

CITY OF ARMADALE

MINUTES

OF TECHNICAL SERVICES COMMITTEE HELD IN THE COMMITTEE ROOM,
ADMINISTRATION CENTRE, 7 ORCHARD AVENUE, ARMADALE ON
WEDNESDAY, 1 OCTOBER 2025 AT 7.00PM.

OFFICIAL OPENING & ACKNOWLEDGEMENT OF COUNTRY

Read by Cr S J Mosey

The City respectfully acknowledges the past and present traditional custodians of this land on which we are meeting, the Wadjuk people of the Noongar nation. The City pays its respects to the Aboriginal Elders past, present and always, and to extend that respect to any Aboriginal people in the room.

PRESENT:

Cr K Busby (Chair)
Cr S S Virk (Deputy Chair)
Mayor R Butterfield
Cr P A Hetherington
Cr J Joy JP
Cr K Kamdar
Cr S J Mosey

APOLOGIES:

Cr M J Hancock
Dr C M Wielinga (deputy to Cr Hancock)

OBSERVERS:

Cr L Sargeson
Cr S Stoneham
Cr G Smith
Cr M Silver (*via Teams*)

IN ATTENDANCE:

Mr M Southern	Executive Director Technical Services
Mr P Sanders	Executive Director Development Services
Mrs S van Aswegen	Executive Director Community Services (<i>via Teams</i>)
Mr M Khosravi	Head of Design
Ms A Lazaroo	Executive Assistant Technical Services
Ms S Peake	Senior Administration Officer Technical Services

PUBLIC:

2

“For details of Councillor Membership on this Committee, please refer to the City’s website – www.armadale.wa.gov.au/your_council/councillors.”

DISCLAIMER

The Disclaimer for protecting Councillors and staff from liability of information and advice given at Committee meetings was read as Members of the Public were present.

DECLARATION OF MEMBERS' INTERESTS

Cr L Sargeson – RSL Delivery Access - Proposed Loading Zone on Commerce Avenue. Impartial interest but not a Committee member.

QUESTION TIME

1Proposed Design and Location for the Churchman Brook Anzac Memorial

Ms Penny Stapleton – 348 Albany Highway, Bedfordale

Q1: Are Councillors aware of the groundswell of support expressed by the community for the continued running of an Anzac Day Dawn service and breakfast event at Churchman Brook?

Response: The Chair advised that Councillors were aware.

DEPUTATION

Nil

CONFIRMATION OF MINUTES

RECOMMEND

Minutes of the Technical Services Committee Meeting held on 1 September 2025 be confirmed.

Moved Cr K Busby

MOTION CARRIED

7/0

ITEMS REFERRED FROM INFORMATION BULLETIN

Outstanding Matters and Information Items

Various Items

Monthly Departmental Reports

Technical Services Works Programme

No items were raised for clarification or report.

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TECHNICAL SERVICES COMMITTEE

1 OCTOBER 2025

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**2.1 - PROPOSED DESIGN AND LOCATION FOR THE CHURCHMAN BROOK
ANZAC MEMORIAL**

Moved by Cr S S Virk

Item 2.1 be brought forward to this juncture of the meeting in the interest of the public gallery.

Carried 7/0

WARD : HILLS
FILE No. : M/496/25
DATE : 22 September 2025
REF : JA
RESPONSIBLE : Executive Director
MANAGER : Technical Services

In Brief:

- Council resolved at its Ordinary Meeting on 12 May 2025 to endorse the provision of a City contribution of \$5,000 towards the installation costs of a memorial stone at the Churchman Brook Community Centre from the 2024/25 operational budget with the final design and location to be subject to the separate approval of Council.
- This report investigates the final design and location for approval by Council.
- Recommend that Council approve the proposed memorial design and location within Churchman Brook Community Centre Park based on the design shown in Attachment 1 Churchman Brook Memorial – Options - Position 1.

Tabled Items

Nil

Decision Type

- ☐ **Legislative** The decision relates to general local government legislative functions such as adopting/changing local laws, town planning schemes, rates exemptions, City policies and delegations etc.
- ☒ **Executive** The decision relates to the direction setting and oversight role of Council.
- ☐ **Quasi-judicial** The decision directly affects a person's rights or interests and requires Councillors at the time of making the decision to adhere to the principles of natural justice.

Officer Interest Declaration

Nil

Strategic Implications

The subject of this report has an impact on the following objectives of the Strategic Community Plan 2020-2030:

- 1.1 Foster and strengthen community spirit
- 1.2 Improve Community Wellbeing
- 1.4 An inclusive and engaged community
 - 1.4.2 Encourage the provision of inclusive and accessible facilities, services and programs within the community.
- 2.2 Attractive, inclusive and functional public places
- 2.3 Functional, inclusive and sustainable infrastructure

Legal Implications

General assessment of relevant legislation (e.g. *Local Government Act 1995*) has not revealed any restrictions.

Council Policy/Local Law Implications

General assessment has not revealed any applicable Policies/Local Laws.

Budget/Financial Implications

The adoption of the recommendation contained in this report has no further financial implications. Council resolved at its Ordinary Meeting on 12 May 2025 to endorse the provision of a City contribution of \$5,000 towards the installation costs of a memorial stone at the Churchman Brook Community Centre from the operational budget. Separately, the stone materials will be donated by the Bedforddale CWA.

Consultation

- Intra Directorate
- Bedforddale CWA

BACKGROUND

Council resolved at its Ordinary Meeting on 12 May 2025 to endorse the provision of a City contribution of \$5,000 towards the installation costs of a memorial stone at the Churchman Brook Community Centre with the final design and location to be subject to the separate approval of Council. This report investigates the final design and location for approval by Council.

DETAILS OF PROPOSAL

The memorial is intended to serve as a focal point for commemorating events such as Anzac Day and Remembrance Day organised by the Bedforddale CWA. Currently, the memorial stone is placed on a moveable stage which is temporarily installed for event day. The proposal is to embed a large Dolerite boulder into the ground as a solid base and embed the existing memorial stone (Image 1 and 2). The attachment method for the memorial stone to the dolerite boulder base is subject to structural engineering detail finalisation.

Both proposed stone materials have been donated to CWA for this purpose.



Image 1: Memorial Stone



Image 2: Dolerite Base Stone

It is proposed that the memorial stone is placed at the western edge of the grass, aligned with the staircase. Attachment 1 Churchman Brook Memorial – Options provides a plan showing the proposed location at Position 1 and a visual of the end product with approximate dimensions. Attachment 2 Churchman Brook Memorial Event Day has panoramic photos that show the relativity of the proposed location, with the structure being approximately the same height as the adjacent sign. Consultation has been conducted with the Bedforddale CWA who suggested the recommended location as their preference, as it would allow them to retain their existing event management practices, which are included in the attachment for reference. However, the consultation also indicated an amenability to the memorial stone being positioned at location 2 or 3.

