversing manoeuvres or forward-in/forward-out movement. It is noted that this requirement does not apply for the lots with frontage to Hough Place.

The following potential access arrangements for the proposed medical-office lots on Eaton Drive have been considered to form part of an access strategy for these lots:

#### 7.1.1 Retaining Existing Access Arrangements

The majority of the lots have direct existing access to Eaton Drive, although it is noted that this is mainly in the form of Left-In, Left-Out (LILO) which is inherently safer than an 'all movement' access arrangement. Analysis of the mid-block crash history on Eaton Drive between Lofthouse Avenue and Hamilton Road shows a total of 3 crashes recorded between January 2010 to December 2014 (note: not including crashes recorded at intersections), with none of the crashes reported as involving vehicles egressing from driveways. It is also noted that the installation of the traffic signals at the intersection of Eaton Drive / Recreation Drive is likely to have improved the ability of vehicles to egress from the driveways to the north of the Eaton Drive / Recreation Drive intersection due to the gaps created in the traffic flows.

However, as shown in **Figure 7-1** it is noted that the existing driveway for 36 Eaton Drive is currently located within the intersection of Eaton Drive / Recreation Drive. As stated in the Main Roads WA Driveway policy document (Document No: D12#57413), it's likely that this driveway in its existing form/location would require reassessment in the event of a redevelopment at the site.

Due to the existing location of the driveway for 36 Eaton Drive, this would not be considered a safe access point for clients / customers if the site was to be developed and it is recommended that development of 36 Eaton Drive should only be considered if access to this lot is provided via a shared driveway at 34 Eaton Drive or via one of the options (or a variation of the options) described in sections **7.1.2** to **7.1.4** of this report.

36

Existing Driveways

34

Recreation Drive

Figure 7-1 Existing Driveways for 36 and 38 Eaton Drive

Source: Nearmap, 2015

#### 7.1.2 Service Road Option

The provision of a service road would allow vehicles accessing and egressing the medical lots to perform forward-in, reverse-out turning movements to/from the driveway accesses and potentially also provide parallel on-street parking for the lots. As recommended in Liveable Neighbourhoods (2015), the width of the service road should be 5.5m to allow for a single traffic lane and parallel parking bays.

However, in order to service all lots with frontage to Eaton Drive, the service road would have to connect to Eaton Drive to the south of the Eaton Drive / Recreation Drive intersection to Hough Place and from Hough Place to the south of the Eaton Drive / Hamilton Road / Council Drive intersection. As the alignment of a potential service road would be directly parallel to Eaton Drive, this could allow vehicles to bypass the signalised intersection of Eaton Drive / Recreation Drive (while the signals are red for the northbound through movement), which is not compatible with the intended function of a service road and would therefore require Local Area Traffic Management (LATM) measures to deter this movement.

Depending on the final design, the service road option may create conflict points between pedestrians along Eaton Drive (western side) and vehicles on the service road.

It is also noted that such an arrangement would also result in substantial cost due to the necessary resumption of land, modifications to services and is not considered justified based on the anticipated low trip generation of the lots.

# 7.1.3 Partial (Intersection) Service Road for 34 – 38 Eaton Drive

Due to the gaps in northbound traffic created by the signalised intersection of Recreation Drive / Eaton Drive, this is considered sufficient to allow vehicles to safely egress the lots to the north of Recreation Drive. Due to the proximity of the driveways of 36 and 38 Eaton Drive to the signalised intersection of Recreation Drive / Eaton Drive, a partial service road extending from 34 Eaton Drive to 38 Eaton Drive would address the driveway proximity issues identified in Section 7.1.1 of this report. The extent of the service road for 34 - 38 Eaton Drive is nominally shown in **Figure 7-2**, although it is noted that even a service road of this nature may also create conflict points between pedestrians along Eaton Drive (western side) and vehicles on the service road. For a service road of this nature, it would not be recommended that parking be provided along the service road and that the driveways for 36 and 38 be amalgamated to a single driveway in order to reduce the number of access points off the service road.

Figure 7-2 Nominal Extent of Service Road for 34 – 38 Eaton Drive



Eaton Drive, Eaton

#### 7.1.4 Rear Laneway for Southern Lots

Due to the gaps in northbound traffic created by the signalised intersection of Recreation Drive / Eaton Drive, this is considered sufficient to allow vehicles to safely egress the lots to the north of Recreation Drive. For the lots to the south, a potential alternate access arrangement is shown in **Figure 7-3** and involves the construction of a rear-access laneway as part of the development process for the lots to the south of Hough Place. This arrangement would require access to the lots to be provided via the laneway, and thus negate the need for driveway access to Eaton Drive. It is recommended that any potential laneway be designed to allow for two-way traffic movements, as this would allow northbound vehicles on Eaton Drive to utilise the connection via Hough Place if they miss the first laneway turnoff.

Figure 7-3 Potential Lane-Way Access



Eaton Drive, Eaton

#### 7.1.5 Recommended Access Arrangement

Due to the relatively low traffic volumes anticipated to be generated by the change in land use for the 18 lots along Eaton Drive, it is recommended that the existing access arrangement (LILO) can be retained for all lots, with the exception at 36 Eaton Drive as this lot is located within the signalised intersection of Eaton Drive / Recreation Drive.

It is recommended that development of 36 Eaton Drive should only be considered if access to this lot is provided via the driveway at 34 Eaton Drive or via one of the options described in sections 7.1.2 to 7.1.4 of this report.

Due to the cost associated with the construction of a full service road as a result of the resumption of land and modifications to services, this arrangement is not considered to be financially viable and may also create conflict points between pedestrians along Eaton Drive (on the western side) and vehicles on the service road.

As redevelopment / change of the use at any of the lots will happen over a number of years, any application should be considered carefully by the Shire, including conducting Road Safety Audits as appropriate.

#### 7.2 Obstructed Sight Lines at the Intersection of Lofthouse Avenue / Eaton Drive

During the site visit it was observed that the visibility of the vehicles approaching the intersection of Lofthouse Avenue/ Eaton Drive from the west was obstructed by vegetation as shown in **Figure 7-4**, and therefore may not satisfy the requirement of Austroads Guidelines. A review of the crash data for this intersection over the past five years also shows that of the 6 crashes occurred at this intersection, 5 involved vehicles turning right from Lofthouse Avenue to Eaton Drive. It is therefore recommended that the vegetation be removed and the appropriate sight line assessment undertaken as per Austroads Guidelines. Further mitigation measures may be identified as part of the sight line assessment.

Figure 7-4 Vegetation Obstructing Visibility at Lofthouse Avenue



Source: Google Street View, 2015

# 8 Summary and Conclusions

This Traffic Impact Assessment examines the implications, in traffic and transport-planning terms, of the impacts of continued population growth in Eaton.

It focusses specifically on the considered transport infrastructure to accommodate the identified issues in Eaton Drive precinct, prepared by the Shire of Dardanup in August 2015.

The study has comprised the following broad steps:

- > Site visit and background data collection;
- > Consultation with the Shire of Dardanup;
- > Creation of a high-level network traffic model to determine the existing network traffic patterns and changes in traffic volumes as a result of the identified developments within the study area and organic traffic growth;
- > SIDRA intersection assessment was undertaken to assess performance of the existing and concept intersection forms of the nominated intersections.

The result of the analysis included in this report are summarised in **Table 8-1** below.

Table 8-1 Summary of Findings

No.1	Point of Interest	Conclusion
1	Realignment of the Intersection of Eaton Drive/ Forrest Highway	The SIDRA results showed that the concept layout with 2 right turn lanes on Eaton Drive will reduce the average delay of all the movements at the intersection.
2	Roundabout at the Intersection of Blue Wren Drive/ Eaton Drive	The roundabout improves the safety and performance of the intersection but it is noted that the primary purpose of the roundabout will be to improve the ability of vehicles to perform U-turn maneuvers at this intersection for southbound vehicles from Lavender Way.
3	Proposed fast food outlet on Albatross Crescent	No access point is to be provided for the fast food outlet to Eaton Drive. Traffic generated by the site has been considered in the background future traffic as pass-by trips as the vast majority of trips to this fast outlet are likely to have other primary trip purposes. The effect of trips to / from the fast food has been considered in the turning movements at the intersection of Eaton Drive / Recreation Drive and the intersection of Eaton Drive / Blue Wren Drive. The intersection of Eaton Drive / Recreation Drive was found to operate satisfactorily in its existing form for both future Scenarios 1 and 2, while the intersection of Eaton Drive / Blue Wren Drive was found to operate satisfactorily with the proposed concept layout.

Eaton Drive, Eaton

4	Eaton Drive / Recreation Drive	The existing layout of the intersection provides sufficient capacity for all the movements at the intersection, although it is noted that the right turn from Recreation Drive operates with LOS E for both Scenarios 1 and 2 as a result of increased traffic demand through this intersection.
5	18 lots fronting Eaton Drive rezoned to permit medical uses	The additional traffic generated by the proposed land use has been considered in the desktop model. SIDRA assessment of all intersections for the future 2031 scenario shows that the extra traffic resulted by changing the land uses of these 18 lots will have a negligible effect on the network as most of the trips to the new medical centers are considered as pass-by trips (e.g. on the way to work, education, shopping, etc.).
		It is considered that the existing access arrangement be retained for all lots fronting Eaton Drive, with the exception of 36 Eaton Drive.
6	Closure of Council Drive at Eaton Fair Shopping Centre	Analysis shows that currently the majority of the traffic using Council Drive is associated with the shopping centre. The closure of Council Drive and associated resulting traffic redistribution to Eaton Drive was found to only have a minimal effect on the operation of the intersections directly adjacent to the shopping center.
7	Traffic signals at Eaton Drive / Hamilton Road / Council Drive	Traffic signals were found to result in higher average delays for all the movements at the intersection but are likely to improve the ability of pedestrians and cyclists to safely cross Eaton Drive as it would provide signalised pedestrian crossings.
		Providing a midblock signalised pedestrian crossing to the south of the roundabout can also be considered to improve pedestrian permeability but it is considered unlikely that pedestrians will utilise a midblock pedestrian crossing located between Hamilton Road and Hough Place as the majority of the pedestrian demand across Eaton Drive was observed to occur to the north of Hamilton Road.
8	Closure of Hands Avenue	The intersection of Hands Avenue / Eaton Drive is currently located too close to the intersection of Hamilton Drive/ Eaton Drive and therefore relocating the intersection to a distance further to the east will improve safety and operation.
9	Roundabout at Eaton Drive / Watson Street / Council Drive	SIDRA analysis shows that the roundabout will operate satisfactory at this intersection. It is noted that a review of the road reservation associated with the Council Drive extension will be required to ensure that the roundabout will fit within the road reserve.

Eaton Drive, Eaton

10	Traffic signals at Glenhuon Boulevard	The proposed conversion of this intersection to a signalised form will improve the operation of the intersection for the future scenarios. However, the conversion of the intersection form to a roundabout is considered more suitable as the roundabout will operate with a less total average delay.

(Appendix ORD: 12.8A)

APPENDIX A
EATON TOWN SITE TRAFFIC IMPACT
STUDY PLAN



- Proposed left turn lane at Eaton Drive / Forrest Highway interection. Main roads has indicated that a second right turn lane is required, the existing left turn land will be converted to a right turn lane requiring a left turn lane to be constructed.
   Proposed roundabout at Eaton Drive / Blue Wren Drive intersection (refer attached proposal figure 1). The roundabout at this location is to slove

- Proposed roundabout at Eaton Drive / Blue Wren Drive intersection (refer attached proposal figure 1). The roundabout at this location is to slove the problem of cars doing u-turns at this point.

  Proposed fast food site on Albatross Cresent (refer attached proposal figure 2).

  Proposed realignment of Council Drive / Recreation Drive intersection (refer attached proposal figure 3).

  18) lots fronting Eaton Drive as shown on Figure XXX are in the process of Town Planning Scheme amendment to allow the additional uses of "Medical Centre, Office and Consulting Rooms. The eighteen lots may not be fully developed for these additional uses and if developed they will be required to provide all parking on-site and access and exit to the lots will be in forward gear. The impact of this proposed change on Eaton Drive needs to be assessed. (refer attached image figure 4).

  Closure of Council Drive at Eaton Fair shopping entrance (refer attached proposal figure 2).

  Traffic lights at Council Drive/Eaton Drive/ Hamilton Road intersection. Under a current agreement with Citygate traffic lights are require at this location, to be installed when the Eaton / Treendale bridge opens which is expected in 2017.

  Proposed closure of Hands Avenue.

  Proposed roundabout at Watson Street /Eaton Drive /Council Drive (realigned) intersection. In 2009 Donald Veal Consultants did a review of this

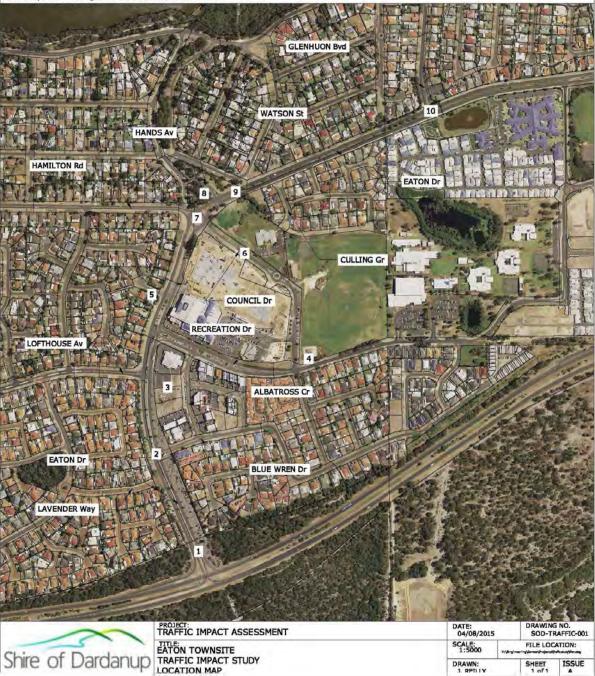
- Proposed closure of mainta Avenue.

  Proposed closure of mainta Avenue.

  Proposed closure of maintain avenue.

  Proposed closure of maintain avenue.

  In 2009 Donald Veal Consultants did a review of this intersection which is available to the successful caosultant.
- 10. Proposed traffic lights at Glenhuon Boulevard.



# **ROAD SAFETY AUDIT**

# **EXISTING ROAD (STAGE 5)**

# PREPARED FOR – Shire of Dardanup

Location - Eaton Drive intersections with Blue Wren Drive & Lavender Way

Suburb - Eaton

Date - 27/07/2017

Team:

Leader – Sam Laybutt

Member - Alan Roberts

Member – Fiona Sargent

Senior Road Safety Auditor

Road Safety Auditor

**Audit Team Trainee** 



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### **Document Information**

Prepared for Shire of Dardanup
Project Name Road Safety Audit

File Reference CW1002200-TR-R001-A-

Eaton Drive\_RSA

Job Reference CW1005200
Date 4 August 2017

Version Number A

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Rev A	4 August 2017	For Issue	Edmond Hoang	Sam Laybutt

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# **Table of Contents**

1 Pro	ject and Site details	1
1.1	Scope of Project / Site Description	1
1.2	Existing Road Network	1
1.3	Surrounding Land Uses	3
1.4	Traffic Volume and Speed	3
1.5	Crash History	4
2 Roa	d Safety Audit	5
2.1	Auditors and Audit Process	5
2.2	Supporting Information	5
2.3	Asset Owners to Be Informed	5
2.4	Distribution of Information	6
3 Con	iclusions	7
Appen	dices	
Appendix	A CORRECTIVE ACTION REPORT	
	B SITE PHOTOS	
Figure	5	
Figure 1-1	Intersection of Eaton Drive/Lavender Way/Blue Wren Drive	1
Figure 1-2	Road Hierarchy	2
Figure 1-3	Speed Limit	3
Tables		
Table 1-1	Daily Traffic Volumes	3
Table 1-2	Speed Data	4
Table 1-3	Crashes Recorded at Eaton Drive / Lavender Way intersection	4
Table 1-4	Crashes Recorded at Eaton Drive / Blue Wren Way intersection	4
Table 2-1 Audit Team		

# 1 Project and Site details

#### 1.1 Scope of Project / Site Description

Cardno has been engaged by the City of Dardanup to lead an Existing (Stage 5) Road Safety Audit (RSA) for the Eaton Drive intersections with Blue Wren Drive and Lavender Way, Eaton.

This report has been prepared in accordance with the Austroads *Guide to Road Safety Part 6: Road Safety Audit*. The location of the Site is shown in red in **Figure 1-1**.

Figure 1-1 Intersection of Eaton Drive/Lavender Way/Blue Wren Drive



Source: Nearmap (2017)

#### 1.2 Existing Road Network

**Eaton Drive** is a four lane, two way, dual carriageway road and is defined as a "Distributor A" under the functional road hierarchy of Main Roads WA, with a posted speed limit of 60km/hr. The carriageway is approximately 20m wide with a central median width of approximately 6.2m. A 2m footpath is also located along the western edge of the road, north of Lavender Way.

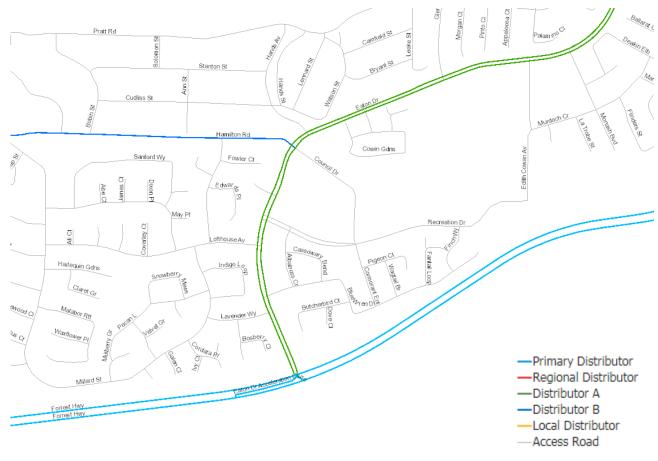
**Lavender Way** is a two lane, two way road and is defined as an "Access Road" under the road hierarchy of Main Roads WA, with a posted speed limit of 50km/hr. The road is approximately 8.4m wide with a central median width of approximately 1.8m. A 2.4m footpath is also located along the northern edge of the road.

**Blue Wren Drive** is a two lane, two way road and is defined as an "Access Road" under the road hierarchy of Main Roads WA, with a posted speed limit of 50km/hr. The road is approximately 11.3m wide with a

central median width of approximately 3.4m (for the section between Eaton Drive and Albatross Crescent). A 2m footpath is also located along the northern edge of the road.

The road hierarchy and speed limit is shown in Figure 1-2 and Figure 1-3, respectively.

Figure 1-2 Road Hierarchy



Source: Main Roads (2017)

Figure 1-3 Speed Limit



Source: Main Roads (2017)

#### 1.3 Surrounding Land Uses

The surrounding land use generally consists of residential dwellings. Eaton town centre, including Eaton Fair Shopping Centre, is located to the north east of the intersections.

A bridge across the Collie River is currently being constructed which would link Eaton Drive to Treendale. As a result of this bridge, a significant increase in through traffic is anticipated along Eaton Drive and therefore an increased level of risk at the subject intersections.

#### 1.4 Traffic Volume and Speed

Traffic volumes and speed data for Eaton Drive was sourced from the Shire of Dardanup and is summarised in **Tables 1-1 and 1-2**.

Table 1-1 Daily Traffic Volumes

Location	Daily Weekday Traffic Volumes (vehicles per day two-way)	Percentage heavy vehicles
Eaton Drive SLK 2.32 (northbound)	2,932	6%
Eaton Drive SLK 2.32 (southbound)	2,997	7.8%



#### Table 1-2 Speed Data

Location	85 <sup>th</sup> percentile speed
Eaton Drive SLK 2.32 (northbound)	64.8km/h
Eaton Drive SLK 2.32 (southbound)	68.5km/h

The speed data indicates an 85<sup>th</sup> percentile speed in excess of the posted speed limit. During the site inspection vehicles were observed to be travelling faster than the posted speed limit, particularly in the northbound direction.

#### 1.5 Crash History

The recorded crashes at the study area for the five year period between January 2012 and December 2016 are as follows:

Table 1-3 Crashes Recorded at Eaton Drive / Lavender Way intersection

Crash Type	RUM Code	Number of Crashes
Rear End	31, 32	2
Total		2

Table 1-4 Crashes Recorded at Eaton Drive / Blue Wren Way intersection

Crash Type	RUM Code	Number of Crashes
Rear End	32	1
Right Angle	10, 17	3
Total		4

The crash data indicates:

- > A pattern of rear-end crashes at Lavender Way;
- > A pattern of right-angle crashes at Blue Wren Drive.

# 2 Road Safety Audit

Road Safety Auditing is a formalised procedure which can be applied to all phases of a road project development or to an unsafe feature of an existing road system. The Auditor must be independent of the designer so that the design is viewed with "fresh eyes". The purpose of the report is not to rate the design, but rather to address any road safety concerns. The auditor shall have communicated with the Designer to resolve any uncertainties or misunderstandings before drawing conclusions.

In reviewing the safety aspects of a road project, the reporting procedure is not intended as a re-design process but to outline potential or pre-existing road safety issues and establish a basis upon which a design could produce an acceptable solution to the safety problem. The recommendations will indicate the nature or direction of a solution, rather than specifying the details of how to solve the problem.

The objectives of a road safety audit are:

- > To review the design and background information and form conclusions about the safety performance and accident potential of the re-designed road;
- > To evaluate the proposal in terms of interaction with its surrounds and nearby roads, and to visualise potential impediments and conflicts for road users; and
- > To report on the conclusions drawn and to make recommendations regarding aspects which involve unnecessary or unreasonable hazards.

It is intended that the findings and recommendations for corrective action be discussed with the designer/client, who then must determine whether the recommendations should be implemented, and where it is decided otherwise, to give reasons in writing for the decision.

#### 2.1 Auditors and Audit Process

The report has been based on the finding from a Road Safety Audit of an existing road section: Eaton Drive/Lavender Way/Blue Wren Drive intersections, Eaton.

The audit was carried out following the procedures set out in Austroads *Guide to Road Safety, Part 6: Road Safety Audit* (2009). The Audit team is listed in the table below.

Table 2-1 Audit Team

Name	Role	Organisation
Sam Laybutt	Team Leader	Cardno
Edmond Hoang	Team Member	Main Roads WA
Fiona Sargent	Audit Team Trainee	Main Roads WA

A day time site inspection was carried out by the audit team on Thursday 27 July 2017, between 7:45am and 9:00am. A night inspection was carried out the previous evening by Sam Laybutt.

During the night inspection the weather was overcast and the road was damp. During the day inspection the weather was raining and the road surface was wet.

#### 2.2 Supporting Information

Supporting information is included in the Appendices as listed under the Table of Contents.

#### 2.3 Asset Owners to Be Informed

This report may have ramifications for the ultimate owner(s) of the asset (e.g. Local Government or Main Roads). Copies of the relevant sections of this report (and the completed Corrective Action Report with



Eaton Drive intersections with Blue Wren Drive & Lavender Way, Eaton Road Safety Audit

'proposed' actions) must be forwarded to the relevant responsible authorities for information and consideration prior to finalising the actions.

#### 2.4 Distribution of Information

The contents of this report are the property of the commissioning agency. Furthermore, individual sections are the property of the relevant authorities responsible for addressing the findings and recommendations.

Information within this report may be misleading if taken in isolation without reference to the follow-up actions.

No part of this report, or information derived from it, shall be released to third parties without express permission from the relevant stakeholders.



### 3 Conclusions

This audit has been carried out for the sole purpose of identifying any features of the design which could be altered or removed to improve its safety. We have examined the plans and documents listed in the Appendices. The identified problems have been noted in the Corrective Action Report which is contained in the Appendix of this report. The accompanying recommendations are forwarded for your assessment and response / action.

Sam Laybutt (Team Leader) Senior Road Safety Auditor

#### **DISCLAIMER**

This final report contains the findings, opinions and recommendations of the audit team based on the examination of the documentation. As a consequence, the report may not identify all the deficiencies that may have existed before or after the audit. The asset owner is not bound by the contents of this report

Notwithstanding that this report may contain statements in relation to technical matters, both of a general nature and in relation to specific issues, in no way should readers of the report rely solely on its contents, nor draw inferences to other sites. Readers must seek appropriate expert advice on their own particular circumstances and rely on such advice.

(Appendix ORD: 12.8B)

Road Safety Audit

APPENDIX



**CORRECTIVE ACTION REPORT** 



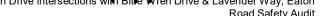


# Intersections of Eaton Drive/Lavender Way/Blue Wren Drive, Eaton Road Safety Audit – Corrective Action Report

Audit Stage:	Existing Road (Stage 5)
Location:	Intersections of Eaton Drive/Lavender Way/Blue Wren Drive, Eaton
Audit Team:	Sam Laybutt (Team Leader, Cardno), Alan Roberts (Team Member, Main Roads WA), Fiona Sargent (Audit Team Trainee, Main Roads WA)
Audit Date:	27 July 2017

Item	Location	Audit Finding and Recommendation	Level of Risk	Response
1	Lavender Way intersection	The intersection is not very conspicuous, particularly at night, for drivers approaching from the south which increases the risk of sudden braking and associated rearend crashes. The risk is further increased due to speed of vehicles using the the free-flow slip lane from Forrest Highway.	Low to Medium	
		Recommendations:		
		<ul><li>(a) Install advance warning sign on the northbound approach to the intersection; AND</li></ul>		
		(b) Clear vegetation to increase the visibility of the intersection.		

4 August 2017 Cardno Page 234





Item	Location	Audit Finding and Recommendation	Level of Risk	Response
2	Due to the limited connections to/from the residential area west of Eaton Drive, there is demand in the mornings for traffic to turn left out of Lavender Way and perform a u-turn at Blue Wren Drive to reach Forrest Highway. It is understood that Main Roads recently installed a 'no U-turn' sign at the Blue Wren Drive intersection to prohibit this manoeuvre. During the site inspection the majority of drivers were observed to ignore this prohibition and perform the U-turn anyway. Others were observed turning into Blue Wren Drive and then performing the U-turn at the end of the median island which, in my view, is a less safe manoeuvre than simply u-turning at the intersection. Other motorists may have been deterred by the U-turn prohibition and instead used Lofthouse Avenue to access Eaton Drive. The Lofthouse Avenue intersection is more congested and has a higher level of risk for right turns onto Eaton Drive, therefore increasing the overall risk profile of the corridor.  For a short (approx 10min) period during the site inspection, the southbound traffic was observed to queue through the Blue Wren Drive intersection (refer to Photograph 1). This created a situation where drivers were turning right into Blue Wren Drive with limited visibility of southbound traffic in the kerbside lane, resulting in several near misses. The risk of a serious crash in this situation is high due to the speed of vehicles southbound on Eaton Drive. The length and/or time of this queue can be expected to increase once the link to Treendale is completed.		Medium to High	
	IMPORTANT  Recommendations:			
		(a) Short term: Remove the U-turn prohibition at Blue Wren Drive intersection.		
		(b) Medium term: Install a roundabout at the Blue Wren Drive intersection to increase the safety of the U-turn and right turn movements.		
		(c) Medium – long term: Construct a second right turn lane from Eaton Drive onto Forrest Highway to reduce the likelihood of the queue extending back to and through the Blue Wren Drive intersection.		





			Level of	
Item	Location	Audit Finding and Recommendation	Risk	Response
3	Eaton Drive south of Blue Wren Drive	There are bus stops located on both sides of Eaton Drive south of Lavender Way intersection which have no footpath connections and no concrete pad at the bus stop. There is also no footpath connection across Eaton Drive in the vicinity of the two intersections. During the site inspection, several pedestrians were observed crossing Eaton Drive from west to east, to walk down Blue Wren Drive.	Low	
		Recommendations:		
		<ul> <li>(a) Construct a kerb ramp crossing across Eaton         Drive between Blue Wren Drive and Lavender         Way with associated path connections; AND     </li> </ul>		
		(b) Construct footpath connections and concrete pads at each bus stop.		
4	Blue Wren Drive	There is a significant dark spot on Blue Wren Drive immediately east of Eaton Drive intersection where it appears a street light has been removed and not replaced. Refer to <b>Photograph 2</b> .	Low	
		Recommendation:		
		Install new street light.		
5	Lavender Way intersection	There is a significant dark spot on Lavender Way adjacent to the intersection with Eaton Drive which contributes to the low visibility of the intersection at night time. Refer to <b>Photograph 3</b> .	Low	
		Recommendation:		
		Install a street light on Lavender Way to adequately light the approach to the intersection.		

(Appendix ORD: 12.8B)

Road Safety Audit

APPENDIX

B

SITE PHOTOS



### Photograph 1



Photograph 2





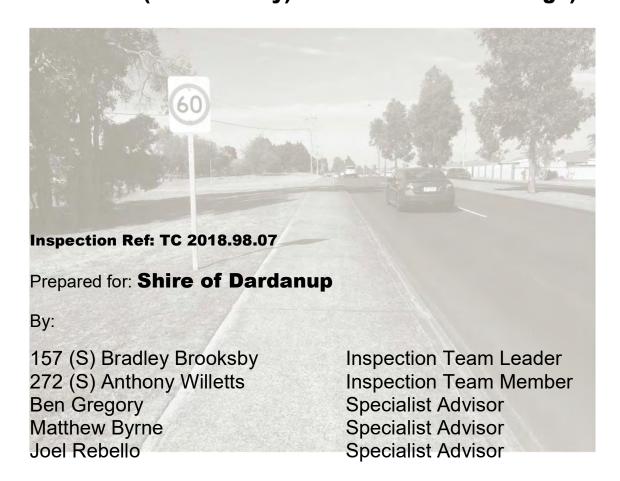
Eaton Drive intersections with Blue Wren Drive & Lavender Way, Eaton Road Safety Audit

#### Photograph 3



# **ROAD SAFETY INSPECTION**

# Eaton Drive (No 2080202) Slk 0.00 (Forrest Hwy) - 4.63 Collie River Bridge)



Report Issue Date: 6/11/2018

# **Contents**

1.	INTF	RODUCTION	1
	1.1	Scope of the Inspection	1
	1.2	The Inspection Team	1
	1.3	Specialist Advisors	2
	1.4	Safe System Findings	2
	1.5	Previous Road Safety Inspections	2
	1.6	Background Data	2
	1.6.2	1 Crash History	2
	1.6.2	2 Traffic and Speed Data	4
	1.6.3	3 Appendices	4
2.	ITEN	/IS RAISED IN THIS ROAD SAFETY INSPECTION	5
	2.1	Finding – Tactile Usage and Guidelines.	5
	2.2	Finding – Trip Hazards	5
	2.3	Finding – Bus Stops.	6
	2.4	Finding – Obstruction in the Path.	7
	2.5	Finding – Path Gradient - Landings.	7
	2.6	Finding – Shade and Shelter	8
	2.7	Finding – Pedestrian Crossings.	8
	2.8	Finding – Lighting of Paths.	9
	2.9	Finding – Path Alignment	0
	2.10	Finding – Path Width	0
3.	ROA	D SAFETY INSPECTION Team Statement1	1
ΑP	PENDI	X A- ROAD SAFETY INSPECTION FINDINGS LOCATION PLAN1	2
ΑP	PENDI	X B- ROAD SAFETY INSPECTION PHOTOGRAPHS1	4
ΑP	PENDI	X C- CRASH REPORTS2	9
۸ ۵	DENIDI	V.D. CODDECTIVE ACTION DEDODT	1

#### 1. INTRODUCTION

#### 1.1 Scope of the Inspection

A Road Safety Inspection is a formal examination of an existing road, road related area or path in which an independent, qualified team report on the crash potential and likely safety performance of the location. (Formerly known as an 'Existing Road Safety Audit').

This Road Safety Inspection has been conducted following the general principles detailed in *Austroads Guide to Road Safety Part 6: Road Safety Audit* and in accordance with the requirements contained in the Main Roads Western Australia Policy and Guidelines for Road Safety Audit.

This report results from a request for a Road Safety Inspection to be conducted at Eaton Drive Slk 0.00 (Forrest Highway) - 4.63 (Collie River Bridge).

The background and objective of the inspection are to review the existing path and connections to its suitability and appropriateness for this location with the surrounding land uses, traffic volumes and intersections.

The Road Safety Inspection was undertaken by Brad Brooksby of Brad Brooksby Consulting with reference to the details provided by the client. The Road Safety Inspection comprised an examination of the path by walking and cycling and driving along the road adjacent to the path.

All the findings described in Section 2 of this report are considered by the inspection team to require action in order to improve the safety of the existing road environment and to minimise the risk of crash occurrence and reduce potential crash severity.

