



MINUTES

OF THE

ORDINARY MEETING OF THE COUNCIL

HELD ON

TUESDAY 21 JULY 2015

AT 6.30PM IN THE COUNCIL CHAMBERS

MELVILLE CIVIC CENTRE

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MINUTES OF THE ORDINARY MEETING OF THE COUNCIL HELD IN THE COUNCIL CHAMBERS, MELVILLE CIVIC CENTRE, 10 ALMONDBURY ROAD, BOORAGOON, COMMENCING AT 6.30PM ON TUESDAY, 21 JULY 2015.

1. OFFICIAL OPENING

The Presiding Member welcomed those in attendance to the meeting and declared the meeting open at 6:30pm. Mr J Clark, A/Executive Manager Legal Services, read aloud the Disclaimer that is on the front page of these Minutes and then Deputy Mayor, Cr N Foxtton, read aloud the following Affirmation of Civic Duty and Responsibility.

Affirmation of Civic Duty and Responsibility

I make this Affirmation in good faith on behalf of Elected Members and Officers of the City of Melville. We collectively declare that we will duly, faithfully, honestly, and with integrity fulfil the duties of our respective office and positions for all the people in the district according to the best of our judgement and ability. We will observe the City's Code of Conduct and Standing Orders to ensure the efficient, effective and orderly decision making within this forum.

2. PRESENT

COUNCILLORS

Deputy Mayor Cr N Foxtton
Cr M Reynolds
Cr R Aubrey, Cr D Macphail
Cr C Robartson, Cr R Willis
Cr J Barton, Cr S Taylor-Rees
Cr P Phelan
Cr N Pazolli, Cr C Schuster

WARD

University
University
City
Bull Creek/Leeming
Bicton/Attadale
Palmyra/Melville/Willagee
Applecross/Mount Pleasant

3. IN ATTENDANCE

Dr S Silcox	Chief Executive Officer
Ms C Young	Director Community Development
Mr J Christie	Director Technical Services
Mr S Cope	Director Urban Planning
Mr B Taylor	A/Director Corporate Services
Mr J Clark	A/Executive Manager Legal Services
Mr G Ponton (From 10.40pm to11.00pm)	Manager Strategic Urban Planning
Mr N Fimmano	A/Governance & Compliance Program Manager
Ms S Tranchita	Minute Secretary

At the commencement of the meeting there were 15 members of the public and no members from the Press in the Public Gallery.

4. APOLOGIES AND APPROVED LEAVE OF ABSENCE**4.1 APOLOGIES**

His Worship the Mayor R Aubrey

4.2 APPROVED LEAVE OF ABSENCE

Nil

5. ANNOUNCEMENTS BY THE PRESIDING MEMBER (WITHOUT DISCUSSION) AND DECLARATIONS BY MEMBERS**5.1 DECLARATIONS BY MEMBERS WHO HAVE NOT READ AND GIVEN DUE CONSIDERATION TO ALL MATTERS CONTAINED IN THE BUSINESS PAPERS PRESENTED BEFORE THE MEETING.**

Nil

5.2 DECLARATIONS BY MEMBERS WHO HAVE RECEIVED AND NOT READ THE ELECTED MEMBERS BULLETIN.

Nil

6. QUESTION TIME**6.1 Ms E Nicholson, Applecross**Question 1

I refer to the City of Melville report submitted to the ordinary meeting of council held on 20 May 2014 as agenda item CD14/8060 - BLUE GUM PARK TENNIS CLUB LEASE EXTENSION

After a request from the Booragoon and blue gum lakes friends' group, the attached "revegetation/site plan for the area" was emailed to the convenor, Mary-Ann Oliver, on 6 July 2015.

Is this the operational management plan referred to in recommendation 2 above? If not, could the City please provide this operational management plan?

Response

No, this is not the Operational Management Plan as referred to in recommendation 2. The City is not at liberty to distribute the Tennis Club's Maintenance Plan; it is recommended that you make contact with the Tennis Club.

Question 2

The attached "revegetation/site plan for the area" clearly shows a 3 metre firebreak adjacent to the now existing fertilizer shed. As the City is the determiner of where firebreaks should be situated in the City of Melville, why wasn't the firebreak requirement mentioned in the detailed report presented to Council on 20 May 2014 so that Council knew exactly how much land was going to be excised from the Bush Forever Site known as Blue Gum Lake Reserve before it voted?

Response

Attachment 4 of the Council Report raises community concerns regarding the creation of a new firebreak. There is a requirement under the *Bush Fire Act 1954* to ensure sufficient firebreaks are maintained.

Question 3

How much will the firebreak cost? Who will be paying for the firebreak?

Response

The estimated cost to install the firebreak is \$1,500. The City is seeking a contribution from the Blue Gum Park Tennis Club for this work.

Question 4

What will be the area of the firebreak?

6. QUESTION TIME (Continued)**6.1 Ms E Nicholson, Applecross (Continued)**Response

A three metre wide firebreak will be maintained around the perimeter of the structure.

Question 5

The addition of the firebreak effectively increases the tennis club's leased area. The majority of Council approved this extension of the leased area of the tennis club for 238 square metres. However with the council's recent firebreak requirement, the majority of council actually extended the encroachment into our Bush Forever site in excess of 238 square metres.

Response

The firebreak does not form part of the Tennis Club's lease area.

Question 6

Will the City's ratepayers be compensated for this additional loss of communal Bush Forever land? If so, how? If not, why not?

Response

There is no loss as advised in the response to Question 5 above. The City will continue to work with all stakeholders to maintain and enhance the natural environment of the area.

Question 7

Would you please advise whether any external group/organization/persons were consulted with prior to the commencement of the creation of the firebreak? If so, would you please name the said group/organization/persons and when this consultation took place?

Response

Firebreaks are a legal requirement under the *Bushfire Act 1954* and consultation is not required when installing or maintaining firebreaks.

6.2 Mr M McLerie, BictonQuestion 1

Please confirm and provide a copy of the City's internal processes for managing things on residential street verges.

6. QUESTION TIME (Continued)**6.2 Mr M McLerie, Bicton (Continued)**Response

The *Local Government Act 1995: Activities in Thoroughfares, Public Places and Trading Local Law 2014*, the *Local Government (Uniform Local Provisions) Regulations 1996* and Council Policies provide guidance on management of thoroughfares and road verge reserves. These are publicly available on websites.

The City's documents are available from the City's website.

Question 2

- *How many residences within the City have building work associated with building permit(s) issued by the City underway, ie do not count multiple building permits for concurrent building permits at a given residence.*
- *Of those residences that have building work underway how many of those residences have utilised the verge in support of that building work, ie have had or have building material, waste bins, site toilets, sheds, safety structures or other things associated with the building work on road verge for greater than 24 hours over the past 2 years.*
- *Of those residences that have utilised the verge for the purposes of building work under approved building permits how many owner-builders/builders/applicants have;*
 - *Requested permission from the City to utilise the verge; and*
 - *Of those requests how many has the City rejected, and on what grounds.*
- *How many builders/owner builders over the last 2 years has the City, in response to complaints or of its own a in relation to things on the verge;*
 - *Informally approached;*
 - *Reminding them that written permission is required;*
 - *Requesting they totally remove those things; and/or*
 - *Requesting them to make some changes mitigate the specified issues*
 - *Issued builder orders to in relation to specified issues with the things on the verge*
 - *Issued a notice of intention to prosecute for failure to comply with the "City's request.*
 - *Issued prosecution notices in relation to those things on the verge.*
 - *Successfully prosecuted for keeping things on the verge.*
- *Please see attachment 1 that is a sample of a number of residences that currently appear to have building work underway. Please confirm when the owner builder/builder requested and received written permission from the City to utilise the verge. We note, based on the random drive past survey, greater than 90% of all residences with building work underway utilised the verge in some way, with greater 60% with significant structures, equipment and material on the verge.*

6. QUESTION TIME (Continued)**6.2 Mr M McLerie, Bicton (Continued)**Question 3

- *Over the past 2 years how many*
 - *Requests has the City received from the owner or occupier of land in relation storing things on the verge (such as boats, cars, trampolines, sheds, waste bins), plant vegetation or any other structures or things that may impede or pose a risk to public thoroughfare across the verge.*
 - *How many of those requests have been granted or are still under review, and if granted for what time and under what conditions.*

- *How many land owners or occupants currently have permission to have things on the verge that may obstruct public thoroughfare. Please specify by suburb, the number, basis for granting permission and the conditions imposed.*

- *How many land owners or occupants over the past 2 years has the City, in response to complaints or of its own volition in relation to things on the verge;*
 - *Informally approached*
 - *Reminding them that written permission is required;*
 - *Requesting they totally remove those things; and/or*
 - *Requesting them to make some changes mitigate any issues.*
 - *Formally notified them to take action in relation to specified issues with the things on the verge.*
 - *Issued a notice of intention to prosecute for failure to comply with the City's request.*
 - *Issued prosecution notices in relation to those things on the verge.*
 - *Successfully prosecuted for obstruction of public thoroughfare.*

- *Please see attachment 2 that is a sample of residences that currently appear to have had things on the verge for an extended period. Please confirm when the owner or occupier requested and received written permission from the City to use the verge in the manner specified. Of permissions granted how many are still current and for how long. Note I see no reason to make this sample list public, rather confirm % of the sample group in response to the specific questions.*

Response

The City will not respond to Questions 2 and 3 as this matter is subject to a current State Administrative Tribunal hearing.

6.3 Mr M McLerie, Bicton (Response to Questions taken on notice from the Agenda Briefing Forum held on 7 July 2015)Question 4

Over the past 2 years how many significant complaints have been received by the City and did the City's Chief Executive Officer formally notify the Mayor/Council of all those complaints or has the Mayor otherwise become aware of any other significant complaints.

6. QUESTION TIME (Continued)

6.3 Mr M McLerie, Bicton (Continued)

Response

The City has referred four complaints to the Corruption and Crime Commission of Western Australia. In addition, the Ombudsman Western Australia noted in the 2013-14 Annual Report that seven complaints were received relating to the City of Melville. The complaints that were dealt with in 2013-14 had the following outcomes:

- 1 Issue not in jurisdiction – 1
- 2 More appropriate body to handle complaint – 1
- 3 Investigation not warranted – 4
- 4 Resolved – 2
- 5 Sustained – Nil

The matters referred to the Corruption and Crime Commission of Western Australia are the responsibility of one officer and it is not required or appropriate that the Mayor or Council are involved in these referrals.

Question 5

Does the City have documented complaints policies and procedures?

- *If so: when were they last audited and can they be made available on request or on the City's internet site.*
- *If not:*
 - *When and how does the Mayor/Council get involved in significant complaints? Presumably it is a best practice/necessary requirement in order for the Council to fulfil its role of ensuring the City's performance of its function.*
 - *How does the City receive, log, investigate, action and close out complaints?*
 - *How are complaints reported to the Chief Executive Officer/Mayor/Council?*
 - *What is the complaint escalation process; e.g. is there / what is the delineation of complaints that need to be reported to the Chief Executive Officer, Mayor and/or Council.*
 - *How does the City manage possible, real or perceived, conflicts of interests when managing complaints?*

Response

The City does have a Customer Feedback Policy and a Complaints Procedure. Both documents have been reviewed with the Customer Feedback Policy reviewed on 21 October 2014 and the Complaints Procedure was reviewed on 11 September 2012. These are operational documents for internal management of these processes. A copy of the City's Fraud and Corruption Prevention Policy that is available on the City's website for your information.

The City had a recertification audit in 2014 and received certification to the International Customer Service Standards (ICCS; 2010-14) which included a review of the City's complaints handling process.

7. AWARDS AND PRESENTATIONS

Nil

8. CONFIRMATION OF MINUTES**8.1 ORDINARY MEETING OF THE COUNCIL – 16 JUNE 2015**
Minutes 16 June 2015**COUNCIL RESOLUTION**

At 6.46pm Cr Schuster moved, seconded Cr Willis–

That the Minutes of the Ordinary Meeting of the Council held on Tuesday, 16 June 2015, be confirmed as a true and accurate record.

At 6.46pm the Deputy Mayor submitted the motion, which was declared
CARRIED UNANIMOUSLY (11/0)

8.2 NOTES OF AGENDA BRIEFING FORUM – 7 JULY 2015
Notes 7 July 2015**COUNCIL RESOLUTION**

At 6.47pm Cr Reynolds moved, seconded Cr Robartson–

That the Notes of the Agenda Briefing Forum held on Tuesday, 7 July 2015, be received.

At 6.47pm the Deputy Mayor submitted the motion, which was declared
CARRIED UNANIMOUSLY (11/0)

8.3 SPECIAL MEETING OF THE COUNCIL – 24 JUNE 2015
Minutes 24 June 2015**COUNCIL RESOLUTION**

At 6.47pm Cr Aubrey moved, seconded Cr Schuster–

That the Minutes of the Special Meeting of the Council held on Wednesday, 24 June 2015, be confirmed as a true and accurate record.

At 6.47pm the Deputy Mayor submitted the motion, which was declared
CARRIED UNANIMOUSLY (11/0)

9. DECLARATIONS OF INTEREST**9.1 FINANCIAL INTERESTS**

Nil

9.2 DISCLOSURE OF INTEREST THAT MAY CAUSE A CONFLICT

- T15/3637 – Cr Robartson – Operational Waste Collection Review – Interest under the Code of Conduct.
- C15/6084 – Dr Shayne Silcox – Financial Assistance Grants to Local Government – Interest under the Code of Conduct.