OPTIONS

The following options have been presented for consideration:

1. Approve the proposed design and location as shown in Attachment 1 Churchman Brook Memorial – Options at position 1.
2. Approve the proposed design and location as-shown in Attachment 1 Churchman Brook Memorial – Options at position 2.
3. Decline the proposed design and location as shown in Attachment 1 Churchman Brook Memorial – Options and seek amendments to final design and location.

Option 1 is the recommended option.

CONCLUSION

The proposed memorial design and location has been recommended in consultation with the Bedfordale CWA and the preferred location aligns with the needs of their events, without impacting the functionality of the reserve.

ATTACHMENTS

1. Attachment 1 - Churchman Brook Memorial - Options
2. Attachment 2 - Churchman Brook Memorial Event Day
3. Attachment 3 - Photo ANZAC Memorial - Position 1

OFFICER RECOMMENDATION

That Council approve the proposed memorial design and location within Churchman Brook Community Centre Park and progress the installation of the memorial based on the design shown in Attachment 1 Churchman Brook Memorial – Options at Position 1.

Alternate Recommendation

That Council:

Approve the proposed memorial design and location within Churchman Brook Community Centre Park and progress the installation of the memorial based on the design shown in Attachment 1 Churchman Brook Memorial at a position located between the two trees to the west of Position 1.

Moved: Cr K Kamdar, Seconded: Cr J Joy JP

Opposed: Cr K Busby

Motion lost 2/5

Alternate Recommendation

That Council:

- 1. Endorse proposed location option Number 2 on the design shown in Attachment 1 Churchman Brook Memorial.*
- 2. The approved height would be 1.5 metres.*
- 3. Approval of the plaques subject to the approval of the City of Armadale.*

Moved: Mayor R Butterfield, Seconded: Cr K Busby

Opposed: Cr S J Mosey

Motion lost 3/4

COMMITTEE RECOMMENDATION

T1/10/25

That Council:

~~**Decline the proposed design and location as shown in Attachment 1 Churchman Brook Memorial—Options and seek amendments to final design and location.**~~

Approve the proposed memorial design and location within Churchman Brook Community Centre Park and progress the installation of the memorial based on the design shown in Attachment 1 Churchman Brook Memorial at a location between the two trees to the west of Position 1 with the following conditions:

- 1. That the height of monument to be within 1.5m - 1.7m.**
- 2. That no addition of plaques to the memorial be made without prior Council approval.**

Moved Cr S J Mosey
MOTION CARRIED

7/0

Amended
at Ordinary
Council
Meeting of
13 October
2025

1.1 - RSL DELIVERY ACCESS - PROPOSED LOADING ZONE ON COMMERCE AVENUE

Cr Sargeson declared an interest of impartiality as he holds a paid RSL membership. As a consequence, there may be a perception that his impartiality on the matter may be affected. However, Cr Sargeson did not participate in the discussion or vote on the matter as he is not a member on the Technical Services Committee.

WARD : MINNAWARRA

FILE No. : M/552/25

DATE : 22 September 2025

REF : DC

RESPONSIBLE : Executive Director
MANAGER : Technical Services

In Brief:

- The Byford Rail Extension (BRE) project removed the long-standing informal delivery access previously used by the Armadale RSL.
- Without a replacement, the RSL cannot safely receive deliveries, creating operational and safety challenges for a volunteer-based organisation with significant community value.
- Officers and MetCONNx staff have assessed a variety of options, however there are limited options that meet the needs of all stakeholders.

Tabled Items

Nil

Decision Type

- ☐ **Legislative** The decision relates to general local government legislative functions such as adopting/changing local laws, town planning schemes, rates exemptions, City policies and delegations etc.
- ☒ **Executive** The decision relates to the direction setting and oversight role of Council.
- ☐ **Quasi-judicial** The decision directly affects a person's rights or interests and requires Councillors at the time of making the decision to adhere to the principles of natural justice.

Officer Interest Declaration

Nil

Strategic Implications

- 1.4.2 Encourage the provision of inclusive and accessible facilities, services and programs.
- 2.3.3 Protect and enhance the City's urban forest and tree canopy.

Legal Implications

Assessment of legislation indicates that the following is applicable:

- *Road Traffic Code 2000* – Part 12, Division 5, Section 151 – Stopping in loading zone
- *City of Armadale Parking and Parking Facilities Local Law* – Part 5.1 – Stopping in a Loading Zone

Council Policy/Local Law Implications

- *City of Armadale Parking and Parking Facilities Local Law* – Part 1.8 – Powers of the local government
- *City of Armadale Parking and Parking Facilities Local Law* – Part 2.1 – Determination of parking stalls and parking stations

Budget/Financial Implications

Nil

Consultation

- City of Armadale
- MetCONNx
- RSL
- Public Transport Authority (PTA)
- Transperth
- Road Safety Auditors

BACKGROUND

The Armadale RSL is located on the corner of Forrest Road and Commerce Avenue, within the Armadale Central Business District. The building sits on a constrained site adjacent to the rail reserve, which is under the management of the Public Transport Authority. Prior to the upgrade of the Armadale railway line, the Armadale RSL informally utilised adjacent land in the rail reserve to receive deliveries to their premises. With the upgrades to Armadale Station and associated bus infrastructure, the land has been repurposed into a station forecourt, and the loading area is no longer available. To ensure that the RSL can safely accept deliveries an alternative loading bay is required.

In May 2025, MetCONNx have consulted with various stakeholders including the City, Public Transport Authority (PTA), the RSL and Transperth around loading bay options for this location. Through this process they investigated and assessed seven alternative options as part of the design development phase as outlined in Attachment 1 – RSL Delivery Bay Options. As outlined in this document, due to road safety issues or concerns from the PTA six of the seven options were assessed as unviable. Since this time, the construction of the station has continued with drainage and station forecourt infrastructure installed as per Attachment 2 – Site Photos. City staff have also investigated other alternative locations, however these are not acceptable to the PTA or RSL.

Throughout the investigation process a goal of City staff has been to prioritise options which also preserve the tree canopy with the Central Business District.

DETAILS OF PROPOSAL

To facilitate the provision of a loading bay on Commerce Avenue immediately outside the RSL, the City of Armadale is being requested to approve the removal of one tree and the installation of the associated loading bay signage. If the creation of the loading bay and signage is approved by Council, this will ensure that the proposed parking restrictions are enforceable under the *City of Armadale Parking and Parking Facilities Local Law*.

The MetCONNx investigation into loading bay locations recommended that the only viable option that would meet the needs of the RSL is to convert the adjacent on-street parking into a loading bay. This design is outlined in Attachment 3 – Commerce Avenue Parking Signage and would be applicable on Tuesdays, Thursdays and Fridays from 6am – 12pm only, with the existing 30-minute restrictions to remain at other times. Due to the size of the trucks which service the RSL, a swept path analysis (included in Attachment 1 – RSL Delivery Bay Options) concluded that one tree would need to be removed to accommodate this movement.

This tree (referred to as Tree #226) is a mature spotted gum and has been assessed with a value of \$12,803.40 utilising the Halliwell Method. If Council resolve to proceed with the MetCONNx recommendation, MetCONNx have committed to funding and delivering seven advanced replacement trees in the immediate precinct, complete with temporary irrigation and an establishment maintenance program. MetCONNx will also coordinate the removal of the existing tree and installation of additional asphalt.

