



SPECIAL MEETING OF COUNCIL
MINUTES

4 NOVEMBER 2013

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CITY OF GREATER GERALDTON
SPECIAL MEETING OF COUNCIL
HELD ON MONDAY, 4 NOVEMBER 2013 AT 6PM
CHAMBERS, CATHEDRAL AVENUE

MINUTES

DISCLAIMER:

The Chairman advises that the purpose of this Council Meeting is to discuss and, where possible, make resolutions about items appearing on the agenda. Whilst Council has the power to resolve such items and may in fact, appear to have done so at the meeting, no person should rely on or act on the basis of such decision or on any advice or information provided by a Member or Officer, or on the content of any discussion occurring, during the course of the meeting. Persons should be aware that the provisions of the Local Government Act 1995 (Section 5.25(e)) and Council's Standing Orders Local Laws establish procedures for revocation or rescission of a Council decision. No person should rely on the decisions made by Council until formal advice of the Council decision is received by that person. The City of Greater Geraldton expressly disclaims liability for any loss or damage suffered by any person as a result of relying on or acting on the basis of any resolution of Council, or any advice or information provided by a Member or Officer, or the content of any discussion occurring, during the course of the Council meeting.

1 ACKNOWLEDGEMENT OF COUNTRY

The Mayor acknowledged the traditional owners of the land on which the Council meet and pays respect to the Elders and to knowledge embedded forever within the Aboriginal Custodianship of Country.

2 DECLARATION OF OPENING

The Presiding Member declared the meeting open at 6.15pm.

3 ATTENDANCE

Present:

Mayor I Carpenter
Cr D Brick
Cr D J Caudwell
Cr J Clune
Cr J Critch
Cr R deTrafford
Cr S Douglas
Cr P Fiorenza
Cr L Graham
Cr R D Hall
Cr S Keemink
Cr V Tanti
Cr T Thomas
Cr S Van Styn

Officers:

K Diehm, Chief Executive Officer
P Melling, Director of Sustainable Communities
B Davis, Director of Corporate and Commercial Enterprises
A Selvey, Director of Creative Communities
N Arbuthnot, Director of Community Infrastructure
S Moulds, PA to the Chief Executive Officer
M Atkinson, Manager, Infrastructure Planning and Design
S Chiera, Coordinator Marketing and Media

Others:

Members of Public: 4
Members of Press: 1

Apologies:

Nil.

Leave of Absence:

Cr N McIlwaine

4 PUBLIC QUESTION TIME

Questions provided in writing prior to the meeting or at the meeting will receive a formal response. Please note that you cannot make statements in Public Question Time and such statements will not be recorded in the Minutes.

Our Local Laws and the Local Government Act require questions to be put to the presiding member and answered by the Council. No questions can be put to individual Councillors

Mr James Thompson, 97 Francis Street Geraldton

Question

In regards to the subject of tonight's meeting the Greenough River Bridge realignment. Has the possibility of realigning the Brand Hwy to take out the dangerous S-Bends into a straighter safer option from the S-Bend Caravan Park and rejoining north of Hamersley Road near the next bend past the Cemetery, been investigated.

Response

This is a Main Roads Western Australia (MRWA) project and requires Council's endorsement of the proposed realignment for the project to proceed. The proposal before Council is stage one of a two stage project with the first stage providing a new bridge alignment immediately west (downstream) of the existing bridge and realigning the Brand Highway to the south of the bridge to connect to the straight section of the existing Highway alignment between the two horizontal curves forming the "S Bend". Hamersley Road is proposed to be realigned to connect to the Brand Highway north of the new bridge location. The new alignment re-joins the existing alignment immediately south of the cemetery.

The second stage is to eliminate the "S Bends" and re-join the existing Brand Highway alignment to the south on the straight south of the "S Bends".

The proposed realignment will ultimately eliminate the "S Bends" and significantly improve safety.

Gary Martin, 11 Phillips Road, Greenough

Question

According to your Background report the bridge "currently restricts allowable road train configurations and axle loads travelling on this section of Brand Highway." This suggests that a new bridge will allow greater and heavier traffic to use a section of road in which there are many driveways leading to private residences and tourist ventures. Tourism is already suffering due to the increased heavy traffic which have unfortunately also been the cause of fatality.

Is this not the time for Main Roads to think ahead and relocate the bridge even further to the east so that the Brand Highway can be eventually moved from the flood prone Greenough Flats to the range of hills located between the Greenough and Walkaway Flats? There already exists a designated road (Hampton Road) that runs straight north through this higher country.