10. DEPUTATIONS

- Item T15/3645 – Perth Freight Link Preferred Route Alignment - Mr. J Richards on behalf of the Stock Road Commercial Landowners Group (SRCLG)

11. APPLICATIONS FOR NEW LEAVES OF ABSENCE

At 10.11pm Cr Aubrey moved, seconded Cr Reynolds

That the application for new leave of absence submitted by Cr Schuster on 21 July 2015 be granted.

At 10.11pm the Deputy Mayor submitted the motion, which was declared
CARRIED UNANIMOUSLY (11/0)

12. IDENTIFICATION OF MATTERS FOR WHICH MEETING MAY BE CLOSED

- **Confidential Item T15/3637 – Operational Waste Collection Review**

The matter is confidential in accordance with section 5.23 (2) (c) of the Local Government Act 1995, a contract entered into, or which may be entered into, by the local government and which relates to a matter to be discussed at the meeting; and (e) a matter that if disclosed would reveal – information that has commercial value to a person; ...where the trade secret or information is held by, or is about, a person other than the local government;...

13. PETITIONS

Nil

14. REPORTS OF THE CHIEF EXECUTIVE OFFICER

At 6.49pm the Deputy Mayor requested that item T15/3645 – be brought forward for discussion

From 6.49pm until 7.10pm a deputation was heard from Mr Richards on behalf of the Stock Road Commercial Landowners Group (SRCLG)

LATE ITEM - T15/3645 – PERTH FREIGHT LINK PREFERRED ROUTE ALIGNMENT (REC)

Ward	: All
Category	: Strategic
Subject Index	: Roe Highway
Customer Index	: Main Roads WA
Disclosure of any Interest	: No Officer involved in the preparation of this report has a declarable interest in this matter.
Previous Items	: Not Applicable
Works Programme	: Not Applicable
Funding	: Not Applicable
Responsible Officer	John Christie Director Technical Services

AUTHORITY / DISCRETION

DEFINITION

<input checked="" type="checkbox"/>	Advocacy	<i>When the Council advocates on its own behalf or on behalf of its community to another level of government/body/agency.</i>
<input type="checkbox"/>	Executive	<i>The substantial direction setting and oversight role of the Council. e.g. adopting plans and reports, accepting tenders, directing operations, setting and amending budgets.</i>
<input type="checkbox"/>	Legislative	<i>Includes adopting local laws, town planning schemes & policies.</i>
<input type="checkbox"/>	Review	<i>When the Council operates as a review authority on decisions made by Officers for appeal purposes.</i>
<input type="checkbox"/>	Quasi-Judicial	<i>When the Council determines an application/matter that directly affects a person's right and interests. The judicial character arises from the obligation to abide by the principles of natural justice. Examples of Quasi-Judicial authority include town planning applications, building licences, applications for other permits/licences (eg under Health Act, Dog Act or Local Laws) and other decisions that may be appealable to the State Administrative Tribunal.</i>
<input type="checkbox"/>	Information	<i>For the Council/Committee to note.</i>

LATE ITEM - T15/3645 – PERTH FREIGHT LINK PREFERRED ROUTE ALIGNMENT (REC)**KEY ISSUES / SUMMARY**

- The City has for a number of years supported the extension of Roe Highway as part of the Perth Freight Link between the Kwinana Freeway and the Port of Fremantle.
- Roe Highway was first gazetted as part of the Metropolitan Region Scheme (MRS) in 1963 and formed part of the Metropolitan ring road system, its origin can be traced back to the *“Plan for the Metropolitan Region, Perth and Fremantle, Western Australia, 1955”* more commonly known as the *“Stephenson and Hepburn Report 1955”*
- The deletion of part of the Fremantle Eastern Bypass from the MRS in 2004 has resulted in the Kwinana Freeway, Leach Highway and High Street being the only direct access for freight to the Port of Fremantle. Leach Highway in Melville and High Street in Fremantle were never designed to perform as a freight route to Fremantle Port.
- The purpose of the regional road network in the MRS is to provide efficient high speed transport corridors across and around the Metropolitan region, located and designed to provide for the future growth and development of Perth as a capital city.
- The Port of Fremantle currently processes between 700,000 and 750,000 Twenty Foot Equivalent Units Containers (TEU's) per annum and growth projections indicate that the Inner Harbour has capacity to process greater than 1.4 million by 2027.
- There is an aspirational target for the Port to transport 30% of TEU's by rail; currently the actual figure transported by rail is approximately 15%. Current restrictions placed on Fremantle Port for rail access make this 30% target challenging for the future, particularly when considering the future growth in TEU's and that 97% of freight movements are in the metropolitan area.
- The City of Fremantle has a preference to maintain a working port in the City of Fremantle and future projections indicate that the Port of Fremantle will continue to operate as a working port after the construction of an outer harbour in Cockburn Sound.
- The current freight route between the Kwinana Freeway and Fremantle Port poses serious safety concerns with the crash rates significantly higher than other roads within the metropolitan area.
- There is an identified need to complete the Roe Highway Metropolitan ring road system as part of the Perth Freight Link Project, to provide a robust regional transportation network to serve the southern suburbs of Perth into the future.
- There is an identified need to create a dedicated high speed, efficient and accessible highway to meet the needs of Fremantle Port, the eastern and southern metropolitan industrial areas Perth and Jandakot Airports, the Murdoch Activity Centre, Fremantle and the Cockburn Coast.

LATE ITEM - T15/3645 – PERTH FREIGHT LINK PREFERRED ROUTE ALIGNMENT (REC)

- The proposed Main Roads Western Australia (MRWA) Option 1, Section 2 is sub-optimal and will impact on 46 residential and 26 commercial properties and is not considered to be the best outcome for the community, the long term operation of the Perth Freight Link, the Southern Metropolitan Region and Fremantle Port.
- The proposed MRWA Option 1, Section 1 (Roe 8) between Kwinana Freeway and Stock Road has received conditional approval from the EPA, the State Minister for Environment and is awaiting Federal approval from the Minister for the Environment.
- The conditional approval from the EPA recognised that MRWA had adequately considered the key environmental factors and recognised the regionally significant environmental values of the area. MRWA were commended for their approach to innovative construction methods and has set a new standard for major road projects in this type of sensitive environment.
- There is a concern that if the Roe Highway is not extended as planned, traffic congestion and associated transportation issues within the southern suburbs of Perth will get worse, access to the port will be adversely impacted and the opportunity for resolving and enhancing the regional road network south of Perth could be lost.
- This report recommends that the Council:

Reconfirm its support for the extension of Roe Highway between the Kwinana Freeway and Stock Road in accordance with the plans adopted by Main Roads Western Australia to finalise the Perth Freight Link.

Request Main Roads Western Australia approach the construction of the Roe Highway extension for that section within the Beeliar Regional Park, in such a way as to minimise any potential adverse environmental impacts on the Park, by ensuring the maximum protection of the flora and fauna, the wetlands and the amenity of the area, together with maintaining and enhancing public accessibility of this regionally important asset.

Reiterate its support for extending the Roe Highway, west of Stock Road to Stirling Highway, utilising the alignment of the Fremantle Eastern Bypass for the Perth Freight Link.

Advise the State Government that in order to minimise the potential impact of utilising the Fremantle Eastern Bypass alignment for the Perth Freight Link, all or part of the route between Clontarf Hill and Stirling Highway should be tunnelled if possible.

LATE ITEM - T15/3645 – PERTH FREIGHT LINK PREFERRED ROUTE ALIGNMENT (REC)**BACKGROUND**

At the Ordinary Council meeting of 16 June 2015 the Council resolved as follows:

“That the Council:

1. *Requests the Chief Executive Officer prepare a report to be presented to the earliest possible Council meeting which identifies the City's preferred alignment of the proposed Perth Freight Link with specific consideration to:*
 - a) *Acknowledging the environmental sensitivity shown in selecting, within the boundaries of the road reservation set aside in the Metropolitan Regional Scheme, the proposed alignment of Roe 7 Extension between the lakes and through to Stock Road and the use of minimally intrusive engineering techniques to protect wetland areas and the proposed environmental offsets to be provided and;*
 - b) *The reaffirmation of the City's support for the construction of the extension of Roe Highway from Stock Rd through to Stirling Bridge along the former Fremantle Eastern Bypass alignment, as currently under consideration by the State Government, as the alignment which provides minimum residential, commercial and social impact on the communities of Melville, Fremantle and East Fremantle whilst providing the most efficient link in the transport network.*
2. *Further the Chief Executive Officer will consider preparing a letter from the Mayor, acknowledging the support of: Hon Tony Abbott the Prime Minister of Australia; Hon Colin Barnett the Premier of Western Australia; Hon Matthias Cormann the Federal Minister for Finance; Hon Dean Nalder the Minister for Transport; Hon Mike Nahan the Treasurer of the State of Western Australia; and all other members of the Cabinet of the State Government of Western Australia and local State Government representatives in providing the funding package for the construction of the Perth Freight Link and expressing the City's desire for the construction to proceed at the earliest possible occasion with the eastern sections of Perth Freight Link (i.e. ROE8) to bring relief from the increasing impacts of heavy traffic congestion in the South West region on road users, residents, business operators and the economy.*
3. *Request the Chief Executive Officer to obtain Traffic modelling from Main Roads on Section 2 of the current planned route to the City and the residents of the City of Melville by July Ordinary Council Meeting 2015.*

At 9.16pm the Presiding Member submitted the substantive motion, as amended was declared

CARRIED (7/3)”

LATE ITEM - T15/3645 – PERTH FREIGHT LINK PREFERRED ROUTE ALIGNMENT (REC)**Roe Highway and the Metropolitan Regional Scheme**

Roe Highway was first gazetted as part of the Metropolitan Region Scheme (MRS) in 1963 and formed part of the Metropolitan ring road system. The ring road links the northern and southern suburbs and the activity centres of Midland, Kewdale, Canning Vale, Murdoch and Fremantle. Over the past 50 years the metropolitan population has grown by 1.6 million people, to just over 2 million and this growth has put pressure on the roads serving Perth. The population within Metropolitan Perth is expected to grow from 2 million to 3.5 million by 2050, thus placing even greater strain on an already stressed regional road network.

Due to the commitment by successive governments to the implementation of the regional road plan in accordance with the MRS, Perth currently enjoys the benefits of a logical, well connected and robust road network. Nevertheless, some parts of the regional road network are reaching capacity and there has been a drop in the level of service on major Primary Distributor roads, such as the Kwinana Freeway, Tonkin Highway and Roe Highway. The forecast increase in population will place additional strain on this regional road network and both the current and previous State Governments have been cognisant of this.

The purpose of the regional road network in the MRS is to provide efficient high speed transport corridors across and around the Metropolitan region, located and designed to provide for the future growth and development of Perth as a capital city.

Roe Highway is designated as part of the State Route system and intersects with the Great Northern (National Highway No. 95), Great Eastern (National Highway No. 94), Tonkin and Albany Highways and the Kwinana Freeway. The road is seen as a national road of significance, hence the national funding contribution from the Federal Government.

The initial section of the Roe Highway was opened in 1983. The most recent section of Roe Highway to be completed, between South Street and the Kwinana Freeway was completed in 2006.

Following this, MRWA mandated that container trucks and trucks over 19m long use Roe Highway, Kwinana Freeway and Leach Highway to access Fremantle Port. This was to reduce truck traffic using Canning Highway, Leach Highway (east of the Kwinana Freeway) and South Street. This demonstrates that MRWA recognises the benefits of using dedicated roads to move freight in the interests of the transportation industry, road safety and the community.

However, the use of a short section of the Kwinana Freeway, between Roe Highway and Leach Highway, a distance of only 4.1kms, as part of the designated freight route serving Fremantle Port, is undesirable and does not represent best operating practice. Conflicts between passenger vehicles and freight are exacerbated at on and off ramps due to merging issues and on occasion can create significant safety hazards for road users and in the context of road safety, this is less than favourable.

The extension of Roe Highway from Kwinana Freeway to Fremantle Port remains the missing link in the regional road plan, a distance of approximately 13.4kms and once complete, the Perth Freight Link will provide a free flowing link from Muchea to Fremantle, a distance of 85kms. By completing the link to Fremantle Port, it will provide for the following:

- Future growth in freight traffic accessing the port.
- Improve access to essential State and Private hospital infrastructure.

LATE ITEM - T15/3645 – PERTH FREIGHT LINK PREFERRED ROUTE ALIGNMENT (REC)

- Increased projections in population growth.
- Reduce freight traffic on mixed-use routes.
- Increase freight efficiency and productivity.
- Increased public safety and local access and amenity.
- Facilitate economic growth of the South West Metropolitan Region.

Recent modelling undertaken by MRWA has shown that without the completion of the Perth Freight Link to Fremantle Port, there will be capacity issues at several locations by 2020 on the current route. This will inevitably result in increased congestion, a reduced level of service and an increase in safety issues.

Perth Freight Link and the City of Fremantle

The significance of Fremantle Port to the City of Fremantle is captured, in their minutes from their Strategic and General Services Committee dated 17 June 2015. The following statement is contained in the background of the report and states as follows with regards to the retention of Fremantle Port:

The City of Fremantle's vision for the future of Fremantle includes the retention of the Fremantle inner harbour as a working port.

The minutes of their Strategic and General Services Committee dated 17 June 2015 further acknowledge the future growth of Fremantle Port as follows:

It is understood that the inner harbour has the capacity to grow that container trade (based on current technology and operational methods) to around 1.4 million TEU's, or by a factor of two.....