MetCONNx have requested a timely response from the City regarding the preferred provision of a loading bay to allow the construction to occur before they demobilise from the site. This is anticipated to be a staged approach from the line's opening date of October 12, 2025.

ANALYSIS

The installation of a loading bay immediately adjacent to the RSL on Commerce Avenue would offer the most convenient option for the RSL to accept deliveries from their suppliers, and could be promptly delivered by MetCONNx as part of their project works. This would achieve a prompt resolution to the RSL's concerns around the provision of a loading bay. Whilst there is a tree removal required, which would remove canopy from the streetscape, the offset planting proposed of advanced replacements would have positive impacts to the pedestrians moving around the local area.

Throughout the initial consultation process City staff, MetCONNx and the PTA explored several options that included access through the PTA bus station. Due to high volumes of bus and pedestrian movements the PTA has advised these solutions would not be acceptable.

In recent weeks, an alternative location has been identified on the opposite side of the road as per the Attachment 4 – Alternate Loading Bay Location. This would achieve a loading bay in close proximity to the RSL and not require the removal of any mature trees. To facilitate the required truck movements, a street light will have to be relocated and kerbing replaced, with the costs still to be determined. Investigation by a specialist contractor would be required to determine accurate costings, as due to the age of the infrastructure there may be additional works required to ensure the design complied with current design standards. This may include re-cabling of electrical conduits or the installation of additional poles. It is unlikely

that MetCONNx or the PTA would provide additional funding for this option, so any additional costs would require municipal funds. However, staff would attempt to advocate to MetCONNx and the PTA to complete the works under their project in the first instance. This is the recommended option.

A strategy to mitigate financial risks would be to attempt to enter into a funding agreement with the PTA for the value of the works proposed by MetCONNx. This would provide for the time to complete a full analysis of the proposed scope for the City's alternative site and allow officers to present Councillors with all the information required to make an informed decision around project viability. If this proves to be cost-prohibitive due to lighting and cabling upgrades the City would retain the funds to install the bay at the originally proposed location, which could then be delivered internally. If Council resolved to pursue this option it is anticipated to take at least six months to complete, design and construct depending on contractor availabilities and requirements.

A third option is to install a loading bay at the location of the Taxi rank at the entrance to the Jull Street mall. The geometry of this bay is similar to the bay proposed by MetCONNx and would require minimal civil modifications and no tree removal. However, this location is approximately 150-200 metres from the RSL and suppliers would have to transport the delivered goods this distance to access the facility. No consultation has been conducted with the taxi companies who operate from this location, however this could be completed if this option is preferred by Council.

Council could also resolve not to pursue the installation of a new loading bay on Commerce Avenue. However, this is not recommended as it would leave the RSL without appropriate loading bay facilities.

OPTIONS

1. Endorse the provision of a loading bay on Commerce Avenue adjacent to the RSL and approve the installation of parking control signage as indicated in Attachment 3 – Commerce Avenue Parking Signage.
2. Request a report on the viability of providing a loading bay on Commerce Avenue opposite the RSL and authorise the Chief Executive Officer to enter into a funding agreement with the PTA as required.
3. Endorse the provision of a loading bay to replace the taxi rank outside the Jull Street Mall.
4. Do not endorse the provision of a loading bay on Commerce Avenue.

CONCLUSION

The City has assessed a variety of options regarding the placement of a loading bay adjacent to the RSL on Commerce Avenue. Currently, no options have been identified which meet the needs of all stakeholders and protect the tree canopy within the Central Business District. The recommended option will provide appropriate time for officers to ensure that all possible alternatives are considered to avoid the need for tree removal.

ATTACHMENTS

- 1.↓ Attachment 1 - RSL Delivery Bay Options
- 2.↓ Attachment 2 -Site Photos
- 3.↓ Attachment 3 - Commerce Avenue Loading Bay and Parking Signage
- 4.↓ Attachment 4 - Alternate Loading Bay

OFFICER RECOMMENDATION

That Council request a report on the viability of providing a loading bay on Commerce Avenue opposite the RSL and authorise the Chief Executive Officer to enter into a funding agreement with the PTA as required.

RECOMMEND**T2/10/2****That Council:**

Endorse the provision of a loading bay to replace the taxi rank outside the Jull Street Mall.

Moved Cr S J Mosey**MOTION CARRIED****7/0**

3.1 - TRAFFIC MANAGEMENT IMPROVEMENTS - HARRISDALE

At the Ordinary Council meeting held on 14 July 2025, Cr K Kamdar referred the following matter to Technical Services Committee.

That the matter of traffic management improvements on Gracefield Boulevard between Keane Road and Fairhaven Street in Harrisdale be referred to the Technical Services Committee.

Comment from Cr K Kamdar

Cr Kamdar's comments have been circulated to Councillors under separate cover.

Officer Comment

There are two elements to this referral item, traffic speeds and road design. The responsibility for the enforcement of speed limits currently sits with the WA Police. Following the receipt of this referral item staff have provided feedback the WA Police to request that this location be attended to as part of their enforcement activities.

Regarding road design, the City currently has a program for Local Area Traffic Management (LATM) treatments on City-managed roads. This program is periodically reviewed and reprioritised based on changes in traffic conditions and driver behaviour. Councillors should note that the City has received community requests for traffic calming around this location and that this will be considered as part of the ongoing review.

ATTACHMENTS

There are no attachments for this report.

RECOMMEND

T3/10/25

That Council:

Receive a report on the Local Area Traffic Management (LATM) process, including review, assessment, prioritisation, and consideration of community safety concerns.

**Moved Cr K Kamdar
MOTION CARRIED**

7/0

3.2 - ROAD CLEANING AND SUBURB MAINTENANCE - RANFORD ROAD, HARRISDALE

At the Council meeting held on 28 July 2025, Cr K Kamdar referred the following matter to Road Cleaning and Suburb Maintenance.

That the matter of Road Cleaning and Suburb Maintenance be referred to the Technical Services Committee.

Comment from Cr K Kamdar

Cr Kamdar's comments have been circulated to Councillors under separate cover.

Officer Comment

Ranford Road is a boundary road between the City of Armadale and the City of Gosnells, with maintenance responsibilities governed by a boundary road agreement. City staff can review the areas for which it has maintenance responsibilities and raise any concerns with the City of Gosnells as required.

ATTACHMENTS

There are no attachments for this report.