The inspection team has examined and reported only on the road safety implications of the road infrastructure as presented.

#### 1.2 The Inspection Team

Auditor No.	Name	Role	Organisation
157	Bradley Brooksby	Inspection Team Leader	Brad Brooksby Consulting
272	Anthony Willetts	Inspection Team Member	A. Willetts Civil

The inspection team visited the site on 25<sup>th</sup> October 2018 at 3:00 - 6:00 pm. At the time of the site visit, the weather was and fine and dry.

A night-time site visit was undertaken on 25<sup>th</sup> October 2018 at 7:00 - 8:00 pm.

TC 2018.98.07 1 | Page

#### 1.3 Specialist Advisors

Others present during the daytime/night-time visits were:

Name	Role	Organisation	
Ben Gregory	Local Knowledge	Shire of Dardanup	
Matthew Byrne	Training experience	CB Traffic Solutions	
Joel Rebello	Training experience	CB Traffic Solutions	

#### 1.4 Safe System Findings

The aim of Safe System Findings is to focus the Road Safety Inspection process on considering safe speeds and by providing forgiving roads and roadsides. This is to be delivered through the Road Safety Inspection process by accepting that people will always make mistakes and by considering the known limits to crash forces the human body can tolerate. This is to be achieved by focusing the Road Safety Inspection on particular crash types that are known to result in higher severity outcomes at relatively lower speed environments to reduce the risk of fatal and serious injury crashes.

The additional annotation "**IMPORTANT**" shall be used to provide emphasis to any Road Safety Inspection finding that has the potential to result in fatal or serious injury, or findings that are likely to result in the following crash types above the related speed environment: head-on (>70 km/h), right angle (>50 km/h), run off road impact object (>40 km/h), and crashes involving vulnerable road users (>30 km/h), as these crash types are known to result in higher severity outcomes at relatively lower speed environments.

The exposure and likelihood of crash occurrence shall then be considered for all findings deemed "IMPORTANT" and evaluated based on an auditor's professional judgement. Auditors should consider factors such as traffic volumes and movements, speed environment, crash history and the road environment, and apply road safety engineering and crash investigation experience to determine the likelihood of crash occurrence. The likelihood of crash occurrence shall be considered either "VERY HIGH", "HIGH", "MODERATE" or "LOW" and this additional annotation shall be displayed following the "IMPORTANT" annotation on applicable findings.

#### 1.5 Previous Road Safety Inspections

No previous Road Safety Inspection have been undertaken for this section of road or path.

#### 1.6 Background Data

#### 1.6.1 Crash History

A study of the recent crash history has been conducted in the location for the five-year period to the end of December 2017. In the Shire of Dardanup there have been 4 reported

TC 2018.98.07 2 | Page

crashes with pedestrians (RUM 04 & 98), two of these were on Main Roads, one on Charlotte Street number 2080074 and one on Eaton Drive at Slk 0.61, near Recreation Drive, likely to be the crosswalk on the left slip lane.

There have been 51 recorded crashes on Eaton Drive within the extracted data which is summarised below:

#### Intersection - 36 Crashes

4 - Right Angle, 17 Right Through, 11 Rear End and 4 Hit Object

#### Midblock - 15 Crashes

1 - Right Angle, 4 Sideswipe, 2 Rear End, 1 Non-collision, 5 Hit Object and 1 Hit Pedestrian.

Of the crashes detailed above, year on year the crash numbers are similar with no trend evident.

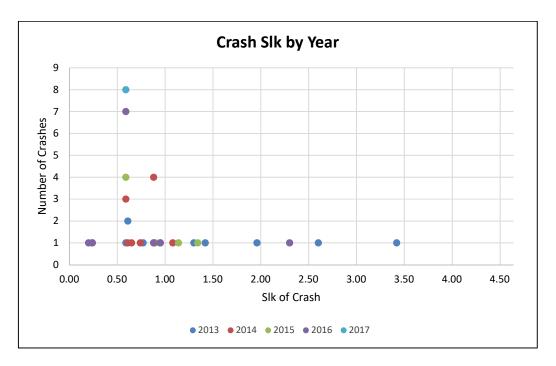
The crash pattern report attached at Appendix "C" does not show any overrepresentation for a particular type of crash.

Year	Number of Crashes	Fatal	Hospital Medical	Property Damage
2013	11	0	2	9
2014	12	0	3	9
2015	8	0	4	4
2016	12	0	2	10
2017	8	0	2	6

Table 1 - Summary of Crash data

The Table 1 above shows a consistent pattern of crashes with no trends evident.

TC 2018.98.07 3 | Page



Graph 1 - Crash Slk by Year

The spread of the crashes is concentrated at Slk 0.59 (Recreation Drive) as expected.

#### 1.6.2 Traffic and Speed Data

A summary of recent traffic data is provided below:

Location	Vehicles per day (% heavy vehicles)	Date	Source
Eaton Drive Slk 2.95 Northbound	5,977 (4.3 %)	October 2018	Shire Counters
Eaton Drive Slk 3.74 Northbound	3,131 (3.3%)	October 2018	Shire Counters
Eaton Drive Slk 3.74 Southbound	2,965 (4.7%)	October 2018	Shire Counters

**Table 2 - Traffic Volumes** 

#### 1.6.3 Appendices

Appendix A – Road Safety Inspection Location Plan

Appendix B – Road Safety Inspection Photographs

Appendix C - Crash Reports

Appendix D – Corrective Action Report (CAR)

TC 2018.98.07 4 | Page

#### 2. ITEMS RAISED IN THIS ROAD SAFETY INSPECTION

#### 2.1 Finding – Tactile Usage and Guidelines.

Tactile paving can assist in directing vision impaired pedestrians across roads when paths meet the street pavement.

The tactile must be in good order, aligned with the direction of the crossing and be of contrasting colour so that they are conspicuous.

#### Justification of the finding:

There is a risk that vision impaired pedestrians will have difficulty when crossing a street pavement when using the path network. The placement of tactiles at all crossing locations on the Shires path network may be an expense that outweighs the need. This can result in fewer path facilities being provided and tactiles that are not required.

An approach that the Shire could consider is the placement of tactiles at the greatest need, this could be where the speed and or volume of the traffic is high. Or where path usage is high, such as schools, shopping centres and alike. The development of a policy or design guide based on the hierarchy of the path network could be made, with those that have high pedestrian usage, near schools and shopping centres, or have path crossings on high speed, high traffic volume roads, or near bus stops or are main connections to have tactiles. Paths with lower pedestrian use on low speed and low volume roads could be installed with tactiles on an as needed or as requested basis.

It was noted on the site inspection that there was inconstancy with some path crossings with tactiles and most without. It was also noted that most crossings through median did not have tactiles. There also appeared to be some crossings where the tactiles had been removed and not replaced.

There was one crossing at the bus stop near Bethanie where the tactiles are coming off the path and are a tripping hazard.

#### Recommendation

Have a consistent approach to the placement of tactiles and place tactiles where required. Repair the tactiles that need replacement.

#### [IMPORTANT | VERY HIGH]

#### 2.2 Finding – Trip Hazards.

There are a number of trip hazards along the path network. Most of these are from vegetation (trees) growing close to the path with the roots lifting the path at joins or where service pits have been installed and the ground around the pit subsiding resulting in a difference of level and trip hazard.

TC 2018.98.07 5 | P a g e

#### Justification of the finding:

All paths should be inspected on a regular basis to ensure that any defects can be made good. Those paths with high pedestrian usage and or adjacent high traffic volume or speed roads should be inspected at shorter intervals.

The highest trip risk is a service pit or drainage pit which is higher than the path located at Applecross Court path connection.

#### Recommendation

Repair trip hazards.

#### [IMPORTANT | VERY HIGH]

#### 2.3 Finding – Bus Stops.

The path connection to bus stops is missing or incorrectly installed. Pedestrians crossing the road after alighting from the bus must be guided to a safe place to cross.

#### Justification of the finding:

The path has numerous bus stops along its length. The usage of the bus stops is unknown but should be encouraged by the Shire as part of its commitment to public transport.

The bus stop located south of Lavender Way has no path connection. To be used requires walking along the verge.

It was noted that many of the bus stops were not designed "tail to tail". Main Roads WA Supplement to Austroads Guide to Road Design section 6.3.4 details Indented a minimum distance of 30 m should stagger bus bays on opposing carriageways. This allows patrons from the bus to exit from the door and cross behind the bus rather than in front of the bus. The Following Figure 1 has been adopted from the Main Roads sketch.

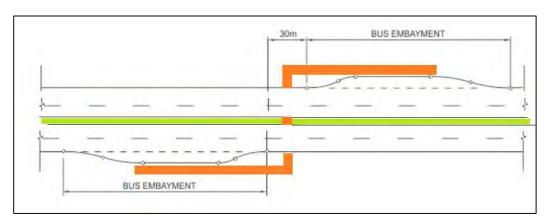


Figure 1 - Typical Bus Stop tail to tail with path connection

TC 2018.98.07 6 | Page

Figure 1 on the previous page shows an indented bay. The path crossing applies at either bus embayment's or bus stops on the carriageway.

"At bus stops on arterial or distributor roads or in city centres, buses should stop on the carriageway, rather than in embayed areas, unless safety reasons dictate otherwise, or it is a timed stop where buses may need to stop" - Public Transport Authority Bus Planning and Design Guidelines for Efficient People Movement (2016).

#### Recommendation

Provide suitable path connections and crossing locations at bus stops.

#### [IMPORTANT | HIGH]

#### 2.4 Finding – Obstruction in the Path.

Obstructions on the path are a hazard to path users, particularly cyclists.

#### Justification of the finding:

Obstructions such as bollards or grab rails incorrectly installed can be a hazard to path users, particularly cyclists that can travel in groups and not always have a clear vision ahead of them.

Bollards are generally installed to prevent cars from using paths as shortcuts.

Guide to Road Design Part 6A: Paths for Walking and Cycling (Austroads 2016) provides guidance. If bollards are to be used on paths, they must be used in conjunction with a feature on the sides of the path to provide openings of no more than 1.6 m wide. They should also be conspicuous to cyclists and include line marking to direct cyclists away from the bollard. <sup>1</sup>

Additionally, where paths are used by groups of cyclists, such as the bridge crossing, rumble strips could be placed 5 - 10 m before the bollard as a pre-warning for cyclists.

#### Recommendation

Where bollards have been installed, ensure that they are to the current standards and in an easily seen location in poor light conditions.

#### [IMPORTANT | HIGH]

#### 2.5 Finding – Path Gradient - Landings.

Where paths have to grade up or down to match the ground level or specific items such as a road crossing, the paths will have a grade or slope to achieve this.

TC 2018.98.07 7 | Page

Page 248

<sup>&</sup>lt;sup>1</sup> Austroads - Guide to Road Design Part 6A: Paths for Walking and Cycling (2016)

(Appendix ORD: 12.8C)

#### Justification of the finding:

It is good practice to place a landing (flat area) for wheelchairs, prams etc. to be positioned before crossing the road.

#### Recommendation

When possible, provide landings to allow path users to rest before crossing roads.

#### [IMPORTANT | LOW]

#### 2.6 Finding – Shade and Shelter.

Shade and shelter should be considered along the path particularly for walkers where the path has little or no shade.

#### Justification of the finding:

The path is remote from other services such as drinking water and public conveniences. To be comfortable, walkers should be confident of shelter, conveniences and rest stops. Amenities such as drinking water, seating and shade or shelter must be available.<sup>2</sup>

Signage could be installed to guide path users the nearest public facilities.

#### Recommendation

Review the route of the path and determine if rest stops/shade or signage is needed at any location.

#### [IMPORTANT | LOW]

#### 2.7 Finding – Pedestrian Crossings.

Main Road Western Australia Pedestrian Crossing Slip Lanes document provides a good guide for pedestrian verse vehicle with recommended treatments.

Where pedestrian numbers crossing any slip lane at an intersection exceed 20 per hour and in the same hour at least 200 vehicles use a slip lane, then a pedestrian crossing shall be installed.<sup>3</sup>

#### Justification of the finding:

There are numerous path crossings of Eaton Drive, some appear to be from when the road was a single carriageway and others have been added as new works occur.

TC 2018.98.07 8 | Page

Page 249

<sup>&</sup>lt;sup>2</sup> Walkability Audit Tool - Department of Transport (2011)

<sup>&</sup>lt;sup>3</sup> Pedestrians Crossing Slip Lanes - MRWA (2002)

The quantity and location of crossings near Recreation Drive could be reviewed. Crossings should guide pedestrians to a safe place to cross the road. The traffic control signals at Recreation Drive and Eaton Drive provide the safest location to cross the road. Other crossings of Eaton Drive within 100 m of this crossing should be assessed to determine their need and safety.

The path on the eastern verge of Eaton Drive south of Lofthouse Drive leads to the Eaton Tavern.

A review of the best locations for path crossings of Eaton Drive that have demand, good sightlines, lighting and minimal crossing distance should be undertaken so that future works can incorporate this over time. The placement of crossing locations at the bus stops may provide a suitable distance between each crossing.

#### Recommendation

Review the existing crossing locations, their appropriateness and extent of use to develop an overall plan for the future path network.

#### [IMPORTANT | LOW]

#### 2.8 Finding – Lighting of Paths.

Where paths or shared paths carry a substantial number of cyclists during periods of darkness (i.e. dawn, dusk and at night) consideration should be given to the provision of path lighting. The lack of lighting can result in crashes.

#### Justification of the finding:

The decision to provide lighting is a matter for the relevant authority. If it is decided to light a bicycle path or shared path the lighting should be designed in accordance with AS/NZS 1158.3.1-2005, (e.g. lighting level P2 or higher depending on the jurisdiction, location and the circumstances)<sup>4</sup>.

Generally, the straight sections of the path where well-lit from the road lighting, but many of the side road crossings are poorly lit.

#### Recommendation

Review the usage of the path and determine if the lighting of the path is needed at any location.

#### [IMPORTANT | MODERATE]

TC 2018.98.07 9 | P a g e

Page 250

<sup>&</sup>lt;sup>4</sup> Cycling Aspects of Austroads Guides (2014)

#### 2.9 Finding - Path Alignment.

Several sections of the path have a poor alignment which places the path user at risk. This generally occurs where a section of pat has been added.

#### Justification of the finding:

Austroads Guide to Road Design Part 6A: Paths for Walking and Cycling (Austroads 2016) provides guidance that minimum radius or sharp curves should not be used to achieve landscaping objectives to the detriment of the level of service and social safety for cyclists. This would be similar for pits and services.

There are a number of places along the path where the path passes a side entry pit, in many cases the path is narrowed and has a large fall on the roadside at the side entry pit. Consideration could be given to placing a combination grate and side entry with a lower opening.

#### Recommendation

Review the locations when the path passes drainage pits to determine if the path alignment can be improved for a cyclist using the path.

#### [IMPORTANT | MODERATE]

#### 2.10 Finding - Path Width.

The path has various widths between 1.8 m and 2.5 m and is generally placed on the back of the kerb. The narrower section 1.8 m in width reflect older standards of path construction. The road kerbing is a mixture of mountable, semi barrier and barrier kerb. The narrow path adjacent to the kerb leaves little error of judgement from riders from riding off the path onto the road.

#### Justification of the finding:

Austroads Guide to Road Design Part 6A: Paths for Walking and Cycling details in section 5.3 the recommended width of paths. The path connects into Treendale and should be considered a regional path. As the path will likely be on both sides of Eaton Drive a path width of 2.5 m minimum is recommended. Along the path, numerous items restrict the width of the path, including vegetation, posts, ramps and side entry pits.

These squeeze points are a risk to path users.

#### Recommendation

Determine a suitable width for the path and widen the path as opportunities such as new works arise.

#### [IMPORTANT | LOW]

TC 2018.98.07 10 | P a g e

#### 3. ROAD SAFETY INSPECTION TEAM STATEMENT

I hereby certify that the inspection team have examined the identified location in undertaking this Road Safety Inspection. I also confirm that this inspection has been conducted following the general principles detailed in *Austroads Guide to Road Safety Part 6: Road Safety Audit* and in accordance with Main Roads Policy and Guidelines for Road Safety Audit.

The inspection has been carried out for the sole purpose of identifying any features of the existing road environment which could be altered or removed to improve the safety of the road infrastructure. The identified issues have been noted in this report. The accompanying findings and recommendations are put forward for consideration by the asset owner for implementation.

**Inspection Team Leader** 

**Brad Brooksby** 

**Traffic Consultant** 

**Brad Brooksby Consulting** 

Date: 6<sup>th</sup> November 2018

Mobile: 0435 164 175

Email: Brad.Brooksby@bigpond.com

#### Disclaimer

This report contains findings and recommendations based on examination of the site and/or relevant documentation. The report is based on the conditions viewed on the day of inspection and is relevant at the time of production of the report. Information and data contained within this report is prepared with due care by the Road Safety Inspection Team. While the Road Safety Inspection Team seeks to ensure the accuracy of the data, it cannot guarantee its accuracy.

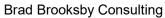
Readers should not solely rely on the contents of this report or draw inferences to other sites. Users must seek appropriate expert advice in relation to their own particular circumstances.

The Road Safety Inspection Team does not warrant, guarantee or represent that this report is free from errors or omissions or that the information is exhaustive. The information contained within may become inaccurate without notice and may be wholly or partly incomplete or incorrect. Before relying on the information in this report, users should carefully evaluate the accuracy, completeness and relevance of the data for their purposes.

Subject to any responsibilities implied in law which cannot be excluded, the Road Safety Inspection Team is not liable to any party for any losses, expenses, damages, liabilities or claims whatsoever, whether direct, indirect or consequential, arising out of or referable to the use of this report, howsoever caused whether in contract, tort, statute or otherwise.

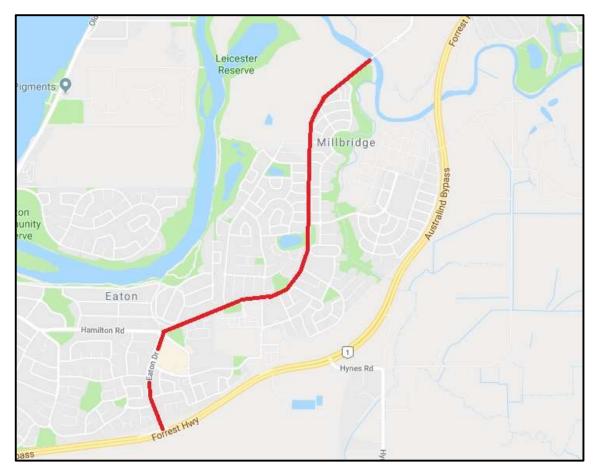
TC 2018.98.07 11 | P a g e





APPENDIX A- ROAD SAFETY INSPECTION FINDINGS LOCATION PLAN

TC 2018.98.07 12 | Page



**Location Plan** 

TC 2018.98.07 13 | Page

APPENDIX B- ROAD SAFETY INSPECTION PHOTOGRAPHS

TC 2018.98.07 14 | Page



Finding 2.1 – No Tactiles in the median crossing



Finding 2.2 – Tactiles are a trip hazard

TC 2018.98.07 15 | P a g e



Finding 2.2 – Trip Hazard at Applecross Court path connection

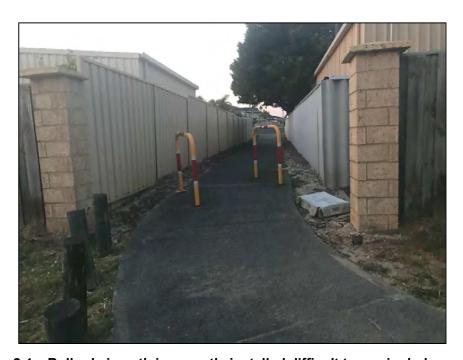


Finding 2.3 – No path connection to the bus stop

TC 2018.98.07 16 | Page



Finding 2.3 – Path crossing is head to head rather than tail to tail



Finding 2.4 – Bollards in path incorrectly installed difficult to see in dark conditions

TC 2018.98.07 17 | Page



Finding 2.4 - Damaged grab rail



Finding 2.4 – Post on the edge of the path, very dangerous for cyclists in poor light conditions. Not conspicuous at all.

TC 2018.98.07 18 | Page



Finding 2.4 – Large pole in the middle of path very difficult to see with oncoming traffic at night



Finding 2.4 – Grab rail on the edge of the path, hazard to path users and road users.

TC 2018.98.07 19 | P a g e



Finding 2.4 – Blocks on the edge of the path - should be 300 mm offset. Possible peddle snag for cyclists.



Finding 2.4 – Fence along the path, difficult to see at night.

TC 2018.98.07 20 | Page



Finding 2.4 – Grab rails incorrectly installed and difficult to see at night.



Finding 2.4 – Grab rails removed but holding down bolt still in the path, trip hazard. East of Hands Avenue.

TC 2018.98.07 21 | P a g e



Finding 2.4 – Typical bollard treatment detailed in Austroads Guide to Road Design Part 6A: Paths for Walking and Cycling (2016).



Finding 2.5 – The path slopes away from the road without a landing.

TC 2018.98.07 22 | Page



Finding 2.6 – There is little shade or shelter along the path.

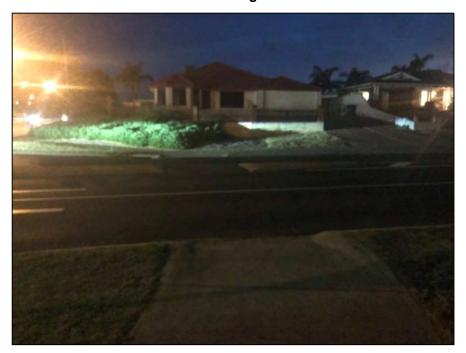


Finding 2.7 – Path crossing located close to traffic control signals.

TC 2018.98.07 23 | Page



Finding 2.7 – The crossing in the median is too narrow, it should align with the line marking.



Finding 2.8 – Lofthouse Avenue path crossing is poorly lit.

TC 2018.98.07 24 | Page



Finding 2.8 – Hamilton Road path crossing is poorly lit.



Finding 2.8 – The path east of Hamilton Road is poorly lit due to the tree cover.

TC 2018.98.07 25 | Page



Finding 2.9 – High fall off the edge of the path at the side entry pits.



Finding 2.9 – Poor alignment of the path around the side entry pit.

TC 2018.98.07 26 | Page



Finding 2.10 – The vegetation restricts room for path users to pass and pushes path users closer to the road. Trim vegetation.



Finding 2.10 – The vegetation restricts room for path users to pass and pushes path users closer to the road. Trim vegetation.

TC 2018.98.07 27 | Page



Finding 2.10 – Trees restrict the vision of oncoming vehicles at the path crossing.

TC 2018.98.07 28 | Page

**Brad Brooksby Consulting** 

**APPENDIX C- CRASH REPORTS** 

TC 2018.98.07 29 | Page

## Crash Patterns Report 30,31,32,33,53,55,61,62 Rear End Over-represented Head On 23.24,25,26,34,43,50,54 35,36,37,38,39,42,58,64 10,11,12,13,14,15,16,17,18,19,47,48,49 Right Turn Thru Crash Nature 22,27 Hit Pedestrian 01,02,03,04,05,06,07,08,09,98 45,60,63,85,66,67,70,72,74,80,62,64,93,94 Non Collision 52.71.73,75,76,77,61,83,85 Not Known Daylight 85 Not Known Level 72 Creet Of Hill Road Condition 63 24 Crash Severity PDO Major 60 82 Not Known Note: Use the comparison of crash patterns at a selected site with network average values as a rough indicator of problems at a location. Moderate variances between the figures should not be given undue weight, as the crash population is generally very small for intersections or small roads. In Crash Tool, a variance of less 10 is not flagged. A variance between 10 and 19 is flagged as "Under-represented" or "Over-represented". A variance of 20 of more is flagged as "Significantly under-represented" or Significantly over-represented For selections of fewer than 6 crashes, Crash Tool will not provide a flag.

Figure 2 - Crash Patterns Report

TC 2018.98.07 30 | P a g e

**APPENDIX D - CORRECTIVE ACTION REPORT** 

TC 2018.98.07 31 | Page

# Corrective Action Report – Eaton Drive Slk 0.00 (Forrest Hwy) - 4.63 Collie River Bridge) Road Safety Inspection

	Project Manager			
Findings and Recommendations	Agree / Disagree	Reason for Disagreeing	Proposed Action and Comments	
2.1 Finding – Tactile Usage and Guidelines.	Choose an			
Tactile paving can assist in directing vision impaired pedestrians across roads when paths meet the street pavement.	item.			
The tactiles must be in good order, aligned with the direction of the crossing and be of contrasting colour so that they are conspicuous.				
Recommendation	Choose an			
Have a consistent approach to the placement of tactiles and place tactiles where required. Repair the tactiles that need replacement.	item.			
[IMPORTANT   VERY HIGH]				
2.2 Finding – Trip Hazards.	Choose an			
Most of these are from vegetation (trees) growing close to the path with the roots lifting the path at joins or where service pits have been installed and the ground around the pit subsiding resulting in a difference of level and trip hazard.	item.			
Recommendation	Choose an			
Repair trip hazards.	item.			
[IMPORTANT   VERY HIGH]				

	Project Manager			
Findings and Recommendations	Agree / Disagree	Reason for Disagreeing	Proposed Action and Comments	
2.3 Finding – Bus Stops.	Choose an			
The path connection to bus stops is missing or incorrectly installed. Pedestrians crossing the road after alighting from the bus must be guided to a safe place to cross.	item.			
Recommendation	Choose an			
Provide suitable path connections and crossing locations at bus stops.	item.			
[IMPORTANT   HIGH]				
2.4 Finding – Obstruction in the Path.	Choose an			
Obstructions on the path are a hazard to path users, particularly cyclists.	item.			
Recommendation	Choose an			
Where bollards have been installed, ensure that they are to the current standards and in an easily seen location in poor light conditions.	item.			
[IMPORTANT   HIGH]				
2.5 Finding - Path Gradient - Landings.	Choose an			
Where paths have to grade up or down to match the ground level or specific items such as a road crossing, the paths will have a certain grade or slope to achieve this.	item.			

	Project Manager			
Findings and Recommendations	Agree / Disagree	Reason for Disagreeing	Proposed Action and Comments	
Recommendation	Choose an			
When possible, provide landings to allow path users to rest before crossing roads.	item.			
[IMPORTANT   LOW]				
2.6 Finding – Shade and Shelter.	Choose an			
Shade and shelter should be considered along the path particularly for walkers where the path has little or no shade.	item.			
Recommendation	Choose an			
Review the route of the path and determine if rest stops/shade or signage is needed at any location.	item.			
[IMPORTANT   LOW]				
2.7 Finding – Pedestrian Crossings.	Choose an			
Main Road Western Australia Pedestrian Crossing Slip Lanes document provides a good guide for pedestrian verse vehicle with recommended treatments.	item.			
Recommendation	Choose an			
Review the existing crossing locations, their appropriateness and extent of use to develop an overall plan for the future path network.	item.			
[IMPORTANT   LOW]				

	Project Manager			
Findings and Recommendations	Agree / Disagree	Reason for Disagreeing	Proposed Action and Comments	
2.8 Finding – Lighting of Paths.	Choose an			
Where paths or shared paths carry a substantial number of cyclists during periods of darkness (i.e. dawn, dusk and at night) consideration should be given to the provision of path lighting. The lack of lighting can result in crashes.	item.			
Recommendation	Choose an			
Review the usage of the path and determine if lighting of the path is needed at any location.	item.			
[IMPORTANT   MODERATE]				
2.9 Finding – Path Alignment.	Choose an			
Several sections of the path have a poor alignment which places the path user at risk. This generally occurs where a section of pat has been added.	item.			
Recommendation	Choose an			
Review the locations when the path passes drainage pits to determine if the path alignment can be improved for a cyclist using the path.	item.			
[IMPORTANT   MODERATE]				

Findings and Baseman detions	Project Manager			
Findings and Recommendations	Agree / Disagree	Reason for Disagreeing	Proposed Action and Comments	
2.10 Finding – Path Width.	Choose an			
The path has various widths between 1.8 m and 2.5 m and is generally placed on the back of the kerb. The narrower section 1.8 m in width reflect older standards of path construction. The road kerbing is a mixture of mountable, semi barrier and barrier kerb. The narrow path adjacent to the kerb leaves little error of judgement from riders from riding off the path onto the road.	item.			
Recommendation  Determine a suitable width for the path and widen the path as opportunities such as new works arise.  [IMPORTANT   LOW]	Choose an item.			

# Corrective Action Report – Eaton Drive Slk 0.00 (Forrest Hwy) - 4.63 Collie River Bridge) Road Safety Inspection

#### NOTE:

- This Corrective Action Report is to be read in conjunction with the full Road Safety Inspection Report and its findings and recommendations.
- The asset owners (MRWA and/or LGA) must be informed of these findings, recommendations and proposed actions.
- Items not under the responsibility of this project representative must be forwarded to the persons / agencies who are responsible.

These findings and recommendations have been considered, and the actions listed will be taken accordingly.

Responsible Project Representative	Company / Agency / Division	Position	Date
Asset Owner Representative	Company / Agency / Division	Position	Date

TC 2018.98.07 37 | P a g e

# Eaton Drive Traffic Study

Eaton Traffic Study

CW1046600

Prepared for Shire of Dardanup

03 December 2018





#### **Contact Information**

#### **Document Information**

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**Project Name** 

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**Eaton Traffic Study** 

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## **Table of Contents**

1	Introd	uction	1	
	1.1	Background	1	
	1.2	Purpose of Report	1	
	1.3	Study Area	2	
2	Shire	of Dardanup Scenarios	3	
	2.1	Scenario 0 – Existing Road Network	3	
	2.2	Scenario 1 – Roundabout at Blue Wren Drive/Eaton Drive Intersection and Modified Intersection at Lavender Way/Eaton Drive	d 4	
	2.3	Scenario 2 - Proposed Modified Intersection at Eaton Drive/Blue Wren Drive/Lavender Way	ve and 5	
3	Traffic	: Modelling	6	
	3.1	Traffic Assumptions	6	
	3.2	Level of Service	8	
	3.3	Transport Network Analysis	10	
4	Forres	st Highway and Eaton Drive Intersection Analysis	13	
	4.1	SIDRA Analysis – Eaton Drive and Forrest Highway Intersection	13	
5	Summ	nary	17	
Tables				
Table 3-1	Modelling	g Scenarios	8	
Table 3-2	Intersection LOS Definitions		9	
Table 3-3	Intersection Delays and Level of Service for Base and Scenario 0 - 2031		10	
Table 3-4	Network	statistics for Scenario 0	10	
Table 3-5	Intersecti	on Delays and Level of Service for Scenario 2 - 2031	11	
Table 3-6	Network \$	Statistics for Scenario 1	11	
Table 3-7	Intersecti	on Delays and Level of Service for Scenario 2 -2031	12	
Table 3-8	Network \$	Statistics for Scenario 2	12	
Table 4-1	Existing S	Signal Timing - SIDRA Performance for AM peak	14	
Table 4-2	Existing S	Signal Timing – SIDRA Performance for PM Peak	14	
Table 4-3	SIDRA P	erformance for AM Peak - Optimised Signal Timing	16	
Table 4-4	SIDRA Performance for PM Peak – Optimised Signal Timing 1			

## **Figures**

Figure 1-1	Study Area - Key Roads	2
Figure 1-2	Extent of the Model	2
Figure 2-1	Scenario 0 – Existing	3
Figure 2-2	Proposed Scenario 1 Configuration	4
Figure 2-3	Detail Layout Configuration	4
Figure 2-4	Proposed Scenario 2 Configuration	5
Figure 2-5	Scenario 2 configuration showing Lofthouse avenue intersection and modified dog bone roundabout	5
Figure 3-1	Eaton Drive Medical Centre Location	6
Figure 3-2	AIMSUN Simulation Showing Grid-Lock Area with Existing Forrest Freeway / Eaton Drive Intersection Scenario 0	7
Figure 3-3	Eaton Drive Right Turn as Two Lane Configuration	8
Figure 3-4	Key Intersections for LoS Reporting	9
Figure 4-1	SIDRA Layout of Existing Forrest Highway / Eaton drive intersection	13
Figure 4-2	Current AM Peak Signal Phase Timing	13
Figure 4-3	Current PM Peak Signal Phase Timing	13
Figure 4-4	Current Peak Hour Signal Phases	14
Figure 4-5	Modified SIDRA Layout of Forrest Highway / Eaton drive intersection	15
Figure 4-6	Optimum Phase Timing for AM peak	15
Figure 4-7	Optimum Phase Timing for PM peak	15

### 1 Introduction

#### 1.1 Background

Cardno was commissioned by the Shire of Dardanup to develop a microscopic transport model for the Eaton area utilising the Aimsun Transport Modelling Suite to evaluate the potential network improvements currently under consideration.