Whenever that point is reached (and realistically, before that point is reached) there must be an alternative freight option in place and operational, otherwise the economy of Perth will be severely impacted.

The above extracts from the City of Fremantle's Strategic and General Services Committee shows that the City of Fremantle are aware of the future growth of Fremantle Port's inner harbour and despite that growth potential, the City of Fremantle acknowledges the importance of retaining a working port.

The City of Fremantle along with the City of Melville and the State Government recognise the importance of Fremantle Port to the State's economy and the vibrancy of Fremantle and all appear to be in agreement that an alternative freight option is required. Without an alternative the capacity and the operational efficiency of Fremantle Port will continue to be constrained by the current freight route.

LATE ITEM - T15/3645 – PERTH FREIGHT LINK PREFERRED ROUTE ALIGNMENT (REC)**Perth Freight Link Options**

MRWA is committed to exploring all Perth Freight Link route options to deliver the best outcome for all road users, the community and taxpayers (*Perth Freight Link Information Sheet May 2015*).

Feasibility studies currently being investigated by MRWA include:

Option 1 (Base Case) – *The extension of Roe Highway (Stage 8) to just west of Coolbellup Avenue and upgrades to Stock Road, Leach Highway, High Street and Stirling Highway.*

Option 2 – *The extension of Roe Highway west to Stock Road along the Roe Highway road reserve in Hamilton Hill. It then heads north as a tunnel starting just before Clontarf Hill and running underground to join Stirling Highway near High Street.*

It is expected that the cost of completing this regionally significant freight link to Fremantle Port will be in the order of \$1.6 billion and these funds have been committed by the Federal and State Governments. This will complement and justify the funds already expended to date to deliver the majority of the 70km Reid/Roe Highway ring road system (a cost of some \$3.7 billion to date).

Based on the May 2015 *Information Sheet* the Perth Freight Link will finalise the “missing link” in Perth’s urban transport network and will connect into the “Gateway Project”, being constructed at Perth Airport at a cost of approximately \$1 billion. This will deliver a free-flowing freight route from Muchea to Fremantle Port.

The May 2015 *Information Sheet* also states that the completion of the Perth Freight link will achieve safety, efficiency and environmental benefits by:

- Removing an estimated 500 trucks per day from Leach Highway by 2031.
- Creating shorter journey times, minimising congestion and introducing free flowing traffic.
- Reducing operating costs for the freight industry.
- Reducing exhaust emissions and noise levels.
- Purchasing in excess of 400ha of native vegetation as an environmental off-set.
- Result in carbon emission savings of 450,000 tons of Co2 by 2031.

The economic projections contained in the *Perth Freight Link Website*, states:

- That for every dollar invested in the project the return is \$2.80 to the State. Delivering a return to the State of around \$3.9 billion; and
- Enabling better road access for residents and businesses in the southern suburbs of Perth, together with improved access to the Fremantle Inner Port and the outer harbour planned for Cockburn Sound.

LATE ITEM - T15/3645 – PERTH FREIGHT LINK PREFERRED ROUTE ALIGNMENT (REC)

The Federal Government and Infrastructure Australia have determined that Metropolitan Container Ports should be linked into the National Highway Network. The project to extend Roe Highway to Fremantle Inner Harbour is funded by the Federal and State Governments to achieve this national objective.

While Roe Highway terminates at the Kwinana Freeway the road reservation for the highway between the Freeway and Clontarf Hill remains in the MRS. This allows the potential for the westward extension of the highway to be implemented. It is anticipated that 5,000 heavy vehicles per day will use the Perth Freight Link by 2031. This does not include the additional heavy vehicles that will be generated by the operation of the planned outer harbour and associated industrial areas on the Cockburn and Kwinana coasts.

Currently MRWA is investigating the Fremantle Eastern Bypass route to create for a more direct and free flowing freight connection between Perth's major industrial areas, including Kewdale, Welshpool, Canning Vale and Fremantle Port.

The corridor under review will complete the remaining 13.4kms of the Reid Highway/Roe Highway ring road system. The remaining distance is made up of 5.2kms to extend Roe Highway to Stock Road and 8.2kms to upgrade the Stock Road, Leach Highway and High Street connection. According to MRWA, the works are planned to be completed by 2019.

As a result of investigations by MRWA into its Base Case Option 1 proposed to follow Stock Road, Leach Highway and High Street, residents have become concerned about the likely impact this could have on their property, amenity, and convenience and business owners are concerned about the impact this option could have on their businesses, particularly, the loss of passing trade and customer accessibility.

Of the 72 properties currently affected by the Section 2 concept design, 46 are residential; these include 20 properties in Palmyra, 21 in Willagee and 5 others in other locations of Hamilton Hill and Fremantle. The remainder, 26, are commercial properties, all but one of these commercial properties are located on Stock Road and the corner of Stock Road and Leach Highway, the other is located on the corner of Carrington Street and High Street.

MRWA have stated that these properties could be impacted to varying degrees, from full acquisition, to minor land take, to changes in access. Specific impacts for some properties may not be confirmed until more detailed designs have been developed.

Nevertheless, based on the information currently available, the City believes that Option 1 is sub-optimal and does not deliver the best community or transportation outcome.

The City is firmly of the view that Option 2 with a tunnel under the Fremantle Eastern Bypass alignment is the best outcome for the community, the long term operation of the Perth Freight Link and Fremantle Port.

LATE ITEM - T15/3645 – PERTH FREIGHT LINK PREFERRED ROUTE ALIGNMENT (REC)**DETAIL****The Road System**

In October 2009, MRWA engaged consultants, GHD and Meyrick, to undertake a strategic review of the Roe Highway extension. The review found that:

- Congestion in the study area was already a significant problem.
- Without the Roe Highway extension freight traffic would have no option but to use Leach Highway and South Street to service Fremantle Port.
- Road intersections would experience reduced levels of service.
- The existing road network was inadequate for heavy vehicle movements.
- The network provides inadequate east-west connections.
- Some of the district suburban roads would reach capacity and traffic volumes in the locality would increase.

The report concluded that the Roe Highway extension would:

- Be very effective in attracting heavy vehicles from existing parallel roads, namely Leach Highway and South Street.
- Reduce traffic on critical intersections on Leach Highway and South Street.
- By 2031, attract 79,000 vehicles per day in that section of Roe Highway east of North Lake Road.
- Reduce travel times and transport costs.
- Pose some risk of environment degradation to the Beeliar Regional Park, but this could be minimised by sophisticated planning and construction solutions, but could add significant additional cost for this section of the highway.

Road Safety and Increased Freight on Urban Routes

Statistics provided by MRWA has shown the freight movements on the current freight route of Roe Highway, Kwinana Freeway and Leach Highway to be above the metropolitan average for urban routes. The metropolitan average of freight truck movements on urban routes is 7%; however Leach Highway is currently at 11.5%. Leach Highway was never designed to cater for this volume of freight movements and as a result, this brings with it a significant safety issue for other road users.

The statistics provided by MRWA also show that road safety is a major concern. The metropolitan average of crashes involving heavy vehicles is 5.4%; however the section of Leach Highway, between Kwinana Freeway and Stock Road is 11.1%. The most significant area of safety concerns is at the intersection of Roe Highway with Kwinana Freeway where the crash rate involving heavy vehicles is a staggering 31%; this is 25.6% or six times higher than the metropolitan average and simply not acceptable from a road safety perspective.

LATE ITEM - T15/3645 – PERTH FREIGHT LINK PREFERRED ROUTE ALIGNMENT (REC)

Of those percentages, 72% of crashes involving heavy vehicles are rear-end crashes; this is caused by the stop-start nature of heavy vehicles on already congested urban routes and having to negotiate 14 sets of traffic lights between Kwinana Freeway and Fremantle Port on the current route. With the projected increase in freight movements as the capacity of the inner harbour increases, it is clear that the road safety hazard and the frequency of crashes will also increase.

This is exacerbated further when one considers the future growth in motor vehicle registrations, there has been a 17% increase in motor vehicles registrations between 2009 and 2014 resulting in 2.1m vehicles on the road network. This is forecast to increase to 3.1 million by 2020, which will further add to safety concerns and congestion across the metropolitan road network.

MRWA have identified as part of the *Perth Freight Link Business Case Summary*, that once constructed the Perth Freight Link is expected to result in \$164 million in safety benefits.

It is clearly evident that an alternative route for the movement of heavy vehicles accessing the port needs to be constructed as an immediate priority.

Fremantle Inner Port

The Fremantle Port Inner Harbour represents around 90% of all the value of maritime imports into WA, and almost 30% of all exports. In 2014/15 the Port's total revenue was around \$210 million and the value of trade through the Port in that year was more than \$30 billion.

Based on the Fremantle Port's *Statement of Corporate Intent 2014-2015*, it intends to explore opportunities for greater private sector involvement in the Port's operations. And depending on how this eventuates, it could cause the scope of activities at the Port to change and/or intensify. This could increase the need for reliable and robust transport connections to facilitate any new business initiatives. Expressions of interest from the private sector will close in 2015 with a view to finalising any arrangements, such as leases by 2016.

Fremantle Port's strategic objectives are to:

- Pursue reliable and efficient services.
- Improve the capability of the business.
- Promote trade and business growth.
- Achieve improved efficiencies in cost, resources and systems.
- Create a sustainable business.

Fremantle Port has extended the North Quay rail terminal to increase the capacity and efficiency of its rail container operation. The intention is to progressively move more containers onto rail in order to meet the projected growth. The newly reclaimed land at Rous Head will be used for the management of container trucks. Roll-on-Roll-off facilities will be developed on Victoria Quay.

LATE ITEM - T15/3645 – PERTH FREIGHT LINK PREFERRED ROUTE ALIGNMENT (REC)

Fremantle Port confirms that the inner harbour will continue to operate as a working port and remain a major facility serving the State into the future. This objective is in line with the City of Fremantle's position that a working port should form part of the long term planning for the future of Fremantle.

As part of the long term future of the inner harbour, Fremantle Port considers it essential that the road transport corridors serving the port are improved, as road transport will continue to be the dominant mode of transport to the port, even if it is possible to achieve 30% of containers being transported by rail.

Currently, only around 15% of containers are moved by rail, despite a substantial subsidy from the State Government. At present, Fremantle Port is one of the best performing ports in Australia with movements on rail as shown in the table below:

Financial Year 2013/14	Total Rail
Brisbane	5.0%
Sydney	13.7%
Melbourne	13.9%
Fremantle	14.2%

Between 2001 and 2011 (*Fremantle Port Container Movement Study 2012, by Fremantle Ports, MRWA, Department of Transport and the Freight and Logistics Council of Western Australia*) it was found that the growth in container traffic was around 5.5% per annum. In 2010 the total number of containers handled by the inner harbour was just under 600,000 TEU's. The Port now handles over 700,000 TEU's of which around 600,000 are transported on trucks and 100,000 by rail. If the future capacity of the port is greater than 1.4 million containers, (which is understood to be a very conservative estimate), then this equates to approximately 1.19 million TEU's by truck and 210,000 TEU's by rail in the future, based on rail carrying 15% of containers. If the movement of containers by rail increases to 30% then this would change to 420,000 by rail and 980,000 by road.

It is understood that approximately 95% of all trucks serving the Port come from south of the Swan River, with approximately 33% of those trucks entering the road network from the South West of the State, via the Kwinana Freeway or Stock Road with only 5% of trucks entering the Port from north of the Swan River.

The study also found that when imported containers are unpacked, 97% of the freight movements associated with these containers are within the Metropolitan area, and of this number, 80% are in locations south of Perth, mainly in Kewdale, Forrestfield, Welshpool, O'Connor, Spearwood and Bibra Lake. For the staging of containers, this mostly occurs in North Fremantle, Welshpool, Kewdale, and Bibra Lake and is similar for export containers.

The study confirmed that around 15% of containers are moved by rail and this is mainly within 20 to 30km's radius of the Port. The report determined that it may be possible to increase the share of containers transported by rail to 30%, but this would be subject to the appropriate infrastructure being available near key logistical loading and unloading sites.

LATE ITEM - T15/3645 – PERTH FREIGHT LINK PREFERRED ROUTE ALIGNMENT (REC)

This is an important point, as it is the planning and operation of terminals within the rail system, rather than the rail network itself that will be a key determinant of the use of rail to transport containers in the future. The opportunity to plan for rail terminals may be provided in the Latitude 32 Precinct, given its strategic location to serve both the existing inner and the planned outer harbours, together with the fact that it is a large “greenfield” area designated for future industrial development.

One important factor to consider is the cost benefit of transporting 30% of TEU's by rail, compared to the cost of transporting an additional 15% by road and this is a significant consideration for the Port of Fremantle. The economic argument is a reality and the costs associated with providing significant rail infrastructure to transport an additional 15% of TEU's to a future intermodal terminal, possibly at Latitude 32, and have the TEU's loaded on to truck and have them then transported back to the metropolitan area by road may not be cost effective.

The City of Fremantle believes that it is essential for investment to be made in rail infrastructure if Fremantle Port is to achieve a target of 30% of containers being transported by rail. (*Minutes- Strategic and General Services Committee. 17 June 2015*) The City of Fremantle also considers that the southern extension of the heavy rail line reserve from Fremantle Station to the South Fremantle Power Station is ideal for Passenger Rail Infrastructure, and should not be compromised by rail freight.