Alternate Recommendation

That Council:

- 1. Publish a scheduled street cleaning and maintenance plan in Harrisdale.*
- 2. Provide interim street cleaning and verge restoration prioritising the removal of general debris, litter, and leaves that have accumulated along roadsides and footpaths. Replenish affected areas with mulch, topsoil which has been blown away over time.*
- 3. A report on the review to be undertaken by staff regarding the Boundary Road Agreement for the road maintenance area with the City of Gosnells.*

Moved: Cr K Kamdar, Seconded: Cr S S Virk

Opposed: Mayor Butterfield

Motion lost 2/5

RECOMMEND

T4/10/25

That Council:

- 1. Receive a memo with the planned street sweeping schedule for the City of Armadale.**
- 2. Receive a memo of the boundary road agreement for road maintenance between the City of Armadale and City of Gosnells.**

Moved Cr K Kamdar
MOTION CARRIED

7/0

COUNCILLORS' ITEMS

1Kelmscott Tree Pruning Update (Mayor R Butterfield)

Mayor R Butterfield requested an update on trees pruned in Kelmscott. Response to be provided administratively.

Cr Kamdar thanked all Councillors and staff, as this was his last Technical Services Committee meeting before retirement.

Cr Busby thanked all Councillors and staff, acknowledging their dedication and hard work over the years.

EXECUTIVE DIRECTOR TECHNICAL SERVICES REPORT

1Armadale Rail Line Maintenance

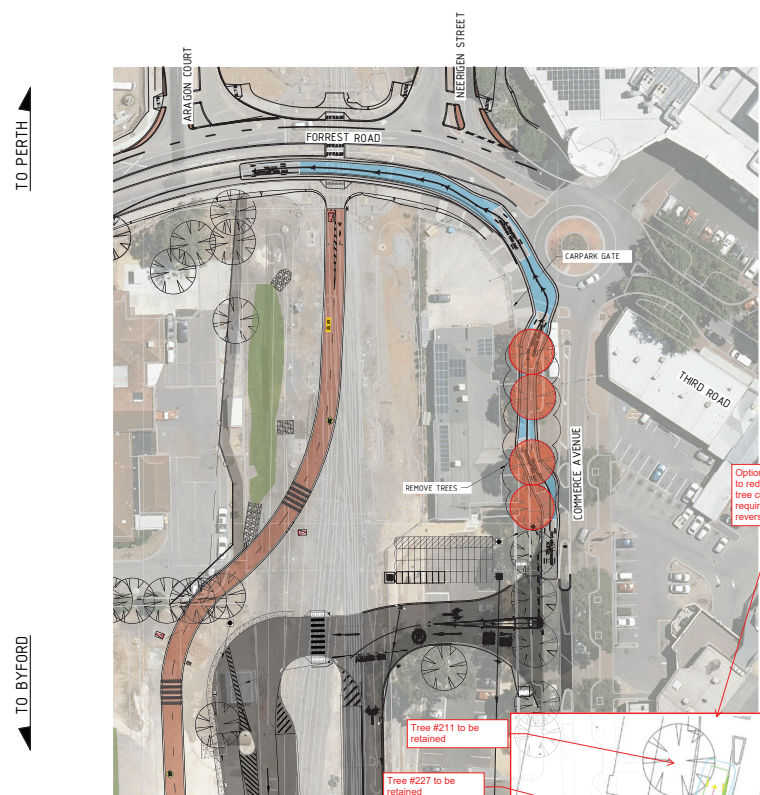
The Executive ~~Services~~ Director Technical Services advised that the City will begin accepting maintenance responsibility for specific areas along the Armadale rail line from 13 October 2025, with additional sections to be progressively handed over as works are completed. Staff are actively preparing for the transition.

The Executive Director Technical Services extended thanks to the members of the Committee on behalf of Technical Services staff.

MEETING DECLARED CLOSED AT 8.59 PM

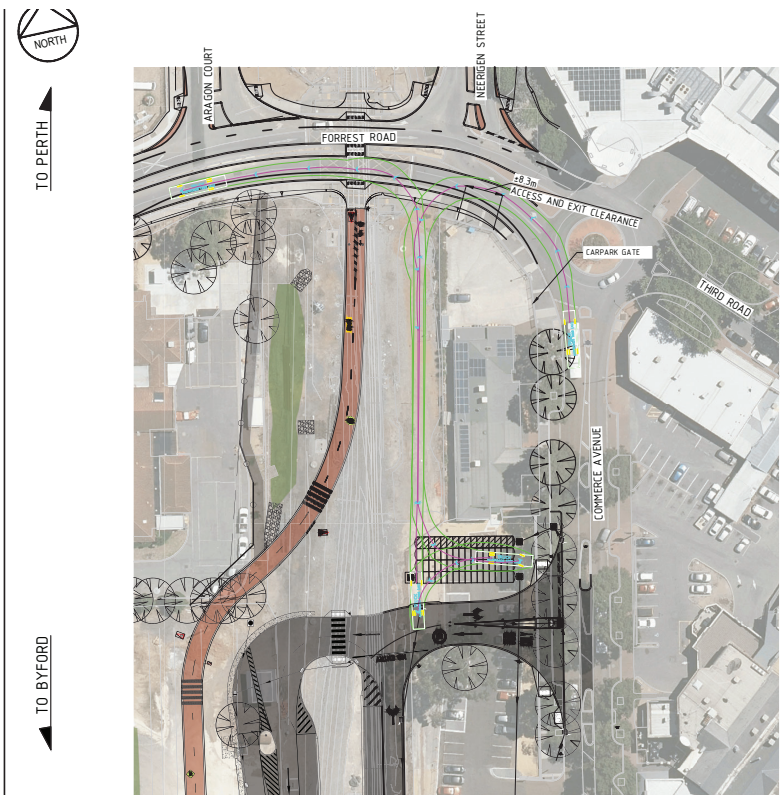
TECHNICAL SERVICES COMMITTEE		
SUMMARY OF ATTACHMENTS		
1 OCTOBER 2025		
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REFERENCES		SCALE	DESIGNED	BYFORD RAIL EXTENSION EXTERNAL TO PRECINCTS CITY OF ARMADALE ROADS - FORREST ROAD SWEEP PATH ACCESS - OPTION 1 AND 2
XR_SURV_SURVEYFLAT	1500	J. AMBAY		
XC_C1415_RODESPATH		DRAWN		
XC_C1415_CONTROLLINES		J. AMBAY		
	DATUM	CHECKED		
	HORIZONTAL: PCG2020	J. PERROTT		
		APPROVED		
		F. OTRANTO		