The following Aimsun models were developed as part of the study:

- Existing 2018 AM and PM peak period models.
- Future 2031 AM and PM peak hour models to represent the ultimate development phase of Eaton Drive.

The 2031 model was developed for the following scenarios:

- > Scenario 0
- Existing Road Network
- > Scenario 1
- Roundabout at Blue Wren Drive and Eaton Drive intersection.
- Existing intersection at Lavender Way and Eaton Drive.
- Signalised intersection at Lofthouse Avenue and Eaton Drive
- > Scenario 2
- Modified intersection at Eaton Drive, Lavender Way and Blue Wren.
- Signalised intersection at Lofthouse Avenue and Eaton Drive

The models prepared as part of this study will assist the Shire to gain an understanding of the future road network requirements to ultimately support the development of Eaton Drive. This information will also be used to assist with structure planning to guide detailed land use planning and development.

#### 1.2 **Purpose of Report**

The purpose of this report is to provide advice to the Shire on Eaton Drive upgrades based on comparing the model findings for each of the three scenarios modelled and provide suggestions for additional intersection or network upgrades to "complement" each of the three main scenarios.

### 1.3 Study Area

As shown in **Figure 1-1**, the Study Area is located in Eaton bounded by Hamilton Road and Eaton Drive to the north, Forrest Highway to the south, Lavender Way to the east and Glenhuon Boulevard to the north. **Figure 1-2** shows the model boundary.

Figure 1-1 Study Area - Key Roads

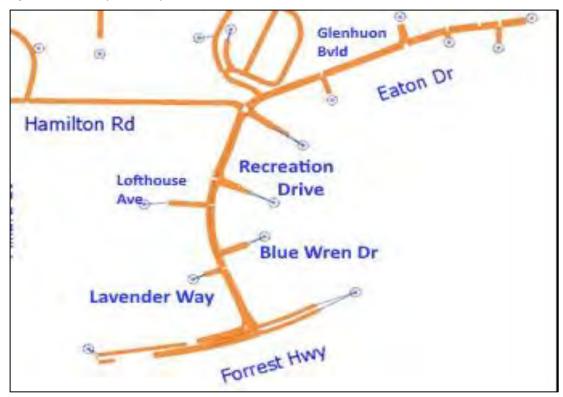


Figure 1-2 Extent of the Model



Source: Nearmap

## 2 Shire of Dardanup Scenarios

A total of three main scenarios were modelled as a part of this traffic modelling exercise.

### 2.1 Scenario 0 – Existing Road Network

Existing road network as shown in Figure 2-1.

Figure 2-1 Scenario 0 – Existing



# 2.2 Scenario 1 – Roundabout at Blue Wren Drive/Eaton Drive Intersection and Modified Intersection at Lavender Way/Eaton Drive

As shown in **Figure 2-2**, Scenario 1 includes a roundabout at Blue Wren Drive and Eaton Drive Intersection and a signalised intersection configuration at Lofthouse Avenue and Eaton Drive Intersection. Lavender Avenue retains existing intersection form. **Figure 2-3** shows detail layout of Lofthouse Avenue / Eaton and Blue Wren Drive / Eaton Drive intersections.

Figure 2-2 Proposed Scenario 1 Configuration



Figure 2-3 Detail Layout Configuration

#### Lofthouse Avenue / Eaton Drive



Blue Wren Drive / Eaton Drive



Source: Shire of Dardanup

# 2.3 Scenario 2 - Proposed Modified Intersection at Eaton Drive/Blue Wren Drive and Lavender Way

As shown in **Figure 2-4**, Scenario 2 includes a modified roundabout (Dog Bone Roundabout). The proposed intersection connects Eaton Drive, Blue Wren Drive and Lavender Way. **Figure 2-5** shows the signalised intersection at Lofthouse Avenue / Eaton Drive in this scenario, similar to Scenario 1.

Figure 2-4 Proposed Scenario 2 Configuration

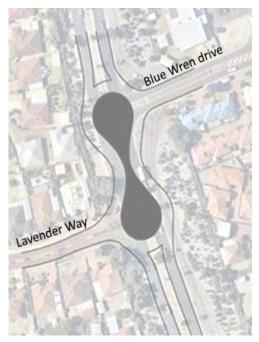


Figure 2-5 Scenario 2 configuration showing Lofthouse avenue intersection and modified dog bone roundabout



# 3 Traffic Modelling

#### 3.1 **Traffic Assumptions**

As a part of this study, the following assumptions were made:

- The traffic demand as per the information obtained from ABS and agreed with the *Shire of Dardanup* is a growth rate of 3% annually.
- Future traffic demand includes the addition of 100 trips from the Medical Centre, Office and Consulting Rooms on Eaton Drive and the development location is shown in **Figure 3-1.**
- In the 2031 traffic condition, all the three scenarios experience gridlock due to the current Forrest Highway and Eaton Drive intersection layout. **Figure 3-2** shows the screenshot from AIMSUN simulation for Scenario 0 with the existing Forrest Highway and Eaton Drive Intersection. To evaluate the network performance, the network should run without gridlock, therefore Eaton Drive's right turning approach is assumed as a 2 lane configuration and this is shown in **Figure 3-3**.

Figure 3-1 Eaton Drive Medical Centre Location



Figure 3-2 AIMSUN Simulation Showing Grid-Lock Area with Existing Forrest Freeway / Eaton Drive Intersection Scenario 0



Figure 3-3 Eaton Drive Right Turn as Two Lane Configuration



#### 3.2 Level of Service

Intersection performance metrics, in terms of average delays and Level of Service (LoS) were extracted for each of the scenarios for the 5 key locations listed on **Table 3-1**.

Table 3-1 Modelling Scenarios

	modelling occina	
Model	Scenarios	Network Configuration
Existing	Base	Existing
Future	Scenario 0	Existing
		Eaton Drive Right Turn as 2 Lane
	Scenario 1	Existing
		Eaton Drive Right Turn as 2 Lane
		Roundabout at Eaton Drive and Blue Wren Drive Intersection.
		Modified Intersection at Lavender Way and Eaton Drive.
	Scenario 2	Existing
		Eaton Drive Right Turn as 2 Lane
		Dog bone Roundabout at Eaton Drive and Blue Wren Drive and Lavender Way

Intersection performance metrics in terms of average delays and Level of Service (LoS) were extracted for each of the scenarios for the 5 key intersections listed below and shown in **Figure 3-4**.

- 1. Eaton Drive and Hamilton Road;
- 2. Eaton Drive and Recreation Drive;
- 3. Eaton Drive and Blue Wren Drive;
- 4. Eaton Drive and Lavender Way; and
- 5. Eaton Drive and Glenhuon Boulevard.

Figure 3-4 Key Intersections for LoS Reporting



Intersection LoS ranges from LoS A (best possible) to LoS F (worst possible), with the LOS definitions summarised in **Table 3-2**.

Table 3-2 Intersection LOS Definitions

Table 5-2	Intersection Loo Delimitions		
LOS	Average Intersection Delay – Unsignalised (Seconds)	Average Intersection Delay – Signalised (Seconds)	Description of Intersection Conditions
Α	<u>&lt;</u> 10	<u>&lt;</u> 10	Minimal delays
В	10 – 20	10 – 15	Low level of delay and queuing
С	20 – 35	15 – 25	Occasionally queues develop but traffic flows remain stable and acceptable. For signalised intersections, vehicles occasionally have to wait longer than 1 cycle length to get through the intersection.
D	35 – 55	25 – 35	Delays at intersections may become extensive at times but intersections still clear during times of low demand, thereby preventing excessive queuing.
Е	55 – 80	35 – 50	The traffic demand equals to the capacity of the intersection, resulting in long queue lengths and intersection delays. For signalised intersections, the majority of vehicles have to wait longer than 1 cycle length the get through the intersection.
F	≥ 80	≥ 50	The traffic demand exceeds the capacity of the intersection, resulting in excessive queue lengths and delays. For signalised intersections, the majority of vehicles have to wait longer than 1 cycle length the get through the intersection.

(Appendix ORD: 12.8D)

#### 3.3 Transport Network Analysis

#### 3.3.1 Scenario 0 - Existing

The existing network is based on the existing traffic network with 2 right lanes assumed for Eaton Drive to Forrest Highway (**Assumption 1**) without any of the proposed schemes. The results from the existing network scenarios are used to compare the impacts/efficiency of each of the scenarios.

The intersection performance summary for the existing network is shown in **Table 3-3**. It shows that all the major intersections in Eaton Drive operate satisfactorily in both Existing and 2031 Peak hours.

**Table 3-4** summarises the network statistics for Existing and 2031 scenarios. It shows that the average network speed is reduced slightly due to the increase in traffic demand throughout the Eaton Area. It is shown that there is a significant increase in Total Vehicle Hour Travel (VHT) and Total Vehicle Kilometre Travelled (VKT) as the result of the increase in traffic demand compared to the existing scenario.

Table 3-3 Intersection Delays and Level of Service for Base and Scenario 0 - 2031

	•							
	2018 - Exi	sting (Bas	e)		2031 (With Assumption 1)			
Intersection	Weighted Intersection Delay		Intersection LOS		Weighted Intersection Delay		Intersection LOS	
	AM	PM	AM	PM	AM	PM	AM	PM
Eaton Drive / Glenhuon boulevard	2	1	A	А	1	1	А	А
Eaton Drive / Hamilton Road	3	5	А	А	5	7	А	А
Eaton Drive/Recreation Drive	14	12	В	В	15	15	В	В
Eaton Drive / Lofthouse Avenue	1	2	А	А	4	2	А	А
Eaton Drive / Blue Wren Drive	1	1	А	Α	3	1	Α	А
Eaton Drive / Lavender Way	3	2	А	А	4	2	А	А

Table 3-4 Network statistics for Scenario 0

	VKT		VHT		Average Speed	
	AM	PM	AM	PM	AM	PM
Existing	10650	13573	222	262	58	58
2031	14936	18911	320	400	55	55

# 3.3.2 Scenario 1 - Roundabout at Blue Wren Drive and Eaton Drive Intersection and Modified Intersection at Lavender Way to Eaton Drive

The intersection performance summary for Scenario 1 is shown in **Table 3-5** and it suggests that the intersection will operate satisfactorily in the 2031 scenario.

**Table 3-6** summarises the network statistics for the 2031 scenario and show that Scenario 1 doesn't result in any substantial improvement in network performance compared to Scenario 0.

In comparison to Scenario 0, the PM average network speed is reduced slightly due to the introduction of the signalised intersection and the roundabout in the network.

In the existing condition, traffic from Lavender Way to Forrest Highway is observed to conduct a U-turn at Blue Wren Drive which is a safety concern. However, Scenario 1 provides an additional and much safer route choice for Lavender Way traffic compared to Scenario 0.

Table 3-5 Intersection Delays and Level of Service for Scenario 2 - 2031

	2031					
Intersection	Weighted Inters	ection Delay	Intersection	LOS		
	AM	PM	AM	PM		
Eaton Drive/Glenhuon boulevard	1	1	Α	Α		
Eaton Drive/ Hamilton Road	5	7	Α	Α		
Eaton Drive/Recreation Drive	17	16	В	В		
Eaton Drive/Lofthouse Avenue	17	22	В	С		
Eaton Drive /Blue Wren Drive	10	11	Α	В		
Eaton Drive/Lavender Way	2	6	Α	A		

Table 3-6 Network Statistics for Scenario 1

	VKT		VHT		Average Speed	
	AM	PM	AM	PM	AM	PM
2031	15157	18447	333	428	54	52

# 3.3.3 Scenario 2 - Proposed Dog Bone Intersection at Eaton Drive/Blue Wren Drive and Lavender Way

The intersection performance summary for the Scenario 2 is shown in **Table 3-7** and it suggests that the intersection will operate satisfactorily in the 2031 scenario.

**Table 3-8** summarises the network statistics for the 2031 scenarios and show that Scenario 2 performs similar to Scenario 1, however, as all movements are roundabout controlled it does represent a safer scenario overall.

Table 3-7 Intersection Delays and Level of Service for Scenario 2 -2031

	2031					
Intersection	Weighted Inters	ection Delay	Intersection	LOS		
	AM	PM	AM	PM		
Eaton Drive/Glenhuon boulevard	1	1	A	Α		
Eaton Drive/ Hamilton Road	5	7	A	Α		
Eaton Drive/Recreation Drive	17	16	В	В		
Eaton Drive/Lofthouse Avenue	17	19	В	В		
Eaton Drive /Blue Wren Drive	8	6	A	Α		
Eaton Drive/Lavender Way	6	6	А	Α		

Table 3-8 Network Statistics for Scenario 2

	VKT		VHT		Average Speed	
	AM	РМ	AM	PM	AM	PM
2031	15214	18979	340	440	54	52

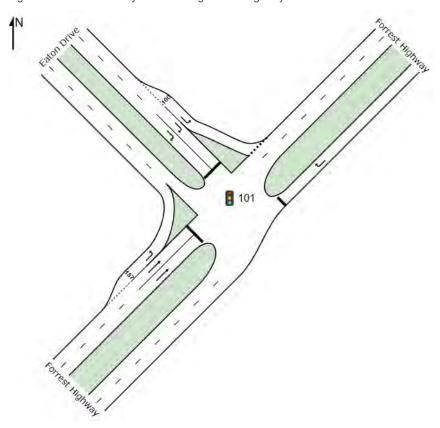
# 4 Forrest Highway and Eaton Drive Intersection Analysis

As mentioned in Section 3.1 in the future, the Forrest Highway and Eaton Drive intersection experiences long delays and queues. To facilitate the Eaton Drive study it is required that the network runs without any gridlock, therefore two right turning lanes have been assumed at the Eaton Drive and Forrest Highway intersection. Cardno undertook a SIDRA analysis to evaluate the future performance of Eaton Drive and Forrest Highway in this scenario.

#### 4.1 SIDRA Analysis – Eaton Drive and Forrest Highway Intersection

**Figure 4-1** shows the SIDRA layout of the existing form. The future traffic volume was sourced from 2031 AIMSUN model and signal phasing information was sourced from MRWA.

Figure 4-1 SIDRA Layout of Existing Forrest Highway / Eaton drive intersection



**Figure 4-2** and **Figure 4-3** show the current signal phasing for AM and PM peak periods. **Figure 4-4** shows the current signal phasing.

Figure 4-2 Current AM Peak Signal Phase Timing

Phase Timing Results			
Phase	Α	С	D
Phase Change Time (sec)	142	0	81
Green Time (sec)	77	75	55
Phase Time (sec)	83	81	61
Phase Split	37%	36%	27%

Figure 4-3 Current PM Peak Signal Phase Timing

Phase Timing Results			
Phase	Α	C	D
Phase Change Time (sec)	134	.0	68
Green Time (sec)	63	62	60
Phase Time (sec)	69	68	66
Phase Split	34%	33%	33%

Figure 4-4 Current Peak Hour Signal Phases



**Table 4-1** and **Table 4-2** summarise the Eaton Drive and Forrest Highway intersection peak hour SIDRA output and they suggest that the intersection will not operate satisfactorily in both 2031 AM and PM peak hour demand period. It is noted that the Eaton Drive right turn approach experiences a long delay and queue due to less signal phase timing for Eaton Drive right turn.

Table 4-1 Existing Signal Timing - SIDRA Performance for AM peak

Mov ID	OD Mov	0	emand Flows	Deg. Saln	Average	Level of	95% Back of Que	eue i
16	Mav	Tolal veh/lt	HV	Saln V/c	Delay sec	Service	Vehicles	Distance
NorthEast: Form	est Highway	NSIIII		1//C	360	70.0	V4)	<u>m</u>
26	R2	108	5.0	0.247	80.5	LOS F	9.4	68.7
Approach		108	5.0	0 247	80.5	LOSF	9,4	68.7
NorthWest: Eat	on Drive							
27	L2	168	5.0	0.122	7.2	LOSA	2.2	16.2
29	R2	799	5.0	1,337	398.7	LOSF	181.9	1328.0
Approach		967	5.0	1.337	330.6	LOSF	181.9	1328.0
SouthWest: For	rest Highway							
30	L2	422	5.0	0.235	9.3	LOS A	0.0	0.0
31	T1	393	5.0	0.304	57.0	LOS E	15.4	112.7
Approach		815	5.0	0.304	32.3	LOS C	15.4	112.7
All Vehicles		1891	5.0	1 337	187.7	LOSF	181.9	1328.0

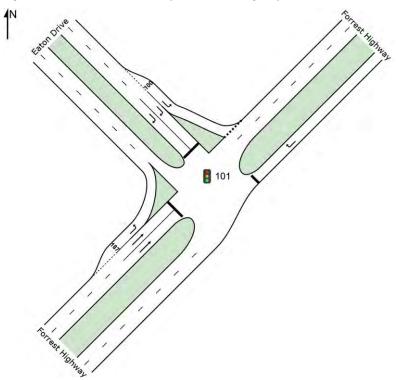
Table 4-2 Existing Signal Timing – SIDRA Performance for PM Peak

Marin white darkers at the	ormance - Vehicles		and a Plant		(1000)	10000	APPL BUILDING	
Mov ID	QQ Mov	Total	emand Flows HV	Deg. Salm	Average Delay	Level of Service	.35% Back of Queue Vehicles	Distance
	mu"	veivin	- 1	Vit:	5ec	Jernes	ven	10
NorthEast: Forre	t Highway					241		
26	R2	235	5,0	0.443	69,6	LOSE	18.6	135.4
Approach		235	5.0	0.443	69.6	LOSE	18.6	135.4
NorthWest: Eator	Drive							
27	12	224	5,0	0.182	14.1	LOS B	7.3	53.2
29	R2	482	5.0	0.880	85.3	LOSF	48.2	351.7
Approach		706	5.0	0 880	62.7	LOS E	48.2	351.7
SouthWest: Force	st Highway							
30	12	1006	5.0	0.561	9.4	LOSA	0.0	0.0
31	14	863	5.0	0.736	66,3	LOSE	37.6	274.7
Approach		1869	5.0	0.736	35.7	LOSD	37.6	274.7
All Vehicles		2811	50	0.880	45.3	LOSD	48.2	351.7

#### 4.1.2 Potential Mitigation Measure

A potential mitigation measure is shown in **Figure 4-5** and involves an additional right turning lane from Eaton Drive.

Figure 4-5 Modified SIDRA Layout of Forrest Highway / Eaton drive intersection



A SIDRA optimum cycle time was adopted along with an additional right turn from Eaton Drive to Forrest highway and the phase timing for the AM and PM peaks are as shown in **Figure 4-6** and **Figure 4-7**.

Figure 4-6 Optimum Phase Timing for AM peak

Phase Timing Results			
Phase	Α	С	D
Phase Change Time (sec)	72	0	53
Green Time (sec)	22	47	13
Phase Time (sec)	28	53	19
Phase Split	28%	53%	19%

Figure 4-7 Optimum Phase Timing for PM peak

Phase Timing Results			
Phase	Α	С	D
Phase Change Time (sec)	67	0	34
Green Time (sec)	47	28	27
Phase Time (sec)	53	34	33
Phase Split	44%	28%	28%

**Table 4-3** and **Table 4-4** summarise the SIDRA results for 2031 AM and PM peak hour with optimised signal timing and the results suggest that the intersection will perform satisfactorily in both 2031 AM and PM peak scenarios.

In this scenario, adding an extra lane at Eaton Drive right turn approach and an extra exit lane on Forrest Highway. This will improve the capacity of Eaton Drive and reduce the impact on Forrest Highway signal phase timing.

Table 4-3 SIDRA Performance for AM Peak - Optimised Signal Timing

Mov	ÖD	Dem	and Flows	Deg.	Average	Level of	95% Back of Q	HEHE
ID	Mav	Total	HV	Satn	Delay	Service	Vehicles	Distance
		veh/n	96	V/C	sec		Veh	m
NorthEast: Fo	rest Highway				1,22	4		
26	R2	108	5.0	0.465	53.5	LOS D	5.1	37.2
Approach		108	5.0	0.465	53.5	LOS D	5.1	37.2
NorthWest Ea	ton Drive							
27	L2	168	5.0	0.123	7.3	LOSA	1.5	10.8
29	R2	799	5.0	0.474	25.0	LOS C	13.2	96.6
Approach		967	5.0	0.474	21.9	LOSC	13.2	96.6
SouthWest, Fi	rrest Highway							
30	L2	422	5.0	0.235	9.3	LOSA	0.0	0.0
31	T1	393	5.0	0.472	.37.1	LOS D	8.5	61.9
Approach		815	5.0	0.472	22.7	LOSC	8.5	61.9
Ali Vehicles		1891	5.0	0.474	24.1	LOS C	13.2	96.6

Table 4-4 SIDRA Performance for PM Peak – Optimised Signal Timing

	erformance - Vehi							
Mov	OD		and Flows	Deg.	Average	Level of	95% Back of Que	
ID	Mov	Total	HV	Satn	Delay	Service	Vehicles	Distance
N 45 . 5	. 1 11 1	veh/h	%	v/c	sec		veh	m
NorthEast: For	. ,							
26	R2	235	5.0	0.582	53.6	LOS D	12.4	90.5
Approach		235	5.0	0.582	53.6	LOS D	12.4	90.5
NorthWest: Ea	ton Drive							
27	L2	224	5.0	0.204	10.5	LOS B	4.2	31.0
29	R2	482	5.0	0.576	49.9	LOS D	12.6	92.2
Approach		706	5.0	0.576	37.4	LOS D	12.6	92.2
SouthWest: Fo	rrest Highway							
30	L2	1006	5.0	0.561	9.4	LOSA	0.0	0.0
31	T1	863	5.0	0.583	30.8	LOS C	19.8	144.5
Approach		1869	5.0	0.583	19.3	LOS B	19.8	144.5
All Vehicles		2811	5.0	0.583	26.7	LOS C	19.8	144.5

(Appendix ORD: 12.8D)

# 5 Summary

Cardno was commissioned by the *Shire of Dardanup* to develop a microscopic transport model for Eaton Drive utilising the *Aimsun Transport Modelling Suite* to evaluate the likely network and intersection improvements currently under consideration by the Shire to alleviate existing traffic issues during peak hours and support the future growth of the town centre. As part of this modelling exercise, both intersection performance and network statistics were extracted for each of the models analysed. The findings of the study are as below:

- The simulation results suggest that the network will perform similarly in all the scenarios and there was no significant improvement in the Level of Service.
- The proposed Eaton Drive medical centre has minimal impact on the network because of the low traffic generation by this development, it generates about 100 vehicles per hour (as per Institute of Traffic Engineering Trip Generation Book).
- The model result shows that all the major intersections in Eaton Drive will perform satisfactorily in the 2031 peak hour scenario.
- In Scenario 1, the signalised intersection at Lofthouse Avenue is not desirable due to the proximity to the other signalised intersection at Recreational Drive which is under 70 meters in distance. Model results suggest that the intersection will perform well in future without any modification and Lofthouse Avenue right turn traffic demand to Forrest Highway will further decline with Lavender Way right turn being facilitated via Blue Wren Drive roundabout (as shown in **Figure 2-2** and **Figure 2-4**).
- In Scenario 1 and 2, the network allows Lavender Way traffic to access Forrest Highway, therefore, it provides an additional route choice and a percentage of the traffic turning right from Lofthouse Avenue can be redistributed to Lavender Way. Therefore, Scenario1 and 2 are preferred over Scenario 0. However, as Scenario 1 does not permit right turn to Lavender way, Scenario 2 is the recommended solution.
- It is noted that the Forrest Highway and Eaton Drive intersection will not perform satisfactorily in 2031 peak hour scenario. A signal phase time optimisation and the addition of an extra lane will improve the Level of Service significantly with minimal impact of Forrest Highway through signal timing. It is also recommended that the future layout/signal timings are discussed with MRWA in advance of problems developing.

(Appendix ORD: 12.8D)

#### **About Cardno**

Cardno is a professional infrastructure and environmental services company, with expertise in the development and improvement of physical and social infrastructure for communities around the world. Cardno's team includes leading professionals who plan, design, manage and deliver sustainable projects and community programs. Cardno is an international company listed on the Australian Securities Exchange [ASX:CDD].

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(Appendix ORD: 12.8E)

# Eaton Fair Activity Centre

Traffic Impact Assessment

CW1104200

Prepared for Citygate Properties Pty Ltd

12 February 2020







Cardno (WA) Pty Ltd

West Perth WA 6005

# (Appendix ORD: 12.8E)

#### Contact Information Document Information

Prepared for Citygate Properties Pty Ltd

ABN 77 009 119 000

Project Name Traffic Impact Assessment

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D	12/02/2020	Final	PKM	AM/RJC

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# **Table of Contents**

1	Introd	Introduction			
	1.1	Background	1		
	1.2	Site Location	1		
	1.3	Land Use Proposal	2		
	1.4	Background Information	2		
2	Struct	ture Plan Proposal	3		
	2.1	Regional Context	3		
	2.2	Proposed Land Uses	4		
	2.3	Major Attractors/Generators of Traffic	5		
3	Existi	ng Situation	6		
	3.1	Surrounding Land Use	6		
	3.2	Existing Intersections	7		
	3.3	Existing Road Network	11		
	3.4	Existing Pedestrian and Cycle Networks	13		
	3.5	Existing Public Transport Facilities	16		
	3.6	Existing Traffic Volumes	17		
4	Propo	osed Changes to the Road Network	18		
	4.1	Road Network	18		
	4.2	Public Transport Network	18		
	4.3	Parking	18		
5	Analy	rsis of Traffic Operation	19		
	5.1	Subject Intersections	19		
	5.2	Year of Assessment and Time Period	19		
	5.3	Activity Centre Traffic Generation	19		
	5.4	Future Background Traffic Volumes	21		
	5.5	Intersection Performance Analysis	21		
	5.6	Sidra Analysis Results	23		
	5.7	Crash Data Review	42		
6	Pedes	strian Crossings for Eaton Drive	45		
7	Conclusions and Recommendations				



# (Appendix ORD: 12.8E) Traffic Impact Assessment

# **Tables**

Table 2-1	EFAC Potential Development Yield	5
Table 3-1	Road Network Description	11
Table 3-2	Public Transport Facilities Service Frequency	17
Table 3-3	Existing Traffic Volumes on Key Roads	17
Table 5-1	Trip Generation Rates (source: ITE Trip Generation 10th Edition)	19
Table 5-2	Directional Trip Distribution Rates (source: ITE Trip Generation 10th Edition)	19
Table 5-3	Existing EFAC Traffic Demand	20
Table 5-4	Future EFAC Traffic Demand	20
Table 5-5	Practical Intersection Capacity of Different Intersection Types	22
Table 5-6	Level of Service (LOS) Performance Criteria	22
Table 5-7	Summary of SIDRA Results for Eaton Drive / Glenhuon Boulevard Intersection – AM Peak	24
Table 5-8	Summary of SIDRA Results for Eaton Drive / Glenhuon Boulevard Intersection – PM Peak	24
Table 5-9	Summary of SIDRA Results for Potential Eaton Drive / Glenhuon Boulevard Roundabout - 20 only	033 25
Table 5-10	Summary of SIDRA Results for Eaton Drive / Hamilton Road Roundabout – AM Peak	27
Table 5-11	Summary of SIDRA Results for Eaton Drive / Hamilton Road Roundabout – PM Peak	27
Table 5-12	Summary of SIDRA Results for Eaton Drive / Recreation Drive Intersection – Existing Phasin AM Peak	ng – 29
Table 5-13	Summary of SIDRA Results for Eaton Drive / Recreation Drive Intersection – Existing Phasin PM Peak	ng – 29
Table 5-14	Summary of SIDRA Results for Eaton Drive / Recreation Drive Signalised Intersection – Optimised Phasing - 2033 only	30
Table 5-15	Summary of SIDRA Results for Eaton Drive / Lofthouse Avenue Intersection – AM Peak	32
Table 5-16	Summary of SIDRA Results for Eaton Drive / Lofthouse Avenue Intersection – PM Peak	32
Table 5-17	Summary of SIDRA Results for Eaton Drive / Lofthouse Avenue Signalised Intersection – 20 only	33 33
Table 5-18	Summary of SIDRA Results for Eaton Drive / Blue Wren Drive Intersection – AM Peak	35
Table 5-19	Summary of SIDRA Results for Eaton Drive / Blue Wren Drive Intersection – PM Peak	35
Table 5-20	Summary of SIDRA Results for Assumed Eaton Drive / Blue Wren Drive Roundabout - 2033 only	36
Table 5-21	AM Peak Eaton Drive and Forrest Highway Intersection	38
Table 5-22	PM Peak Eaton Drive and Forrest Highway Intersection	38
Table 5-23	Summary of SIDRA Results for Assumed Upgraded Eaton Drive / Forrest Highway Intersectic - 2033 only	ion 39
Table 5-24	Summary of SIDRA Results for Assumed Eaton Drive / Watson Street/ Shared Access Way Intersection $-2033$ only	41
Table 5-25	Total Number of Crashes along Eaton Drive	42
Table 5-26	Total Number of Midblock Crashes along Eaton Drive	43
Table 5-27	Total Number of Intersection Crashes along Eaton Drive	43
Table 5-28	Eaton Drive/Recreation Drive Intersection Crashes	43
Table 5-29	Eaton Drive/Forrest Highway Intersection Crashes	43





# **Figures**

Figure 1-1	Site Location	1
Figure 2-1	Regional Context Map	3
Figure 2-2	Proposed Land Uses	4
Figure 3-1	Zoning map for the Structure Plan Area	6
Figure 3-2	Key Intersections	7
Figure 3-3	Existing layout of Eaton Drive/ Glenhuon Boulevard Intersection	8
Figure 3-4	Existing layout of Eaton Drive/ Hamilton Road/ Council Drive Intersection	8
Figure 3-5	Existing layout of Eaton Drive/ Recreation Drive Intersection	9
Figure 3-6	Existing layout of Eaton Drive/ Lofthouse Avenue Intersection	9
Figure 3-7	Existing layout of Eaton Drive/ Blue Wren Avenue Intersection	10
Figure 3-8	Existing layout of Eaton Drive/ Forrest Highway Intersection	10
Figure 3-9	Road Network Classification	12
Figure 3-10	Posted Speed Limits	12
Figure 3-11	Existing Pedestrian/Cycle Pathways within the Study area	13
Figure 3-12	Existing Pedestrian/Cycle Pathways within approximately 1 km of the Study Area	14
Figure 3-13	Pedestrian Crossings in and around the Study Area	15
Figure 3-14	Public Transport Routes	16
Figure 5-1	Assumed Future Development Traffic Distribution	21
Figure 5-2	SIDRA Layout for Eaton Drive and Glenhuon Boulevard	23
Figure 5-3	Assumed Intersection Layout for Eaton Drive / Glenhuon Boulevard Roundabout - 2033 Scenario	25
Figure 5-4	SIDRA Layout for Eaton Drive/ Hamilton Road	26
Figure 5-5	SIDRA Layout for Eaton Drive and Recreation Drive Intersection	28
Figure 5-6	SIDRA Layout for Eaton Drive and Lofthouse Avenue Intersection	31
Figure 5-7	Assumed Intersection Layout for Eaton Drive / Lofthouse Avenue – 2033 Scenario	33
Figure 5-8	SIDRA Layout for Eaton Drive and Blue Wren Drive	34
Figure 5-9	Assumed Intersection Layout for Eaton Drive / Blue Wren Drive Roundabout - 2033 Scenario	36
Figure 5-10	SIDRA Layout for Eaton Drive and Forrest Highway - Existing	37
Figure 5-11	Assumed SIDRA Layout for Upgraded Eaton Drive / Forrest Highway Intersection – 2033 only	/ 39
Figure 5-12	Assumed SIDRA Layout for Eaton Drive / Watson Street/ Shared Access Way Intersection – 2033 only	40
Figure 5-13	Intersection and Midblock Crashes along Eaton Drive	42
Figure 5-14	Criteria for Black Spot Program	44



#### 1 Introduction

#### 1.1 Background

Cardno has been commissioned by Citygate Properties Pty Ltd (the Client) to prepare a Traffic Impact Assessment (TIA) for the proposed Eaton Fair Activity Centre (EFAC).

This report has been prepared in accordance with the Western Australian Planning Commission (WAPC) Transport Impact Assessment Guidelines Volume 2 – Planning Schemes, Structure Plans & Activity Centre Plans (2016).