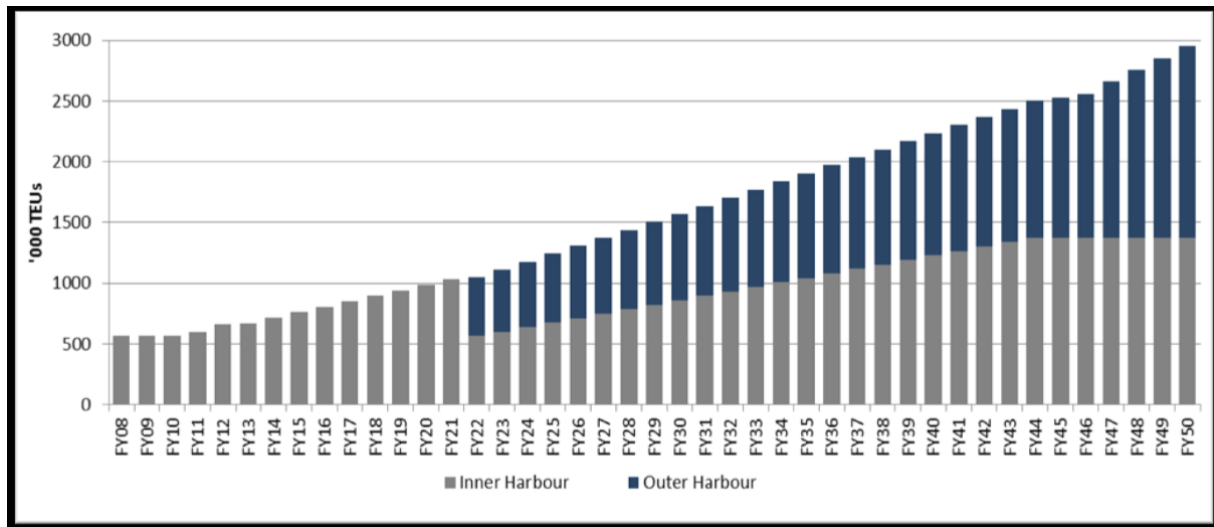
The City of Melville supports Fremantle Port's objective to transfer more containers by rail. However, it is evident that even if the aspirational target of 30% is achieved, 70% of TEU's will still be transported by road.

Fremantle Outer Harbour

The Outer Harbour Project Report, dated 2004, makes it clear that the inner harbour will continue to operate as working port and that the outer harbour will be required to handle the additional trade once the inner harbour reaches its capacity. Based on the current growth of the inner harbour it could reach its capacity by 2025, but more likely beyond that time.

LATE ITEM - T15/3645 – PERTH FREIGHT LINK PREFERRED ROUTE ALIGNMENT (REC)

The graph below shows the demands on the inner harbour continues to grow after the outer harbour has been built and container growth will increase from the current 700,000 TEU's per annum to approximately 1.4 million. The graph assumes that the outer harbour comes on line in 2022; however this appears an unlikely scenario.



(Source MRWA)

The location of the outer harbour is in Cockburn Sound adjacent to the Latitude 32 Precinct. Cockburn Sound has been determined as the only location available on the Metropolitan coast where a new port could be established. The general location of the outer harbour has been endorsed by the State Government.

Transport access to serve the outer harbour is a critical consideration. Depending on the final location and configuration of the outer harbour, Rowley Road and/or Anketell Road will be required to serve the outer harbour with direct access from the Kwinana Freeway. These roads will not only provide free flowing road access to the outer harbour, but also to the existing Kwinana Industrial Area and Latitude 32. Rowley Road is planned to also include a rail corridor.

Although not directly associated with the proposal to provide a freight link to the inner harbour at this time, the extension of Roe Highway to Stock Road will provide improved access to the industrial areas south of Fremantle including the Kwinana industrial area.

The Kwinana industrial area is the most strategically important industrial area in the State, where road and rail access is vitally important for the economic success of this area and the State.

LATE ITEM - T15/3645 – PERTH FREIGHT LINK PREFERRED ROUTE ALIGNMENT (REC)**Murdoch Activity Centre**

Murdoch Activity Centre, with its existing collection of tertiary education institutions, hospitals, transport infrastructure and easily developable land presents an opportunity to become one of the largest centres of activity outside the Perth central business district. As a specialised activity centre with considerable scope to grow, Murdoch has the opportunity to provide up to 35,000 jobs in the longer term, with up to 44,000 students.

As part of the structure planning process for the Murdoch Activity Centre the City undertook an economic assessment of the benefits of the Murdoch Activity Centre and the results were consistent with those shown by MRWA with a rate of return of 2:1 for every dollar invested. This coupled with the benefits of the Perth Freight Link; highlight the significant impact these investments will have for the State.

In November 2011, the City of Melville prepared a report on the impact that the full development of the Murdoch Activity Centre will have on the City which included accessibility. The report made reference to traffic modelling undertaken by MRWA which concluded that by 2031 the traffic volumes on the roads adjacent to the Centre are likely to exceed their capacity.

More recent modelling undertaken by the Perth Transport Authority identified traffic congestion issues in both the AM and PM peak periods. Of concern was the AM peak period, where the modelling identified that when Fiona Stanley Hospital was opened and operating at capacity there would be a tailback of vehicles on the Kwinana Freeway off ramp at South Street, to the extent that the tailback would impact the level of service on the Kwinana Freeway.

Three years on, and this congestion is becoming a reality with the tailback on the off ramp reaching the Kwinana freeway during the AM peak period. Without alternative access from the south to the Murdoch Activity Centre the congestion will increase, particularly when the Mixed Use Precinct is developed.

With regard to the PM peak period the modelling identified significant congestion on Barry Marshall Parade, Murdoch Drive and South Street. Despite both Fiona Stanley Hospital and St John of God Murdoch developing and implementing travel management plans and altering shift patterns, this congestion, like the AM peak, is now a reality within the hospital precinct, and again will increase as the Mixed Use Precinct develops. When fully developed it is anticipated that 35,000 people will move in and out of the Murdoch Activity Centre on a daily basis.

To avoid a transport network failure in and around the Murdoch Activity Centre, the City has advocated, that in addition to road and intersection upgrades to improve access, it was essential that Roe Highway be extended to Stock Road and that a southern connection from Roe Highway to Murdoch Drive was critical to reduce traffic congestion and improve access.

LATE ITEM - T15/3645 – PERTH FREIGHT LINK PREFERRED ROUTE ALIGNMENT (REC)**Leach Highway and High Street**

Leach Highway and High Street, east of Stirling Highway, are designated Primary Regional Roads in the MRS. They both form part of the current metropolitan freight route, albeit they were not designed to function as a freight route. For Leach Highway, east of the Kwinana Freeway, container trucks are restricted in recognition of the negative impacts on the community and other road users and are required to use the Roe Highway. Container trucks are also restricted on Canning Highway and South Street for the same reasons.

This demonstrates that MRWA acknowledges that, by confining freight traffic to dedicated fit for purpose roads, there are benefits for both road users and the community through which regional traffic passes. Residents on Leach Highway east of the Kwinana Freeway to Albany Highway have benefitted from the reduction of heavy vehicle traffic due to the extension of the Roe Highway to the Kwinana Freeway. Roe Highway, which is a purpose built road, has grade separated intersections which facilitate free flowing traffic, it includes sound wall protection, it has high levels of amenity by way of a wide reservation, bicycle paths, landscaped verges and has no direct property access.

West of the Kwinana Freeway, Leach Highway is a constrained road not designed to function as a freight route. Because of the lack of any suitable alternative link for heavy vehicles to reach the port, Leach Highway and High Street have become the default “Roe Highway”. Leach Highway and High Street are unsuitable as a freight route because both have:

- A 70kph and a 60kph speed limit, respectively.
- In excess of 180 driveway connections from private properties. In addition battle axe subdivisions have been approved at the rear of some existing houses which have created additional driveways further exacerbating the situation.
- More than 20 road junctions without traffic light control.
- Eight sets of traffic lights in a distance of 8kms. The distance between the lights varies from as far as 1,300m to as little as 300m.
- Six lane divided carriage way and a four lane undivided carriage way respectively. Based on the traffic mix and volumes with direct frontage to residential premises, they would not comply with current road design standards or operating best practice.
- Existing houses and businesses directly abutting the road reserves limit the opportunity to expand the number of traffic lanes and if this was to occur there may be the requirement to install sound attenuation barriers in those sections of the road that were widened, which in the circumstances would be difficult to achieve.
- High traffic volumes. Leach Highway carries around 65,500 vehicles and High Street 20,000 vehicles per day. In comparison Canning Highway and South Street carry 68,500 vehicles and 49,500 respectively per day. Leach Highway and High Street carry a high percentage of heavy vehicles mixed with light vehicles and public transport.
- 28 bus stops between the Kwinana Freeway and Stock Road of which only two have an embayment, all the other stops require the bus to stop in the traffic lane.

Based on these existing factors alone, it is clear that the function and level of service of Leach Highway and High Street as a freight route and a major regional arterial road cannot be and should not be sustained.

LATE ITEM - T15/3645 – PERTH FREIGHT LINK PREFERRED ROUTE ALIGNMENT (REC)**Future Regional Road Plans**

Recent Regional Planning undertaken by the WAPC (*Planning Framework Towards Perth and Peel @ 3.5 million. May 2015*) includes the extension of Roe Highway west of the Kwinana Freeway connecting to Stock Road as part of the Perth Freight Link serving the region. The Plan reflects the MRWA's Base Case Option 1 to link freight traffic to Fremantle Port. The Plan designates this route as a "Freight Road of Strategic Importance". This classification also applies to Stock Road south of the Roe Highway extension, Rowley Road, Anketell Road the Kwinana Freeway and the Forrest Highway.

The Plan underlines the importance of a freight road network to the State in providing free flowing, efficient, safe and cost effective roads to serve the State's Strategic Centres and Transportation Hubs.

The Plan shows population growth in the South Metropolitan Peel sub-region (includes Rockingham, Cockburn, Kwinana, Gosnells, Armadale, Serpentine-Jarrahdale, Mandurah-Pinjarra, Waroona and Murray). The South Metropolitan Peel sub-region will experience strong growth, with the population forecast to more than double from 523,400 people in 2011 to 1.2 million by 2050.

Significant future development will occur on land already zoned as urban, including between Kwinana-Rockingham and Mandurah-Pinjarra which will place addition strain on an already strained metropolitan road network.

STAKEHOLDER ENGAGEMENT**I. COMMUNITY**

The extension of the Roe Highway west of the Kwinana Freeway has been the subject of on-going community consultation by various public agencies, particularly MRWA. Over the years the City and neighbouring Local Governments have been in direct and indirect contact with their respective residents and ratepayers.

On the 11 June 2015 in response to resident concerns about the impact of the MRWA's proposed Option 1, on their properties in Palmyra, the Mayor and the Elected Ward Member met with residents. They also provided a letter to those in the vicinity of the proposal, setting out the City's position. The letter also addressed a number of community "myths" about the proposed Perth Freight Link project.

II. OTHER AGENCIES / CONSULTANTS

At this stage there have been no formal engagement strategies implemented with any other local government or State agency or with any public relation consultants.

The City has been in contact with MRWA and will continue to work closely with MRWA and the State Government on this issue and will endeavour to keep the local community informed of future developments associated with the Perth Freight Link.

LATE ITEM - T15/3645 – PERTH FREIGHT LINK PREFERRED ROUTE ALIGNMENT (REC)

The City has also been in contact with Fremantle Port and the Cities of Fremantle and Cockburn.

STATUTORY AND LEGAL IMPLICATIONS

There are no Statutory or Legal Implications associated with this report as this report relates to a MRWA project.

FINANCIAL IMPLICATIONS

There are no significant financial implications at this stage. However, there may be a need to undertake a public information and consultation programme, to ensure that the community and the State Government are fully informed of the City's position and have an understanding of the issues and possibilities that may affect them.

STRATEGIC, RISK AND ENVIRONMENTAL MANAGEMENT IMPLICATIONS

The following points outline the strategic context and considerations for deciding the Perth Freight Link route west of the Kwinana Freeway to Fremantle Port.

Primary Drivers for the Perth Freight Link

- *Fremantle Inner Harbour will remain a working port* – this is the established and currently restated policy position for both major political parties, the Fremantle Port and the City of Fremantle.
- *Population growth will generate continuing trade freight demand* – with Fremantle Port having the capacity for the projected growth in import/export trade to nominally double current container throughput.
- *State planning for metropolitan freight has always linked the Kewdale/Forrestfield with Fremantle Port* – container movement studies have shown the concentration of container freight activity land use in this locality and road and rail transport links to Fremantle.
- *Investment to improve freight transport productivity and cost competitiveness* – the growth in trade volumes and the need to contain costs for both local consumers and exporters in an internationally competitive freight market demands that freight infrastructure be developed or redeveloped as required.
- *Designation of the primary freight route to the port* – will relieve conflict and congestion with light vehicles in the south metropolitan region, particularly on Kwinana Freeway and Leach Highway.

The Perth Freight Link is a very important strategic project that has major implications for the City and its residents.

If the project is implemented in accordance with the City's preferred option, which is to tunnel under the FEB alignment, there will be measurable medium and long term benefits to the City, the region and Fremantle Port.

LATE ITEM - T15/3645 – PERTH FREIGHT LINK PREFERRED ROUTE ALIGNMENT (REC)

However, should the project not proceed as either Option 1 or 2, then there will continue to be increasing traffic and transport problems that will dis-benefit both residential and business communities within the City, adjoining Local Governments and the State and over time these dis-benefits are likely to become significant.