Response

The comments from Mr Martin are noted. It is advised that long term strategic planning is being undertaken by Main Roads Western Australia (MRWA) to address the issues raised. Funding for a project of the scope required to achieve the outcome proposed by Mr Martin in the short to medium term is unavailable. There have been many accidents involving personal injury and death in the section of the Brand Highway which is to be realigned and a new bridge constructed. Whether the realignment forms part of the ultimate long term solution is yet to be decided by MRWA. In the intervening period until decisions are made and funding is available this accident prone section of the Brand Highway requires immediate attention. The proposed realignment will address safety and flooding issues at the bridge site. Stage two of the project will eliminate the "S Bend". Further information or questions should be addressed to MRWA Regional Manager Mr Bernie Miller.

5 APPLICATIONS FOR LEAVE OF ABSENCE

Existing Approved Leave

Councillor	From	To (Inclusive)
Cr Neil McIlwaine	17 October 2013	25 November 2013
Cr D Brick	23 October 2013	27 October 2013
Cr B Hall	18 November 2013	1 December 2013
Cr J Critch	10 December 2013	10 December 2013
Cr B Hall	13 December 2013	20 January 2014
Mayor I Carpenter	26 December 2013	12 January 2014

COUNCIL DECISION

MOVED CR THOMAS, SECONDED CR BRICK

Cr Keemink request for leave of absence for the period 30 November 2013 to 10 December 2013 be approved.

CARRIED 14/0

6:17:08 PM

Mayor Carpenter	YES
Cr. McIlwaine	N/V
Cr. Van Styn	YES
Cr. Graham	YES
Cr. Hall	YES
Cr. Brick	YES
Cr. Fiorenza	YES
Cr. Thomas	YES
Cr. Caudwell	YES

Cr. Critch	YES
Cr. Douglas	YES
Cr. Keemink	YES
Cr. Tanti	YES
Cr. deTrafford	YES
Cr. Clune	YES

6 PETITIONS, DEPUTATIONS OR PRESENTATIONS
Nil.

7 DECLARATIONS OF CONFLICTS OF INTEREST
Nil.

8 REPORTS OF COMMUNITY INFRASTRUCTURE

CI061 ROAD DEDICATION – BRAND HIGHWAY REALIGNMENT PROJECT – GREENOUGH RIVER BRIDGE

AGENDA REFERENCE:	D-13-74742
AUTHOR:	M Atkinson, Manager Infrastructure Planning & Design
EXECUTIVE:	N Arbuthnot, Director Community Infrastructure
DATE OF REPORT:	22 October 2013
FILE REFERENCE:	GR/10/0007
APPLICANT / PROPONENT:	Main Roads Western Australia (MRWA)
ATTACHMENTS:	Yes (7)

SUMMARY:

As part of the Brand Highway Realignment Project, Main Roads Western Australia (MRWA) requires Council to dedicate land as road adjacent to Brand Highway and Hamersley Road which they are in the process of acquiring.

PROponent:

The proponent is the Department of Main Roads Western Australia.

BACKGROUND:

Brand Highway is a major inter-regional express route linking the major regional centers of Perth and Geraldton. It also provides access to the North West of WA as a coastal alternative to Great Northern Highway. The Brand Highway carries a large volume of traffic including over dimension loads, high speed through traffic and slow moving tourist traffic.

The section of Brand Highway through Greenough between Hamersley Road and just south of Company Road includes several 90 or less km/hr horizontal curves with several intersections at these locations with severely restricted sight distance. At the northern end of this section is the narrow Greenough River bridge and low level floodway.

The bridge was built in 1953 and is 6.71m in between curbs. This bridge's width limitations, poor load rating and Quad Axle rating currently restricts allowable road train configurations and axle loads travelling on this section of Brand Highway. The existing low level floodway immediately to the north of the bridge provides relief for the bridge for break out flows as the floodway level is currently below the existing bridge deck level.

Short term flooding and the associated road closures are causing community concerns with the flooding of the Greenough River closing Brand Highway in January 2006 for a period of 65 hours restricting supplies and access to essential facilities in Geraldton.

Since January 2007 five people have died in crashes within this section of road, and the Mid West Industry Road Safety Alliance recently identified the bridge as the region's highest priority road safety project.

On 3 December 2012 the Transport Minister, the Honourable Troy Buswell announced that the State Government would invest \$18,000,000 into replacement of the ageing Greenough River Bridge.

In accordance with the Land Administration Act, the Department of Main Roads is seeking Council's concurrence with their proposed acquisition of private property which is required to facilitate the project.

Attached are plans of the proposed improvement works to be carried out on the Brand Highway. In order for the project to proceed, the land shown shaded on drawings 1160-197, 1160-198, 1160-199, 1160-201, 1360-044, 1360-045 and 1360-074 is required to be acquired as road reserve. To enable the additional land to be dedicated as road reserve it is a requirement of the Land Administration Act that local authority concurrence be obtained for the dedication action.