#### 1.2 Site Location

The Eaton Fair Shopping Centre (the development) is located at 2 Recreation Drive, Eaton within the Shire of Dardanup. The Site is bound by Eaton Drive to the West, Council Drive to the North and East and Recreation Drive to the South. The subject site is currently a shopping centre which is surrounded by residential and mixed-use developments to the South and a Recreational Centre to the East. **Figure 1-1** illustrates the location of the site.

Figure 1-1 Site Location



Source: Nearmap



(Appendix ORD: 12.8E)

#### 1.3 Land Use Proposal

The Eaton Activity Centre Plan proposes the expansion of the Eaton Fair Shopping Centre and is envisaged to increase the prominence of the centre for retail, commercial and residential activities. The Eaton Activity Centre Plan aims to transform the Centre into a high-quality and multi-functional district centre to maximise opportunities for social interaction and provide a strong basis for local economic development.

#### 1.4 Background Information

The following documents have been consulted for this report:

- > Eaton Fair Activity Centre Plan (Shire of Dardanup)
- > Activity Centres for Greater Bunbury Policy (Department of Planning)



## 2 Structure Plan Proposal

#### 2.1 Regional Context

Eaton is located south of Perth and north east of the Bunbury City Centre. The Eaton Fair Activity Centre has been identified as a district centre by the *Activity Centres for Greater Bunbury Policy (ACGBP)*. The Centre currently comprises of a mixture of residential, commercial and retail land uses.

Public transport is limited within the Centre, being connected only by bus routes around the study area. The Eaton Fair Activity Centre also has an extensive catchment area with the primary trade area being concentrated in the Suburbs of Eaton and Millbridge, while the secondary trade area includes:

- > The urban sector to the north including Treendale, Australind, Kingston and Leschenault
- > The area to the west including Glen Iris and Picton.
- > Inner rural areas including the townships of Harvey, Brunswick Junction, Roelands, Burekup and Dardanup.
- > Outer catchment area to the east including Collie

Figure 2-1 illustrates the regional context around the Eaton Fair Activity Centre

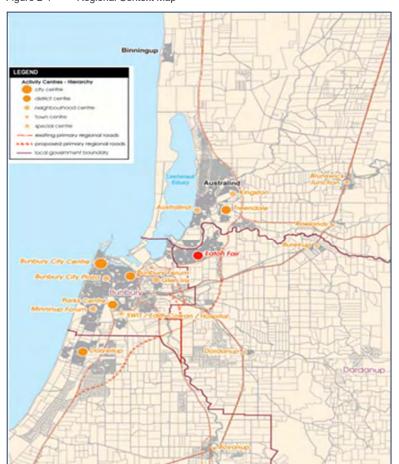


Figure 2-1 Regional Context Map

Source: Eaton Fair Activity Centre Plan



#### 2.2 **Proposed Land Uses**

The Eaton Fair Shopping Centre has been proposed to be expanded as per the Eaton Fair Activity Centre (EFAC) plan and is illustrated in Figure 2-2.

Figure 2-2 Proposed Land Uses



Source: Eaton Fair Activity Centre Plan (Revision G, dated 29/01/2020)

**Table 2-1** summarises the existing yield and the potential development yield when the Activity Centre is fully developed.

Table 2-1 EFAC Potential Development Yield

Land use		Tota	tal Land Area			
	Existing	Development	Cinemas, offices,	Northern	Net Increase	
	Existing Centre (2018)	Pharmacy / Medical Centre (2018/19)	showrooms, residential and civic (2019-2022)	extension (2022/23)	(2018/19 to 2022/23)	
	Sq.m.	Sq.m.	Sq.m.	Sq.m.	Sq.m.	
Major Stores	13,609	0	0	5,700	5,700	
Mini-majors & Specialty shops	7,313	538	0	3,800	4,338	
Total Retail Centre	20,921	538	0	9,500	10,038	
Fast food	1,785	0	250	0	250	
Total shop/retail area	22,706	538	250	9,500	10,288	
Showrooms	0	0	4,300	0	4,300	
Caltex	663	0	0	0	0	
Offices/Non- retail	187	485	800	2,000	3,285	
Cinema	0	0	3,720	0	3,720	
Residential	1,089	0	2,800	6,500	9,300	
Total Non - Retail	1,939	485	11,620	8,500	20,605	
Civic Centre	1,350	0	2,817	0	2,817	
Total	25,995	1023	14,687	18,000	23,422	

Source: Eaton Fair Activity Centre Plan

#### 2.3 Major Attractors/Generators of Traffic

The following major non- residential attractors and generators were identified in the Activity Centre:

- > Eaton Fair Shopping Centre existing shopping centre.
- > Medical services along Recreation Drive Includes a radiology clinic, veterinary clinic, dental clinic, skin care clinic, and podiatry clinic
- > Eaton Tavern and McDonalds along Albatross Crescent
- > Eaton Medical Centre along Albatross Crescent
- > Liquor store along Recreation Drive
- > Hardware store along Albatross Crescent
- > Tire and auto service along Blue Wren Drive

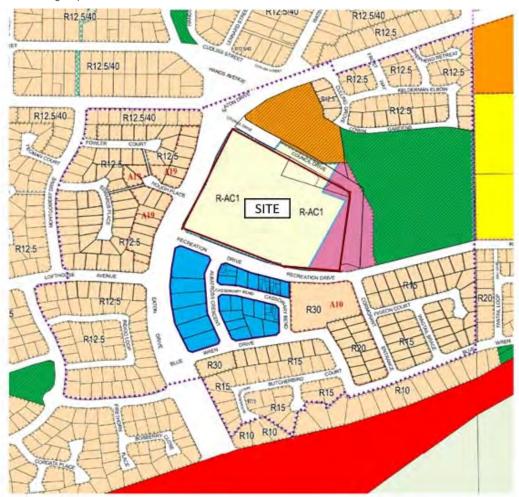


# 3 Existing Situation

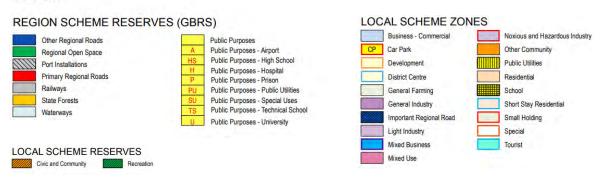
#### 3.1 Surrounding Land Use

According to the Shire of Dardanup Town Planning Scheme No.3, the Site is zoned as 'Development' area surrounded by 'residential', 'mixed use', 'mixed business' and 'other community' areas. **Figure 3-1** represents the detailed zoning map around the site within the Shire of Dardanup.

Figure 3-1 Zoning map for the Structure Plan Area



#### **LEGEND**



Source: Town Planning Scheme No.3, Shire of Dardanup

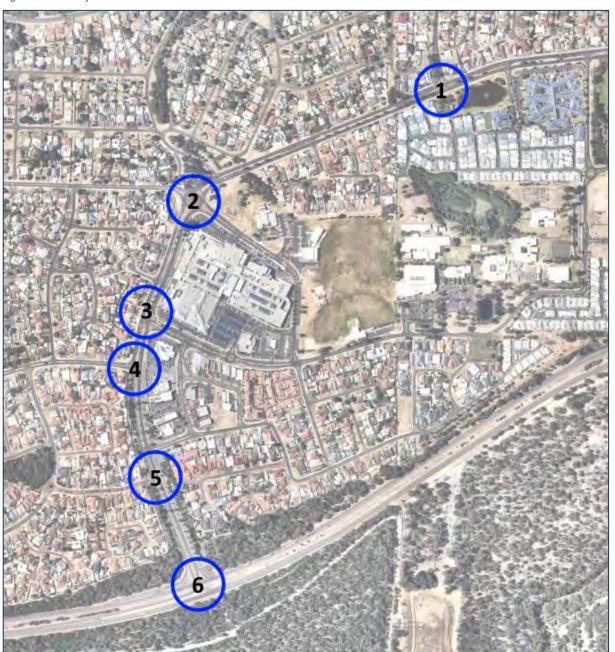


#### 3.2 Existing Intersections

The key intersection within the study area are listed below and shown in **Figure 3-2**, with additional detail for each of the intersections described in the following sections:

- > Intersection 1 Eaton Drive/ Glenhuon Boulevard;
- > Intersection 2 Eaton Drive/ Hamilton Road/ Council Drive;
- > Intersection 3 Eaton Drive/ Recreation Drive;
- > Intersection 4 Eaton Drive/ Lofthouse Avenue;
- > Intersection 5 Eaton Drive/ Blue Wren Avenue; and
- > Intersection 6 Eaton Drive/ Forrest Highway.

Figure 3-2 Key Intersections





#### 3.2.2 Intersection 1 - Eaton Drive/ Glenhuon Boulevard

The intersection of Eaton Drive and Glenhuon Boulevard is priority-controlled controlled, as shown in Figure 3-3





#### 3.2.3 Intersection 2 - Eaton Drive / Hamilton Road/ Council Drive

The intersection of Eaton Drive/ Hamilton Road/ Council Drive is a roundabout, as shown in Figure 3-4.







#### 3.2.4 Intersection 3 - Eaton Drive / Recreation Drive

The intersection of Eaton Drive and Recreation Drive is a signal-controlled intersection, as shown in **Figure 3-5** 

Figure 3-5 Existing layout of Eaton Drive/ Recreation Drive Intersection



#### 3.2.5 Intersection 4 - Eaton Drive / Lofthouse Avenue

The intersection of Eaton Drive and Lofthouse Avenue is priority-controlled intersection, as shown in **Figure 3-6**.







#### 3.2.6 Intersection 5 - Eaton Drive/ Blue Wren Avenue

The intersection of Eaton Drive and Blue Wren Avenue is a priority-controlled intersection, as shown in **Figure 3-7.** 





#### 3.2.7 Intersection 6 - Eaton Drive/ Forrest Highway

The intersection of Eaton Drive and Forrest Highway is a priority-controlled intersection, as shown in **Figure 3-8**.





#### 3.3 Existing Road Network

Road classifications are defined in the Main Roads Functional Hierarchy as follows:

- > **Primary Distributors (light blue):** Form the regional and inter-regional grid of MRWA traffic routes and carry large volumes of fast-moving traffic. Some are strategic freight routes, and all are National or State roads. They are managed by Main Roads.
- > **Regional Distributors (red):** Roads that are not Primary Distributors, but which link significant destinations and are designed for efficient movement of people and goods within and beyond regional= areas. They are managed by Local Government.
- > **District Distributor A (green):** These carry traffic between industrial, commercial and residential areas and connect to Primary Distributors. These are likely to be truck routes and provide only limited access to adjoining property. They are managed by Local Government.
- > **District Distributor B (dark blue):** Perform a similar function to District Distributor A but with reduced capacity due to flow restrictions from access to and roadside parking alongside adjoining property. These are often older roads with traffic demand in excess of that originally intended. District Distributor A and B roads run between land-use cells and not through them, forming a grid that would ideally be around 1.5 kilometres apart. They are managed by Local Government.
- > Local Distributors (orange): Carry traffic within a cell and link District Distributors at the boundary to access roads. The route of the Local Distributor discourages through traffic so that the cell formed by the grid of District Distributors only carries traffic belonging to or serving the area. These roads should accommodate buses but discourage trucks. They are managed by Local government.
- > Access Roads (grey): Provide access to abutting properties with amenity, safety and aesthetic aspects having priority over the vehicle movement function. These roads are bicycle and pedestrian friendly. They are managed by Local government.

The layout and classification of the roads under the Main Roads WA Road Hierarchy surrounding the Site for a distance of 2km are presented in **Table 3-1**, **Figure 3-9** and **Figure 3-10**.

Table 3-1 Road Network Description

Table 6-1 Road Network Description						
Road Name	Road Hierarchy	Jurisdiction	No of Lanes	No of Foot paths	Width (m)	Posted Speed Limit (Km/h)
Eaton Drive	District Distributor A	Local Govt.	4	2	Approx. 20	60
Hamilton Road	District Distributor B	Local Govt.	2	1	Approx. 9	50
Blue Wren Drive	Access Road	Local Govt.	2	0	Approx. 8	50
Glenhuon Boulevard	Access Road	Local Govt.	2	1	Approx. 9	50
Council Drive	Access Road	Local Govt.	2	2	Approx. 14	50
Lofthouse Avenue	Access Road	Local Govt.	2	1	Approx. 10	50
Recreation Drive	Access Road	Local Govt.	2	2	Approx. 20	50

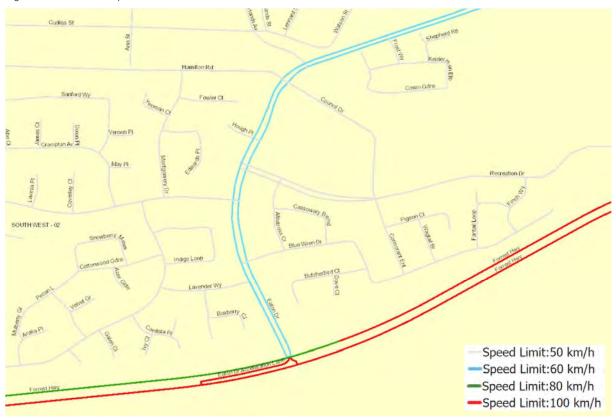


Figure 3-9 Road Network Classification



Source: MRWA Road Information Mapping System

Figure 3-10 Posted Speed Limits



Source: MRWA Road Information Mapping System



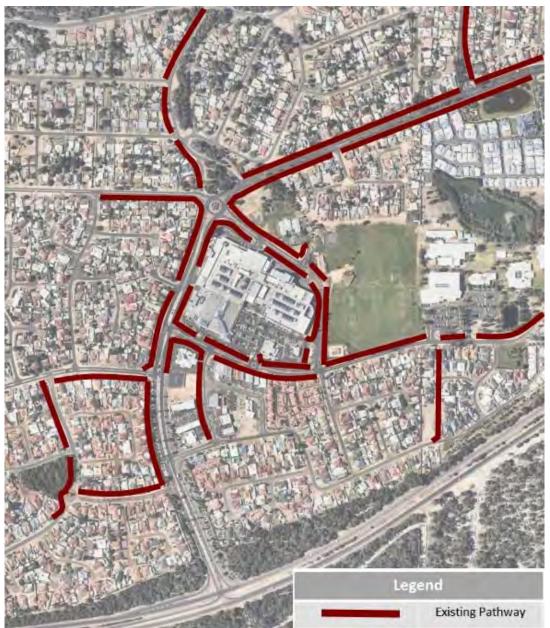
#### 3.4 Existing Pedestrian and Cycle Networks

There are currently no dedicated on-road and limited off-road cyclist facilities within the Study Area. 2m wide footpaths are provided on both sides of Eaton Drive from 60m south of the intersection of Eaton Drive and Recreation Drive to Glenhuon Boulevard.

From a pedestrian perspective, controlled and un-controlled pedestrian crossings are provided at some locations with the Study Area. The only traffic signal-controlled pedestrian crossing is at the intersection of Eaton Drive/ Recreation, which provides controlled crossing across both Eaton Drive and Recreation Drive. No other controlled pedestrian crossings are provided along Eaton Drive within the Study Area.

**Figure 3-11** illustrates the existing pedestrian and bicycle pathways inside the Study area. For the purpose of capturing the external area that might be affected by the land uses from the structure plan, the existing pedestrian and bicycle pathways within 1 km from the boundaries of the structure plan area are illustrated in **Figure 3-12**.

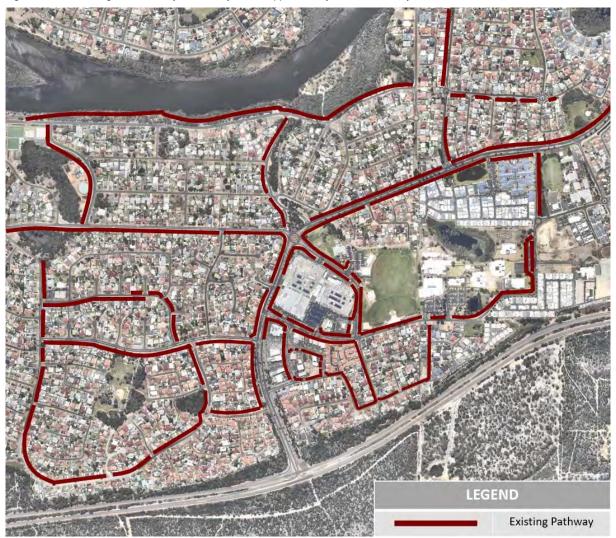
Figure 3-11 Existing Pedestrian/Cycle Pathways within the Study area



Source: Nearmap

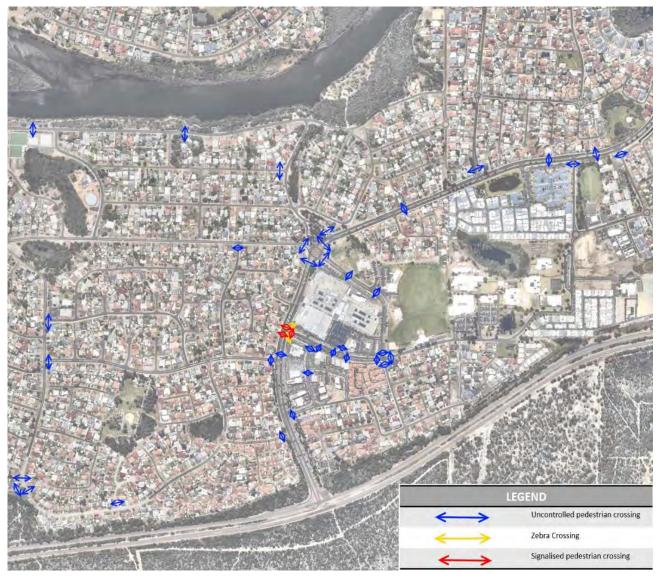


Existing Pedestrian/Cycle Pathways within approximately 1 km of the Study Area



Uncontrolled pedestrian crossings in the study area are provided at some locations by means of median openings in the study area as shown in **Figure 3-13**. Zebra crossings and signalised pedestrian crossings have also been illustrated in **Figure 3-13**.

Figure 3-13 Pedestrian Crossings in and around the Study Area



Due to the volume of vehicles utilising Eaton Drive and the number of uncontrolled pedestrian crossings along Eaton Drive there are some difficulties for pedestrians to cross, especially at the Hamilton Road / Eaton Drive roundabout as the uncontrolled crossing facilities are located near the circulation lanes, which makes it difficult for pedestrians and cyclists to judge when it is safe to cross.

A number of uncontrolled pedestrian crossings are provided across Recreation Drive and Council Drive, providing sufficient opportunities for pedestrians to cross.



#### 3.5 Existing Public Transport Facilities

Public Transport facilities in the vicinity of the site and within the study area are fairly limited. The existing bus stops within the study area are situated at the following locations:

- > **Recreation Drive** Bus stops are located on both sides of Recreation Drive about 100m to the east of the intersection of Eaton Drive/ Recreation Drive.
- Hamilton Road Bus stops are located on both sides of Hamilton Road about 200m to the west of the intersection of Eaton Drive/ Hamilton Road.
- > **Glenhuon Boulevard** Bus stops are located on both sides of Glenhoun Boulevard, approximately 200m to the north of the intersection of Eaton Drive/ Glenhuon Boulevard.

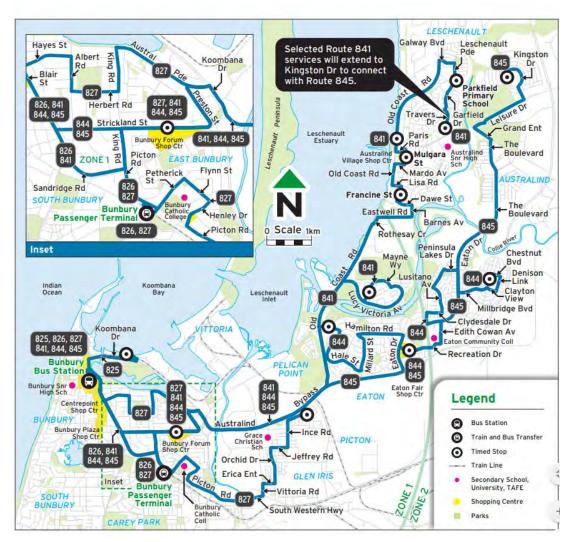
The routes servicing above bus stops include the following:

- > Route 844: Bunbury Australind (serviced by Accessible buses)
- > Route 845: Bunbury Australind

Figure 3-14 represents the public transport routes within and adjacent to the study area.

Figure 3-14 Public Transport Routes

#### Route 827, 841, 844, 845 Map



Source: TransBunbury



The service frequency of the bus routes are summarised in **Table 3-2**.

Table 3-2 Public Transport Facilities Service Frequency

Route	Route Description	Frequ	uency
		Weekday Peak	Weekend Peak
844	Bunbury Bus Stn Stand 4 - Kingston Drive, Australind	Every 1 hour	Every 2 hours
845	Bunbury Bus Stn Stand 3 - Kingston Drive, Australind	Every 1 hour	Every 2 hours

#### 3.6 Existing Traffic Volumes

The peak hour traffic volumes for the AM peak and PM peak from recent midblock traffic counts were provided by the Shire of Dardanup around the study area and are as summarised in **Table 3-3**.

Table 3-3 Existing Traffic Volumes on Key Roads

Location	Weekday Traffic Volumes (Two – Way)			
	AM Peak	PM peak		
Hamilton Road	473	561		
Council Drive	301	554		
Recreation Drive	738	852		
Glenhuon Boulevard	362	375		
Blue Wren Drive	140	153		
Eaton Drive (b/w Glenhuon Boulevard and Frost Way)	1131	1383		
Eaton Drive (b/w Hands Avenue and Frost Way)	1155	1414		
Eaton Drive (b/w Hands Avenue and Hamilton Road)	1138	1454		
Eaton Drive (b/w Hamilton Road and Recreation Drive)	877	1104		
Eaton Drive (b/w Lofthouse Avenue and Recreation Drive)	1267	1387		
Eaton Drive (b/w Lofthouse Avenue and Blue Wren Drive)	1067	1280		
Eaton Drive (b/w Lavender Way and Blue Wren Drive)	1178	1391		
Eaton Drive (b/w Lavender Way and Forrest Highway)	1170	1413		
Forrest Highway (East of Eaton Drive)	1240	1365		
Forrest Highway (West of Eaton Drive)	1960	2072		

## 4 Proposed Changes to the Road Network

#### 4.1 Road Network

#### 4.1.1 Internal Road Network

The most substantial changes to the internal road network as described in the EFAC Plan are:

- Realignment of Council Drive: The section of Council Drive at the intersection of Council Drive/Eaton Drive and Hamilton Road is proposed to be converted to a carpark access for the new basement car park and the existing deck parking.
- > **Provision of shared access way:** A new shared access way has been proposed which replaces the existing alignment of Council Drive, to be located approximately 150 metres northeast of the Eaton Drive / Hamilton Road roundabout. This intersection is intended to become a 4-way signalised intersection with pedestrian crossings.

#### 4.1.2 External Road Network

As advised by the Shire, the following changes to the external road network are currently being investigated:

- Construction of a roundabout at the intersection of Eaton Drive and Blue Wren Drive:
- > Construction of a roundabout at the intersection of Eaton Drive and Glen Huon Boulevard;
- > Traffic lights at the intersection of Eaton Drive and Lofthouse Avenue, with signals to be coordinated with the existing lights at Recreation Drive; and
- Extension of the Eaton Drive dual carriageway from Millbridge Boulevard to Jindalee Way.

Cardno also understand that the Shire is in discussions with Main Roads regarding the timing of the potential duplication of the right turn from Eaton Drive to Forrest Highway (westbound). It is noted that at time of writing, this work has not been included on the Main Roads forward estimates budget.

#### 4.2 Public Transport Network

#### 4.2.1 Internal Public Transport Network

The Public Transport Authority (PTA) has confirmed that Regional Town Bus Services have no short-term plans to alter bus services through Eaton.

#### 4.2.2 External Public Transport Network

The PTA has confirmed that Regional Town Bus Services have no short-term plans to alter bus services near Eaton. However, in the long-term planning scenario, the PTA will consider the inclusion of the Wanju District Structure which will provide links to Eaton, Treendale and Bunbury town centre. However, no public transport framework has been developed yet.

PTA has also advised that if the Urban Rail Network is ever extended to Bunbury, the PTA would be required to review the bus network in support of this resource.

#### 4.3 Parking

It is anticipated that the number of car bays within the development will be reduced from 1,290 to 1,175 upon construction of the cinema, but will then be increased to 1,870 upon completion of the expansion.

# 5 Analysis of Traffic Operation

## 5.1 Subject Intersections

SIDRA intersection analysis was undertaken for the key intersections within the Activity Centre as shown in **Figure 3-2**.

## 5.2 Year of Assessment and Time Period

Peak times selected are 7:30 to 8:30 and 16:00 to 17:00 respectively for the morning and afternoon peak periods on weekdays. The following scenarios were analysed using the SIDRA intersection analysis software:

- > Scenario 1: 2018 Existing;
- Scenario 2: 2033 (assumed year of completion), including development traffic (Future).

# 5.3 Activity Centre Traffic Generation

The existing internal daily traffic was estimated from the Gross Floor Area provided as per the Eaton Fair Activity Centre Plan. Trip generation for the development has been estimated based on *The Institute of Transportation Engineers (ITE): Trip Generation 10<sup>th</sup> Edition.* For the purpose of determining potential trip generation demand rates, the proposed development has been classified as per the following land use classifications in **Table 5-1**, with the directional in/out splits as summarised in **Table 5-2**.

Table 5-3 and Table 5-4 summarise the existing and future Activity Centre Traffic generation respectively.

Table E 1	Trin Congration	Dotoo (course)	ITE Trip Copore	tion 10 <sup>th</sup> Edition)
Table 5-1	i rib Generation	Rates (source:	TIE Trib Genera	ition 10" Edition)

Land Use	Source	AM Peak Hour	PM Peak Hour
Shopping Centre	ITE	0.94 trips per 100 m <sup>2</sup>	3.81 trips per 100 m <sup>2</sup>
Fast Food	ITE	40.19 trips per 100 m <sup>2</sup>	32.67 trips per 100 m <sup>2</sup>
Movie Theatre	ITE	0.22 trips per 100 m <sup>2</sup>	6.17 trips per 100 m <sup>2</sup>
Residential (low-rise)	ITE	0.46 trips per dwelling	0.56 trips per dwelling
Residential (mid-rise)	ITE	0.3 trips per dwelling	0.36 trips per dwelling
Fuel Station	ITE	10.28 trips per vehicle fueling position	14.03 trips per vehicle fueling position
Small Office Building	ITE	1.92 trips per 100 m <sup>2</sup>	2.45 trips per 100 m <sup>2</sup>
Government Office Building	ITE	3.34 trips per 100 m <sup>2</sup>	1.71 trips per 100 m <sup>2</sup>

Table 5-2 Directional Trip Distribution Rates (source: ITE Trip Generation 10<sup>th</sup> Edition)

	<u> </u>				
Land Use	Source	AM Peak Hour		PM Peak Hour	
		In	Out	In	Out
Shopping Centre	ITE	62%	38%	48%	52%
Fast Food	ITE	51%	49%	52%	48%
Movie Theatre	ITE	NA	NA	94%	6%
Residential (low-rise)	ITE	23%	77%	63%	37%
Residential (mid-rise)	ITE	28%	72%	70%	30%
Fuel Station	ITE	50%	50%	50%	50%
Small Office Building	ITE	83%	18%	32%	68%
Government Office Building	ITE	75%	25%	25%	75%



Table 5-3 Existing EFAC Traffic Demand

Land use	Trips Generated Directional I			Directional Dis	stribution Trip	S
	AM peak	PM peak	А	AM		M
	hour	hour	In	Out	In	Out
Major Stores	138	558	85	52	268	290
Mini-majors & Speciality shops	74	300	46	28	144	156
Total retail centre	212	858	131	80	412	446
Fast food	240	195	122	118	101	94
Total shop/retail area Sub-total	452	1053	254	198	513	540
Showrooms	0	0	0	0	0	0
Caltex (vehicle fueling positions)	82	112	41	41	56	56
Offices/Non-retail	4	5	3	1	2	3
Cinema	0	0	0	0	0	0
Residential	6	7	1	4	4	2
Total Non - Retail	92	124	46	46	62	62
Civic Centre	49	25	36	12	6	19
Total	592	1202	336	256	581	620

Table 5-4 Future EFAC Traffic Demand

Land use	Trips Generate	d	Di	rectional Dis	tribution Tri	ps
	AM peak	PM peak	А	M	Р	M
	hour	hour	In	Out	In	Out
Major Stores	195	792	121	74	380	412
Mini-majors & Speciality shops	118	478	73	45	229	248
Total retail centre	313	1269	194	119	609	660
Fast food	348	283	178	171	147	136
Total shop/retail area Sub-total	661	1552	372	290	756	796
Showrooms	43	176	27	17	85	92
Caltex (vehicle fueling positions)	82	112	41	41	56	56
Offices/Non-retail	72	92	60	13	29	62
Cinema	9	247	-	-	232	15
Residential	6	7	1	4	4	2
Residential (mid-rise)	31	37	9	22	26	11
Total Non - Retail	212	634	129	75	406	227
Civic Centre	150	77	112	37	19	58
Total	1023	2263	613	402	1182	1081
INCREASE (compared to existing)	431	1,061	277	146	601	461

For the distribution of the generated traffic among the three accesses for the development, assumed percentages are as shown in **Figure 5-1**.

Figure 5-1 Assumed Future Development Traffic Distribution

Cardno note that within the Eaton Fair Shopping Centre, the Kmart store is currently open 24-hours a day and that Coles recently has increased its opening hours to 7:00 – 23:00 for all days of the week. While the changes to the opening hours will reduce the peak hour traffic to/from the Activity Centre, the magnitude of this reduction is not known at this time. To ensure robust assessment, Cardno has therefore adopted a conservative approach by not applying any trip reduction factors to the peak hour trip generation trip generation rates to provide a robust analysis of the development.

## 5.4 Future Background Traffic Volumes

The background traffic volumes for the study area were sourced from the Aimsun micro-simulation model that Cardno previously has developed for the key roads within Eaton. Traffic growth rates for key roads and areas were sourced from the Main Roads Mandurah Dunsborough Model (MDM) and applied to the background traffic volumes to increase these to the estimated 2033 forecast traffic volumes.

## 5.5 Intersection Performance Analysis

Analysis of the traffic impacts of the proposed Structure Plan were undertaken for the subject intersections discussed in **Section 5.1** using SIDRA Intersection Modelling Software. SIDRA outputs for each approach are presented in the form of Degree of Saturation (DOS), Average Delay, Level of Service (LOS) and 95th Percentile Queue. These characteristics are defined as follows:

- Degree of Saturation (DOS) is the ratio of the arrival traffic flow to the capacity of the approach during the same period. The Degree of Saturation ranges from close to zero for varied traffic flow up to one for saturated flow or capacity. An intersection is considered to exceed its practical capacity when the DOS has exceeded values as shown in Table 5-5.
- > **95% Queue** is the statistical estimate of the queue length below which 95% of all observed queues would be expected;

- > **Average Delay** is the average of all travel time delays for vehicles through the intersection. An unsignalised intersection can be considered to be operating at capacity where the average delay exceeds 40 seconds for any movement; and
- > **Level of Service (LOS)** is a qualitative measure describing operational conditions within a traffic stream and the perception by motorists and/or passengers. The different levels of service can generally be described as shown in **Table 5-6.**

Table 5-5 Practical Intersection Capacity of Different Intersection Types

Intersection Type	Practical Degree of Saturation
Priority	0.80
Roundabout	0.85
Signals	0.90

Table 5-6 Level of Service (LOS) Performance Criteria

LOS	Description	Signalised Intersection	Unsignalised Intersection
Α	Free-flow operations (best condition)	≤10 sec	≤10 sec
В	Reasonable free-flow operations	10-20 sec	10-15 sec
С	At or near free-flow operations	20-35 sec	15-25 sec
D	Decreasing free-flow levels	35-55 sec	5-35 sec
Е	Operations at capacity	55-80 sec	35-50 sec
F	A breakdown in vehicular flow (worst condition)	≥80 sec	≥50 sec



# 5.6 Sidra Analysis Results

## 5.6.1 Eaton Drive and Glenhuon Boulevard

Figure 5-2 illustrates the Sidra layout of Eaton Drive and Glenhuon Boulevard intersection.

The model results are summarised in **Table 5-7** and **Table 5-8** for the AM and PM peak hours respectively. The model results suggest that while this intersection performs satisfactorily in the Existing scenario, the right turn from Glenhuon boulevard to Eaton Drive fails in the both the 2033 AM and PM scenarios as a result of increased turn demands for this movement, as well as increased background traffic volumes on Eaton Drive.