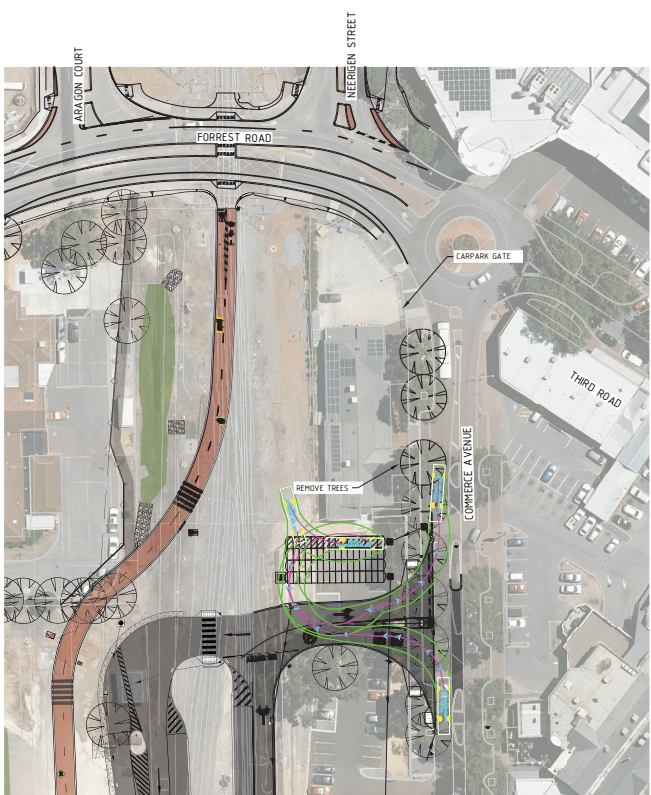


OPTION 4
SCALE 1:500

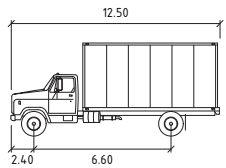
ISSUED FOR INFORMATION	
BYFORD RAIL EXTENSION	
EXTERNAL TO PRECINCTS	
CITY OF ARMADALE ROADS - FORREST ROAD	
SWEEP PATH ACCESS - OPTION 3 AND 4	
FOR MORE INFORMATION	CONTACT



OPTION 5 - ACCESS AND EXIT
SCALE 1:500

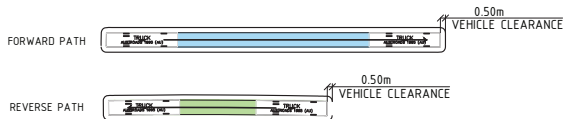


OPTION 6
SCALE 1:500



TRUCK

	Width	: 2.50
	Track	: 2.50
	Vehicle Clearance	: 0.5
	Lock to Lock Time	: 6.0
	Turning Radius	: 12.50
	Steering Angle	: 35.2 degrees



REV	DATE	ISSUED FOR INFORMATION	AMENDMENT	DSN	DRN	CHK	APP
A.01.01	12/11/24	ISSUED FOR INFORMATION					



REFERENCES
XR_SURV_SURVEYPLAT
XR_C14.15_RODSEPLAN
XR_C14.15_CONTROLLINES

SCALE
1:500
DATUM
HORIZONTAL: PCG94
VERTICAL: AUSTRA

DESIGNED	P. WILKS
DRAWN	P. WILKS
CHECKED	J. PERROTT
APPROVED	F. OTRANTO

1500 5m 10m 15m 20m 25m 30m 35m 40m 45m 50m 55m 60m 65m 70m

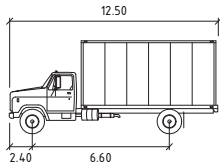
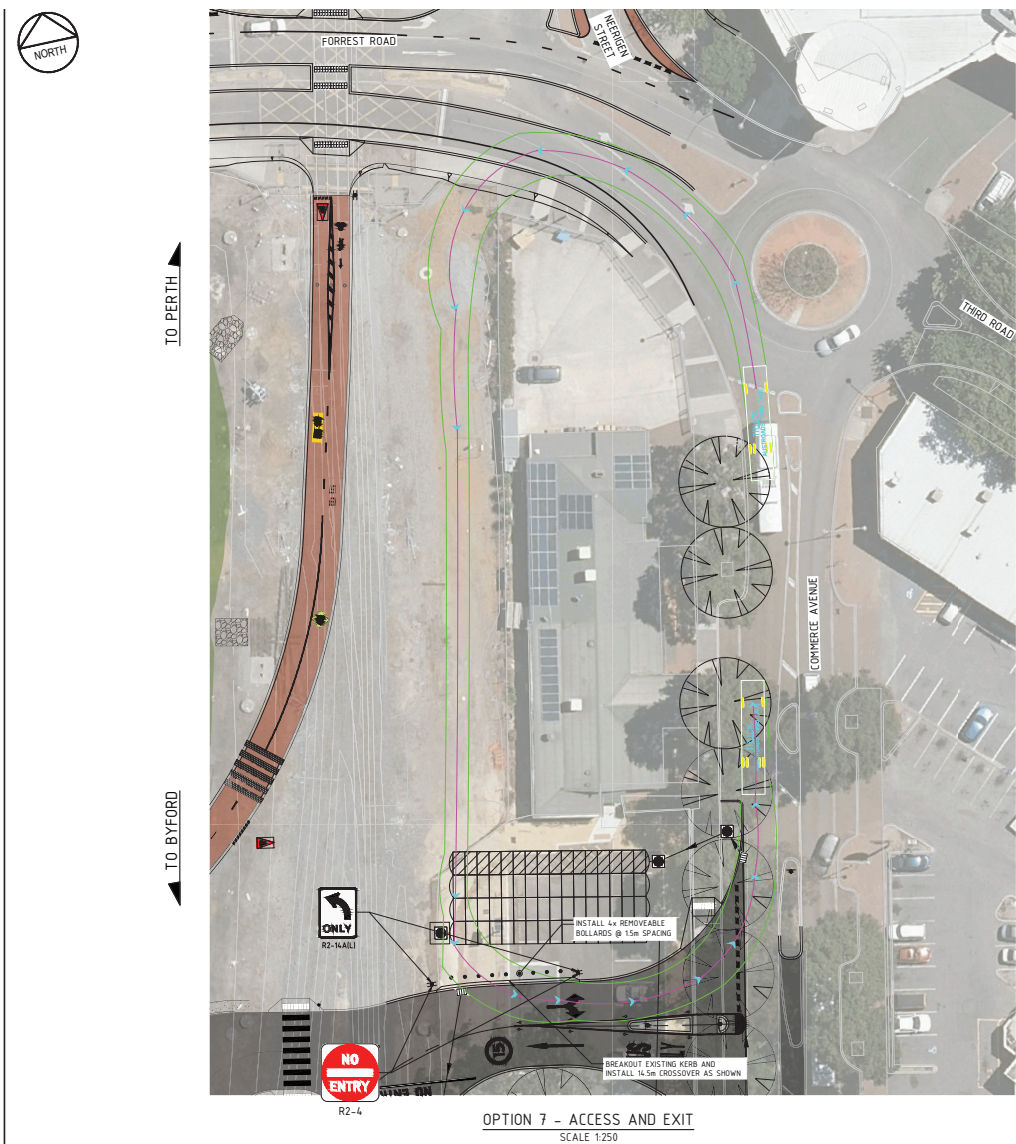
ISSUED FOR INFORMATION

BYFORD RAIL EXTENSION

EXTERNAL TO PRECINCTS

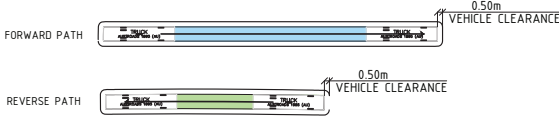
CITY OF ARMADALE ROADS - FORREST ROAD

SWEPT PATH ACCESS - OPTION 5 AND 6



TRUCK

	meters
Width	: 2.50
Track	: 2.50
Vehicle Clearance	: 0.5
Lock to Lock Time	: 6.0
Turning Radius	: 12.50
Steering Angle	: 35.2 degrees