Therefore, it is essential in the interest of all stakeholders that the City continues to strongly support the extension of the Roe Highway as part of the Perth Freight Link project and to promote the use of the Fremantle Eastern Bypass alignment by tunnelling all or part of the route from Clontarf Hill to Stirling Bridge. It is important to work with the proponent, all interested parties and stakeholders affected by the proposal together with the broader community.

The southern metropolitan region population is expected to grow by 57% by 2031 which will add pressure on the district and regional road network. It is therefore important that the Perth Freight Link becomes operational, so that it can contribute to the management of the traffic and transport requirements of existing and future residents and businesses.

A recent report by the Federal Government on the state of Australian Cities has indicated that the population of metropolitan Perth is expected to grow to 5.5 million by 2061 and that significant investment in road and rail infrastructure will be required to cope with the increasing transport demands.

At present, Perth has suffered traffic congestion growth at a rate that surpasses any other capital City in the nation. This has resulted in an increase over the past decade, with it taking an extra 31 seconds to travel one kilometre, compared to Sydney which has only experienced an increase of 12 seconds per kilometre over the same period of time.

The report also highlighted that Perth Airport and Fremantle Port will continue to experience substantial growth over the coming decades. It is clearly evident that billions of dollars in investment in transport infrastructure will be required in the not too distant future to deal with the projected growth of Perth and that the Perth Freight Link is an essential part of that infrastructure planning.

Risk Implications

The primary risk is that State Government does not proceed with the project due to public resistance, environmental issues or a lack of adequate funds.

Should the project not proceed, then it is not clear what other options are available for a fit for purpose regional freight route linking the eastern metropolitan industrial areas through the southern suburbs to Fremantle Port. Such an outcome would have major implications within the region and well beyond the City. It is therefore considered essential that this one off opportunity to “connect the link” and provide a free flowing freight route to Fremantle Port is seized at this time.

LATE ITEM - T15/3645 – PERTH FREIGHT LINK PREFERRED ROUTE ALIGNMENT (REC)

At this stage it is not known what plans Fremantle Port has to manage traffic within North Quay as the demands on the port increase over the coming decades. The establishment of a dedicated free flowing road for freight traffic to the port is fully supported. However, where it terminates at Stirling Highway is not clear, nor what is planned to expand the capacity of Stirling Bridge and the capacity of the at-grade intersections to cope with the additional traffic flow.

The distance from High Street to Port Beach Road via Stirling Bridge is around 2.8kms. In this distance there are four sets of traffic lights and one railway level crossings.

Unless these road and access matters are addressed, it could limit the ability of the Port to capitalise on the benefits of the Perth Freight Link. However, these related considerations, are understood to be beyond the scope of the current project and are being addressed by MRWA in the future.

Environmental Management Implications

In September 2013, the Environmental Protection Authority (EPA) recommended that conditional approval be given for the Roe Highway extension, between the Kwinana Freeway and Stock Road.

The EPA conditions require the proponent, MRWA to:

- Avoid, minimise and mitigate environmental impacts.
- Undertake restoration works.
- Acquire wetland areas.
- Provide 234 ha of cockatoo foraging habitat.
- Apply innovative planning and design measures and construction techniques.
- Prepare monitoring and management plans.

The EPA advised that its conditional approval was not a formal assessment, but was of the view that the proponent had:-

- Recognised the regional significance of Bibra Lake and its environs.
- Proposed to “step over” the wetlands by using a “top-down” design approach, to minimise the impact on wetlands, fauna and vegetation and to provide off-sets.

The City fully supported the terms of the conditional approval issued by the EPA and is aware that MRWA will be employing innovative planning, design and construction techniques, and in addition it believes that these works could be the catalyst for further enhancing the natural and recreational values of the Beeliar Regional Park in the vicinity of the road crossing.

LATE ITEM - T15/3645 – PERTH FREIGHT LINK PREFERRED ROUTE ALIGNMENT (REC)

Evidence of previous environmental sustainability initiatives associated with the Perth Bunbury Highway Project included the following:

- Fauna underpasses.
- Installation of “cock-a-tubes” – artificial Black Cockatoo nesting boxes.
- Construction of a wetland adjacent to the Serpentine River from a sand quarry.
- Use of “red mud” (a waste product of bauxite mining) in a drainage basin to treat contaminants.
- Installation of noise walls.
- Translocation of *Drakaea elastica* (Glossy-leafed Hammer Orchid) – removing the orchids from the road alignment and replanting them in the wild and in the Kings Park nursery.
- Funding of studies into the lifecycle of *Drakaea elastica*.
- Topsoil management – constructing usable topsoil through the composting of unsuitable topsoil.
- Offsets – acquisition of land for conservation purposes as an offset for impacts of constructing the highway.

The City encourages the proponent to consider the inclusion of a similar package of ancillary landscaping and conservation works, as part of the project, in recognition of the importance of the Beeliam Regional Park to the local and wider communities.

On 2 July 2015 the Acting Transport Minister formally announced that the Minister for Environment had approved Roe 8 subject to strict conditions. The following is an extract from the Acting Transport Ministers press release:

“It has been identified that the project could be managed to meet its environmental objectives. The EPA had commended Main Roads for its approach to the project, saying ‘from the outset the proponent has recognised the regionally significant environmental values of the area and has sought to apply innovative planning and design measures, and construction techniques. This has set a new standard for major road projects in this type of sensitive environment’.

MRWA undertook extensive community consultation during the planning phase for Roe 8 and as a result considered an alternative alignment to that identified in the MRS to reduce the environmental impacts on the Beeliam Regional Park.

This approval identifies that MRWA has carefully considered the requirements from the conditional approval in September 2013 and has satisfied the EPA regarding the environmental conditions associated with Roe 8.

The final step in the approval process for Roe 8 between Kwinana Freeway and Stock Road rests with the Federal Minister for the Environment a decision is expected within the next month or so.

LATE ITEM - T15/3645 – PERTH FREIGHT LINK PREFERRED ROUTE ALIGNMENT (REC)**ALTERNATIVE OPTIONS AND THEIR IMPLICATIONS**

Based on the information available about the two options being considered by MRWA for the Perth Freight Link, it is difficult for the City to provide detailed responses to the proposals and to identify tested alternatives at this time.

The City's preference is for the Perth Freight Link route west of Stock Road to follow the Fremantle Eastern Bypass alignment based on tunnelling the connection between Clontarf Hill and Stirling Highway. This is MRWA's Option 2 and will result in less adverse impacts on local communities both within the City of Fremantle and the City of Melville.

The City is firmly of the view that tunnelling all or part of the route following the Fremantle Eastern Bypass alignment, as described in Option 2, will minimise the need to acquire properties, reduce the impact of the Perth Freight Link on existing and future residents, and limit the disruption to the existing structure and patterns of use of local neighbourhoods, thus significantly minimising the future social costs.

Another very important advantage of Option 2 is that, if for some reason the tunnel is compromised by traffic conditions, an accident, maintenance works, or an unforeseen event, the option to access the port via Leach Highway, High Street and Stirling Highway can remain as an alternate route to the port.

Should Option 2 be found to be feasible and viable, then consideration should be given by MRWA to making the connection onto Cockburn Road, subsidiary, so that the primary traffic flow is emphasised between Stirling Highway and Stock Road. Heavy vehicles, container trucks and regional through traffic should be discouraged from using Cockburn Road to access the Henderson Marine Precinct, the future outer harbour, Latitude 32 and the Kwinana Industrial Area. Cockburn Road south of Rockingham Road in Hamilton Hill is currently classified as a Primary Regional Road under the MRS which passes through an attractive coastal strip of high quality housing and a Marina which overlooks Owen Anchorage. This coastal residential strip should be protected from the adverse impact of incompatible traffic travelling through the area.

Another major issue of concern related to Option 1, is in respect to how MRWA intends to manage the traffic currently using Leach Highway and High Street during construction. There appears to be few options available to detour the significant volumes of traffic around the Stock Road and Leach Highway intersection over an extended period, while maintaining the required level of service to the port, Fremantle and the coast. It is anticipated that the disruption to traffic would be quite substantial over the duration of construction and significantly impact travel times through this intersection.

Should Option 2 be found not to be feasible or viable the City would be concerned if Option 1 progressed as currently proposed by MRWA given the direct impacts it will have on existing residences and businesses. Before this Option is finalised and contracts let, MRWA should undertake further investigations to determine how the route can be realigned so as to eliminate the need to acquire properties.

To minimise the impact of the Perth Freight Link on residents abutting High Street and its junction with Stirling Highway, consideration be given by MRWA to the provision of a service road and a sound barrier to these residences in order to remove the direct driveway access onto the Perth Freight link route and to improve the amenity for these residents.

LATE ITEM - T15/3645 – PERTH FREIGHT LINK PREFERRED ROUTE ALIGNMENT (REC)

The City, however, reiterates its view that Option 1 is considered sub-optimal and is unlikely to be able to sustain the level of service required to the region or the Port in the long term, based on Fremantle Port's existing and future operations.

CONCLUSION

In conclusion, the foregoing report sets out the reasons for the City to support the Perth Freight Link project.

It is clear that without the Perth Freight Link to serve the traffic and transportation needs of the region, access to the Fremantle Port, the future outer harbour, the Henderson Marine Precinct, the Kwinana Industrial Area, Latitude 32 and the Murdoch Activity Centre will become dysfunctional and adversely impact the regional road network and the development potential of Perth's southern region.

The City continues to fully support the extension of the Roe Highway to Stirling Highway. It is essential that the Perth Freight Link be considered as a single project, because each component of the project relies on the other to be successful, and therefore they need to be completed sequentially or simultaneously, otherwise the project objectives may not be achieved.

In addition, it is important to consider the need for the preparation of an access strategy for the inner harbour including Stirling Highway, so that the benefits of the Perth Freight Link can be maximised, to benefit the short and long term growth and development of the Fremantle Port.

It is clear that Option 1 is sub-optimal when considering the factors detailed above and this option does not provide the sustainable long term solutions to the movement of freight within the southern metropolitan region.

It is therefore recommended that the Council endorse Option 2 with a tunnel under the Fremantle Eastern Bypass alignment as its preferred alignment, as this is the best outcome for the community, business owners, the long term operation of the Perth Freight Link, the Southern Metropolitan Region and Fremantle Port. This option will not only benefit the local communities, it will potentially become the catalyst for the future economic prosperity of the State.

LATE ITEM - T15/3645 – PERTH FREIGHT LINK PREFERRED ROUTE ALIGNMENT (REC)

At 7.30pm Dr Silcox left the meeting and returned at 7.32pm.
At 7.46pm Cr Schuster left the meeting, and returned at 7.48pm.
At 8.39pm Cr Aubrey left the meeting, and returned at 8.41pm.
At 8.40pm Cr Pazolli left the meeting, and returned at 8.42pm.
At 8.42pm Ms Tranchita left the meeting and returned at 8.46pm

EXTENSION OF TIME TO SPEAK

At 7.56pm Cr Macphail moved, seconded Cr Schuster

That in accordance with Standing Order Clause 9.6 (Limitation of duration of speeches) Cr Macphail be permitted an extension of time to speak.

At 7.58pm the Deputy Mayor submitted the motion, which was declared

CARRIED (10/1)

Vote Result Summary	
Yes	10
No	1

Vote Result Detailed	
Cr Barton	Yes
Cr Foxtton	Yes
Cr Macphail	Yes
Cr Pazolli	Yes
Cr Phelan	Yes
Cr Reynolds	Yes
Cr Robartson	Yes
Cr Schuster	Yes
Cr Taylor-Rees	Yes
Cr Willis	Yes
Cr Aubrey	No

Cr Macphail requested that the following images be tabled for Councillors information:

1. The Port of Prince Rupert – Growing fast, Going strong.
2. Pacific Gateway – Partnerships with Terminals, Ports, Highways, Airports and Governments.
3. Union Pacific Corporation – 2014 Investor Fact Handbook

OFFICER RECOMMENDATION AND COUNCIL RESOLUTION (3645)

APPROVAL

At 7.01pm Cr Phelan moved, seconded Cr Aubrey –

That the Council:-

1. **Reconfirm its support for the extension of Roe Highway between the Kwinana Freeway and Stock Road in accordance with the plans adopted by Main Roads Western Australia to finalise the Perth Freight Link.**

At 8.58pm the Deputy Mayor submitted the motion, which was declared

CARRIED (8/3)

LATE ITEM - T15/3645 – PERTH FREIGHT LINK PREFERRED ROUTE ALIGNMENT (REC)

Vote Result Summary	
Yes	8
No	3

Vote Result Detailed	
Cr Aubrey	Yes
Cr Foxtton	Yes
Cr Macphail	Yes
Cr Phelan	Yes
Cr Reynolds	Yes
Cr Robartson	Yes
Cr Schuster	Yes
Cr Willis	Yes
Cr Barton	No
Cr Pazolli	No
Cr Taylor-Rees	No

At 7.01pm Cr Phelan moved, seconded Cr Aubrey –

- Request the Chief Executive Officer to write to Main Roads Western Australia requesting they approach the construction of the Roe Highway extension for that section within the Beeliar Regional Park, in such a way as to minimise any potential adverse environmental impacts on the Park, by ensuring the maximum protection of the flora and fauna, the wetlands and the amenity of the area, together with maintaining and enhancing public accessibility of this regionally important asset.**

At 8.59pm the Deputy Mayor submitted the motion, which was declared

CARRIED (9/2)