As described in Section 4.1.2, Cardno understands that the Shire are investigating a roundabout configuration for this intersection. SIDRA analysis was therefore undertaken for an assumed roundabout form for the 2033 scenario year. The assumed roundabout layout is shown in **Figure 5-3** while the resulting SIDRA results are summarised in **Table 5-9** and suggest that the assumed roundabout layout will perform satisfactorily for the 2033 scenario year.

Figure 5-2 SIDRA Layout for Eaton Drive and Glenhuon Boulevard

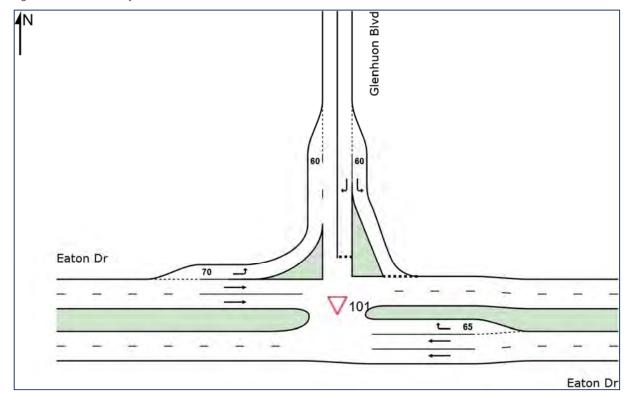




Table 5-7 Summary of SIDRA Results for Eaton Drive / Glenhuon Boulevard Intersection – AM Peak

Intersection Approach	Movement		Exis	sting		2033			
		DOS	Delay (s)	LOS	95% Queue (m)	DOS	Delay (s)	LOS	95% Queue (m)
Eaton Drive (East)	Т	0.16	0	А	0	0.22	0	Α	0
(Last)	R	0.02	6	А	1	0.03	7	Α	1
Glenhuon Boulevard	L	0.03	6	А	1	0.04	6	Α	1
(North)	R	0.78	39	E	37	1.97	>1,000	F	>1,000
Eaton Drive	L	0.03	6	Α	1	0.05	6	Α	1
(West)	Т	0.06	0	Α	0	0.07	0	Α	0
All Movements		0.78	7	NA	-	1.97	294	NA	-

Table 5-8 Summary of SIDRA Results for Eaton Drive / Glenhuon Boulevard Intersection – PM Peak

Intersection Approach	Movement		Exis	sting		2033			
. , , ,		DOS	Delay (s)	LOS	95% Queue (m)	DOS	Delay (s)	LOS	95% Queue (m)
Eaton Drive	Т	0.10	0	Α	0	0.13	0	Α	0
(East)	R	0.02	8	А	0	0.03	10	В	1
Glenhuon Boulevard	L	0.03	7	Α	1	0.04	7	А	1
(North)	R	0.52	36	E	15	1.56	>1,000	F	418
Eaton Drive	L	0.14	6	Α	4	0.17	6	Α	6
(West)	Т	0.15	0	А	0	0.21	0	Α	0
All Movements		0.52	4	NA	-	1.56	76	NA	-



Figure 5-3 Assumed Intersection Layout for Eaton Drive / Glenhuon Boulevard Roundabout - 2033 Scenario

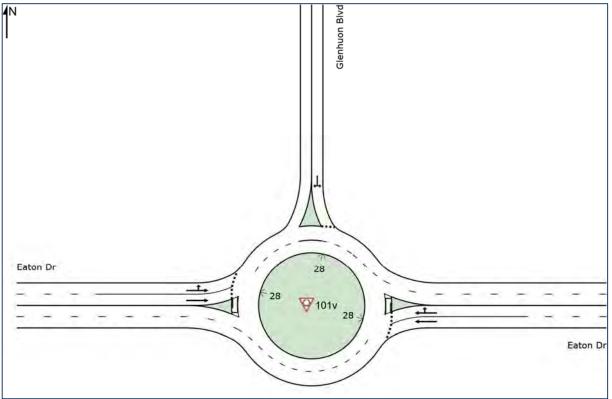


Table 5-9 Summary of SIDRA Results for Potential Eaton Drive / Glenhuon Boulevard Roundabout - 2033 only

Intersection Approach	Movement		2033	- AM		2033 - PM			
		DOS	Delay (s)	LOS	95% Queue (m)	DOS	Delay (s)	LOS	95% Queue (m)
Eaton Drive	Т	0.34	5	Α	20	0.18	4	Α	9
(East)	R	0.34	11	В	20	0.18	9	А	9
Glenhuon Boulevard	L	0.29	5	Α	12	0.20	7	Α	6
(North)	R	0.29	11	В	12	0.20	13	В	6
Eaton Drive	L	0.11	4	Α	6	0.32	4	Α	18
(West)	Т	0.11	4	А	6	0.32	4	А	18
All Movements		0.34	6	A	19	0.32	5	A	18



## 5.6.2 Eaton Drive / Hamilton Road

Figure 5-4 illustrates the SIDRA layout for the Eaton Drive / Hamilton Road roundabout.

The model results are summarised in **Table 5-10** and **Table 5-11** for the AM and PM peak hours respectively. The model results suggest that the intersection performs satisfactorily during both the AM and PM peak hours for the existing and 2033 scenario years.

Figure 5-4 SIDRA Layout for Eaton Drive/ Hamilton Road

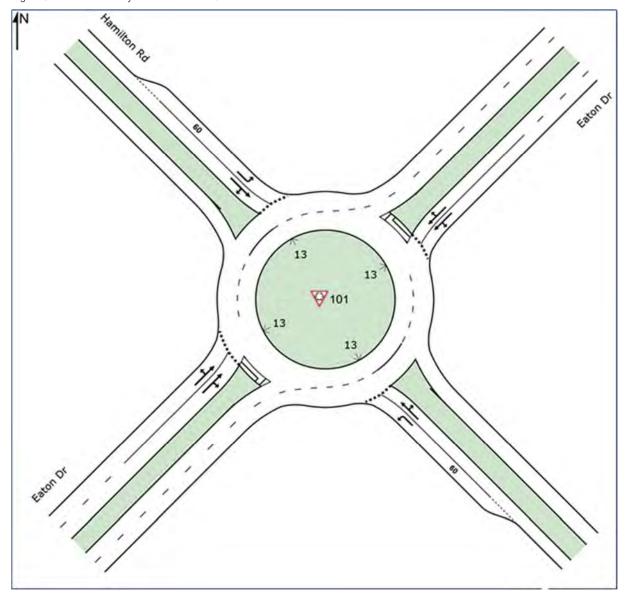




Table 5-10 Summary of SIDRA Results for Eaton Drive / Hamilton Road Roundabout – AM Peak

Intersection Approach	Movement	Existing				2033			
, <b>, , , ,</b> , , , , , , , , , , , , , ,		DOS	Delay (s)	LOS	95% Queue (m)	DOS	Delay (s)	LOS	95% Queue (m)
Council	L	0.05	10	В	2	0.07	9	Α	3
Drive (East)	Т	0.10	8	А	5	0.09	8	Α	4
	R	0.10	11	В	5	0.09	12	В	4
Eaton Drive	L	0.29	6	А	15	0.31	6	Α	16
(North)	Т	0.29	6	Α	15	0.31	6	Α	16
	R	0.29	9	Α	14	0.31	10	В	16
Hamilton	L	0.10	6	А	4	0.14	6	Α	6
Road (West)	Т	0.10	6	А	4	0.18	6	Α	7
	R	0.10	9	А	4	0.18	9	Α	7
Eaton Drive	L	0.10	6	Α	4	0.10	5	Α	4
(South)	Т	0.10	6	Α	4	0.10	5	Α	4
	R	0.10	9	А	4	0.10	9	Α	4
All Movemen	ts	0.29	7	A	15	0.31	7	A	16

Table 5-11 Summary of SIDRA Results for Eaton Drive / Hamilton Road Roundabout - PM Peak

Intersection Approach	Movement	Existing				2033			
, при саст		DOS	Delay (s)	LOS	95% Queue (m)	DOS	Delay (s)	LOS	95% Queue (m)
Car Park	L	0.12	9	Α	4	0.20	13	В	6
Access (East)	Т	0.31	8	Α	11	0.42	9	Α	17
	R	0.31	11	В	11	0.42	13	В	17
Eaton Drive	L	0.16	4	Α	7	0.35	6	Α	19
(North)	Т	0.16	5	Α	7	0.35	6	Α	19
	R	0.16	9	Α	7	0.35	10	В	19
Hamilton	L	0.19	7	Α	6	0.28	8	Α	10
Road (West)	Т	0.18	8	Α	6	0.30	8	Α	11
	R	0.18	11	В	6	0.30	12	В	11
Eaton Drive	L	0.26	6	Α	12	0.34	7	Α	17
(South)	Т	0.26	7	Α	12	0.34	7	Α	17
	R	0.26	10	В	12	0.34	12	В	16
All Movemen	ts	0.31	7	Α	12	0.42	8	Α	19

#### 5.6.3 Eaton Drive / Recreation Drive

Figure 5-5 illustrates the SIDRA layout for the Eaton Drive / Recreation Drive Intersection.

The model results are summarised in **Table 5-12** and **Table 5-13** and suggest that while the intersection currently operates satisfactorily, the right turn from Eaton Drive to Recreation Drive will deteriorate to LOS F (worst possible) for the 2033 PM peak hour. This is due an increased demand for this right turn movement, as well as an increased demand for the southbound through movement that results in less gaps in the southbound flow for the right turning vehicles (as the traffic signal data provided by Main Roads WA suggest that this intersection primarily operates with "filter phasing" during the peak hour).

Cardno evaluated an alternative signal phasing arrangement that adopted more use of the right-turn arrow and optimum signal phasing during the peak hours. The model results for alternative signal phasing arrangement is shown in **Table 5-14** and show that the intersection will operate satisfactorily during the 2033 AM and PM peak hours under this arrangement.

Figure 5-5 SIDRA Layout for Eaton Drive and Recreation Drive Intersection

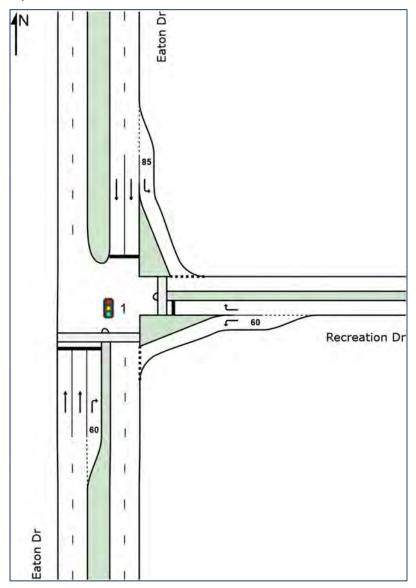




Table 5-12 Summary of SIDRA Results for Eaton Drive / Recreation Drive Intersection – Existing Phasing – AM Peak

Intersection Approach	Movement		Exis	sting		2033				
		DOS	Delay (s)	LOS	95% Queue (m)	DOS	Delay (s)	LOS	95% Queue (m)	
Eaton Drive (South)	Т	0.07	2	А	7	0.09	2	А	11	
(South)	R	0.22	9	Α	10	0.53	11	В	72	
Recreation Drive (East)	L	0.26	7	А	8	0.34	7	Α	16	
Drive (East)	R	0.16	45	D	6	0.20	46	D	8	
Eaton Drive (North)	L	0.04	7	А	2	0.09	9	Α	5	
(NOITH)	Т	0.18	3	Α	20	0.26	3	Α	71	
All Movemen	ts	0.26	5	A	20	0.53	6	A	72	

Table 5-13 Summary of SIDRA Results for Eaton Drive / Recreation Drive Intersection – Existing Phasing – PM Peak

Intersection Approach	Movement		Exis	sting		2033				
		DOS	Delay (s)	LOS	95% Queue (m)	DOS	Delay (s)	LOS	95% Queue (m)	
Eaton Drive (South)	Т	0.17	3	Α	17	0.24	4	Α	27	
(South)	R	0.60	11	В	49	1.06	198	F	390	
Recreation Drive (East)	L	0.28	7	Α	9	0.37	7	А	16	
Drive (Last)	R	0.52	40	D	24	0.46	39	D	23	
Eaton Drive	L	0.17	9	Α	11	0.47	30	С	36	
(North)	Т	0.12	3	Α	12	0.25	14	Α	29	
All Movemen	ts	0.60	8	A	49	1.06	45	D	390	



Table 5-14 Summary of SIDRA Results for Eaton Drive / Recreation Drive Signalised Intersection – Optimised Phasing - 2033 only

Intersection Approach	Movement		2033	- AM		2033 - PM			
		DOS	Delay (s)	LOS	95% Queue (m)	DOS	Delay (s)	LOS	95% Queue (m)
Eaton Drive	Т	0.11	4	А	9	0.24	4	А	25
(South)	R	0.66	27	С	42	0.57	18	В	59
Recreation	L	0.24	9	Α	14	0.30	9	Α	20
Drive (East)	R	0.10	27	С	4	0.53	36	D	21
Eaton Drive	L	0.06	8	Α	3	0.18	9	Α	8
(North)	Т	0.71	19	В	70	0.72	24	С	72
All Movemen	ts	0.71	16	В	70	0.72	15	В	72

#### 5.6.4 Eaton Drive and Lofthouse Avenue

Figure 5-6 illustrates the SIDRA layout of Eaton Drive / Lofthouse Avenue Intersection.

The model results are summarised in **Table 5-15** and **Table 5-16** for the AM and PM peak hours respectively and suggest that while the intersection performs satisfactorily for the existing scenario, the right turn from Lofthouse Avenue to Eaton Drive (southbound) fails in both the 2033 AM and PM scenarios as there are insufficient gaps in traffic on Eaton Drive to accommodate these vehicles.

As described in Section 4.1.2, Cardno understands that the Shire are investigating converting this intersection to a signalised intersection. SIDRA analysis was therefore undertaken for an assumed signalised form for the 2033 scenario year. The assumed signalised intersection layout is shown in **Figure 5-7** while the resulting SIDRA results are summarised in **Table 5-17** and suggest that the assumed signalised layout will perform satisfactorily for the 2033 scenario year.

Figure 5-6 SIDRA Layout for Eaton Drive and Lofthouse Avenue Intersection

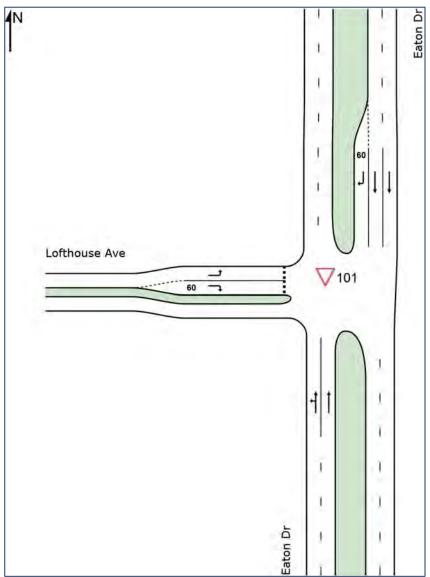




Table 5-15 Summary of SIDRA Results for Eaton Drive / Lofthouse Avenue Intersection – AM Peak

Intersection Approach	Movement		Exis	sting		2033				
		DOS	Delay (s)	LOS	95% Queue (m)	DOS	Delay (s)	LOS	95% Queue (m)	
Eaton Drive	L	0.07	6	А	0	0.12	6	Α	0	
(South)	Т	0.07	0	А	0	0.12	0	Α	0	
Eaton Drive	Т	0.18	0	Α	0	0.24	0	Α	0	
(North)	R	0.07	6	Α	2	0.12	7	Α	3	
Lofthouse Avenue	L	0.09	6	Α	2	0.13	6	Α	3	
(West)	R	0.42	30	D	11	1.68	>1,000	F	501	
All Movemen	ts	0.42	3	NA	11.2	1.68	100	NA	501	

Table 5-16 Summary of SIDRA Results for Eaton Drive / Lofthouse Avenue Intersection – PM Peak

Intersection Approach	Movement		Exis	sting		2033			
		DOS	Delay (s)	LOS	95% Queue (m)	DOS	Delay (s)	LOS	95% Queue (m)
Eaton Drive	L	0.22	6	А	0	0.28	6	Α	0
(South)	Т	0.22	0	А	0	0.28	0	Α	0
Eaton Drive	Т	0.12	0	А	0	0.16	0	Α	0
(North)	R	0.30	12	В	9	0.60	20	С	23
Lofthouse Avenue	L	0.11	7	Α	3	0.19	8	Α	5
(West)	R	0.54	69	F	13	2.27	>1,000	F	346
All Movements		0.54	4	NA	13	2.27	74	NA	346



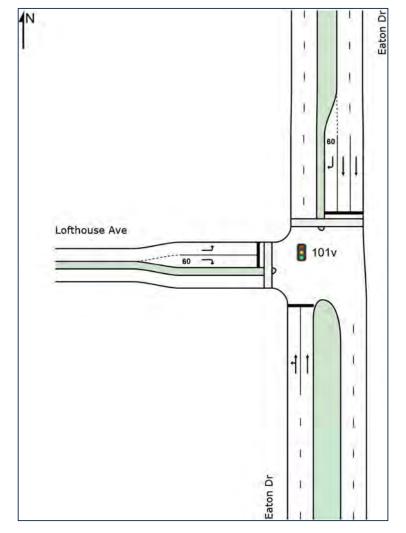


Figure 5-7 Assumed Intersection Layout for Eaton Drive / Lofthouse Avenue - 2033 Scenario

Table 5-17  $Summary \ of \ SIDRA \ Results \ for \ Eaton \ Drive \ / \ Lofthouse \ Avenue \ Signalised \ Intersection - 2033 \ only$ 

Intersection Approach	Movement		2033	- AM		2033 - PM				
		DOS	Delay (s)	LOS	95% Queue (m)	DOS	Delay (s)	LOS	95% Queue (m)	
Eaton Drive	Т	0.47	20	С	29	0.80	25	С	97	
(South)	R	0.47	15	В	29	0.80	24	С	97	
Lofthouse Avenue	L	0.43	6	А	38	0.25	4	Α	24	
(East)	R	0.40	23	С	15	0.72	29	С	43	
Eaton Drive (North)	L	0.51	24	С	20	0.21	16	В	18	
(NOILII)	Т	0.47	24	С	18	0.28	29	С	10	
All Movemen	ts	0.51	12	В	38	0.80	17	В	97	

## 5.6.5 Eaton Drive and Blue Wren Avenue

**Figure 5-8** illustrates the SIDRA layout for the Eaton Drive / Blue Wren Drive intersection. The model results for this intersection are summarised in **Table 5-18** and **Table 5-19** and suggest that while the intersection currently performs satisfactorily, the left and right turns from Blue Wren Drive to Eaton Drive will fail in the 2033 scenario year as there are insufficient gaps in traffic on Eaton Drive.

As described in Section 4.1.2, Cardno understands that the Shire are investigating a roundabout configuration for this intersection. SIDRA analysis was therefore undertaken for an assumed roundabout form for the 2033 scenario year. The assumed roundabout layout is shown in **Figure 5-8** while the resulting SIDRA results are summarised in **Table 5-20** and suggest that the assumed roundabout layout will perform satisfactorily for the 2033 scenario year.

Figure 5-8 SIDRA Layout for Eaton Drive and Blue Wren Drive

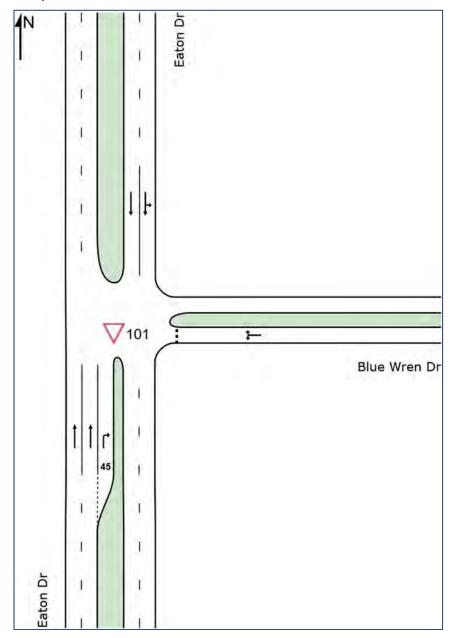




Table 5-18 Summary of SIDRA Results for Eaton Drive / Blue Wren Drive Intersection – AM Peak

Intersection Approach	Movement		Exis	sting		2033				
		DOS	Delay (s)	LOS	95% Queue (m)	DOS	Delay (s)	LOS	95% Queue (m)	
Eaton Drive (South)	Т	0.08	0	А	0	0.10	0	А	0	
(South)	R	0.11	12	В	3	0.35	20	С	12	
Blue Wren	L	0.10	7	А	2	0.47	15	С	14	
Drive (East)	R	0.10	28	D	2	0.47	74	F	14	
Eaton Drive	L	0.20	6	Α	0	0.27	6	Α	0	
(North)	Т	0.20	0	Α	0	0.27	0	А	0	
All Movemen	ts	0.20	1	NA	3	0.47	3	NA	14	

Table 5-19 Summary of SIDRA Results for Eaton Drive / Blue Wren Drive Intersection – PM Peak

Intersection Approach	Movement		Exis	sting		2033				
		DOS	Delay (s)	LOS	95% Queue (m)	DOS	Delay (s)	LOS	95% Queue (m)	
Eaton Drive (South)	Т	0.22	0	А	0	0.27	0	Α	0	
(South)	R	0.09	8	А	2	0.17	9	Α	5	
Blue Wren Drive (East)	L	0.22	7	А	5	0.96	181	F	80	
Drive (East)	R	0.22	47	E	5	0.96	296	F	80	
Eaton Drive	L	0.13	6	Α	0	0.18	6	Α	0	
(North)	Т	0.13	0	Α	0	0.18	0.0	Α	0	
All Movemen	ts	0.22	1	NA	5	0.96	13	NA	80	

Figure 5-9 Assumed Intersection Layout for Eaton Drive / Blue Wren Drive Roundabout - 2033 Scenario

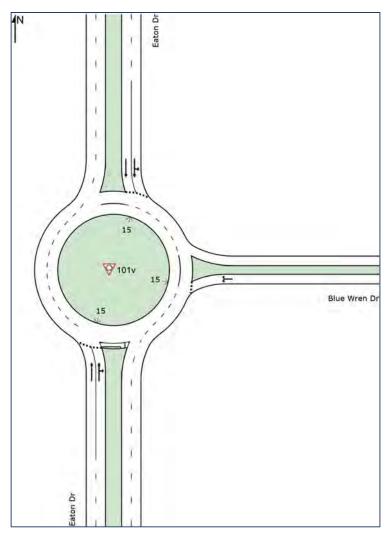


Table 5-20 Summary of SIDRA Results for Assumed Eaton Drive / Blue Wren Drive Roundabout - 2033 only

Intersection Approach	Movement		2033	- AM		2033 - PM				
. , , ,		DOS	Delay (s)	LOS	95% Queue (m)	DOS	Delay (s)	LOS	95% Queue (m)	
Eaton Drive (South)	Т	0.15	4	Α	8	0.36	5	Α	23	
(South)	R	0.15	9	Α	8	0.36	9	Α	22	
Blue Wren Drive (East)	L	0.16	8	А	5	0.15	7	Α	5	
Drive (Last)	R	0.16	13	В	5	0.15	12	В	5	
Eaton Drive (North)	L	0.38	4	А	18	0.27	5	Α	11	
(NOIUI)	Т	0.38	5	А	18	0.27	5	А	11	
All Movemen	ts	0.38	5	A	18	0.35	5	A	23	



## 5.6.6 Eaton Drive and Forrest Highway

**Figure 5-10** illustrate the existing layout of the Eaton Drive / Forrest Highway Intersection. The model results are summarised in **Table 5-21** and **Table 5-22** and suggest that the right turn from Eaton Drive from Forrest Highway is operating at practical capacity in the existing PM scenario. In the 2033 scenarios, the right turn from Eaton Drive to Forrest Highway is shown to fail during both the AM and PM peak hours, resulting in excessive queues and delays on Eaton Drive.

To mitigate this issue, it is therefore assumed that Main Roads will upgrade the intersection to include dual right-turn lanes from Eaton Drive to Forrest Highway, with an additional acceleration lane constructed on the Forrest Highway departure side to accommodate the additional right turn lane. The assumed future intersection layout is shown in **Figure 5-11** while the resulting SIDRA results are summarised in **Table 5-23** and suggest that the assumed future layout will perform satisfactorily for the 2033 scenario year.



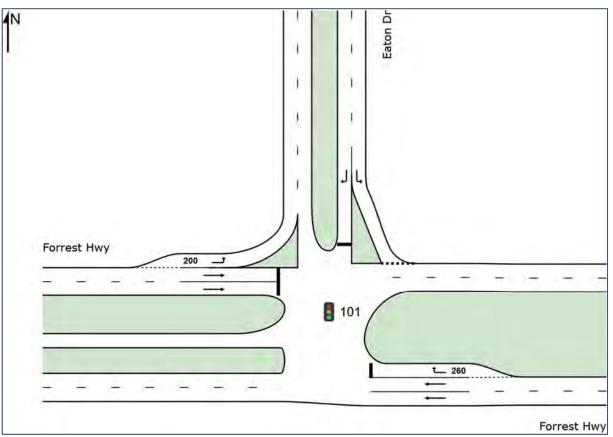




Table 5-21 AM Peak Eaton Drive and Forrest Highway Intersection

Intersection Approach	Movement		Existing				20	33	
		DOS	Delay (s)	LOS	95% Queue (m)	DOS	Delay (s)	LOS	95% Queue (m)
Forrest	Т	0.12	0	А	0	0.17	0	Α	0
Highway (East)	R	0.49	51	D	25	0.77	55	E	78
Eaton Drive	L	0.11	7	А	7	0.17	9	Α	17
(North)	R	0.90	50	D	235	1.24	487	F	864
Forrest	L	0.16	6	А	0	0.52	6	Α	0
Highway (West)	Т	0.23	25	С	33	0.48	24	С	100
All Movemen	its	0.90	21	С	235	1.24	93	F	864

Table 5-22 PM Peak Eaton Drive and Forrest Highway Intersection

Intersection Approach	Movement		Exis	sting		2033				
		DOS	Delay (s)	LOS	95% Queue (m)	DOS	Delay (s)	LOS	95% Queue (m)	
Forrest Highway	Т	0.13	0	Α	0	0.25	0	Α	0	
(East)	R	0.69	53	D	66	0.73	54	D	40	
Eaton Drive	L	0.12	8	Α	10	0.14	7	Α	10	
(North)	R	0.89	59	E	166	1.21	428	F	>1000	
Forrest	L	0.40	6	Α	0	0.23	6	Α	0	
Highway (West)	Т	0.38	22	С	75	0.31	26	С	45	
All Movemen	ts	0.89	20	С	166	1.21	136	F	>1000	



Figure 5-11 Assumed SIDRA Layout for Upgraded Eaton Drive / Forrest Highway Intersection – 2033 only

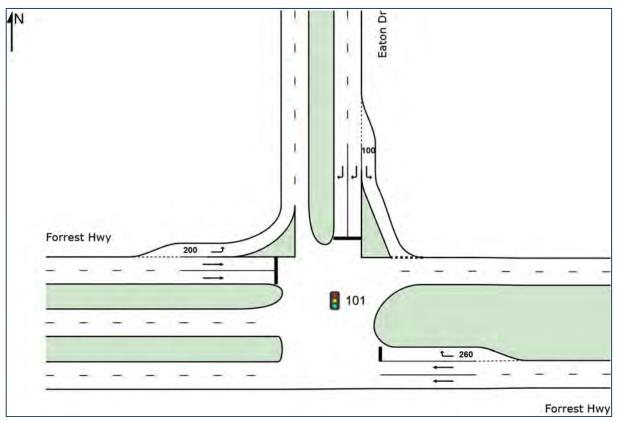


Table 5-23 Summary of SIDRA Results for Assumed Upgraded Eaton Drive / Forrest Highway Intersection - 2033 only

Intersection Approach	Movement		2033	- AM		2033 - PM				
		DOS	Delay (s)	LOS	95% Queue (m)	DOS	Delay (s)	LOS	95% Queue (m)	
Forrest	Т	0.25	0	А	0	0.17	0	Α	0	
Highway (East)	R	0.73	55	D	40	0.77	56	E	78	
Eaton Drive (North)	L	0.14	7	А	10	0.17	9	А	17	
(North)	R	0.60	30	С	109	0.62	43	D	89	
Forrest	L	0.23	6	А	0	0.52	6	А	0	
Highway (West)	Т	0.31	26	С	45	0.48	24	С	100	
All Movements		0.73	16	В	109	0.77	18	В	100	

## 5.6.7 Eaton Drive/ Watson Street/ Shared Access Way

**Figure 5-12** illustrates the assumed layout of the Eaton Drive / Watson Street/ Shared Access Way Intersection. The model results are summarised in **Table 5-24** and suggest that the assumed layout will perform satisfactorily for the 2033 scenario year.

Figure 5-12 Assumed SIDRA Layout for Eaton Drive / Watson Street/ Shared Access Way Intersection - 2033 only

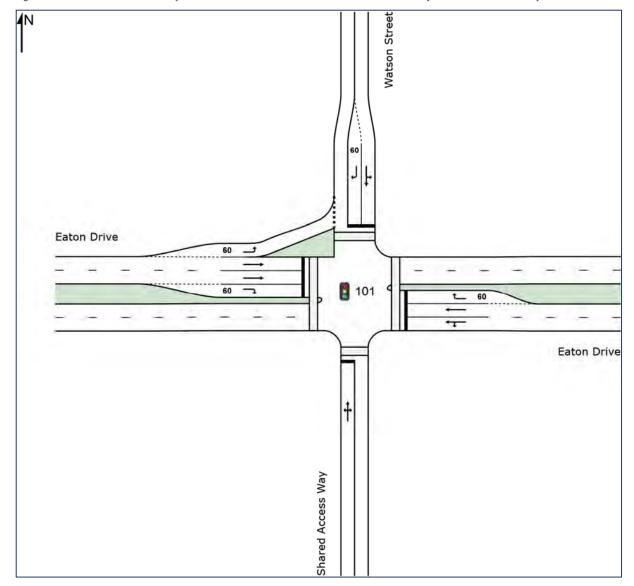




Table 5-24 Summary of SIDRA Results for Assumed Eaton Drive / Watson Street/ Shared Access Way Intersection - 2033 only

Intersection Movement Approach				peak		PM Peak			
		DOS	Delay (s)	LOS	95% Queue (m)	DOS	Delay (s)	LOS	95% Queue (m)
South: Shared	L	0.32	49	D	27	0.73	44	D	60
Access	Т	0.32	43	D	27	0.73	38	D	60
vvay	R	0.32	49	D	27	0.73	44	D	60
East: Eaton	L	0.71	31	С	162	0.87	53	D	111
Drive	Т	0.71	26	С	162	0.87	48	D	112
	R	0.06	42	D	6	0.87	52	D	13
North: Watson	L	0.09	31	С	7	0.34	44	D	26
Street	Т	0.09	25	С	7	0.34	39	D	26
	R	0.19	48	D	16	0.15	43	D	11
West:	L	0.01	6	Α	0	0.04	6	Α	2
Eaton Drive	Т	0.28	29	С	43	0.68	25	С	127
	R	0.35	58	Е	14	0.24	35	С	29
All Movements		0.71	29	С	162	0.87	35	D	127



## 5.7 Crash Data Review

A review of the Main Roads WA Reporting Centre for crash data was undertaken for Eaton Drive. This review covered all the recorded traffic accidents between 1 January 2014 and 31 December 2018 and are summarised in **Figure 5-13.** 

Figure 5-13 Intersection and Midblock Crashes along Eaton Drive



Source: Main Road WA Reporting Centre

The following intersections along Eaton Drive were assessed for crashes:

- > Eaton Drive/ Hamilton Road/ Council Drive
- > Eaton Drive/ Recreation Drive
- > Eaton Drive/ Glenhuon Boulevard
- > Eaton Drive/ Lofthouse Avenue
- > Eaton Drive/ Blue Wren Drive

**Table 5-25, Table 5-26** and **Table 5-27** detail the number of crashes that have occurred along Eaton Drive between the Intersections of Eaton Drive/ Glenhuon Boulevard to the north and the Eaton Drive/Forrest Highway to the south.