REV	DATE	AMENDMENT	DSN	DRN	CHK	APP
A.01.01	02/10/25	ISSUED FOR INFORMATION				



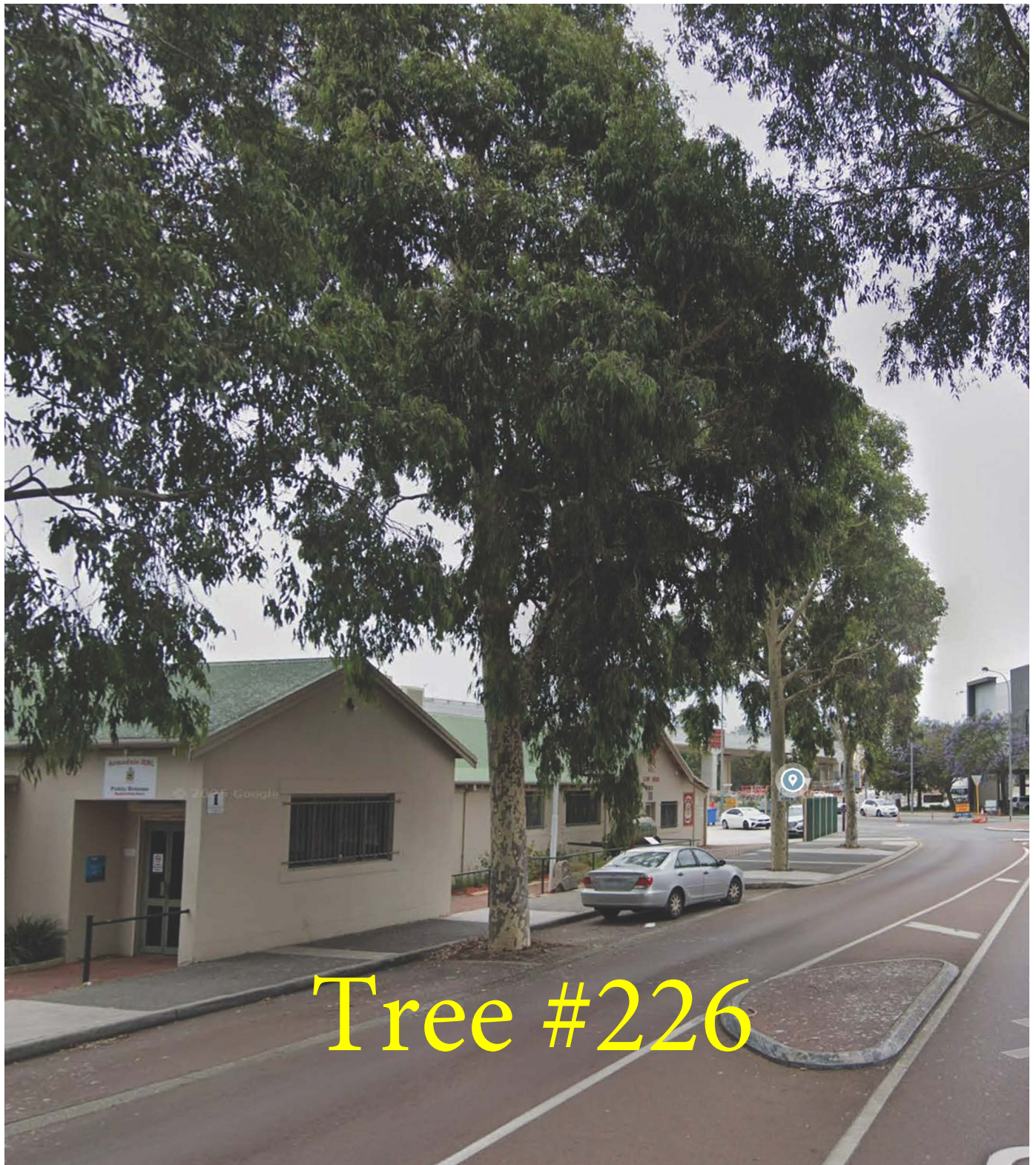
REFERENCES
XR SURV SURVEY PLAT
XR CIVILS TRODEPLAN
XR CIVILS CONTROLLINES

SCALE
1:250
DATUM
HORIZONTAL: PCG94
VERTICAL: AUSTRA

DESIGNED P. WILKS
DRAWN P. WILKS
CHECKED J. PERROTT
APPROVED F. OTRANTO

ISSUED FOR INFORMATION
BYFORD RAIL EXTENSION
EXTERNAL TO PRECINCTS
CITY OF ARMADALE ROADS - FORREST ROAD
SWEPT PATH ACCESS - OPTION 7

RSL Delivery Access – Options Summary			
Option	Description	Assessment Outcome	Key Reasons for Rejection
1 / 1A	Access from Commerce Ave, exit via Forrest Rd (with or without turnaround)	Not supported	Too close to roundabout, non-compliant with Austroads, unsafe turning movements.
2	Access from Commerce Ave through RSL car park	Not supported	Conflicts with RSL parking and pedestrian movements, failed safety standards.
3	Access and exit via Forrest Rd (left-in/left-out)	Not supported	Unsafe truck turning on Forrest Rd, traffic conflicts, proximity to roundabout.
5	Access and exit via Forrest Rd near Principal Shared Path	Not supported	Sightline and pedestrian risks, 3-point truck turn in shared zone, loss of public realm.
6	Access through bus interchange	Not supported	PTA/Transperth rejected; major safety conflicts with buses.
7	Access from Forrest Rd, exit via bus interchange	Not supported	Rejected by stakeholders; required bollard management by RSL volunteers, ongoing safety risks, incompatible with City asset management responsibilities.