Vote Result Summary	
Yes	9
No	2

Vote Result Detailed	
Cr Aubrey	Yes
Cr Foxtton	Yes
Cr Macphail	Yes
Cr Pazolli	Yes
Cr Phelan	Yes
Cr Reynolds	Yes
Cr Robartson	Yes
Cr Schuster	Yes
Cr Willis	Yes
Cr Barton	No
Cr Taylor-Rees	No

LATE ITEM - T15/3645 – PERTH FREIGHT LINK PREFERRED ROUTE ALIGNMENT (REC)

At 7.01pm Cr Phelan moved, seconded Cr Aubrey –

- 3. Reiterate its support for the extending the Roe Highway, west of Stock Road to Stirling Highway, utilising the alignment of the Fremantle Eastern Bypass for the Perth Freight Link.**

At 9.00pm the Deputy Mayor submitted the motion, which was declared

CARRIED (7/4)

Vote Result Summary	
Yes	7
No	4

Vote Result Detailed	
Cr Aubrey	Yes
Cr Foxtton	Yes
Cr Phelan	Yes
Cr Reynolds	Yes
Cr Robartson	Yes
Cr Schuster	Yes
Cr Willis	Yes
Cr Barton	No
Cr Macphail	No
Cr Pazolli	No
Cr Taylor-Rees	No

At 7.01pm Cr Phelan moved, seconded Cr Aubrey –

- 4. Request the Chief Executive Officer to write to the State Government advising that in order to minimise the potential impact of utilising the Fremantle Eastern Bypass alignment for the Perth Freight Link, all or part of the route between Clontarf Hill and Stirling Highway be tunnelled.**

At 9.01pm the Deputy Mayor submitted the motion, which was declared

CARRIED (7/4)

Vote Result Summary	
Yes	7
No	4

Vote Result Detailed	
Cr Aubrey	Yes
Cr Foxtton	Yes
Cr Phelan	Yes
Cr Reynolds	Yes
Cr Robartson	Yes
Cr Schuster	Yes
Cr Willis	Yes
Cr Barton	No
Cr Macphail	No
Cr Pazolli	No
Cr Taylor-Rees	No

17. MOTIONS OF WHICH PREVIOUS NOTICE HAS BEEN GIVEN

At 9.04pm Cr Robartson left the meeting, and returned at 9.06pm.

At 9.04pm Cr Phelan left the meeting, and returned at 9.09pm.

At 9.51pm Dr Silcox left the meeting and returned at 9.53pm

At 9.59pm Cr Reynolds left the meeting and returned at 10.01pm

17.1 Public Information Campaign in Support of Roe Highway Stage 8

At 9.06pm Cr Schuster moved, seconded Cr Reynolds–

That the Council directs the Chief Executive Officer to:

- 1. Prepare and implement a public information campaign, for at least the balance of calendar 2015, to support the construction and operation of Roe Highway Stage 8 (Kwinana Freeway to Stock Road);**
- 2. Ensure the proposed campaign;**
 - a. Includes a strong presence on the City’s website;**
 - b. Includes fact and data sheets and posters to be available to the public at all staffed City facilities accessed by the public;**
 - c. Includes the installation of suitable information signs on South Street, Leach Highway and other suitable locations within the City;**
 - d. Includes the distribution of information sheets in both local newspapers circulating in the City; and**
 - e. Comprises a suitable public information/print advertising program in the same two newspapers for eight weeks;**
- 3. Distribute the proposed fact sheets, signs and advertisements to Elected Members for information as they are concluded for public display; and,**

That the Council allocate up to \$50,000 for this activity from Account Number 120-25304.

At 9.14pm Cr Schuster was granted an extension of time to speak

PROCEDURAL MOTION – QUESTION BE ADJOURNED

At 9.34pm Cr Taylor-Rees moved, seconded Cr Pazolli, the following Procedural Motion in accordance with Clause 11.1(b) of Standing Orders Local Law 2003 –

That the question be adjourned until after the Special Meeting of Electors has been held.

At 9.35pm the Deputy Mayor submitted the motion, which was declared

LOST (3/8)

17.1 Public Information Campaign in Support of Roe Highway Stage 8 (Continued)

Vote Result Summary	
Yes	3
No	8

Vote Result Detailed	
Cr Barton	Yes
Cr Pazolli	Yes
Cr Taylor-Rees	Yes
Cr Aubrey	No
Cr Foxtton	No
Cr Macphail	No
Cr Phelan	No
Cr Reynolds	No
Cr Robartson	No
Cr Schuster	No
Cr Willis	No

PROCEDURAL MOTION - MOTION BE PUT

At 9.54pm Cr Reynolds moved, seconded Cr Aubrey the following procedural motion in accordance with Clause 11.1(d) of Standing Orders Local Law 2003 –

That the question be now put.

At 9.55m the Presiding Member submitted the motion which was declared

CARRIED (7/4)

Vote Result Summary	
Yes	7
No	4

Vote Result Detailed	
Cr Aubrey	Yes
Cr Foxtton	Yes
Cr Macphail	Yes
Cr Phelan	Yes
Cr Reynolds	Yes
Cr Robartson	Yes
Cr Schuster	Yes
Cr Barton	No
Cr Pazolli	No
Cr Taylor-Rees	No
Cr Willis	No

17.1 Public Information Campaign in Support of Roe Highway Stage 8 (Continued)

COUNCIL RESOLUTION

ABSOLUTE MAJORITY

That the Council directs the Chief Executive Officer to:

- 1. Prepare and implement a public information campaign, for at least the balance of calendar 2015, to support the construction and operation of Roe Highway Stage 8 (Kwinana Freeway to Stock Road);**
- 2. Ensure the proposed campaign;**
 - a. Includes a strong presence on the City's website;**
 - b. Includes fact and data sheets and posters to be available to the public at all staffed City facilities accessed by the public;**
 - c. Includes the installation of suitable information signs on South Street, Leach Highway and other suitable locations within the City;**
 - d. Includes the distribution of information sheets in both local newspapers circulating in the City; and**
 - e. Comprises a suitable public information/print advertising program in the same two newspapers for eight weeks;**
- 3. Distribute the proposed fact sheets, signs and advertisements to Elected Members for information as they are concluded for public display; and,**

That the Council allocate up to \$50,000 for this activity from Account Number 120-25304.

At 9.59pm the Deputy Mayor submitted the motion, which was declared

CARRIED BY ABSOLUTE MAJORITY (7/4)

Vote Result Summary	
Yes	7
No	4

Vote Result Detailed	
Cr Aubrey	Yes
Cr Foxtton	Yes
Cr Phelan	Yes
Cr Reynolds	Yes
Cr Robartson	Yes
Cr Schuster	Yes
Cr Willis	Yes
Cr Barton	No
Cr Macphail	No
Cr Pazolli	No
Cr Taylor-Rees	No

17.1 Public Information Campaign in Support of Roe Highway Stage 8 (Continued)

Reasons for Motion

Cr Schuster provided the following reasons in support of the motion.

1. The construction of Roe Highway Stage 8 ("Roe 8") has been a significant and controversial issue in the southern metropolitan area for over two decades. The State and Federal Governments have now funded it as part of the broader Perth Freight Network and it recently received the necessary approvals under the State's *Environmental Protection Act 1986* – the only major approval process still outstanding is the Federal environment approval;
2. In common with past practice the proposal to construct Roe 8 has drawn comment from several quarters, including local government, but to date in this iteration none clearly representing the communities around South Street and Leach Highway east of Stock Road, nor the tens of thousands of people experiencing traffic chaos daily on the Kwinana Freeway, Roe Highway, Karel Avenue, Berrigan Drive, Farrington Road, Leach Highway, South Street and other roads. Most of this can be traced to the Government's decision in 2003 to delete the Fremantle Eastern Bypass reservation and sell the land, and not agree to the construction of Roe 8, while artificially pushing freight traffic onto Leach Highway and South Street in the City of Melville;
3. In particular the City of Cockburn (\$25,000) and the City of Fremantle (\$100,000) have decided to fund campaigns opposing Roe 8 in part or whole and in my view as one of the Council's whose broad population has most to gain from the construction of Roe 8, the City of Melville needs to enter this debate on behalf of its residents, and other people experiencing the same traffic chaos, to ensure balance in the debate, and that the City's view is clearly understood;
4. The suggested mechanisms in Item 2 of the proposed motion should provide the opportunity for all interested people, regardless of their view on this matter, to understand the City's position and the benefits of Roe 8 being constructed; and,
5. For obvious reasons I have only included Roe 8 in this motion and not the section of the Perth Freight Network on Stock Road and to the west – the City by resolution is strongly supporting the Minister for Transport in his endeavours to find an alternate route to the Stock Road/Leach Highway route currently contemplated. Until those deliberations are clear the City should simply continue its advocacy in that area – Roe 8 on the other hand is gazetted, planned and has almost all the approvals needed for construction.

At 10.00pm the meeting was adjourned for a comfort break.

At 10.10pm the meeting resumed.

**P15/3644 MINOR MODIFICATIONS TO WILLAGEE STRUCTURE PLAN (REC)
(ATTACHMENT)**

Ward : Palmyra/Melville/Willagee
 Category : Policy
 Application Number : N/A
 Property : All properties in suburb of Willagee
 Proposal : N/A
 Applicant : City of Melville
 Owner : Various
 Disclosure of any Interest : No Officer involved in the preparation of this report has a declarable interest in this matter.
 Previous Items : P13/3424 Final Adoption of Willagee Structure Plan (December 2013), P15/3585 Final Adoption of Amendment No 71 to Community Planning Scheme No. 5 – Ordinary Meeting of Council - March 2015.
 Responsible Officer : Gavin Ponton
 Manager Strategic Urban Planning

AUTHORITY / DISCRETION

DEFINITION

<input type="checkbox"/>	Advocacy	<i>When the Council advocates on its own behalf or on behalf of its community to another level of government/body/agency.</i>
<input type="checkbox"/>	Executive	<i>The substantial direction setting and oversight role of the Council. e.g. adopting plans and reports, accepting tenders, directing operations, setting and amending budgets.</i>
<input checked="" type="checkbox"/>	Legislative	<i>Includes adopting local laws, town planning schemes & policies.</i>
<input type="checkbox"/>	Review	<i>When the Council operates as a review authority on decisions made by Officers for appeal purposes.</i>
<input type="checkbox"/>	Quasi-Judicial	<i>When the Council determines an application/matter that directly affects a person's right and interests. The judicial character arises from the obligation to abide by the principles of natural justice. Examples of Quasi-Judicial authority include town planning applications, building licences, applications for other permits/licences (eg under Health Act, Dog Act or Local Laws) and other decisions that may be appealable to the State Administrative Tribunal.</i>
<input type="checkbox"/>	Information	<i>For the Council/Committee to note.</i>

**P15/3644 MINOR MODIFICATIONS TO WILLAGEE STRUCTURE PLAN (REC)
(ATTACHMENT)**

KEY ISSUES / SUMMARY

- The Council at its meeting 10 December 2013 resolved to adopt the Willagee Structure Plan and consider the associated Scheme Amendment at a future meeting. The adopted structure plan is now operational.
- Proposed Scheme Amendment No. 71 was initiated 22 September 2014 and adopted by the Council 5 March 2015. The amendment aims to implement the density codes and zonings that were adopted in the Willagee Structure Plan.
- At the time of writing this report, the proposed amendment is with the Department of Planning (DoP) awaiting gazettal.
- Since lodgement with the DoP, a separate amendment (Scheme Amendment No. 67), which grants head of power to structure plans under the Scheme, has been gazetted. Amendment 67 increases the statutory authority of the Willagee Structure Plan in its own right.
- Accordingly, the DoP has suggested some minor changes to the Willagee Structure Plan. The changes comprise little more than incorporating sentences intended for the Scheme Amendment No. 71 into the structure plan.
- It is recommended that the Council support the minor changes.



BACKGROUND

The City of Melville Community Planning Scheme No. 5 (CPS5) was gazetted on 14 December 1999. At the Ordinary Meeting of Council held on 10 December 2013 (Report P13/3424) it was resolved to adopt the Willagee Structure Plan and consider the necessary Scheme Amendment documents.

**P15/3644 MINOR MODIFICATIONS TO WILLAGEE STRUCTURE PLAN (REC)
(ATTACHMENT)**

The objective of the Willagee Structure Plan (Structure Plan) is to revitalise the suburb and its commercial areas.

Currently there are concerns that the high proportion of older homes that are not being renovated or rebuilt is reducing the amenity of the suburb. Lot size, fragmented ownership and land values may also be impeding private redevelopment. Willagee has experienced some anti-social behavior, especially around the commercial/community hub on Archibald Street. Proposed Scheme Amendment No. 71 would formalise the plan that has been created to address these problems.

Scheme Amendment No. 71 was initiated in September 2014. Following 42 days of advertising in late 2014, the Scheme Amendment was finally adopted by the Council in March 2015, then lodged with the DoP later that month.

Since lodgment of Scheme Amendment No. 71, a separate Scheme Amendment has been gazetted by the Western Australian Planning Commission. This amendment grants a head of power to structure plans under the Scheme and increases the statutory authority of the Willagee Structure Plan in its own right. Amendment No. 67 also reduces the extent to which the CPS5 needs to separately refer to development requirements, design guidelines and so on.