Table 5-25 Total Number of Crashes along Eaton Drive

Type of Crash	Fatal	Hospital	Medical	Major Property Damage	Minor Property Damage	Total Crashes
Rear End	-	1	4	26	9	40
Right Angle	-	1	5	15	1	22
Hit Object	-	1	-	5	4	10
Right Turn Thru	-	2	8	13	-	23
Sideswipe Same Direction	-	-	1	1	-	2
Hit Pedestrian	-	-	-	-	1	1
Total	-	5	18	60	15	98



Table 5-26 Total Number of Midblock Crashes along Eaton Drive

Type of Crash	Fatal	Hospital	Medical	Major Property Damage	Minor Property Damage	Total Crashes
Sideswipe Same Direction	-	-	1	1	-	2
Right Angle	-	-	1	-	-	1
Rear End	-	-	-	2	-	2
Hit Pedestrian	-	-	-	-	1	1
Hit Object	-	-	-	1	1	2
Total	-	-	2	4	2	8

Table 5-27 Total Number of Intersection Crashes along Eaton Drive

Type of Crash (RUM Code)	Fatal	Hospital	Medical	Major Property Damage	Minor Property Damage	Total Crashes
Rear End	-	1	4	24	9	38
Right Angle	-	1	4	15	1	21
Hit Object	-	1	-	4	3	8
Right Turn Thru	-	2	8	13	-	23
Total	-	5	16	56	13	90

From the analysis undertaken, it could be concluded that the majority of crashes (92%) on Eaton Drive have occurred at intersections. Further analysis has shown that the intersections of Eaton Drive / Recreation Drive and Eaton Drive / Forrest Highway account for most of the intersection crashes. Minimal crashes have been observed along the midblock sections of Eaton Drive, with only 8 cases recorded between January 2014 to December 2018.

**Table 5-28** and **Table 5-29** detail the number and nature of crashes that have occurred at the Eaton Drive / Recreation Drive and Eaton Drive / Forrest Highway intersections.

Table 5-28 Eaton Drive/Recreation Drive Intersection Crashes

Type of Crash (RUM Code)	Fatal	Hospital	Medical	Major Property Damage	Minor Property Damage	Total Crashes
Right Angle	-	-	-	2	-	2
Rear End	-	-	1	3	1	5
Right Turn Thru	-	1	8	12	-	21
Total	-	1	9	17	1	28

Table 5-29 Eaton Drive/Forrest Highway Intersection Crashes

Type of Crash (RUM Code)	Fatal	Hospital	Medical	Major Property Damage	Minor Property Damage	Total Crashes
Rear End	-	1	3	18	5	27
Right Angle	-	1	-	1	-	2
Hit Object	-	1	-	3	-	4
Total	-	3	3	22	5	33

From the crash analysis conducted at the intersections the following were noted:

- > There have been no fatal crashes at either of the intersections.
- 1 crash resulted in hospital attention at the Eaton Drive / Recreation Drive intersection and 3 crashes resulted in hospital attention at the Eaton Drive / Forrest Highway intersection.

> Major Property Damage (MPD) was recorded for the majority of the crashes, with 17 MPD crashes recorded at Eaton Drive / Recreation Drive and 22 MPD crashes recorded at Eaton Drive/ Forrest Highway.

Given the substantial number of crashes at the intersections for the existing traffic conditions near the study area, it is suggested that Road Safety Audits be undertaken along the intersections to address the crashes and identify potential mitigation measures.

## 5.7.2 Black Spot Program

Criteria for a road section or intersection to be eligible for Black Spot program, both State and Federal is represented in **Figure 5-14**.

Figure 5-14 Criteria for Black Spot Program

Criteria	Australian Government Black Spot State and Local Roads	State Blac Highways Roads		State Black Spot Local Roads		
Crash Criteria		Metro	Rural	Metro	Rural	
Intersection or Mid-Block or Short Road Section (< 3 kilometres)	3 casualty crashes over five years	10 crashes over 5 years	3 crashes over 5 years	5 crashes over 5 years	3 crashes over 5 years	
Road Length (≥ 3 kilometres)	Average of 0.2 casualty crashes per km over five years	Average of 3 crashes per km over 5 years	Average of 1 crash per km over 5 years	Average of 2 crashes per km over 5 years	Average of 1 crash per km over 5 years	

Source: Main Roads Western Australia

Casualty crash are crashes involving either fatality, hospital, or medical treatment

Based on the above criteria, the intersection of Eaton Drive/Recreation Drive, Eaton Drive/Forrest Highway and Eaton Drive/Hamilton Road/Council Drive would likely be eligible for Australian Government Black Spot funding.



# 6 Pedestrian Crossings for Eaton Drive

As described in Section 3.4, there is currently only a single controlled pedestrian crossing along Eaton Road within the study area, located at the intersection of Eaton Drive / Recreation Drive. Due to the presence of turn lanes and proximity of other intersections, it is not considered feasible to provide additional signalised pedestrian crossings on Eaton Drive between Recreation Drive and Hamilton Road.

However, as shown in **Figure 5-12**, the new signalised intersection of Eaton Drive/ Watson Street/Shared Access Way is assumed to include pedestrian crossings on all legs of the intersection. This would therefore provide safer opportunities for pedestrians to cross Eaton Drive.



## 7 Conclusions and Recommendations

This report has been prepared in accordance with the Western Australian Planning Commission (WAPC) Transport Assessment Guidelines for Developments: Volume 2 – Planning Schemes, Structure Plans & Activity Centre Plans (2016).

The following conclusions have been made in regards to the proposed development:

- The EFAC will increase the size of the existing Eaton Fair shopping centre with a number of complimentary developments and land uses that will facilitate further economic development of the area.
- > The EFAC is estimated to generate an additional 431 vehicle trips during the AM peak hour and 1,061 additional vehicle trips during the PM peak hour.
- While all intersections were identified to operate satisfactorily under the existing traffic conditions, the model results for the 2033 scenario year suggested that a number of turn movements (especially right turns from minor roads at unsignalised intersections) would fail if the intersections were retained in their existing forms.
  - Potential mitigation measures were evaluated for a number of these intersections and confirmed that the potential mitigation measures (most of which are currently being investigated by the Shire) would result in satisfactory intersection performance for the 2033 scenario year.
- > There are a number of existing pedestrian crossing facilities across both Recreation Drive and Council
  - As part of the EFAC, Council Drive will be realigned and include pedestrian crossing facilities between the shopping centre and the recreational facilities east of Council Drive.
  - There is currently only a single controlled pedestrian crossing facility across Eaton Drive, located at the intersection of Eaton Drive / Recreation Drive.
  - While it is not considered feasible to provide additional signalised pedestrian crossings across Eaton Drive between Recreation Drive and Hamilton Road, the assumed signalised intersection at Eaton Drive / Watson Street / Shared Access Way would include pedestrian crossings on all legs on the intersection and therefore provide safer opportunities for pedestrians to cross Eaton Drive.
- A total of 98 crashes were recorded along Eaton Drive, 92% of which occurred at intersections. As a number of these intersection would qualify for Black Spot funding, it is recommended that Road Safety Audits be undertaken for these intersections to identify potential mitigation measures to reduce these crash rates.

# **RISK ASSESSMENT TOOL**

**OVERALL RISK EVENT:** Design and construction of a roundabout at the Eaton / Blue Wren Intersection

**RISK THEME PROFILE:** 

13 - Project/Change Management

15 - Supplier and Contract Management

RISK ASSESSMENT CONTEXT: Project

CONSEQUENCE		PRIOR TO T	REATMENT OR	CONTROL	RISK ACTION PLAN	AFTER TREATEMENT OR CONTROL		
CATEGORY	RISK EVENT	CONSEQUENCE	LIKELIHOOD	INHERENT RISK RATING	(Treatment or controls proposed)	CONSEQUENCE	LIKELIHOOD	RESIDUAL RISK RATING
HEALTH	Not constructing roundabout at this intersection may result in further accidents and near misses.	Major (4)	Possible (3)	Moderate (5 - 11)	Construction of roundabout in compliance with State Blackspot Program Application	Minor (2)	Unlikely (2)	Low (1 - 4)
FINANCIAL IMPACT	Loss of Blackspot Funding	Moderate (3)	Almost Certain (5)	Moderate (5 - 11)	Construction of roundabout in compliance with State Blackspot Program Application	Insignificant (1)	Rare (1)	Low (1 - 4)
SERVICE INTERRUPTION	No risk event identified for this category.	Not Required - No Risk Identified	N/A	N/A	Not required	Not required.	Not required.	Not required.
LEGAL AND COMPLIANCE	Council may be liable for accidents should they not proceed with the intersection treatment	Major (4)	Likely (4)	Moderate (5 - 11)	Construction of roundabout in compliance with State Blackspot Program Application	Insignificant (1)	Unlikely (2)	Low (1 - 4)
REPUTATIONAL	Council may receive poor publicity for not treating accidents which are eligible for Blackspot funding	Minor (2)	Likely (4)	Moderate (5 - 11)	Construction of roundabout in compliance with State Blackspot Program Application	Insignificant (1)	Possible (3)	Low (1 - 4)
ENVIRONMENT	No risk event identified for this category.	Not Required - No Risk Identified	N/A	N/A	Not required.	Not required.	Not required.	Not required.



# Memorandum of Understanding

Leschenault Contiguous Local Authorities Group (CLAG)

# **Objective:**

This Memorandum of Understanding (MoU) recognises the continuation of the Leschenault Contiguous Local Authorities Group (CLAG), to undertake health-driven mosquito management across the Local Government boundaries of City of Bunbury and the Shires of Dardanup and Harvey.

The MoU outlines the requirements for the continuation of the CLAG, the Principal Stakeholders involved and the responsibilities of each Stakeholder.

By signing the MoU, all parties agree to the continuation of the CLAG and the designated responsibilities of each member within the group.

The parties acknowledge that the provisions of this document are not intended to create binding legal obligations between them.

The parties acknowledge that:

- a) nothing in this document authorises a party to incur costs or expenses on behalf of the other party; and
- b) a party has no authority to act for, create or assume any responsibility, obligation or liability on behalf of, the other party.

## **Commencement of this MoU:**

This MoU shall come into effect from the date that it is signed by all Principal Stakeholders.

## **Review and amendment of this MoU:**

It is recommended that the MoU be regularly reviewed to improve its operation and resolve any issues that may arise. At a minimum, the Principal Stakeholders will review the document every five (5) years.

Earlier review will need to be undertaken if any party wishes to withdraw from or revise the CLAG arrangements. All parties will be required to resign the MoU once any amendments have been finalised.

If the review process indicates that no amendments are required, the existing MoU may remain in place and will not need resigning.

# The Leschenault Region

The Leschenault Region was identified in 1986 as having significant mosquito breeding sites located in the salt marsh tidal wetlands of the Leschenault Estuary, Leschenault Inlet and the environs of several river systems. Significant population of larvae also occur in several fresh water sites during spring and early summer.

The local governments of Harvey, Dardanup and Bunbury share common boundaries and as a collective, a public health issue concerning mosquitoes borne disease transmissions across these boundaries.

The predominant mosquito species in the area are *Aedes camptorhynchus* and *Aedes vigilax*, which are well recognised vectors of Ross River and Barmah Forest viruses.

To reduce mosquito populations, the three local governments formed a Contiguous Local Authority Group (CLAG) in 1991 which has continued since that date to co-operate effectively to reduce the mosquito borne disease risk, not only in the immediate area, but also the transient populations that visit the region during the major risk periods.

# **Principal Stakeholders:**

This MoU covers the following Principal Stakeholders:

- Department of Health, Western Australia (the Department);
- City of Bunbury
- Shire of Dardanup
- Shire of Harvey

# **Responsibilities of the Principal Stakeholders:**

**Department of Health, Western Australia** 

## 1. Funding

The Department will provide funding to the CLAG, in accordance with the CLAG Funding Guidelines, following assessment of the CLAG's annual application by the Mosquito Control Advisory Committee (MCAC), to support the following:

- chemical control strategies
- physical control strategies
- cultural control strategies (including Fight the Bite resources)
- mosquito management equipment
- training and development; and
- other (upon consultation with the MCAC).

The Department will also cover up to 100% (budget dependent) of the cost of helicopter hire in the South West of the State for approved aerial treatments in high disease risk areas, of which the Leschenault region sits within.

## 2. Technical expertise

The Department may also assist the CLAG through the provision of:

- training to improve the capacity of CLAG members to undertake mosquito management activities;
- staff to assist in ground surveillance to identify mosquito breeding sites (both natural and man-made);
- assistance with further development and revision of individual mosquito management plans (MMPs) for local governments within the CLAG;
- advice on local issues and possible resolution options;
- notified case data related to mosquito-borne disease within their region;
- mosquito management options (including adulticides/larvicides) for each jurisdiction;
- assistance with the identification of difficult adult and larval mosquitoes from surveillance activities (with advice from relevant specialists as required);
- staff attendance and advice at CLAG meetings;
- assistance in developing a Terms of Reference (ToR) to guide the CLAG's activities (note, the ToR is optional); and
- other advice/assistance as required.

# Local governments within the Leschenault CLAG

The Leschenault CLAG, consisting of the City of Bunbury and the Shires of Dardanup and Harvey agrees to:

- nominate a CLAG Chairperson to:
  - chair CLAG meetings;
  - o submit annual funding applications and reports to the Department; and
  - document CLAG related incoming and outgoing communications.
- nominate a local government within the CLAG to receive funding on behalf of the group from the Department, and where appropriate, establish a:
  - o CLAG operational account (to receive funding from the Department); and
  - CLAG trust account (with the ability to roll funding over between years)
- ensure each member of the CLAG has developed their own MMP (ie. one for each local government within the CLAG) to document specific program objectives, nuisance and disease risks, mosquito breeding sites, management strategies, land owners, necessary permits/approvals and budget/resource requirements etc;
- regularly revise individual local government MMPs to ensure management activities are appropriate and reflect current mosquito issues;
- submit a single CLAG funding submission and cover letter requesting annual funds from the Department by the specified date. This request will be assessed by the MCAC;

- submit a single CLAG annual report to the Department, including financial statements and invoices related to Department/CLAG funded purchases, by the specified date. This information is required, to ensure the CLAG is eligible to apply for Department funding;
- contribute 50% of the cost of MCAC approved budget items, unless otherwise specified.
   The required CLAG contribution will be outlined in the Department's annual funding outcome letter;
- contribute to a trust fund, ensuring each local government within the CLAG has access to
  additional funding to manage mosquitoes when the nuisance factor or mosquito- borne
  disease risk is greater than normal. In regards to the trust fund, CLAGs are required to:
  - o annually contribute an additional 10% of the CLAG's own contribution to mosquito management (as specified in the CLAG funding submission) to the trust account. Note, this amount is calculated by the Department <u>before</u> any financial carryover is deducted; OR negotiate an alternative trust fund arrangement with the Department that adequately ensures all local governments within the CLAG have capacity to manage mosquitoes in an abnormally busy mosquito season.
  - seek approval from the MCAC, by way of a written request, to access trust fund account;
  - o seek approval from the MCAC, by way of a written request, to 'cap' the trust fund account. The 'capped' sum represents an amount that the CLAG deems to be sufficient to cover an abnormally busy mosquito season. Once this amount is reached, no further trust fund contributions are required. If the trust fund falls below the 'capped' amount, CLAG contributions must begin again following the next budget submission.
- discuss the CLAG's mosquito management activities with the Department a minimum of three (3) times throughout the season, by way of:
  - o face-to-face meetings (Metropolitan and South west CLAGs); and/or
  - telephone meetings (Northern and more regional CLAGs)
- conduct adult and larval mosquito surveys in alignment with individual mosquito management plans and include results in the CLAG's annual report;
- maintain accurate records of all chemical treatments (date, product used and size of treatment) and include in the CLAG's annual report;
- undertake pre- and post-treatment surveillance within their respective local government boundaries and provide assistance to partner local governments within the CLAG if/when required. Note, surveillance activities and aerial treatments may be required on weekends and public holidays;
- submit pre-/post-treatment data to the Department for consideration, in order to access aerial helicopter services (as per the Helicopter Protocol Flow diagram). If multiple local governments within the CLAG require a treatment together, a single request (along with combined pre-/post-treatment data) must be submitted to the Department;

- ensure staff actively involved in aerial larviciding operations undertake relevant safety training, as required by the Department and/or as specified by the contracted helicopter provider;
- appoint an officer to liaise with the helicopter provider and coordinate aerial treatment details on the day of operation. This may include organising start times, product choice and prioritisation of areas for helicopter treatments. The total number of staff required on the day of treatment will depend on the treatment size and product used;

•

- collaborate with, and support, other members of the CLAG, through provision of advice, sharing of information, equipment loans, assistance with ground surveillance etc., in an effort to improve mosquito management within the CLAG's jurisdiction; and
- develop a Terms of Reference (ToR), guiding the function of the CLAG and roles/responsibilities of parties within it (note, the ToR is optional).

The Department of Health, Western Australia					
Dr Michael Lindsay A/Executive Director Environmental Healtl Public and Aboriginal	h Directorate				
Signed:					
Date:	(dd/mm/yyyy)				
The Shire of Harvey					
Annie Riordan Chief Executive Office	er				
Signed:					
Date:	(dd/mm/yyyy)				
The Shire of Dardanu	<b>л</b> р				
André Schönfeldt Chief Executive Office	er				
Signed:					
Date:	(dd/mm/yyyy				
The City of Bunbury					
Malcom Osborne Chief Executive Office	er				
Signed:					
Date:	(dd/mm/yyyy)				

This Memorandum of Understanding is supported by:

#### **RISK ASSESSMENT TOOL**

**OVERALL RISK EVENT:** Renewal of Leschenault CLAG MoU (2020)

**RISK THEME PROFILE:** 

1 - Asset Sustainability Practices

3 - Failure to Fulfil Compliance Requirements (Statutory, Regulatory)

7 - Environment Management

RISK ASSESSMENT CONTEXT: Operational

CONSEQUENCE		PRIOR TO T	REATMENT O	R CONTROL	RISK ACTION PLAN	AFTER TRE	EATEMENT OR C	CONTROL
CATEGORY	RISK EVENT	CONSEQUENCE	LIKELIHOOD	INHERENT RISK RATING	(Treatment or controls proposed)	CONSEQUENCE	LIKELIHOOD	RESIDUAL RISK RATING
HEALTH	Incidence of Mosquito-borne disease in the population. And greater mosquito nuisance to communities/townships.	Moderate (3)	Likely (4)	High (12 - 19)	Preferred option that SoD remains a signatory to the Leschenault CLAG MoU, and recipient of DoH funding, and technical support.	Minor (2)	Possible (3)	Moderate (5 - 11)
FINANCIAL IMPACT	Shire having to pay full costs of equipment, chemical, and FTE for mosquito control and mosquito monitoring.	Moderate (3)	Likely (4)	High (12 - 19)	Preferred option that SoD remains a signatory to the Leschenault CLAG MoU, and continue to receive funding from DoH, and continue equipment-share with CLAG LGs.	Minor (2)	Unlikely (2)	Low (1 - 4)
SERVICE INTERRUPTION	Shire being unable to provide comprehensive and timely mosquito control.	Moderate (3)	Likely (4)	High (12 - 19)	Preferred option SoD remains a signatory to the Leschenault CLAG MoU, and continue to receive DoH funding and equipment and logistical support for mosquito control though the CLAG.	Minor (2)	Unlikely (2)	Low (1 - 4)
LEGAL AND COMPLIANCE	The Shire being found lacking in meeting its statutory responsibility towards protection of public health.	Moderate (3)	Possible (3)	Moderate (5 - 11)	Preferred option SoD remains a signatory to the Leschenault CLAG MoU, continue to receive DoH funding and support, and continue to maintain its service delivery of comprehensive mosquito control.	Minor (2)	Unlikely (2)	Low (1 - 4)
REPUTATIONAL	The Shire being publically criticised for not doing enough to combat mosquitoes and mosquito-borne disease.	Moderate (3)	Likely (4)	High (12 - 19)	Preferred option SoD remains a signatory to the Leschenault CLAG MoU, continue to receive DoH funding and support, and continue to maintain its service delivery of comprehensive mosquito control.	Insignificant (1)	Rare (1)	Low (1 - 4)
ENVIRONMENT	No risk event identified for this category.	Not Required - No Risk Identified	N/A	N/A	Not required.	Not required.	Not required.	Not required.



# Local Government Operational Guidelines

December 2019

# Attendance at events policy



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#### About DLGSC

The DLGSC works with partners across government and within its diverse sectors to enliven the Western Australian community and economy through support for and provision of sporting, recreational, cultural and artistic policy, programs and activities for locals and visitors to the State.

The department provides regulation and support to local governments and the racing, gaming and liquor industries to maintain quality and compliance with relevant legislation, for the benefit of all Western Australians. This publication is current at December 2019.

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# 1. Introduction

Council members are expected to make decisions in the best interests of their community. To do this, they must consider each issue on its merits.

Decision-making could be influenced – or perceived to be influenced – in a number of ways, including through financial relationships, personal relationships and the receipt of gifts. The *Local Government Act 1995* sets out requirements on council members, Chief Executive Officers (CEOs) and other employees to ensure transparency and accountability in decision-making.

Certain gifts received by council members and CEOs are specifically excluded from the conflict of interest provisions (section 5.62(1B)), including a gift that is received in accordance with an Attendance at Events policy. This guideline gives an overview of matters which could be included in the Attendance at Events policy.

Note: this guideline does not apply to the gift provisions in the code of conduct that relates to employees (other than the CEO).

Other related operational guidelines:

- Operational Guideline: Disclosure of gifts and disclosure of interests relating to gifts
- Operational Guideline: Disclosure of interests affecting impartiality
- Operational Guideline: Primary and annual returns

# 2. Gifts

A gift is defined under section 5.57 of the Act as a conferral of a financial benefit (including a disposition of property) made by one person in favour of another person unless adequate consideration in money or money's worth passes from the person in whose favour the conferral is made to the person who makes the conferral. It includes any contributions to travel.

For the purposes of both disclosure of receipt and disclosing an interest when a matter comes before council, a gift is any gift valued at over \$300 or a cumulative value of \$300 where the gifts are received from the same donor in a 12-month period.

## 2.1. Interests in matters before council

The interest provisions are aimed at ensuring that decision-making is free from influence and so decisions can be made in the best interests of the community.

An interest created from receipt of a gift recognises that a relationship is formed between the donor and a recipient of a gift which could be perceived to affect decision-making. This applies to any gift received, not just a gift that must to be disclosed under sections 5.87A and 5.87B.

The basic principle is, that unless the gift is an excluded gift (section 5.62(1B) and Administration Reg. 20B), the council member who has received the gift is not to participate in any part of the meeting dealing with the matter. They must be absent from any deliberations (unless approval is granted by the council or the Minister).

If the council member has such an interest they must disclose this interest before the meeting to the CEO or to the presiding member before the matter is discussed.

If it is the CEO who has the interest due to receipt of a gift, they are not to provide advice to council or prepare reports for council, either directly or indirectly. They must disclose their interest to the mayor or president.

# 2.2. Gifts excluded from the interest provisions

Any gift received over \$300 is specifically excluded from the conflict of interest provisions if:

- the gift relates to attendance at an event where attendance has been approved by the council
  in accordance with the council endorsed Attendance at Events policy, or
- the gifts is from specified entities.

Regulation 20B of the *Local Government (Administration) Regulations 1996* prescribes the specified entities as WALGA (but not LGIS), ALGA, LG Professionals, a State public service department, a Commonwealth, State or Territory government department or another local government or regional local government.

Excluded gifts are still a gift that must be disclosed and published on the gifts register if over the value of \$300 and received in the capacity of council member or CEO.

# 3. Attendance at events policy

Section 5.90A of the Local Government Act requires that local governments have an attendance at events policy. The purpose of the policy is for the council to actively consider the purpose of and benefits to the community from council members and CEOs attending events.

The policy provides a framework for the acceptance of invitations to various events and clarifies who will pay for tickets or the equivalent value of the invitation.

The tickets should be provided to the local government and not individual council members. A ticket or invitation provided by a donor to an individual in their capacity as a council member or CEO is to be treated as a gift to that person, unless the tickets or invitation is referred to the local government to be considered in accordance with the policy.

## 3.1. The legislation [section 5.90A]

#### 5.90A. Policy for attendance at events

(1) In this section —

#### event includes the following —

- (a) a concert;
- (b) a conference;
- (c) a function;
- (d) a sporting event;
- (e) an occasion of a kind prescribed for the purposes of this definition.
- (2) A local government must prepare and adopt\* a policy that deals with matters relating to the attendance of council members and the CEO at events, including
  - (a) the provision of tickets to events; and
  - (b) payments in respect of attendance; and
  - (c) approval of attendance by the local government and criteria for approval; and
  - (d) any prescribed matter.
  - \* Absolute majority required.
- (3) A local government may amend\* the policy.
  - \* Absolute majority required.
- (4) When preparing the policy or an amendment to the policy, the local government must comply with any prescribed requirements relating to the form or content of a policy under this section.
- (5) The CEO must publish an up-to-date version of the policy on the local government's official website.

# 4. Matters for consideration in developing the policy

In developing the policy, there are a number of matters which need to be considered. Principally, the council needs to consider what is the benefit to the community or local government in having members of council or the CEO attend the event.

The Attendance at Events policy is to enable council members to attend events as a representative of council without restricting their ability to participate in council meetings. It is not intended to be used as a mechanism to avoid conflict of interest provisions where significant matters are likely to come before council from the provider of the invitation.

While attending events is generally considered an important function for council members and the CEO to represent the local government, if there are costs involved, especially significant costs, it can lead to criticism from the community for spending ratepayer's money if the tangible benefits are not identified. Similarly, if the council is accepting tickets, including those as a result of sponsorship, there can be a perception of bias when matters affecting that organisation come before council.

The policy should also consider the role that the person attending will have at the event - for example, speaking, giving an award or being a member of the audience – especially if there are significant costs associated with attendance. The community perception will be different for a person attending to undertake a specific role or function versus being a member of the audience.

Note that examples are provided in the legislation of what constitutes an event: concerts, conferences, functions and sporting events. This is not an exhaustive list and councils should consider the full range of events that may be relevant to their local government, such as agricultural shows, field days, school awards nights and cultural events.

Ultimately, it is the decision of the council as to what is contained within the policy and this will vary between local governments.

Matters that could be included are:

- To whom invitations are to be directed,
- Who authorises attendance at an event, including how the decision is made for a council member or CEO to attend an event,
- How many people are authorised to attend an event,
- Who is responsible for the cost of attending (if any), including whether there is a requirement for the council member or CEO to contribute to the cost, particularly if the person's partner is also attending;
- Whether there are any events that are authorised in advance by council (preauthorised events),
- Whether the location of the event is within the district,
- Attendance at sponsored events, and
- Attendance at events that are outside the policy.

The council, with accountability to the local community, is in the best position to determine the design and content of the policy. Some local governments have requested guidance from the Department. To this end a sample policy is included on the following pages.

The policy may provide authorisation for the CEO to be the decision maker where decisions align with the policy intent. In that case, the policy must set out clear criteria by which the CEO may make such determinations.

# 5. Concluding remarks

In developing the Attendance at Events policy, councils need to actively consider the purpose of and benefits to the community from council members and CEOs attending events. The policy should not be used to intentionally circumvent conflict of interests which may arise from attending events hosted by a provider who will have a significant matter before council.

Local governments are encouraged to use this template as a guide and to adapt it to reflect the needs and expectations of their communities. The policy can also be adapted to include attendance at events by employees other than the CEO.

The community's trust in local government is crucial to its success.

# Attendance at Events – template policy

## Introduction

Section 5.90A of the *Local Government Act 1995* provides that a local government must prepare and adopt an Attendance at Events policy.

This policy is made in accordance with those provisions.

# **Purpose**

This policy addresses attendance at any events, including concerts, conferences, functions or sporting events, whether free of charge, part of a sponsorship agreement, or paid by the local government. The purpose of the policy is to provide transparency about the attendance at events of council members and the chief executive officer (CEO).

Attendance at an event in accordance with this policy will exclude the gift holder from the requirement to disclose an interest if the ticket is above \$300 and the donor has a matter before council. Any gift received that is less than \$300 (either one gift or cumulative over 12 months from the same donor) also does not need to be disclosed as an interest. Receipt of the gift will still be required under the gift register provisions.

# Legislation

5.90A. Polic	v for	attend	lance	at o	events
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(1)	In this section —
	event includes the following —

- (a) a concert;
- (b) a conference;
- (c) a function;
- (d) a sporting event;
- (e) an occasion of a kind prescribed for the purposes of this definition.
- (2) A local government must prepare and adopt\* a policy that deals with matters relating to the attendance of council members and the CEO at events, including
  - (a) the provision of tickets to events; and
  - (b) payments in respect of attendance; and
  - (c) approval of attendance by the local government and criteria for approval; and
  - (d) any prescribed matter.
  - \* Absolute majority required.

- (3) A local government may amend\* the policy.
  - \* Absolute majority required.
- (4) When preparing the policy or an amendment to the policy, the local government must comply with any prescribed requirements relating to the form or content of a policy under this section.
- (5) The CEO must publish an up-to-date version of the policy on the local government's official website.

### Provision of tickets to events

#### 1. Invitations

- 1.1 All invitations of offers of tickets for a council member or CEO to attend an event should be in writing and addressed to the [Click or tap here to enter text.]
- 1.2 Any invitation or offer of tickets not addressed to the [Click or tap here to enter text.] is not captured by this policy and must be disclosed in accordance with the gift and interest provisions in the Act.
- 1.3 A list of events and attendees authorised by the local government in advance of the event is at Attachment A.

#### 2 Approval of attendance

- 2.1 In making a decision on attendance at an event, the council will consider:
  - a) who is providing the invitation or ticket to the event,
  - b) the location of the event in relation to the local government (within the district or out of the district),
  - the role of the council member or CEO when attending the event (participant, observer, presenter) and the value of their contribution,
  - d) whether the event is sponsored by the local government,
  - e) the benefit of local government representation at the event,
  - f) the number of invitations / tickets received, and
  - g) the cost to attend the event, including the cost of the ticket (or estimated value of the event per invitation) and any other expenses such as travel and accommodation.
- 2.2 Decisions to attend events in accordance with this policy will be made by simple majority or by the CEO in accordance with any authorisation provided in this policy.

Guidance Note: If the local government is proposing to provide authorisation to the CEO to determine matters in accordance with this policy, then it will be necessary for the policy statement to include specific principles / criteria by which the CEO may make such determinations.

# 3 Payments in respect of attendance

- 3.1 Where an invitation or ticket to an event is provided free of charge, the local government may contribute to appropriate expenses for attendance, such as travel and accommodation, for events outside the district if the council determine attendance to be of public value.
- 3.2 For any events where a member of the public is required to pay, unless previously approved and listed in Attachment A, the council will determine whether it is in the best interests of the local government for a council member or the CEO or another officer to attend on behalf of the council.
- 3.3 If the council determines that a council member or CEO should attend a paid event, the local government will pay the cost of attendance and reasonable expenses, such as travel and accommodation.
- 3.4 Where partners of an authorised local government representative attend an event, any tickets for that person, if paid for by the local government, must be reimbursed by the representative unless expressly authorised by the council.

#### Attachment A – events authorised in advance

Event	Date of event	Approved Attendee/s	Approved local government contribution to cost	Date of council resolution or CEO authorisation
Example:  Greater Westralia Regional Agricultural Ball	20 December 2019	<ul> <li>President Cr Brown and partner</li> <li>Deputy President Cr Green and partner</li> <li>CEO and partner</li> </ul>	6 tickets @ \$190 each Total cost \$1,140	Ordinary Council Meeting 4 November 2019

#### **RISK ASSESSMENT TOOL**

**OVERALL RISK EVENT:** Elected Member & Chief Executive Officer Attendance at Events Policy

**RISK THEME PROFILE:** 

3 - Failure to Fulfil Compliance Requirements (Statutory, Regulatory)

RISK ASSESSMENT CONTEXT: Operational

CONSEQUENCE	CONSEQUENCE		REATMENT OR	CONTROL	RISK ACTION PLAN	AFTER TREATEMENT OR CONTROL			
CATEGORY	RISK EVENT	CONSEQUENCE	LIKELIHOOD	INHERENT RISK RATING	(Treatment or controls proposed)	CONSEQUENCE	LIKELIHOOD	RESIDUAL RISK RATING	
HEALTH	No risk event identified for this category.	Not Required - No Risk Identified	N/A	N/A	Not required.	Not required.	Not required.	Not required.	
FINANCIAL IMPACT	Not monitoring actual expenditure to the budget would increase the risk of a negative impact on the financial position	Minor (2)	Rare (1)	Low (1 - 4)	Not required.	Not required.	Not required.	Not required.	
SERVICE INTERRUPTION	No risk event identified for this category.	Not Required - No Risk Identified	N/A	N/A	Not required.	Not required.	Not required.	Not required.	
LEGAL AND COMPLIANCE	Non-compliance with the legislative requirements or Council policy.	Minor (2)	Unlikely (2)	Low (1 - 4)	Not required.	Not required.	Not required.	Not required.	
REPUTATIONAL	Non-compliance that results in a qualified audit can lead stakeholders to question the Council's ability to manage finances effectively or receiving personal benefit.	Moderate (3)	Rare (1)	Low (1 - 4)	Not required.	Not required.	Not required.	Not required.	
ENVIRONMENT	No risk event identified for this category.	Not Required - No Risk Identified	N/A	N/A	Not required.	Not required.	Not required.	Not required.	