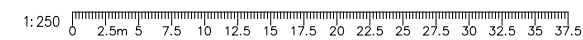
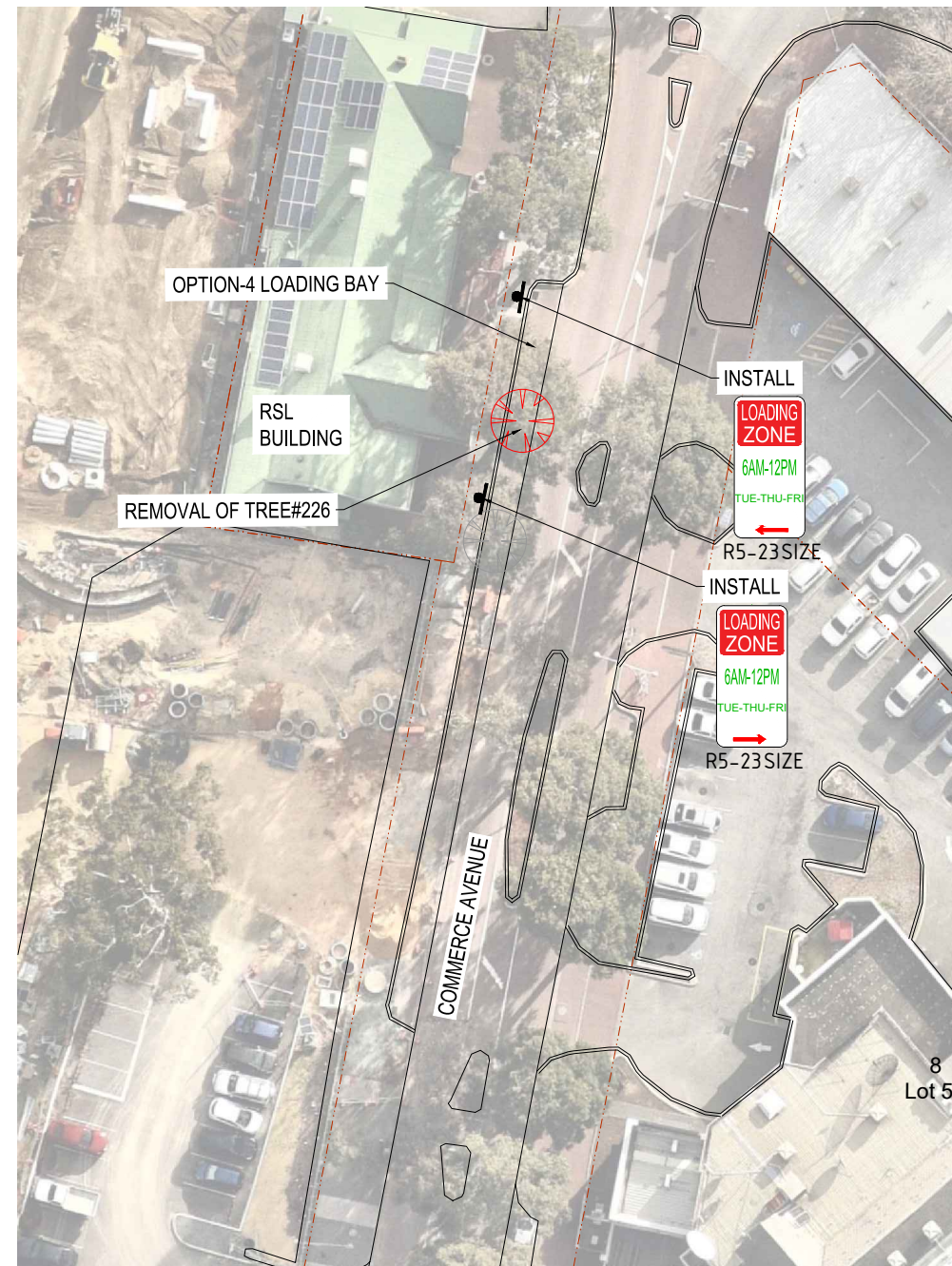


Current Site
Conditions
(South)

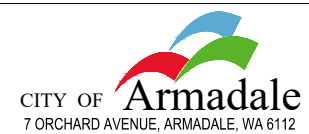




Commerce
Avenue Taxi
Rank



Amendments							Scale: 1:250	Paper: A1
							Datum: AHD	Grid: PCG 94
							Surveyed: XXXXX	Date: DD-MM-YY
	A	16/09/25	ISSUED FOR REVIEW & COMMENTS			JS	DC	
	No	Date		Revision	By	Approved		



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DIRECTOR ENGINEERING SERVICES

Drawn: JS	Date: 16/09/25	Signed:	Project: COMMERCE AVE - ARMADLE OPTION-4 LOADING BAY PROPOSAL FOR RSL	PC No:	Job, Account, No
Designed: JS	Date: 16/09/25	Signed:		CMB No:	TRIM_NO
Checked: DC	Date: 16/09/25	Signed:			
Description: PLAN VIEW					
Manager Engineering & Design:				Sheet No:	1 of 1
			Revision No:	A	
			DWG No:	E-25-XX-01	



Proposed Loading Bay – Commerce Avenue, Armadale

Location: Opposite RSL building, near entry of Thirsty Camel Bottle Shop

Design Considerations

- Removal of the small traffic island near the Thirsty Camel entry to accommodate vehicle manoeuvring.
- Relocation of the double outreach light pole to clear space for the bay and maintain adequate clearance for heavy vehicles.
- Installation of kerbing to properly define the loading bay area.
- No direct pram ramp or pedestrian crossing currently available towards the RSL building.
- The nearest pedestrian crossing is located at the roundabout, approximately 100m away. Deliveries may involve transporting goods up to 25kg across this distance.

Benefits (Pros)

- Provides a loading bay on Commerce Ave in the vicinity of the RSL building to utilise.
- Consolidates loading activity to a controlled location, minimising disruption to through-traffic.
- The bay is located close to both the RSL and nearby commercial premises, allowing shared utility.
- Removing the existing island will improve access for delivery trucks entering/exiting the bay.
- Relocating the light pole ensures adequate clearance for larger vehicles, improving safety.

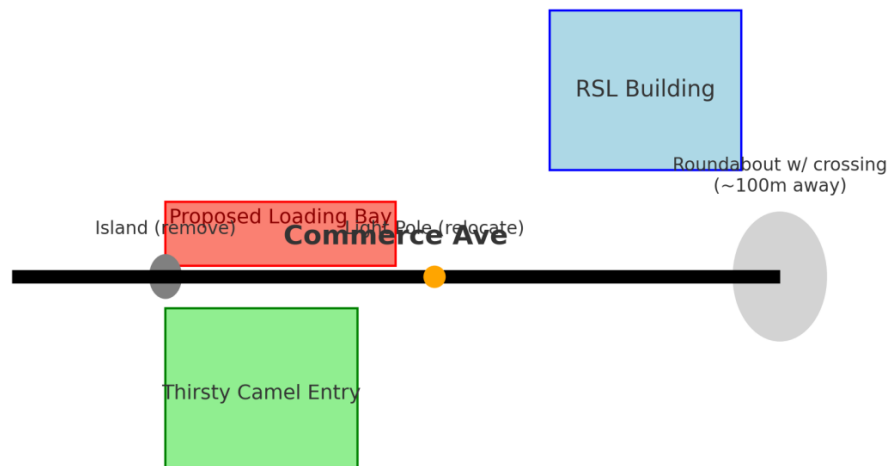
Challenges (Cons)