COMMUNITY CONSULTATION:

There has been no community consultations, although Main Roads have liaised with affected property owners.

COUNCILLOR CONSULTATION:

Councillors received a presentation from the Regional Manager of Main Roads regarding the project at the October Concept Forum.

STATUTORY IMPLICATIONS:

Section 56 of the Land Administration Act 1997 provides for the dedication of land as a road.

POLICY IMPLICATIONS:

There are no policy implications.

FINANCIAL AND BUDGET IMPLICATIONS:

There will be no cost to Council and Main Roads shall indemnify Council against all costs and charges relating to the dedication. There will be local road connections constructed as part of the project that will become donated assets to the City. These local road connections replace existing road connections.

STRATEGIC & REGIONAL OUTCOMES:

Strategic Community Plan Outcomes:

Goal 4:	Economy – A dynamic, diverse and sustainable economy
Outcome 4.2:	Transportation
Strategy 4.2.1:	Developing more efficient transport options that are secure and safe to sustain our lifestyle

Regional Outcomes:

The Brand Highway realignment project is a vital transport infrastructure upgrade that will offer various benefits to the region, including a significant improvement in road safety.

ECONOMIC, SOCIAL, ENVIRONMENTAL & CULTURAL ISSUES:**Economic:**

The project will result in reduced travel time, and enhanced amenity for tourist traffic. This project will also support efficient road freight transport by permitting a larger variety of combination vehicles to operate and reduce the impact of medium to large scale flood events.

Social:

Social impacts (largely local property accessibility) have been minimised as far as practicable in order to deliver the best regional outcome.

Environmental:

Detailed flood modelling has been undertaken by Main Roads WA in addition to obtaining all approvals required to facilitate construction.

Cultural & Heritage:

There are no cultural or heritage issues.

RELEVANT PRECEDENTS:

There are no relevant precedents.

DELEGATED AUTHORITY:

There is no delegated authority.

VOTING REQUIREMENTS:

A simple majority is required.

OPTIONS:**Option 1:**

As per Executive Recommendation in this report.

Option 2:

That Council by Simple Majority pursuant to section 5.20 of the Local Government Act 1995 RESOLVES to:

1. REFUSE to dedicate the land subject of Main Roads' Drawings: 1160-197, 1160-198, 1160-199, 1160-201, 1360-044, 1360-045 and 1360-074 as road; and
2. MAKES the determination based on the following reason:
 - a. to be determined by Council.

Option 3:

That Council by Simple Majority pursuant to section 5.20 of the Local Government Act 1995 RESOLVES to:

1. DEFER the dedication of the land subject of Main Roads' Drawings: 1160-197, 1160-198, 1160-199, 1160-21, 1360-044, 1360-045 and 1360-074 as road; and
2. MAKES this determination based on the following reason:
 - a. to be determined by Council.

CONCLUSION:

The Brand Highway realignment project is an important and much-needed transport infrastructure upgrade for the region and it represents a significant investment in road safety and serviceability by the state government.

Option 2 is not supported as the project will result in reduced travel time, and enhanced amenity for tourist traffic. This project will also support efficient road freight transport by permitting a larger variety of combination vehicles to operate and reduce the impact of medium to large scale flood events.

Information provided by Main Roads sets out in detail the proposed acquisitions and the reasons for requiring the land for road purposes. Postponement of a decision will delay the entire project. For the above reasons, Option 3 is not supported.

EXECUTIVE RECOMMENDATION:

That Council by Simple Majority pursuant to section 5.20 of Local Government Act 1995 RESOLVES to:

1. DEDICATE the land subject of Main Roads' Drawings: 1160-197, 1160-198, 1160-199, 1160-201, 1360-044, 1360-045 and 1360-074 as road.

COUNCIL DECISION**MOVED CR BRICK, SECONDED CR THOMAS**

That Council by Simple Majority pursuant to section 5.20 of Local Government Act 1995 RESOLVES to:

1. **DEDICATE the land subject of Main Roads' Drawings: 1160-197, 1160-198, 1160-199, 1160-201, 1360-044, 1360-045 and 1360-074 as road.**

CARRIED 14/0

In accordance with Section 9.3 (2) of the City of Greater Geraldton's Meeting Procedures Local Law, February 2012 the motion was passed unopposed.

9 CLOSURE

There being no further business the Chairman closed the Council meeting at 6.19pm.

APPENDIX 1 – ATTACHMENTS AND REPORTS TO BE RECEIVED

Attachments and Reports to be Received are available on the City of Greater Geraldton website at: <http://www.cgg.wa.gov.au/your-council/meetings>