POLICY NO:-

CP112 - COUNCILLORS' INDUCTION TRAINING AND PROFESSIONAL DEVELOPMENT

	GOVERNANCE INFORMATION									
Procedure Link:	NA			Administrative Policy Link:	NA					
		TARTZIIAIMAA		J INFORMATION						

					ADMINISTRATIO	N INFORMATI	ON
Version:	1	CP112	SCM	26/07/18	Res: 251-18	Synopsis:	Created and Adopted by Council

#### RESPONSIBLE DIRECTORATE

Corporate & Governance

#### 2. PURPOSE OR OBJECTIVE

This policy is to provide a framework within which Elected Members can have access to a range of professional development opportunities that will assist them to undertake their role, including but not limited to pre-election information sessions, induction programs, training programs, attendance at conferences & seminars and other development opportunities throughout the elected term of office.

The Shire of Dardanup has a budget allocation for the purpose of enabling Elected Members to participate in development opportunities that will assist them to undertake their role and/or develop skills and competencies.

The policy encourages Elected Members to participate in professional development and training opportunities during their elected term of office, noting that where a term of office is less than the usual four year term, access to a full range of opportunities may not be available within the term.

#### REFERENCE DOCUMENTS

Local Government Act 1995 5.36 and 5.42

#### 4. POLICY

#### 4.1 Pre-Election

The Chief Executive Officer or his delegate, in conjunction with the Western Australian Electoral Commission, will conduct a seminar for aspiring Elected Members to be held prior to a Local Government election. The aim of this seminar would be to provide aspirants with an insight to the role of an Elected Member and better prepare them for what lays ahead.

#### 4.2 Induction

Upon election to Council, the Shire will provide an induction, training and development program for Elected Members modelled on the Department of Local Government Elected Member Induction Checklist, to provide them with all the information relevant to commencing their role as an Elected Member. Attendance at in-house information and training sessions is also encouraged after the completion of the induction program.

The induction program contributes to the corporate objectives by:

- Assisting new Elected Members to assimilate into the role;
- Assisting Elected Members meet the demands upon them by developing the necessary skills through recognised training;
- Assisting Elected Members achieve excellence in performance; and
- Ensuring Elected Members work professionally in a team environment for the betterment of their constituents.

#### 4.3 <u>Annual Allocation for Training and Development</u>

Elected Members are encouraged to attend various programs during their term of office, to assist their professional development and to provide them with enhanced skills to effectively maximise the benefits of the commitment they have given to their elected position.

Each Elected Member is equally allocated an annual sum as specified in each annual budget for attendance at training and development programs and courses. The amount should not, in normal circumstances be exceeded and registration will not be effected if there are insufficient funds available to be used. The Chief Executive Officer shall monitor the budget to appropriately manage the allocation.

If the annual allocation is exceeded, subject to approval from the Chief Executive Officer/Council, the value in excess of the amount allowed may be reduced from the following year's allocation. Any surplus funds in an Elected Members allocation will be carried forward to the next financial year but will not be carried forward to subsequent years.

#### 4.4 <u>Conferences & Training Courses</u>

The annual budget allocation may be used for any of the following:

- a) Western Australian Local Government Association (WALGA) Training Program WALGA offers a module-based training program that is standardised for WA Local Governments. Progressive participation in this program is encouraged and is considered to be the best opportunity outside of the organisation to develop relevant local government knowledge, including the opportunity to obtain a Diploma in Local Government by the completion of the course modules. Elected Members are encouraged to support this training particularly when held in South West venues.
- b) Local Government Week Local Government Week (Convention) is an annual networking and development opportunity provided by WALGA. This is undertaken in conjunction with the Association's Annual General Meeting at which the Shire of Dardanup is entitled to have two delegates. It is usual that this will be the President and Deputy President, however this may be passed to another Elected Member (by resolution of Council) when one or both of the President and Deputy President are not in attendance.
- c) In addition to the two delegate participants, opportunity exists for other Elected Members and the Chief Executive Officer to attend Local Government Week.
- d) Examples of other conferences include:-
  - National General Assembly of Local Government (Shire President and Chief Executive Officer);
  - Annual Road Conference:
  - Special "one off" conferences sponsored by WALGA or the Department of Local Government, Sport and Cultural Industries.
- e) Other training and development Other training and development opportunities are identified from time to time by either an individual Elected Member or the organisation, attendance at which may be approved where:
- f) The course or development opportunity is relevant to the functions of an Elected Member; or
- g) The course or development opportunity is relevant to an Elected Member's role or as a member of a Council approved representative on a Council Committee or external body;
- h) There is scope for the attendee to acquire skills beneficial to the Shire; and
- i) The budget remains available to cover the associated costs.

#### 4.5 Restrictions and Exclusion on Travel

No more than two Elected Members may attend the same Interstate event and no more than three Elected Members exclusive of the President and Deputy President may attend the same intrastate event (authorised training and development courses excluded).

Travel Interstate is not permitted without the prior approval of Council; and within three months of being elected as an Elected Member and is not permitted within six months of the date of expiry of office, unless approved in advance by a resolution of Council. Attendance at any overseas conference, seminar or other development event requires the specific approval of Council.

#### 4.6 <u>Accommodation</u>

Council staff will arrange and make payment for reasonable accommodation for the Councillor for a room at or in close proximity to the event venue.

#### 4.7 <u>Elected Representatives/Delegate Accompanying Person</u>

Where an Elected Member or Officer is accompanied at a conference or training event, all costs for, or incurred by, the accompanying person are to be borne by the Elected Member, Officer or accompanying person and not by the Shire. The exception being the cost of attending an official event dinner where partners would normally attend. An example of an official event is the Annual Local Government Week Gala Dinner or "sundowner drinks" at the event.

#### 4.8 Out of Pocket Expenses

- (a) Meals and incidental expenses An allowance maximum of \$250 is provided for the full duration of the training or conference event. This expense would generally include breakfast, lunch, dinner, incidentals and transport (taxi, bus, train). This allowance cannot be used when the costs of meals etc are included in the registration fee and the elected member chooses to eat elsewhere.
  - This allowance will be increased by the Consumer Price Index in the annual budget and rounded to the nearest \$10.
- (b) Travel by car Where it is available and convenient Elected Members will be encouraged to use one of the Council's fleet vehicles for intrastate travel. Where an Elected Member uses their own vehicle they shall be reimbursed for fuel costs by providing the Chief Executive Officer with a reimbursement of expenses claim and the receipt. Elected Members are encouraged to "car pool".
- (c) All out of pocket expenses claimed shall be supported by applicable receipts and provided to the Chief Executive Officer for reimbursement.

#### 4.9 <u>Reporting Requirements</u>

When considered appropriate, on return from attending an Interstate training & development opportunity attendees shall provide either a written report to the Shire or a verbal presentation to an Elected Members Briefing Session within 21 days to facilitate knowledge sharing. The report should detail skills and competencies gained, benefits for the Shire, Council and community and relevant recommendations.

The President or Chief Executive Officer may approve an extension in circumstances deemed appropriate. Regard may be given to the technicality of the information to be prepared into a report, workloads or other factors.

Failure to provide a report or presentation within the approved timeframe may result in the Elected Member being required to reimburse costs associated with attendance to the Shire.

#### 4.10 <u>Approval Process</u>

Applications from Elected Members for attendance at interstate training, seminars and conferences will be considered by the President and Deputy President in consultation with the Chief Executive Officer with regard to applicability of the development opportunity to the Councillor's role and budget availability, and a report to Council to seek approval.

The application can only be approved where the costs including registration fees, travel, accommodation and an estimation of other expenses can be accommodated within the approved allowance allocated

Page 373

to the Elected Representative for this purpose in accordance with the annual budget provision. The annual training budget determined by the Council will be equally allocated to each Elected Representative on a pro-rata basis in accordance with election dates. An individual's unspent funds can be carried forward for use within the biennial election cycle.

The Chief Executive Officer is authorised to approve requests from Elected Members for professional development training and conferences without referral to Council provided that:

- (a) The event is within the state
- (b) The cost does not exceed the annual allowance; and
- (c) The course of conference is organised by an identified, industry recognised training provider.

The Chief Executive Officer is to maintain a register of each Elected Members' training and professional development expenses.

Nothing in this policy provision prevents the Council from approving additional funds to be accessible or the Council from approving a specific application that is outside of the existing budget.

This Policy does not apply to meetings or workshops attended by an Elected Member, where they are the approved Council delegate or representative.

#### **RISK ASSESSMENT TOOL**

**OVERALL RISK EVENT:** CP112 - Councillors Induction, Training and Professional Development

**RISK THEME PROFILE:** 

3 - Failure to Fulfil Compliance Requirements (Statutory, Regulatory)

RISK ASSESSMENT CONTEXT: Operational

CONSEQUENCE		PRIOR TO TREATMENT OR CONTROL			RISK ACTION PLAN	AFTER TREATEMENT OR CONTROL			
CATEGORY	RISK EVENT	CONSEQUENCE	LIKELIHOOD	INHERENT RISK RATING	(Treatment or controls proposed)	CONSEQUENCE	LIKELIHOOD	RESIDUAL RISK RATING	
HEALTH	No risk event identified for this category.	Not Required - No Risk Identified	N/A	N/A	Not required.	Not required.	Not required.	Not required.	
FINANCIAL IMPACT	Not monitoring actual expenditure to the budget would increase the risk of a negative impact on the financial position	Minor (2)	Rare (1)	Low (1 - 4)	Not required.	Not required.	Not required.	Not required.	
SERVICE INTERRUPTION	No risk event identified for this category.	Not Required - No Risk Identified	N/A	N/A	Not required.	Not required.	Not required.	Not required.	
LEGAL AND COMPLIANCE	Non-compliance with the legislative requirements or Council policy.	Minor (2)	Unlikely (2)	Low (1 - 4)	Not required.	Not required.	Not required.	Not required.	
REPUTATIONAL	(Non-compliance that results in a qualified audit can lead stakeholders to question the Council's ability to manage finances effectively or receiving personal benefit.	Moderate (3)	Rare (1)	Low (1 - 4)	Not required.	Not required.	Not required.	Not required.	
ENVIRONMENT	No risk event identified for this category.	Not Required - No Risk Identified	N/A	N/A	Not required.	Not required.	Not required.	Not required.	

#### **RISK ASSESSMENT TOOL**

**OVERALL RISK EVENT:** Local Government House Trust – Deed of Variation

**RISK THEME PROFILE:** 

4 - Document Management Processes

RISK ASSESSMENT CONTEXT: Strategic

CONSEQUENCE		PRIOR TO TREATMENT OR CONTROL			RISK ACTION PLAN	AFTER TREATEMENT OR CONTROL			
CATEGORY	RISK EVENT	CONSEQUENCE	LIKELIHOOD	INHERENT RISK RATING	(Treatment or controls proposed)	CONSEQUENCE	LIKELIHOOD	RESIDUAL RISK RATING	
HEALTH	No risk event identified for this category.	Not Required - No Risk Identified	N/A	N/A	Not required.	Not required.	Not required.	Not required.	
FINANCIAL IMPACT	No risk event identified for this category.	Not Required - No Risk Identified	N/A	N/A	Not required.	Not required.	Not required.	Not required.	
SERVICE INTERRUPTION	No risk event identified for this category.	Not Required - No Risk Identified	N/A	N/A	Not required.	Not required.	Not required.	Not required.	
LEGAL AND COMPLIANCE	No risk event identified for this category.	Not Required - No Risk Identified	N/A	N/A	Not required.	Not required.	Not required.	Not required.	
REPUTATIONAL	The Shire could be seen in an unfavourable light if they do not sign the Trust Deed	Insignificant (1)	Unlikely (2)	Low (1 - 4)	Not required.	Not required.	Not required.	Not required.	
ENVIRONMENT	No risk event identified for this category.	Not Required - No Risk Identified	N/A	N/A	Not required.	Not required.	Not required.	Not required.	

#### **RISK ASSESSMENT TOOL**

**OVERALL RISK EVENT:** Lease Agreement – Bushfire Brigade Site (Part of Reserve No. 46108)

**RISK THEME PROFILE:** 

3 - Failure to Fulfil Compliance Requirements (Statutory, Regulatory)

RISK ASSESSMENT CONTEXT: Operational

CONSEQUENCE		PRIOR TO TREATMENT OR CONTROL			RISK ACTION PLAN	AFTER TREATEMENT OR CONTROL			
CATEGORY	RISK EVENT	CONSEQUENCE	LIKELIHOOD	INHERENT RISK RATING	(Treatment or controls proposed)	CONSEQUENCE	LIKELIHOOD	RESIDUAL RISK RATING	
HEALTH	No risk event identified for this category.	Not Required - No Risk Identified	N/A	N/A	Not required.	Not required.	Not required.	Not required.	
FINANCIAL IMPACT	No risk event identified for this category.	Not Required - No Risk Identified	N/A	N/A	Not required.	Not required.	Not required.	Not required.	
SERVICE INTERRUPTION	No risk event identified for this category.	Not Required - No Risk Identified	N/A	N/A	Not required.	Not required.	Not required.	Not required.	
LEGAL AND COMPLIANCE	Failure to not enter into the Lease Agreement will result in the unavailability of the land for Shire use	Moderate (3)	Likely (4)	Moderate (5 - 11)	Not required.	Not required.	Not required.	Not required.	
REPUTATIONAL	Council would be seen in a negative light if we failed to meet our contractual and legislative requirements.	Minor (2)	Unlikely (2)	Low (1 - 4)	Not required.	Not required.	Not required.	Not required.	
ENVIRONMENT	No risk event identified for this category.	Not Required - No Risk Identified	N/A	N/A	Not required.	Not required.	Not required.	Not required.	

### **LEASE**

**LEASE NO. 2995/100** 

**BUSHFIRE BRIGADE SITE** 

**PART OF RESERVE NO. 46108** 

THE CONSERVATION AND LAND MANAGEMENT EXECUTIVE BODY

(Lessor)

and

SHIRE OF DARDANUP

(Lessee)

#### Schedule

- 1. Lessor
- 2. Lessee
- 3. Leased Area
- 4. Term
- 5. Rent
- 6. Permitted Use of the Leased Area
- 7. Minimum Public Liability Insurance Cover

**RECITALS** 

#### **Terms and Conditions**

- 1. Grant
- 2. Rent
- 3. Rent Review
- 4. Outgoings
- 5. Building Work and Cleaning
- 6. Use of Leased Area
- 7. Fires and Environmental Protection, Pollution and Contamination
- 8. General Obligations and Restrictions
- 9. Indemnity and Insurance
- 10. Management of the Leased Area
- 11. Assignment and Subletting
- 12. Holding Over
- 13. Default
- 14. Lessee's Obligations on Termination
- 15. Costs and Expenses
- 16. Miscellaneous
- 17. Power of Attorney
- 18. Notices
- 19. Trustee Provisions
- 20. Definitions and Interpretation

#### **RECITALS**

- A. Pursuant to Section 7(2) of the amended *Conservation and Land Management Act 1984* ("**the Act**") Reserve No. 46108 ("**the land**") is vested in the Conservation and Parks Commission.
- B. Pursuant to Section 100 of the CALM Act, the Chief Executive Officer (CEO) has power to lease the Land for the purpose described in item 6 of the Schedule of this Lease.
- C. Section 36 of the CALM Act allows for the Conservation and Land Management Executive Body ("**Executive Body**") to be established and to be governed by the CEO.
- D. Section 37 of the CALM Act allows for the Executive Body, as a body corporate, to perform functions of the CEO.
- E. The Lessee has applied to the Lessor for a lease of that portion of the Land above described together with any buildings, erections and other improvements now or hereafter erected thereon (collectively **"the Leased Area"**).
- F. The Lessor has agreed to lease the Leased Area to the Lessee for the Term and at the rental respectively set out hereto and upon and subject to all the covenants agreements and stipulations contained in this Lease.
- G. Pursuant to Section 100(3) of the CALM Act, this Lease shall be laid before each House of Parliament within 14 sitting days of its execution by all parties and will be incorporated into Hansard.

#### 1. Lessor

THE CONSERVATION AND LAND MANAGEMENT EXECUTIVE BODY - 17 DICK PERRY AVENUE KENSINGTON WA 6151

#### 2. Lessee

SHIRE OF DARDANUP – 1 COUNCIL DRIVE EATON WA 6232

#### 3. Leased Area

SEE ATTACHED LEASE DIAGRAM

#### 4. Term

The period of 10 years from the Commencement Date to the Expiry Date.

4.1 **Commencement Date:** 1 APRIL 2020

4.2 **Expiry Date:** 31 MARCH 2030

#### 5. Rent

\$150.00 per annum (CPI indexed annually and subject to future rent review) excluding GST.

#### 6. Permitted Use of the Leased Area

**BUSHFIRE BRIGADE SITE** 

#### 7. Minimum Public Liability Insurance Cover

\$20,000,000

#### 1. GRANT

#### 1.1 Grant of Lease

The Lessor leases the Leased Area to the Lessee for the Term subject to the terms and conditions of this Lease.

#### 1.2 Quiet Enjoyment

For as long as the Lessee complies with the Lessee's obligations under this Lease, the Lessee may occupy and use the Leased Area during the Term without disturbance or interference by the Lessor except as permitted by this Lease or by law.

#### 1.3 Termination by Three Months Notice

Despite any other provision of this Lease, the Lessor or the Lessee may at any time terminate this Lease by giving 3 months written notice of termination.

#### 2. RENT

#### 2.1 Amount of the Rent

The annual rent payable under this Lease from the Commencement Date is the amount specified in item 5 of the Schedule.

#### 2.2 Manner of Payment

The Lessee must pay the rent by equal annual instalments in advance. The first instalment is to be paid on the Commencement Date and subsequent instalments are to be paid on each anniversary of the Commencement Date. Rent payable for part of a year is to be proportionately adjusted on a daily basis.

#### 3. RENT REVIEW

#### 3.1 **CPI**

With effect from (and including) each date specified in this clause 3 as a **"CPI Review Date"**, the rent must be reviewed on the basis that the reviewed rent is to be the higher of:

- (1) The rent applying immediately before the relevant CPI Review Date; and
- (2) the amount to the nearest whole dollar calculated by using the following formula:

$$A = \frac{B}{C} \times D$$

Where:

- A = the amount of the reviewed rent which is payable from (and including) the relevant CPI Review Date.
- B = the last published September quarter CPI Index Number (Perth) published before the relevant CPI Review Date.

- C = the last quarterly CPI Index Number published before the previous rent review date (or in the case of the first review, before the Commencement Date).
- D = the amount of the rent applying immediately before the relevant CPI Review Date.

#### 3.2 Market

With effect from (and including) each date specified in this clause 3 as a "Market Review Date", the Lessor can require that the rent be reviewed on the following basis.

If the Lessee has not agreed in writing to the amount of the reviewed rent proposed by the Lessor by 1 month before receiving such advice, the amount of the reviewed rent is to be the higher of:

- (1) the rent applying immediately before the relevant Market Review Date; and
- (2) the market rent for the Leased Area determined by a valuer licensed under the *Land Valuers Licensing Act 1978*:
  - (a) agreed to by each of the parties; or
  - (b) if they cannot agree, appointed by the Chair of the Australian Property Institute at the request of either party.

The parties must each pay half the fees charged by any valuer appointed under this Lease to determine the market rent for the Leased Area.

#### 3.3 Interpretation

In this Lease:

**CPI Index Number** means the Consumer Price Index (All Groups) for Perth published by the Australian Bureau of Statistics. If that index ceases to exist, "CPI Index Number" means the index which replaces it or (if none does) the index which most closely measures changes in the cost of living in Perth, Western Australia as nominated by a senior officer of the Australian Bureau of Statistics.

**CPI Review Date** means each anniversary of the Commencement Date other than each anniversary which is a Market Review Date.

**Market Rent** means the rent that a sitting Lessor would be prepared to pay and an owner of the Leased Area would be prepared to accept taking into account:

- (1) the highest and best use of the Leased Area;
- (2) the provisions of this Lease;
- the period which will elapse between the current Rent Review Date and the next Rent Review Date or, if there is not one, the termination of this Lease;
- (4) the full length of the Term and the benefit of any option to renew;
- (5) any improvement to the Leased Area by the Lessor;

but disregarding:

(6) the consequences of any default by the Lessor of this Lease which may have adversely affected the condition, rental value or market rent of the Leased Area;

- (7) any part of the Term which has expired;
- (8) the value of the Lessor's Property and any goodwill created by the Lessor's business or activities on the Leased Area;

Market Review Date means every fifth anniversary of the commencement date.

Rent Review Date includes each CPI Review Date and Market Review Date.

#### 3.4 **Delay**

No delay by the Lessor in enforcing any review of the rent prevents the Lessor from requiring at any time that the rent must be reviewed with effect from the dates for review of the rent specified in this clause 3.

#### 4. OUTGOINGS

#### 4.1 Rates and Taxes

The Lessee must pay the Rates and Taxes either to the relevant Authority before those Rates and Taxes become overdue or, in the case of any Rates and Taxes imposed on the Lessor, to the Lessor as required by the Lessor whenever the Rates and Taxes become payable.

#### 4.2 Goods and Services Tax

#### (1) **Definition**

**GST** means a goods and services tax or similar value added tax levied or imposed in Australia pursuant to the GST Act or otherwise on a supply.

GST Act means A New Tax System (Goods and Services Tax) Act 1999 (Cth).

**Tax Invoice** includes any document or record treated by the Commissioner of Taxation as a tax invoice or as a document entitling a recipient to an input tax credit.

#### (2) Adjustment for GST

- (a) Unless expressly included, the consideration for any supply made by the Lessor under or in connection with this Lease does not include GST.
- (b) GST is payable on any supply of goods and services under this Lease.

#### (3) Tax Invoices

The Lessor must issue a Tax Invoice to the Lessee in respect of any supply of goods and services under the Lease.

#### (4) Reimbursements

If the Lessor is entitled under the Lease to be reimbursed or indemnified by the Lessee for a cost or expense incurred in connection with the Lease, the reimbursement or indemnity payment must not include any GST component of the cost or expense for which an input tax credit may be claimed by the Lessor.

#### 4.3 Other Property Included

If Rates and Taxes are not assessed separately on the Leased Area but also on other property which includes the Leased Area, the amount which the Lessor can require the Lessee to pay is

the same proportion of those Rates and Taxes as the area of the Leased Area bears to the area of the property the subject of the assessment.

#### 4.4 Energy Services

The Lessee must pay the charges of any Energy Supplier and any other costs in respect of the supply of energy services to the Leased Area either to the Energy Supplier before those charges become overdue or, in the case of any such charges imposed on the Lessor, to the Lessor as required by the Lessor whenever the charges become payable.

#### 4.5 *Water*

The Lessee must pay the charges imposed by the Water Supplier in connection with water supplied to the Leased Area either to the Water Supplier before those charges become overdue or, in the case of any such charges imposed on the Lessor, to the Lessor as required by the Lessor whenever the charges become payable.

#### 4.6 Service Charges

The Lessee must pay all charges for all other Services which are imposed in respect of the Leased Area either to the supplier before those charges become overdue or, in the case of any such charges imposed on the Lessor, to the Lessor as required by the Lessor whenever the charges become payable.

#### 5. BUILDING WORK AND CLEANING

#### 5.1 General Obligations

The Lessee must:

- (1) in consultation with the Lessor, construct a suitable buffer area, appropriate fencing for the protection of conservation values adjacent to the Leased Area, water draining and treatment management for natural run-off and the Lessee's activities within the Leased Area:
- (2) maintain the Leased Area to a reasonable standard subject to the Lessor's satisfaction; and
- (3) promptly repair any damage to the Leased Area; and
- (4) maintain the Lessee's Property (including signs) located on the Leased Area in good condition.

#### 5.2 **Building Work**

If the Lessee constructs anything on the Leased Area or carries out any other work on the Leased Area, including work relating to Services or work required by any Authority or any law, the Lessee must:

- (1) before carrying out the work, obtain the Lessor's written approval to the carrying out of the work, including if relevant, written approval of the plans and specifications for the work; and
- (2) comply with all relevant requirements of each Authority and all laws and applicable standards in relation to the work; and
- (3) carry out the work in a safe and proper manner; and

- (4) use only good quality materials; and
- (5) utilise the services of a qualified and competent overseer who has been approved by the Lessor; and
- (6) pay to the Lessor when the Lessor requests any expenses incurred by the Lessor in approving the work, including fees paid to architects, engineers, contractors or other advisors.

#### 5.3 Cleaning

The Lessee must:

- (1) keep the Leased Area clean and tidy and free of Vermin; and
- regularly remove rubbish accumulating on the Leased Area to an appropriate rubbish disposal site; and
- (3) comply with the Lessor's reasonable directions in connection with cleaning and the disposal of rubbish in relation to the Leased Area.

#### 5.4 Specific Obligations

Without limiting the preceding clause, the Lessee must:

- (1) keep the surrounds of the Leased Area for a distance of 10 metres from the boundary clean and tidy and free of Vermin as if the surrounds form part of the Leased Area;
- (2) not cause or allow any pollutant or contaminant material or substance over which the Lessee has control to be released into or affect the Leased Area; and
- (3) not dispose of rubbish from the Leased Area in any bins provided by the Lessor for public use in forest or nature conservation areas.

#### 6. USE OF LEASED AREA

#### 6.1 **Permitted Use**

The Lessee may only use the Leased Area for the Permitted Use unless the Lessor consents to another use.

#### 6.2 Lessee's Own Enquiries

The Lessee has relied on the Lessee's own enquiries about how the Leased Area may be used and not on any representation from the Lessor. The Lessee has made the Lessee's own enquiries about:

- (1) the suitability of the Leased Area for any use to which it is to be put; and
- (2) all planning and any other requirements, prohibitions or restrictions applying to the Leased Area under any law or as a result of the requirements or orders of any Authority.

#### 6.3 No Warranty by Lessor

The Lessor does not give any warranty of any kind that the Leased Area is suitable for any purpose for which the Lessee intends to use it. Any warranty in relation to the Leased Area which is implied by law is excluded to the extent that the law permits the warranty to be excluded.

#### 6.4 The Lessor Not Liable

The Lessor is not liable to the Lessee and the Lessee will not make a claim against the Lessor in respect of any Liability resulting from any accident, death, injury, damage (including water damage), malfunction or other event in or affecting the Leased Area unless caused by the negligence of the Lessor or any employee, contractor or agent of the Lessor.

#### 7. FIRES AND ENVIRONMENTAL PROTECTION

#### 7.1 Fire Prevention

Without limiting any other provision of this Lease, the Lessee must in relation to the Leased Area promptly comply with:

- (1) the Bush Fires Act 1954 and any other laws relating to the prevention and control of fires;
- (2) all proper directions concerning fire prevention and control given to the Lessee by the Lessor or any Authority.

#### 7.2 Fire Control

The Lessee must immediately:

- (1) notify the Lessor as soon as a fire is detected on the Leased Area;
- (2) take all reasonable and safe action which the Lessee is able to take to try to extinguish any unauthorised or uncontrolled fire on the Leased Area.

#### 7.3 Authorised Fires

The Lessee must not do anything which causes or may cause a fire on the Leased Area unless the fire is:

- (1) not prohibited by law or by a direction of the Lessor or an Authority; and
- (2) the fire is not dangerous and is properly controlled so that it cannot become dangerous.

#### 7.4 Liability for Fires

The Lessee is responsible for and must pay or reimburse the Lessor for all Liabilities as a result of any fire which starts on the Leased Area unless the Lessee can prove to the reasonable satisfaction of the Lessor that the fire:

- (1) was not caused by the Lessee's negligent or unlawful act or omission or the Lessee's default under this Lease; or
- (2) was started by a cause beyond the Lessee's reasonable control.

#### 7.5 **Timber**

- (1) This Lease does not grant to the Lessee any rights to forest produce as defined in the Conservation and Land Management Act 1984 and the provisions of Section 96(4) of the Conservation and Land Management Act 1984 are hereby expressly excluded.
- (2) Subject to the written Authority of the Lessor, the Lessee may fell, cut and utilise timber on the Leased Area as the Lessee may require for the erection of fencing or other authorised improvements thereon.

#### 7.6 Trees and Vegetation

The Lessee must take all reasonable actions necessary to protect the trees and other vegetation growing on the Leased Area and take reasonable actions necessary to prevent, rectify or ameliorate any erosion, drift or movement of sand or soil from the Leased Area. Without limitation, unless required by clause 7.7, the Lessee may not cut down or damage or otherwise interfere with anything growing on the Leased Area without the written consent of the Lessor. The Lessee must also control declared plants and declared animals as defined in the *Agriculture and Related Resources Protection Act 1976*, in relation to the Leased Area, as required by that Act.

#### 7.7 Dangers or Threats to the Public

The Lessee must:

- (1) regularly check the condition of trees and other vegetation on the Leased Area;
- (2) subject to the Lessor's consent, prune or remove any tree or other vegetation which is in a dangerous condition or which may threaten the safety of any person;
- (3) take adequate action to warn the public of any danger or threat constituted by any tree or other vegetation; and
- (4) generally take any measures necessary to prevent accidents and to protect the safety of the public on the Leased Area.

#### 7.8 Prevention of Disease

The Lessee must comply with the Lessor 's reasonable directions relating to the prevention of the spread of disease, particularly *Phytophthora cinnamomi* (Jarrah dieback) in connection with the Leased Area, including arranging for the washing of vehicles and equipment and other similar measures.

#### 7.9 No Interference with Land

The Lessee acknowledges that the Leased Area may be environmentally sensitive and that the Lessor has a general duty to protect the environment. Accordingly, the Lessee must not, without first obtaining the consent of the Lessor, do anything to damage or otherwise interfere with the natural environment on the Leased Area, including:

- (1) removing rocks, earth, soil or other material from the Leased Area; or
- (2) clearing or removing trees or other vegetation from the Leased Area by any means; or
- (3) altering the contours of the surface of the Leased Area; or
- (4) depositing any earth, fill or other similar materials on the Leased Area; or
- (5) altering the natural drainage on the Leased Area; or
- (6) introducing any new flora or fauna to the Leased Area; or
- (7) harming or endangering any flora or fauna on the Leased Area; or
- (8) anything else which in connection with the Leased Area may be harmful to the environment.

#### 7.10 Not to Pollute

The Lessee agrees to do all things necessary to prevent, and not to do or permit or suffer to be done anything likely to cause pollution, degradation or Contamination of the Leased Area by garbage, refuse, waste matter, oil, liquid fuels, noise, sewage or other pollutants or by stormwater or other run-off or arising from the use of the Leased Area and in particular but without limiting the generality of the Lessee's obligations under this clause, to regularly collect and dispose of all garbage, refuse, waste (solid and liquid), oil and other pollutants from the Leased Area at a place and in a manner required or approved by the Lessor or by the authorities (state, Federal and local) having control over the disposal of waste matter and the protection of the environment from time to time, and to remove all garbage, refuse and waste from the Leased Area at regular intervals by means of the service provided by the relevant Government Agency or a contractor engaged and paid for by the Lessee.

#### 7.11 Notify the Lessor of Threats

The Lessee must immediately notify the Lessor if the Lessee becomes aware of anything which causes or could cause pollution (as defined in the *Environmental Protection Act 1986*) on or affecting the Leased Area.

#### 7.12 Environmental Protection Laws

Unless otherwise stated, this Lease is not to be taken as exempting the Lessee from or limiting the obligation of the Lessee to comply with any law relating to the protection of the environment.

#### 7.13 Environmental Indemnity

The Lessee indemnifies and must keep indemnified the Lessor from and against all claims, proceedings, suits, writs, demands and expenses relating to, or in respect of, the remediation of Contamination, Pollution or Environmental Harm required under any Environmental Notice, by any law or by any Authority as a result of any Contamination, Pollution or Environmental Harm emanating on, or from, the Leased Area as a result of, or relating to, the use or occupation of the Leased Area by the Lessee.