Scheme Provisions

MRS Zoning	:	Urban
CPS5 Zoning	:	- 'Living Area – (W1 & W2 – Willagee) Precincts - Community Centre Precincts (CCR) including BS – Bawdan Street
R-Code	:	Various
Use Type	:	Various
Use Class	:	Various

DETAIL

As all approved structure plans now have heads of power under the Scheme following the gazettal of Scheme Amendment No. 67, the DoP intend to remove a good deal of detail from proposed Scheme Amendment No. 71 and refer directly to the Willagee Structure Plan instead. It is therefore necessary to ensure that the relevant detail is in place within the Structure Plan prior to the Gazettal of Amendment No. 71.

Changing the structure plan will also obviate the need to modify Local Planning Scheme No. 6 (LPS6) later on.

The proposed changes involve:

- Modifying the explanation of split coding to clarify the primacy of the Western Australian Planning Commission and the limited role of local governments in subdivision decision-making
- Clarifying building height limits in the Carawatha Policy Area Commercial Sector (3 storeys) and Leach Highway Policy Area Residential Sector (3 storeys)

**P15/3644 MINOR MODIFICATIONS TO WILLAGEE STRUCTURE PLAN (REC)
(ATTACHMENT)**

- Adding the detailed non-policy area design requirements to Clause 6.1 of Willagee Structure Plan Part 1 (Statutory Section), to read as follows:

Design Requirements

Development outside the defined policy areas shall be consistent with the following design requirements:

- a) Development is to be of high quality and all facades and frontages shall be designed and finished with high quality materials;*
- b) Building facades shall be articulated, coloured and detailed to contribute positively to the appearance of local streetscapes and adjoining properties;*
- c) Building facades and frontages should highlight a vertical emphasis wherever possible to help break up the appearance of buildings. This can be achieved through the shape and placement of windows and openings and the innovative use of building materials, colours and textures;*
- d) Feature elements are strongly encouraged on building facades, including (but not limited to) variations to colours and building materials, coloured or textured banding, recesses, ornamental details, gables, verandas, balconies, pillars, awnings, canopies and bay windows;*
- e) Extensive blank walls, facades and featureless glazing facing streets or public spaces are not permitted; and*
- f) Service areas and car parking (except on-street) are to be predominantly screened from public view.*

No changes to the Structure Plan map are required.

[3644 Willagee Structure Plan Part One July 2015](#)**STAKEHOLDER ENGAGEMENT**

Advertising Required: No – changes are minor and consistent with direction of existing structure plan which has been substantially supported during recent advertising

I. COMMUNITY

All changes proposed for the Willagee Structure Plan in this report have been publicly advertised as part of consultations for the Scheme Amendment and the original structure plan.

Extensive stakeholder engagement was undertaken through the structure plan process in mid-2013. The Willagee Structure Plan was strongly supported by the local community during this phase.

**P15/3644 MINOR MODIFICATIONS TO WILLAGEE STRUCTURE PLAN (REC)
(ATTACHMENT)**

In addition, Scheme Amendment 71 – which contained the words now proposed for shifting to the Willagee Structure Plan - was advertised for 42 days from Tuesday 11 November 2014 until Tuesday 23 December 2014 via the following methods:

- Direct contact with key stakeholders in Willagee
- Emails sent to more than 200 people on the Willagee Structure Plan email database
- An advertisement in the *Melville Times* on Tuesday 11 November 2014
- Letters sent to all service agencies
- Information available for viewing at the Civic Centre
- Information available on the City's website.

A total of twenty-seven (27) submissions were received as noted below.

Category of Submission	Number of Submissions
Support for Scheme Amendment exactly as proposed	21
Support for Scheme Amendment plus specific request for increase of proposed density code from R25 to R40	3
Statements of no objection from service authorities	3
TOTAL	27

No written objections to the scheme amendment were received. The proposed minor modifications to the Willagee Structure Plan may be understood in this light.

II. OTHER AGENCIES / CONSULTANTS

Information on Amendment 71 and the Willagee Structure Plan was sent to all relevant government agencies previously.

Required: No
Reason: Information sent previously
Support/Object: No objections received as noted above

STATUTORY AND LEGAL IMPLICATIONS

Proposed Scheme Amendment No. 71 is currently with the Department of Planning, who will shortly send the item to the Minister for Planning, Culture and the Arts, Environment and Youth (the Minister) for determination.

If and when approved by the Minister, the amendment will be gazetted and the zoning and textual changes will take effect.

To avoid confusion and reduce the risk of undesirable development it is necessary for the Willagee Structure Plan to be modified prior to the Gazettal of Amendment No. 71.

**P15/3644 MINOR MODIFICATIONS TO WILLAGEE STRUCTURE PLAN (REC)
(ATTACHMENT)**

FINANCIAL IMPLICATIONS

There are not considered to be financial implications associated with the proposed minor changes to the Willagee Structure Plan.

STRATEGIC, RISK AND ENVIRONMENTAL MANAGEMENT IMPLICATIONS

Environmental Management Implications

There are not considered to be environmental management implications associated with this proposed Scheme Amendment.

Risk Implications

Generally there are no risk implications with this amendment given that the structure plan is already operational. The amendment is largely an administrative exercise.

Nevertheless there have been recent concerns with large buildings of multiple dwellings (apartments) in other parts of the City. A risk assessment on this item is below:

Risk Statement	Level of Risk	Risk Mitigation Strategy
Risk of excessively large buildings with multiple dwellings being approved in areas inappropriate for such development	Moderate consequences which are possible, resulting in a medium level of risk	Scheme controls and Precinct design guidelines which limit opportunity for excessively scaled buildings in non-policy area Willagee.

Strategic Implications

Planning for Willagee became a high priority project under the City of Melville's *Plan for the Future 2008 – 2012*, which specifies 'a strong and diversified local and regional sustainable economy with a range of business and employment opportunities.'

The Willagee Structure Plan and its associated scheme amendment also align with most of the aspirations under the City of Melville's community plan *People, Places, Participation 2012-2022*. Some of the strategic objectives of the community strategy include:

- A livable and connected urban environment
- A built environment that reflects and enhances our sense of identity
- A diverse range of quality housing to meet the current and future needs of communities
- An integrated, sustainable and efficient transport system that connects our communities and our City
- A transport system that supports strong economic activity
- A prosperous city with access to a range of businesses and services
- Safe, attractive places where people want to live, work and participate
- Communities leading active healthy lifestyles (with urban environments designed and built to support such lifestyles)

**P15/3644 MINOR MODIFICATIONS TO WILLAGEE STRUCTURE PLAN (REC)
(ATTACHMENT)****POLICY IMPLICATIONS**

There are no policy implications identified in respect of the proposed Willagee Structure Plan modifications.

ALTERNATE OPTIONS AND THEIR IMPLICATIONS

Council could elect not to progress the modifications. This would prevent important building design controls from being included in the Willagee Structure Plan. Doing so might result in the City having no choice but to support potentially undesirable developments in Willagee.

COMMENT

As outlined above, the proposed minor modifications seek to formalise important detail in the Willagee Structure Plan.

Much of the detail is little more than sentences from proposed Scheme Amendment No. 71 being shifted to the Structure Plan. The height limits proposed for the Carawatha local centre and the Leach Highway Policy Area are consistent with the three-storey defaults of CPS5 and LPS6.

Community Engagement

All of the modifications have been advertised as part of the Willagee Structure Plan, Scheme Amendment No. 71 and LPS6. No written objection regarding the modifications was received. Further engagement is not necessary.

CONCLUSION

The proposed minor modifications are supported for the following reasons:

- They are entirely consistent with the Council resolution of 10 December 2013, in which the Willagee Structure Plan was finally adopted on the understanding that an associated Scheme Amendment would follow;
- They are entirely consistent with Scheme Amendment No. 71, which was initiated 22 September 2014 and adopted after advertising 5 March 2015; and
- They have been requested by the DoP.

For the above reasons, it is recommended that the Council resolve to amend the Willagee Structure Plan accordingly.

**P15/3644 MINOR MODIFICATIONS TO WILLAGEE STRUCTURE PLAN (REC)
(ATTACHMENT)****OFFICER RECOMMENDATION AND COUNCIL RESOLUTION (3644) APPROVAL**

That the Council:

Amends the Willagee Structure Plan by:

- 1. Modifying the explanation of split coding to clarify the primacy of the Western Australian Planning Commission in subdivision decision-making;**
- 2. Clarifying building height limits in the Carawatha Policy Area Commercial Sector (3 storeys, 12m) and Leach Highway Policy Area Residential Sector (3 storeys, 12m) to be consistent with Community Planning Scheme No. 5 / Local Planning Scheme No. 6; and**
- 3. Adding the detailed non-policy area design requirements to Clause 6.1 of Willagee Structure Plan Part 1 (Statutory Section), to read as follows:**

Design Requirements

Development outside the defined policy areas shall be consistent with the following design requirements:

- a) Development is to be of high quality and all facades and frontages shall be designed and finished with high quality materials;**
- b) Building facades shall be articulated, coloured and detailed to contribute positively to the appearance of local streetscapes and adjoining properties;**
- c) Building facades and frontages should highlight a vertical emphasis wherever possible to help break up the appearance of buildings. This can be achieved through the shape and placement of windows and openings and the innovative use of building materials, colours and textures;**
- d) Feature elements are strongly encouraged on building facades, including (but not limited to) variations to colours and building materials, coloured or textured banding, recesses, ornamental details, gables, verandas, balconies, pillars, awnings, canopies and bay windows;**
- e) Extensive blank walls, facades and featureless glazing facing streets or public spaces are not permitted; and**
- f) Service areas and car parking (except on-street) are to be predominantly screened from public view.**

At 11.20pm the Deputy Mayor submitted the motion, which was declared

CARRIED UNANIMOUSLY EN BLOC (11/0)

T15/3643 – MACRAE ROAD, APPLECROSS – EXISTING PERTH BICYCLE NETWORK (PBN) ROUTE REVIEW AND TRAFFIC TREATMENTS (REC) (ATTACHMENT)

Ward : Applecross/Mt Pleasant
 Category : Operational
 Subject Index : Traffic Management
 Customer Index : Not Applicable
 Disclosure of any Interest : No Officer involved in the preparation of this report has a declarable interest in this matter.
 Previous Items : Not Applicable
 Works Programme : 2015/2016 Capital Program
 Funding : \$50,000 from Bike Plan Implementation 2014-2015
 Responsible Officer : Kimberly Brosztl
 Manager Engineering

AUTHORITY / DISCRETION

DEFINITION

<input type="checkbox"/>	Advocacy	<i>When the Council advocates on its own behalf or on behalf of its community to another level of government/body/agency.</i>
<input checked="" type="checkbox"/>	Executive	<i>The substantial direction setting and oversight role of the Council. e.g. adopting plans and reports, accepting tenders, directing operations, setting and amending budgets.</i>
<input type="checkbox"/>	Legislative	<i>Includes adopting local laws, town planning schemes & policies.</i>
<input type="checkbox"/>	Review	<i>When the Council operates as a review authority on decisions made by Officers for appeal purposes.</i>
<input type="checkbox"/>	Quasi-Judicial	<i>When the Council determines an application/matter that directly affects a person's right and interests. The judicial character arises from the obligation to abide by the principles of natural justice. Examples of Quasi-Judicial authority include town planning applications, building licences, applications for other permits/licences (eg under Health Act, Dog Act or Local Laws) and other decisions that may be appealable to the State Administrative Tribunal.</i>
<input type="checkbox"/>	Information	<i>For the Council/Committee to note.</i>

**T15/3643 – MACRAE ROAD, APPLECROSS – EXISTING PERTH BICYCLE NETWORK
(PBN) ROUTE REVIEW AND TRAFFIC TREATMENTS (REC) (ATTACHMENT)****KEY ISSUES/SUMMARY**

- During the review and investigation for the preparation of the City of Melville Bike Plan, it was identified that 14 crashes involving cyclists occurred on Macrae Road over a five year period; a road nearly three kilometres in length.
- A Blackspot application for the relocation of the PBN Route was made in anticipation that the alternative route of Kishorn Road, Mackenzie Road and Kinross Road would be safer for cyclists, both commuter and leisure cyclists. However, it was concluded that the treatment option submitted for Blackspot Funding may not resolve the safety issue on Macrae Road, as cyclists although directed elsewhere, could still use Macrae Road which is the straighter route.
- In September 2014 the City engaged Cardno (Traffic Consultants) to undertake a traffic study in Applecross to review the existing traffic issues and the PBN Route along Macrae Road.
- As part of this study, Cardno undertook a review of the existing safety issues faced by cyclists and pedestrians along Macrae Road and developed six Concept Plans to address the identified issues. After two public consultation sessions and advertising the concepts on the City's website and "*We're Listening Melville*" website; (www.werelisteningmelville.com.au) Cardno reviewed the comments received and in their final report recommended trialling the installation of cul-de-sacs on Macrae Road at Gairloch Street and an elbow closure at the intersection of Gairloch Street/Munro Road. This was seen as the most advantageous concept because:
 - It presents physical barriers that will make Macrae Road unviable as a rat-running route.
 - Pedestrian and cyclist connectivity will be maintained.
 - Much lower traffic volumes are expected as a result, with the additional traffic volumes diverted to Canning Highway.
 - Experience has shown that lower traffic volumes are likely to result in motorists becoming more 'aware' of other road users and therefore result in a safer environment for pedestrians and cyclists.
 - It can be trialled easily.
- It is therefore recommended that the installation of cul-de-sacs on Macrae Road at Gairloch Street and an elbow closure at the intersection of Gairloch Street/Munro Road be trialed for at least four months. Traffic Counts will be measured before and during the trial to monitor whether surrounding streets are adversely affected by the closures. Minor adjustments may be made to the closures if issues arise during the trial or if vehicles find another viable rat-run through Applecross. If the trial is successful, a recommendation will be made to the Council for the treatment to be installed permanently.