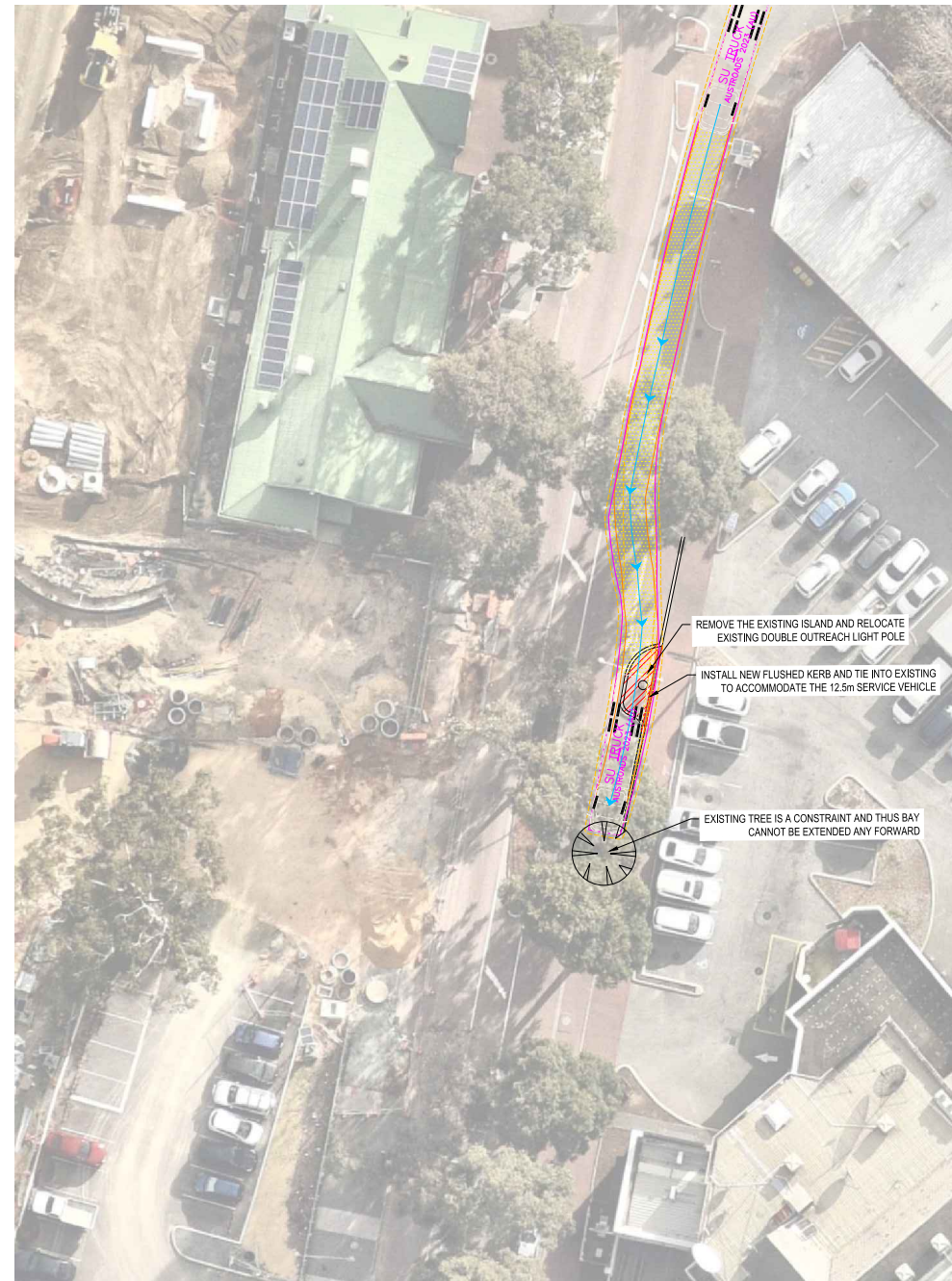
- Delivery staff must transport goods across the road, with no direct crossing facility, raising pedestrian safety and manual handling concerns.
- Increased interaction between delivery trolleys/goods and general traffic if crossing mid-block.
- Removal of existing infrastructure (traffic island, light pole) will involve additional cost and construction works.
- Potential conflict with vehicles accessing the Thirsty Camel entry due to proximity.
- Reduction in on-street parking availability for general public.
- Loading bay usage may obstruct sightlines for vehicles entering/exiting nearby driveways.

Recommendation

Consideration should be given to providing a safer pedestrian crossing facility (e.g., Two Stage Crossing with central median, Zebra Crossing or wombat crossing) between the loading bay and RSL building. This would improve safety and accessibility while maintaining the benefits of the proposed loading bay and may require the loss of additional on-street parking in front of the RSL building to accommodate this.

Proposed Loading Bay - Commerce Ave (Schematic)

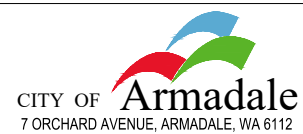




PLAN VIEW
SCALE 1:250



Amendments							Scale: 1:250	Paper: A1
							Datum: AHJ	Grid: PCG 94
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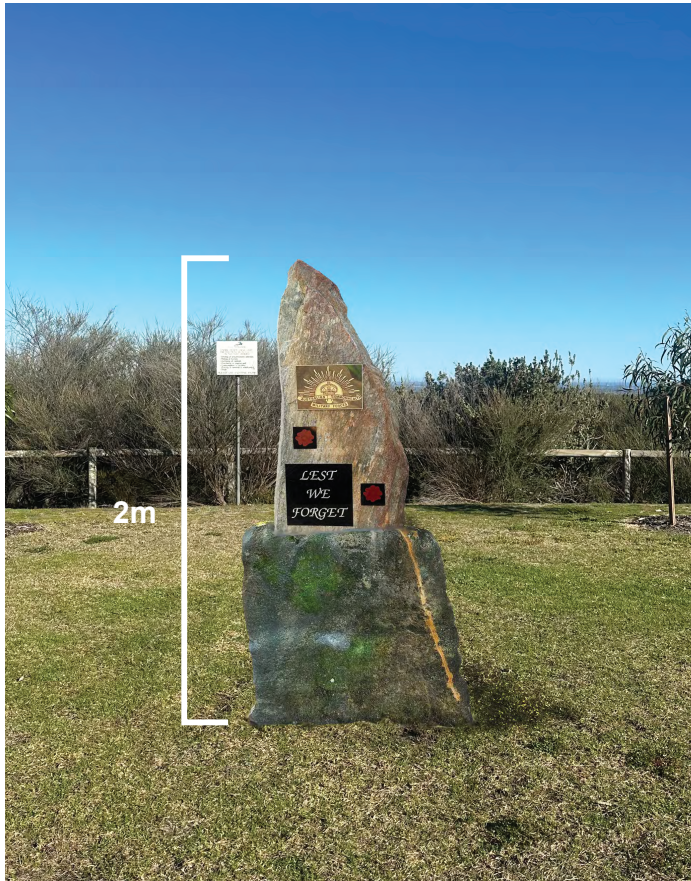
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Designed: JS	Date: 16/09/25	Signed:		CMB No:	TRIM No
Checked: DC	Date: 16/09/25	Signed:			
Manager Engineering & Design:				Sheet No:	1 of 1
				Revision No:	A
			DWG No:	F-25-XX-01	

Churchman Brook - Memorial

LOCATION PLAN

- ① Proposed Location Option 1
- ② Proposed Location Option 2
- ③ Proposed Location Option 3



Churchman Brook - Memorial

EVENT DAY

- ① Proposed Location Option 1
- ② Proposed Location Option 2
- ③ Proposed Location Option 3
- ④ Vehicle Access Route
- ⑤ Screen & Trailer