#### 7.14 Contamination, Pollution or Environmental Harm

- (a) The Lessor does not make any representation or warranty concerning the existence, nonexistence, level or quantity of Contamination, Pollution or Environmental Harm on the Leased Area.
- (b) The Lessee relies on its own investigations concerning the existence, non-existence, level or quantity of Contamination, Pollution or Environmental Harm on the Leased Area.

#### 7.15 Lessee's Environmental Obligations

- (1) The Lessee:
  - (a) must obtain any Authorisation required for any conduct, activity or use undertaken by the Lessee on the Leased Area, including the Permitted Use before that conduct, activity or use is undertaken and to keep all such Authorisations in full force and effect throughout the Term;
  - (b) must use the Leased Area in a manner which complies with each Environmental Law and each Authorisation held by the Lessee in accordance with sub-clause 7.15(1)(a);
  - (c) must not do or omit to do any act which might directly or indirectly result in the revocation, suspension or modification of an Authorisation in relation to the Leased Area or any conduct or activity relating to the use of the Leased Area;

- (d) must not cause or permit any Contamination, Pollution or Environmental Harm of the Leased Area;
- (e) must notify the Lessor immediately on becoming aware of:
  - (i) the existence of any Contamination;
  - (ii) any Pollution affecting the Leased Area;
  - (iii) an Environmental Notice being served on the Lessee or any other person which relates to or arises from the Lessee's use of the Leased Area; or
  - (iv) the making of a complaint to any person, including but not limited to, the Lessee or the commencement of proceedings against the Lessee relating to an alleged failure by the Lessee to observe or perform an obligation under an Environmental Law or Authorisation;
- (f) must, at the Lessee's cost, comply with every Environmental Notice issued in respect of, arising from or relating to, the Lessee's use of the Leased Area, whether the notice is served on the Lessor or the Lessee.
- (2) Without affecting:
  - (a) the obligations of the Lessee in this clause; or
  - (b) limiting any right of, or indemnity in favour of the Lessor,

if any Contamination, Pollution or Environmental Harm occurs in breach of sub-clause 7.15(1), the Lessee must do everything necessary to minimise the effect of the Contamination, Pollution or Environmental Harm as soon as reasonably practicable and must remediate any resultant damage and harm, to the absolute satisfaction of the Lessor and in compliance with any Environmental Notice or Environmental Law.

(3) The obligations of the Lessee under this clause continue after the expiration or earlier determination of this Lease.

#### 8. GENERAL OBLIGATIONS AND RESTRICTIONS

#### 8.1 **Obligations**

The Lessee must:

- (1) conduct the Lessee's business or activities in the Leased Area in a proper manner; and
- (2) comply with all relevant requirements of any Authority and every law in connection with the Leased Area and the Lessee's Property except where such requirements relate to work of a structural nature, unless rendered necessary by the nature of the Lessee's business or activities in the Leased Area; and
- (3) withdraw any 'subject to claim' caveat lodged to protect the Lessee's interest under this Lease at the termination, or on an assignment, of this Lease; and
- (4) promptly give the Lessor a copy of every notice from any Authority received by the Lessee relating to the Leased Area; and

- (5) immediately notify the Lessor if the Lessee becomes aware of anything which is a threat to the Leased Area and comply with the Lessor's directions for the purpose of protecting property or persons in the Leased Area; and
- (6) promptly inform the Lessor after becoming aware of any damage to the Leased Area or of the faulty operation of any Services.
- (7) at all times during the Term to duly and punctually comply with, observe, carry out and conform to the provisions of all laws, Acts and statutes (State, Commonwealth or local) and all subsidiary legislation now or hereafter in force and all requirements and orders of any Authority (statutory or otherwise) which affect the Leased Area or the use of the Leased Area or which impose any duty or obligation upon the owner or occupier of the Leased Area.

#### 8.2 **Boundary Fence**

If the Lessor requires, the Lessee must:

- (1) erect and maintain a fence around the boundary of the Leased Area. The Lessee must ensure that the fence:
  - (i) is a "sufficient fence" within the meaning of the *Dividing Fences Act 1961*;
  - is adequate to keep unauthorised persons and animals out of the Leased Area; and
  - (iii) includes gates on or in respect to such fence; and
- (2) the Lessee must at all times keep such fence and gates in good and substantial order, repair and condition.

#### 8.3 Restrictions

In connection with the Leased Area, the Lessee must not (and may not permit anyone else to) except with the Lessor's consent:

- (1) modify or interfere with the facilities for the provisions of Services to the Leased Area or any equipment connected to those facilities; or
- (2) interfere with or obstruct the operation of or access to the Services; or
- (3) cause damage to the Leased Area; or
- (4) store or use inflammable or explosive substances in the Leased Area except those normally used for any activity included in the Permitted Use but then only if they are stored in proper containers and used only in accordance with all relevant laws and the requirements of any Authority; or
- (5) use any facilities in or near the Leased Area, including the toilets and drains, for any improper purpose; or
- (6) put any signs or advertisements outside the Leased Area or within the Leased Area, except as required by this Lease; or
- (7) permit any other person to carry on business on or from the Leased Area; or
- (8) use the Leased Area as a residence, other than a caretaker's residence, or for any activity which is dangerous, offensive, illegal or immoral or which is or may become a nuisance or annoyance to anyone; or

- (9) create any noise or other disturbance which interferes with the use by any other person of land which adjoins or is near to the Leased Area; or
- (10) abandon the Leased Area; or
- (11) create a security interest over this Lease in favour of any person or give another person any right to occupy or use the Leased Area; or
- (12) lodge an absolute caveat to protect the Lessee's interests under this Lease.

#### 8.4 Local Government Act 1995 Requirements

Even though the *Local Government Act 1995* and subsidiary legislation, including any building regulations, may not apply in respect of the Leased Area, the Lessee must comply with that Act and subsidiary legislation as if it did apply, except to the extent that the Lessor waives any requirement. The Lessee must pay to the Lessor on request the fees or other costs charged to the Lessor by any consultant or other competent person who provides advice to the Lessor in relation to the Lessee's compliance with the *Local Government Act 1995* and any subsidiary legislation.

#### 9. INDEMNITY AND INSURANCE

#### 9.1 **Indemnity**

- (1) Subject to sub-clause 9.1(3) below, the Lessee agrees to release the Lessor and the State of Western Australia and all its officers, agents, emanations and instrumentalities (collectively, "the State") from and in respect of any Liability (in negligence or howsoever) the State would incur or would otherwise incur directly on account of being the owner of, or having the possession or control of, the Leased Area or in relation to the activities the subject of this Lease.
- (2) Subject to sub-clause 9.1(3), the Lessee agrees to indemnify the State from, against and in respect of all loss, claims, lawsuits, proceedings, causes of action, damage, Liability, costs, expenses, demands and the like suffered or incurred by or brought, made or alleged against the State to the extent caused or contributed by
  - i any contractual breach, by or on behalf of the Lessee; or
  - ii any tortious, civil or actionable wrong by or on behalf of the Lessee or any officer, employee, agent, contractor or their sub-contractor, or Licensee or invitee of the Lessee; or
  - the conduct of the Lessee or any to its employees, agents, contractors or their sub-contractors in relation to the activities the subject of the Lease, but only to the extent that the relevant risk, hazard or danger (which caused or gave rise to, or related to, any such loss, claim, lawsuit, proceedings, cause of action, damage, liability, costs, expenses, demands, or the like) was or should have been known by the Lessee taking into account all relevant factors including, to the extent such matters are relevant, the location, nature and physical characteristics of the area the subject of the Lease.
- (3) The release in sub-clause 9.1(1) and indemnity in sub-clause 9.1(2) above will not apply to the extent that any claims, actions, demands, suits, proceedings, damages, liabilities, losses or costs made or brought against, suffered or incurred by the State are caused or contributed to by the State's own negligence, act, default or omission.

(4) The Lessee agrees that the Lessee's public liability insurer is aware of the conditions that apply to this Lease and the indemnity granted above and that the Lessee's public liability policy covers the activities that are specified in this Lease.

#### 9.2 Insurance

The Lessee must maintain with a reputable insurer:

- (1) public liability insurance of at least the amount specified in item 7 of the Schedule for each accident or event in the Leased Area; and
- (2) insurance for the Lessee's Property and any insurance required by law as a result of the Lessee's use of the Leased Area.

#### 9.3 Variation of Insurance Amount

The Lessor may by notice to the Lessee at any time require the Lessee to increase the minimum cover for the Lessee's public liability insurance if in the circumstances it is reasonable for the cover to be increased.

#### 9.4 Insurance Obligations

The Lessee must also:

- (1) pay each premium due under the insurance policies taken out by the Lessee before the due date and, when reasonably requested by the Lessor, provide evidence of payment;
- (2) when reasonably requested by the Lessor, provide evidence of currency for each insurance policy certified by the insurer;
- immediately notify the Lessor if an event occurs which may give rise to a claim under any insurance or which could adversely affect it or if an insurance policy is cancelled; and
- (4) if required by the Lessor, ensure that the Lessor's interests are noted on the policy of public liability insurance.

#### 9.5 Lessor's Insurance

Unless the Lessor consents, the Lessee must not:

- (1) do or allow anything to be done which could adversely affect any insurance taken out by the Lessor in connection with the Leased Area or which could increase the cost of obtaining that insurance; or
- (2) settle, compromise or waive any claim under any policy of insurance relating to the Leased Area.

#### 10. MANAGEMENT OF THE LEASED AREA

#### 10.1 Managing Agent

The Lessor may appoint a managing agent to manage the Leased Area and represent the Lessor in relation to this Lease. If the Lessor appoints a managing agent, the managing agent may exercise the rights and powers of the Lessor under this Lease. The Lessor may at any time vary or terminate the Authority of the managing agent. Decisions of the Lessor override those of the managing agent if there is any inconsistency between them.

#### 10.2 Exercise of Rights Under the Conservation and Land Management Act 1984

The Lessor reserves the right to enter the Leased Area at any time in order to exercise any right, power or Authority which the Lessor has under the *Conservation and Land Management Act 1984*. The Lessee is not entitled to any compensation or to make any other claim against the Lessor for anything done by the Lessor on the Leased Area in the exercise of any right or Authority under that Act.

#### 10.3 Right to Enter

The Lessor may after giving reasonable notice to the Lessee (or in an emergency, without notice) enter the Leased Area to do any one or more of the following things:

- (1) inspect the state of repair and condition of the Leased Area;
- (2) maintain or repair the Leased Area and equipment or facilities in the Leased Area;
- (3) maintain, repair, alter or remove the Services;
- (4) carry out structural work to the Leased Area or any other work required by an Authority;
- (5) remove anything which is harmful or dangerous;
- (6) anything which should have been done by the Lessee but which has not been done properly;
- (7) anything else which the Lessor is required to do by law or is permitted to do under this Lease:

without affecting the Lessee's obligations under this Lease.

#### 10.4 Minimise Disruption

If the Lessor does anything permitted by the preceding clause the Lessor must:

- (1) give the Lessee reasonable notice of the intended action before it is taken (except in an emergency); and
- (2) use its best endeavours to minimise disruption to the Lessee's business; and
- (3) make good any damage to the Lessee's Property (other than minor damage) caused by the Lessor.

#### 10.5 Dealing with The Leased Area

The Lessor reserves the right to deal with the Leased Area by granting easements, licences or other rights or interests of any kind to any person over it at any time so long as this does not unreasonably interfere with the Lessee's use of the Leased Area for the Permitted Use. The rights which the Lessor may grant include the right to cut down and remove timber or other vegetation from the Leased Area, the right to draw water or the right to excavate and remove rocks, earth, soil or other materials from the Leased Area. The Lessee is not entitled to any compensation or to make any other claim against the Lessor in relation to the proper exercise of any right given to another person by the Lessor. The Lessee is responsible for and indemnifies the Lessor against any liability resulting from any claim made by a person to whom a right or interest has been granted by the Lessor in connection with any negligent act or omission of the Lessee or any default by the Lessee under this Lease.

#### 11. ASSIGNMENT AND SUBLETTING

#### 11.1 Consent Required

Unless the Lessor consents under the next clause, the Lessee may not assign this Lease or sublet the Leased Area.

#### 11.2 Requirements for Consent

The Lessee may assign this Lease or sub-let the Leased Area if the Lessor consents and if the Lessee:

- (1) complies with the next clause; and
- (2) supplies to the Lessor evidence acceptable to the Lessor that the proposed assignee or sub-lessee are able and qualified to use the Leased Area for the Permitted Use, is financially sound and has a good reputation; and
- (3) remedies any default under this Lease unless it has been waived by the Lessor; and
- (4) if requested by the Lessor, arranges for the proposed assignee or sub-lessee to obtain from one or more persons, as reasonably nominated by the Lessor, a guarantee of the obligations under this Lease to be assumed by the proposed assignee or sub-lessee in a form prepared or approved by the Lessor's solicitors.

#### 11.3 Obligations on Assignment or Sub-lease

If the Lessee assigns this Lease or sub-lets the Leased Area, the Lessee must:

- (1) deliver to the Lessor, before the date that the proposed assignment or sub-lease is to take effect, a completed agreement in the form of a deed prepared or approved by the Lessor's solicitors, by which the proposed assignee or sub-lessee agrees with the Lessor to be bound by this Lease as from the date the assignment or sub-lease takes effect; and
- (2) pay to the Lessor on request the Lessor's expenses, including legal costs:
  - (a) incurred in making reasonable enquiries about the proposed assignee or sublessee; and
  - (b) in connection with the preparation, completion and stamping of the assignment or sub-lease documents and any other related documents (including the stamp duty on those documents).

#### 11.4 Lessee Remains Liable

The Lessee remains fully liable under this Lease even if the Lessee assigns this Lease or sublets the Leased Area or gives any right in relation to this Lease or the Leased Area to any other person.

#### 11.5 Change in Control

If the Lessee is a company, and there is a change in control of the Lessee the Lessor may require the Lessee to obtain from the persons who have acquired control, as reasonably nominated by the Lessor, a guarantee of the Lessee's obligations under this Lease in a form prepared or approved by the Lessor's solicitors. If the Lessee is a subsidiary company a change in control includes a change in control of its holding company.

In this clause:

- (1) **company** does not include a company which is listed on the Australian Stock Exchange or is wholly owned by such a company; and
- (2) **control** means control of the composition of the board of directors or control of more than 20% of the shares with the right to vote at general meetings; and
- (3) words defined in the Corporations Law have the meanings given to them by that Law.

## 11.6 Exclusion of Statutory Provisions

The provisions of sections 80 and 82 of the *Property Law Act 1969* do not apply to this Lease.

#### 11.7 Fees

The Lessee must reimburse the Lessor on request for all fees paid by the Lessor to any agent or consultant engaged by the Lessor in connection with a proposed assignment or sub-letting by the Lessee.

#### 12. HOLDING OVER

If the Lessor consents to the Lessee continuing to occupy the Leased Area after the Expiry Date or after the end of any extended Term, the Lessee is a monthly Lessee of the Leased Area and:

- (1) the monthly tenancy may be terminated by either party giving to the other at least one month's notice which may expire on any day; and
- (2) the rent is the same rent payable immediately before the Expiry Date or after the end of any extended Term; and
- (3) all the other provisions of this Lease apply to the monthly tenancy except any option to extend this Lease.

### 13. DEFAULT

#### 13.1 **Re-entry**

The Lessor may terminate this Lease by notice to the Lessee or by re-entering the Leased Area if:

- (1) the Lessee repudiates this Lease; or
- (2) the Lessee abandons the Leased Area; or
- (3) the Lessee ceases to use the Leased Area for the Permitted Use other than for a temporary period;
- or the rent or any other money payable by the Lessee is unpaid for longer than 3 months after it is due to be paid; or
- (5) the Lessee is in default under this Lease and, if the default can be remedied, the Lessee has not remedied the default within 3 months after receiving a notice from the Lessor specifying the default and requiring it to be remedied; or
- (6) an Insolvency Event occurs; or

(7) the Lessee defaults under the Permit.

Except for the notice given under sub-clause (5) and except for any notice otherwise required by law the Lessor does not need to give notice to the Lessee before re-entering the Leased Area.

#### 13.2 Essential Terms and Damages

Every obligation of the Lessee under this Lease:

- (1) to pay money; or
- (2) not to do something without the Lessor's consent; or
- (3) relating to damage to the Leased Area or to the state of repair or condition of the Leased Area,

Is an essential term of this Lease. (This clause does not prevent other obligations being essential terms).

If the Lessee defaults by not performing or complying with any obligation which is an essential term, the Lessor is entitled to recover damages for losses over the whole Term, including losses caused by the non-payment of money by the Lessee over that period, even if this Lease is terminated by the Lessor as a result of the Lessee's default before the Expiry Date.

This clause is not to be taken as relieving the Lessor of any duty to mitigate losses which is imposed by law.

## 13.3 Right to Damages Not Affected

The Lessor's right to recover damages is not affected if:

- (1) the Lessor accepts the Lessee's repudiation of this Lease; or
- (2) the Lessor terminates this Lease by notice or re-entry; or
- (3) the Lessee has abandoned the Leased Area; or
- (4) there is a surrender of this Lease by law.

# 13.4 Interest on Overdue Money

The Lessee must pay interest on any money which is not paid by the due date. Interest is to be the higher of:

- (1) 15%; or
- (2) the current reference rate or other base rate charged by the Commonwealth Bank on overdraft loans of less than \$100,000 plus 2%,

and is to be calculated on a daily basis from the due date until the money is paid. The interest is to be paid when requested by the Lessor.

## 13.5 Acceptance of Rent or Mitigation

The acceptance of rent or other money owing under this Lease or an attempt by the Lessor to mitigate losses is not to be taken as a waiver of a default by the Lessee under this Lease or a surrender by law.

#### 13.6 Event of Default

Where an Event of Default occurs, the Lessee will also be taken to be in default under the Permit.

#### 14. LESSEE'S OBLIGATIONS ON TERMINATION

## 14.1 Lessee to Yield Up

At the expiration or sooner termination of the Term the Lessee will yield up the Leased Area to the Lessor in such state or repair and condition as is consistent with the proper performance by the Lessee's covenants contained in this Lease.

# 14.2 To Remove Moveable Property on Request

- (a) At or prior to the expiration of the Term or forthwith upon the earlier termination of the Term the Lessee will move out of the Leased Area and take, remove and carry away from the Leased Area such of the goods, chattels and other items of moveable property brought into or onto the Leased Area by or on behalf of the Lessee deemed as the Lessee's Property as the Lessor shall in writing require the Lessee to remove, and the Lessee must on such removal forthwith make good to the reasonable satisfaction of the Lessor any damage which is occasioned by such removal.
- (b) SUBJECT to the provisions of paragraphs (a) and (b) of this clause 14.2, all property brought onto the Leased Area by or on behalf of the Lessee and not removed by the Lessee in accordance with those paragraphs shall be and remain the absolute property of the Lessor only if the Lessee's Property does not contain asbestos and is of value to the Lessor.
- (c) If the Lessee's Property is found to contain asbestos or is of no value to the Lessor then the Lessee shall be responsible for all costs incurred by the Lessor to remove the Lessee's Property and rehabilitate the Leased Area.

#### 14.3 **Risk**

The Lessee's Property is at the Lessee's risk at all times before and after the termination of this Lease.

## 14.4 Damage Caused by Moving Out

The Lessee must repair any damage to the Leased Area caused by moving out of the Leased Area or removing the Lessee's Property.

### 14.5 Reinstatement

If the Lessee has made any improvements or alterations to the Leased Area or carried out any work on the Leased Area or done anything else to change the Leased Area, if the Lessor requires, the Lessee must reinstate the Leased Area before the end of the Term so that the Leased Area is returned to the condition it was in before the improvements or alterations were made, or the work carried out or the other changes were made. The Lessee's obligations under this clause include removing any building or other structure erected in the Leased Area by the Lessee unless the Lessor agrees otherwise or unless this Lease provides otherwise.

#### 15. COSTS AND EXPENSES

## 15.1 Costs and Expenses

The Lessee must pay or reimburse the Lessor on request for all the Lessor's costs and expenses (including legal costs and expenses) in relation to:

- (1) arranging for any survey or demarcation drawing necessary to identify the Leased Area; and
- (2) negotiating, preparing and signing of this Lease and any document assigning, varying or surrendering this Lease; and
- (3) any proposed or actual assignment or sub-letting by the Lessee including the engagement by the Lessor of any agent or consultant in connection with the proposed or actual assignment or sub-letting; and
- (4) enforcing any right under this Lease including giving a notice of default under section 81 of the *Property Law Act 1969*; and
- (5) any default by the Lessee which causes loss to the Lessor; and
- (6) giving any consent or approval under this Lease.

#### 15.2 Duties and Fees

The Lessee must pay or reimburse the Lessor on request for all stamp duty and fees (including fines and penalties attributable to the Lessee) payable in connection with this Lease.

#### 16. MISCELLANEOUS

## 16.1 Remedies Cumulative

The rights, powers and remedies in this Lease are in addition to the rights, powers and remedies provided by law independently of this Lease.

## 16.2 Accrued Rights

The termination of this Lease for any reason does not affect the rights of the Lessor in relation to a default by the Lessee before termination.

## 16.3 **Severance**

If any part of this Lease or the application of that part to any person or circumstance is or becomes unenforceable, the other provisions of this Lease are not affected but continue to be enforceable.

### 16.4 Payments

The Lessee must make all payments under this Lease without set-off, counterclaim or deduction. Payments by the Lessee under this Lease are to be made to the Lessor or any other person nominated by the Lessor. The Lessor need not make a demand for payment of any amount required to be paid by the Lessee under this Lease unless required by law. If this Lease does not specify when a payment is due, it is due within 14 days after the Lessor requests payment.

### 16.5 Lessee's Environmental Obligations

- (a) The Lessee:
  - (i) must obtain any Authorisation required, for any conduct, activity or use undertaken by the Lessee on the Leased Area, including the Permitted Use before that conduct, activity or use is undertaken and to keep all such Authorisations in full force and effect throughout the Term; and
  - (ii) must use the Leased Area in a manner which complies with each Environmental Law and each Authorisation held by the Lessee in accordance with sub-clause 16.5(a)(i);
  - (iii) must not do or omit to do any act which might directly or indirectly result in the revocation, suspension or modification of an Authorisation in relation to the Leased Area or any conduct or activity relating to the use of the Leased Area;
  - (iv) must not cause or permit any Contamination, Pollution or Environmental Harm of the Leased Area:
  - (v) must notify the Lessor immediately on becoming aware of:
    - (A) the existence of any Contamination;
    - (B) any Pollution affecting the Leased Area;
    - (C) an Environmental Notice being served on the Lessee or any other person which relates to or arises from the Lessee's use of the Leased Area; or
    - (D) the making of a complaint to any person, including but not limited to, the Lessee or the commencement of proceedings against the Lessee relating to an alleged failure by the Lessee to observe or perform an obligation under an Environmental Law or Authorisation:
    - (vi) must at the Lessee's cost, comply with every Environmental Notice issued in respect of, arising from or relating to, the Lessee's use of the Leased Area, whether the notice is served on the Lessor or the Lessee.
- (b) Without affecting:
  - (i) the obligations of the Lessee in this clause; or
  - (ii) limiting any right of, or indemnity in favour of, the Lessor,

if any Contamination, Pollution or Environmental Harm occurs in breach of sub-clause 16.5(a), the Lessee must do everything necessary to minimise the effect of the Contamination, Pollution or Environmental Harm as soon as reasonably practicable and must remediate any resultant damage and harm, to the absolute satisfaction of the Lessor and in compliance with any Environmental Notice or Environmental Law.

(c) The obligations of the Lessee under this clause continue after the expiration or earlier determination of this Lease.

#### 16.6 Transfer of Land Act 1893

The covenants and powers implied in every lease made under the *Transfer of Land Act 1893* are implied in this Lease, whether registered under that Act or not, except:

- (1) to the extent that they are modified by this Lease; and
- (2) the implied covenant set out in section 92(ii), which is excluded.

## 16.7 Cost of Complying with Obligations

Unless otherwise stated in this Lease, the Lessee must pay the cost of performing or complying with every obligation of the Lessee under this Lease.

## 16.8 The Lessor Can Comply

If the Lessee does not perform or comply with an obligation under this Lease the Lessor may do what is necessary for the obligation to be performed or complied with. The Lessee must reimburse the Lessor for any reasonable costs or expenses incurred in ensuring the Lessee's obligations are performed or complied with.

## 17. POWER OF ATTORNEY

The Lessee for valuable consideration irrevocably appoints the Lessor and every senior officer of the Lessor (jointly and severally) the Lessee's attorney for the purpose of:

- (1) withdrawing any caveat which the Lessee is obliged to withdraw but does not; and
- (2) doing anything else the Lessee is obliged to do but does not do.

In this clause "senior officer" means every person designated by the Lessor as a senior officer.

#### 18. NOTICES

#### 18.1 Form and Address

A notice or other communication in connection with this Lease must be in writing and may be signed by the relevant party or its solicitors or agents.

The notice or other communication may be:

- (1) left at or posted to the address of the addressee as set out in the Schedule or any other address notified to the sender as an address for the giving of notices; or
- (2) sent by facsimile transmission to any facsimile number used by the addressee.
- (3) sent by email to a relevant email address provided by a relevant party.

## 18.2 Receipt

Unless a later time is specified in it, a notice or other communication takes effect from the time it is taken to be received, which is:

- (1) if left at the address of the addressee, the next Business Day after the day it is left;
- (2) if posted, on the third Business Day after posting; and
- (3) if sent by facsimile transmission, on the next Business Day after the facsimile was sent.
- (4) if sent by email, on the next Business Day after the email was sent.

#### 19. TRUSTEE PROVISIONS

If the Lessee has entered into this Lease in the capacity of trustee whether or not the Lessor has any notice of the trust, the Lessee:

- (1) is taken to enter into this Lease both as trustee and in the Lessee's personal capacity and acknowledges that the Lessee is personally liable for the performance of the Lessee's obligations under this Lease; and
- (2) is personally liable for the performance of the Lessee's obligations under this Lease; and
- (3) will take any action necessary to ensure the assets of the trust are available to satisfy any claim by the Lessor for any default by the Lessee; and
- (4) will assign to the Lessor any right of indemnity the Lessee has against the assets of the trust to the extent of the Liability of the Lessee under this Lease; and
- (5) warrants that the Lessee has the power and Authority under the terms of the trust to enter into this Lease.

#### 20. DEFINITIONS AND INTERPRETATION

#### 20.1 **Definitions**

In this Lease:

Authority means any governmental or public authority of any kind.

**Business Day** means a day on which banks are open for business in Perth other than a Saturday or a Sunday.

CALM Act means the Conservation and Land Management Act 1984 (WA).

Commencement Date means the date in item 4.1 of the Schedule.

**Contamination** is the state of being contaminated as that term is defined in the *Contaminated Sites Act 2003.* 

**Energy Supplier** means any Authority, company or other body which supplies, at the Lessor's request, gas, electricity or other sources of energy to the Leased Area.

**Environmental Expert** means a reputable person who is suitably qualified and experienced in identifying and remediating Contamination, Pollution and Environmental Harm, to the reasonable satisfaction of the Lessor.

**Environmental Harm** has the same meaning as that term is defined in the *Environmental Protection Act 1986.* 

**Environmental Law** means all planning, environmental, Contamination or Pollution Statutes and any regulations, orders, directions, ordinances or all requirements, permissions, permits or licences issued thereunder.

**Environmental Notice** means any notice, direction, order, demand or other requirement to take any action or refrain from taking any action from any Governmental Agency, whether written or oral and in connection with any Environmental Law.

Event of Default means the occurrence of any of the events referred to in clause 13.6.

**Expiry Date** means the date in item 4.2 of the Schedule.

**Insolvency Event** means the happening of any of the following events in relation to the Lessee:

- (1) the Lessee is unable to pay all the Lessee's debts as and when they become due and payable or the Lessee has failed to comply with a statutory demand as provided in section 459F of the Corporations Law, or the Lessee is deemed to be unable to pay the Lessee's debts under section 585 of the Corporations Law;
- (2) a meeting is convened to place the Lessee in voluntary liquidation or to appoint an administrator.
- (3) an application is made to a court for an order or an order is made that the Lessee is to be wound up;
- (4) the appointment of a controller (as defined in section 9 of the Corporations Law) of any of the Lessee's assets;
- (5) the Lessee proposes to enter into or enters into any form of arrangement (formal or informal) with the Lessee's creditors or any of them, including a deed of company arrangement; or
- (6) the Lessee becomes an insolvent under administration, as defined in section 9 of the Corporations Law.

**Leased Area** means the area of land described in item 3 of the Schedule and includes all buildings and other improvements on that area of land unless this Lease provides that ownership of any buildings or improvements constructed by the Lessee on the Leased Area remains in or vests in the Lessee.

**Lessee** means the person or persons named in item 2 of the Schedule and includes the Lessee's successors and an assignee, a sub-lessee or any other person having a right to possess, use or occupy the Leased Area.

**Lessee's Property** means any buildings, fences, plant or equipment or other property which the Lessee constructs on or brings in to the Leased Area.

**Lessor** means the statutory body described in item 1 of the Schedule and includes the Lessor's successors and an assignee of the reversion and, where the context permits, any person authorised by the Lessor to do any act on behalf of the Lessor for the purposes of this Lease, including a managing agent.

Liability includes any obligation to pay money or other loss, cost or expense of any kind.

**Permit** means the permit attached to this Lease under Special Provisions.

Permitted Use means the use described in item 6 of the Schedule.

**Pollution** means anything that is pollution within the meaning of that term as defined in the *Environmental Protection Act 1986* that is not authorised under any Statute.

**Rates and Taxes** means any rate, tax, levy or any other charge imposed at any time during the Term of the Lease by any State, local or Federal governmental body, Authority, department or instrumentality or any other Authority of any kind, in relation to the supply or use of the Leased Area or any thing under or in connection with the Lease.

**Services** means all services to the Leased Area or parts of the Leased Area including air conditioning, electric power, gas, water, sewerage, telecommunications and fire sprinkler services.

**Tax Invoice** includes any document or record treated by the Commissioner of Taxation as a tax invoice or as a document entitling a recipient to an input tax credit.

**Term** means the period referred to in item 4 of the Schedule.

**Vermin** includes but is not limited to rats, mice, rabbits, feral cats, foxes, feral pigs and introduced fish species.

**Water Supplier** means any Authority, company or other body which supplies, at the Lessor's request, water or sewerage services to the Leased Area.

#### 20.2 Interpretation

In this Lease, unless the contrary intention appears:

- a reference to the Lessee includes the Lessee's employees, agents, contractors, sublessees, licensees, customers and any other person who is in the Leased Area with the Lessee's permission (direct or implied);
- (2) a reference to a statute, code or other law includes regulations and other instruments under it and consolidations, amendments, re-enactments or replacements of any of them occurring at any time before or after the Commencement Date;
- (3) the singular includes the plural and vice versa;
- (4) the word "person" includes a firm, a body corporate, an unincorporated association or an Authority;
- (5) an obligation, representation or warranty:
- (6) in favour of 2 or more persons is for the benefit of them jointly and severally; and
- (7) on the part of 2 or more persons binds them jointly and severally;
- (8) each obligation of a party to this Lease has effect as a covenant given in favour of the party who may enforce the obligation;
- (9) if a period of time is expressed to be calculated from or after a specified day, that day is not included in the period;
- (10) a reference to a day is a reference to the 24 hour period commencing at midnight;
- (11) a reference to a month is to a calendar month and a reference to a year is a calendar year;
- if the word 'including' or 'includes' is used, the words: "without limitation" are deemed to immediately follow;
- (13) a reference to the termination of this Lease includes the expiry of the Term; and
- (14) a reference to the Term in relation to any obligation of the Lessee is to be taken as including a reference to any period during which the Lessee occupies or uses the Leased Area with the Lessor's consent.

# 20.3 Schedule

All the provisions in the Schedule at the front of this Lease are incorporated in and form part of this Lease.

# 20.4 This Lease

A reference to this Lease includes:

- (1) everything forming part of this document; and
- (2) any agreed changes to this document which are recorded in a separate document.

Lease Plan

Executed by the parties as a Deed on the		day of	in the year 2020.
The Lesson	:		
	ehalf of the CONSERVATION AN AGEMENT EXECUTIVE BODY ised officer:	ID ) ) )	
Executive Di	irector Parks and Visitor Services		
in the preser	nce of:		
Witness:	Signature		
	Name (Please print)		
	Occupation (Please print)		
	Address (Please print)		
The Lessee	:		
	ON SEAL of SHIRE OF ) P is affixed in the ) : )		
Shire Presid	ent	Michael Theodore Bennett	
Chief Executive Officer			
		Andries Stefanus Schönfeldt	
Date			