T15/3643 – MACRAE ROAD, APPLECROSS – EXISTING PERTH BICYCLE NETWORK (PBN) ROUTE REVIEW AND TRAFFIC TREATMENTS (REC) (ATTACHMENT)**BACKGROUND**

Macrae Road is classified as a Local Access Road in the Metropolitan Road Hierarchy adopted by Main Roads WA. Local Access Roads generally cater for a traffic volume of up to 3,000 vehicles per day. Macrae Road extends for approximately three kilometres between Macleod Road to the west and Kishorn Road to the east. It is a six metre wide, two-way road with residential properties on both sides of the road.

During the review and investigation for the preparation of the City of Melville Bike Plan in 2012, it was identified that 14 crashes involving cyclists occurred on Macrae Road over a five year period. The Bike Plan also identified that during peak periods many motorists use Macrae Road in order to avoid Canning Highway. The recommendations from the City of Melville Bike Plan were:

- *Wherever possible, limit the desirability and thus traffic diversion along Macrae Road.*
- *Carry out detailed assessment of cyclists' crash types and consider remedial works to specifically address the predominant crashes.*

Many complaints have been received from the residents along Macrae Road expressing their concern regarding the lack of safe access to their premises due to the large number of vehicles during peak hours and requesting traffic treatments to improve safety along the street.

As Macrae Road runs parallel to Canning Highway, a large (and increasing) volume of motorists use Macrae Road as a regional east-west connection to bypass the most congested sections of Canning Highway (identified to be approximately from Riseley Street to the Kwinana Freeway interchange) in the morning peak hour periods. Recent manual traffic counts during peak hour shows approximately 800 vehicles and 60 cyclists per hour use Macrae Road during the morning peak period.

Macrae Road has been identified by the City of Melville and the Department of Transport (DoT) as an important cycling route and forms part of the Perth Bicycle Network (PBN) Routes. It is noted that DoT is currently reviewing all the PBN Routes and Macrae Road is expected to remain as a strategic bicycle route due to the following factors:

- *It provides direct cycling links to the Canning Bridge Precinct. A key element of the Canning Bridge Precinct Vision is to improve pedestrian and cyclists connections to the Canning Bridge Station.*
- *It has been identified as the preferred route for cyclists travelling from Applecross to Fremantle.*
- *Its proximity to Canning Bridge Station and the Kwinana Freeway Principal Shared Path (PSP).*
- *There is great potential for commuters to combine cycle trips with train journeys. DoT has identified that cycling routes within a 3km radius of railway stations need to be established to make cycling a safer and convenient option for one leg of a commute. Macrae Road falls within this catchment area.*

T15/3643 – MACRAE ROAD, APPECROSS – EXISTING PERTH BICYCLE NETWORK (PBN) ROUTE REVIEW AND TRAFFIC TREATMENTS (REC) (ATTACHMENT)**DETAIL**

A Blackspot application for the relocation of the PBN Route was made in anticipation that this alternative route of Kishorn Road, Mackenzie Road and Kinross Road would be safer for all road users but especially for cyclists, both commuter and leisure cyclists. However, it was concluded that the treatment option submitted for Blackspot Funding may not resolve the safety issue on Macrae Road, as cyclists could not be forced to use the less direct route and high volumes of traffic would still use Macrae Road as a bypass for the congestion on Canning Highway.

Since the adoption of the Bike Plan, a number of remedial solutions for Macrae Road have been identified; however most solutions have a number of disadvantages as well as advantages. It was decided that independent consultants should be appointed to review the issues and conduct stakeholder engagement to recommend the most viable option to improve safety on Macrae Road.

In September 2014 the City engaged Cardno to undertake a traffic study in Applecross, within the area shown in Figure 1 below and review the existing traffic issues and the PBN Route along Macrae Road. The following were the main tasks to be undertaken by Cardno:

- *Undertake a review of the existing bicycle network in the area bound by Canning Highway, Tweeddale Road, Dunkley Avenue and Melville Beach Road as shown in Figure (1) below.*
- *Review traffic flow within the study area to identify any “rat running” traffic flow.*
- *Review the traffic and crash data (for Macrae Road) provided by the City of Melville with particular attention focused on the time of the cyclist crashes.*
- *Review the “Safe Routes to School” facilities such as off road routes and crossing points that are considered to be safe for child pedestrian and cyclists.*

Figure 1 Study Area Macrae Road

Following the completion of the review, Cardno was required to provide a minimum of four Concept Plans that addressed the abovementioned criteria, whilst at the same time considering the following:

- *A suitable, safe cycling environment on Macrae Road without forcing residents to deviate from direct access to their homes;*
- *Review the ramifications of each of the concepts and how traffic may be dispersed without transferring problems to other roads that currently do not have a problem.*

Cardno undertook a review of the existing safety issues faced by residents, cyclists and pedestrians along Macrae Road and developed six Concept Plans to address the identified issues. The Concept Plans form an attachment to this report.

Macrae Road Bike Safety Concepts 2014 (6)

T15/3643 – MACRAE ROAD, APPLECROSS – EXISTING PERTH BICYCLE NETWORK (PBN) ROUTE REVIEW AND TRAFFIC TREATMENTS (REC) (ATTACHMENT)

In October 2014 the City sent invitation letters to Applecross residents (in the area shown on the Figure 1 – Study Area Macrae Road), to attend a consultation workshop to discuss and make comments on the six Concept Plans that were prepared by Cardno. Cycling groups were also invited to attend. The Concept Plans were also uploaded on the “*We’re Listening Melville*” website (www.werelisteningmelville.com.au) for public comment and allowed the public to vote for a ‘preferred option’. The workshop was also advertised in the local paper, on the website and with signage on Macrae Road. The workshop took place on 19 November 2014. Approximately 50 people attended the workshop. The City of Melville and Cardno Officers presented the Concept Plans explaining the advantages and disadvantages of the various Concept Plans proposed to address the safety issues on Macrae Road.

Following the first community consultation session, Cardno met with City of Melville staff to discuss the feedback received on the concepts presented. Due to the popularity and positive feedback received for Concept 5 (cul-de-sac of Macrae Road), this concept was considered to be the final concept. While it was agreed that the intersection of Macrae Road/Gairloch Street would be an ideal location for the cul-de-sac, further discussion took place between Cardno and City of Melville staff on whether the cul-de-sac should be constructed on the western side, the eastern side or on both sides of Macrae Road. It was agreed that Cardno would undertake further analysis of travel times along Macrae Road and Canning Highway to determine the optimal configuration of the cul-de-sac. The analysis showed that providing a cul-de-sac at only one of the intersection approaches would be inefficient to affect a substantial change in bypass behaviour. Therefore it was decided that Macrae Road should be cul-de-saced on both sides and that an elbow closure be installed at the intersection of Gairloch Street/Munro Road as shown. Cyclists would still be able to go through the cul-de-sacs as shown.

[Final Concept 1 - Creation of cul-de-sacs on Macrae Road - Elbow at Munro Road](#)

A final Concept 2 including elbow closures to replace the roundabouts at the intersections of Macrae Road/Tain Street and Macrae Road/Reynolds Road and another elbow treatment at the intersection of Gairloch Street/Munro Road was also put forward by City officers for inclusion in the second round of consultation.

[Concept 2 Elbows at Macrae Tain Munro Gairloch & Macrae Reynolds](#)

On 13 March 2015 the City sent a second invitation letter to Applecross residents advising them that the review of all comments and feedback received from the first consultation was complete and final treatment options had been recommended.

On 25 March 2015 a second consultation session was conducted and the final Concept Plans were discussed. The consultation workshop was attended by approximately 80 residents. The two Final Concepts were also put on the City’s website with an invitation for people to provide feedback on their preferred option.

T15/3643 – MACRAE ROAD, APPLECROSS – EXISTING PERTH BICYCLE NETWORK (PBN) ROUTE REVIEW AND TRAFFIC TREATMENTS (REC) (ATTACHMENT)

When the period for public comment closed the Consultants reviewed all the information collected and produced their final report which is attached.

[Cardno Report Macrae Road PBN Route Review](#)

The recommendations in the report were:

- *Final Concept 1 to be considered for trial implementation.*
 - *It is recommended that any trial last at least 4 months in order to ensure traffic volumes “stabilise” on the surrounding transport network.*
 - *Due to the trial costs associated with Final Concept 2, it is not deemed viable to undertake a trial of this concept.*
- *Consultation should be undertaken with both City of Melville refuse vehicle operators to ensure the refuse vehicles can turn around at the cul-de-sacs during the trial period.*
- *Potential alternative rat-running routes on other local roads within Applecross should be identified prior to the trial implementation and pneumatic tube counters should be installed on key roads on the identified routes to monitor the traffic volumes on these roads once the trial is implemented.*
 - *Upon completion of the trial, a review of the pneumatic tube count data should be undertaken to determine whether the monitored roads are being used as alternative rat-running routes.*
 - *If alternative rat-running routes are identified, appropriate mitigation measures should be considered for these roads.*
- *If the trial of Final Concept 1 is deemed to be successful and adopted by the Council as a permanent measure, it is recommended to remove the two speed humps near the Gairloch Reserve as these have been identified by some residents to present a hazard to cyclists in wet conditions.*

City officers are arranging for traffic counts to be undertaken on the surrounding roads in Applecross that could be used as rat-runs. This will occur after the mid year school holidays. Further traffic counts will be measured during the trial once the closure has been in place for at least two months and traffic has stabilised into a normal pattern.

It is expected that although surrounding roads to Macrae Road will have an increase when the closure is at first implemented, this will decrease as drivers realise that it takes longer to detour around the streets than it does to stay on Canning Highway. The consultants have tried to recommend the minimum treatment on Macrae Road and surrounding roads that will detour traffic enough that it is a slower journey to rat-run than it is to stay on Canning Highway.

The City of Melville’s Waste Services section has been given a copy of the trial closures and has noted that pickup routes can be adjusted for the trial.

**T15/3643 – MACRAE ROAD, APPLECROSS – EXISTING PERTH BICYCLE NETWORK
(PBN) ROUTE REVIEW AND TRAFFIC TREATMENTS (REC) (ATTACHMENT)****STAKEHOLDER ENGAGEMENT****I. COMMUNITY**

The initial Community Consultation Workshop was held on 19 November 2014. Letters were sent inviting residents and cycle groups to the initial consultation session. It was also advertised in the local papers and signage was put up on Macrae Road regarding the meeting. The initial concept plans were uploaded on the “*We’re Listening Melville*” website (www.werelisteningmelville.com.au) for public to comment and vote for a ‘preferred option’. The concepts were also put on the City of Melville website for comment.

The second Community Consultation session was held on 25 March 2015. Letters were also sent inviting residents to attend. The two concepts were put on the City of Melville website for comment.

II. OTHER AGENCIES/CONSULTANTS

Macrae Road was used as a Local Access Road case study in the Cycling Imagineering Workshop held by the Department of Transport on 18 March 2015. The workshop was attended by local government officers, Main Roads WA officers, Department of Transport officers, cycling groups and consultants. Proposed solutions to improve conditions for cyclists on Macrae Road were similar to that recommended by Cardno.

STATUTORY AND LEGAL IMPLICATIONS

Under section 3.50 of the *Local Government Act 1995*, closing a certain thoroughfare to vehicles for a period exceeding four (4) weeks or continuing the closure of the thoroughfare, the local government is to:

- *Give local public notice of the proposed order giving details of the proposal, including the location of the thoroughfare and where, when, and why it would be closed, and inviting submissions from any person who wishes to make a submission; and*
- *Give written notice to each person who is prescribed for the purposes of this section; or owns land that is prescribed for the purposes of this section*
- *Allow a reasonable time for submissions to be made and consider any submissions made.*

As Macrae Road is used by a large number of motorists to bypass Canning Highway, the installation of advertising signs on Macrae Road and at both ends of Macrae Road for a period of 28 days would be necessary to advise motorists of the proposed change to the road environment.

T15/3643 – MACRAE ROAD, APPLECROSS – EXISTING PERTH BICYCLE NETWORK (PBN) ROUTE REVIEW AND TRAFFIC TREATMENTS (REC) (ATTACHMENT)

FINANCIAL IMPLICATIONS

\$50,000 from the Bike Plan Implementation Works 2014/2015 account will be used to implement the trial.

The City was successful in applying for a National Black Spot Grant of \$220,000 to move the PBN Route away from Macrae Road. Should the trial be successful, a request to change the scope of the project will be submitted and the funding will be used to implement the closures permanently. If the scope change application is not successful, Bike Plan Implementation Works 2015/2016 funds will be used instead.

STRATEGIC, RISK AND ENVIRONMENTAL MANAGEMENT IMPLICATIONS

The recommendations in this report align with the strategies from the Community Plan - People, Places, Participation 2012 – 2022 Aspiration of Sustainable and Connected Transport such as:

- *Plan for and maintain a network of shared-use walkways, footpaths and cycle ways that provide access to facilities and services across the City.*
- *Identify and work to manage the impacts of transport on our communities.*

As the crash record on Macrae Road shows a high number of crash history and traffic congestion, if the road environment remains unchanged, the current safety issues will remain unchanged. Changing the road environment could also have some negative impact on other local streets within Applecross that are not experiencing any traffic issues.

Risk Statement	Level of Risk	Risk Mitigation Strategy
The current road configuration remains unchanged resulting in continued rat running and significant safety issues for road users especially cyclists..	Moderate/Likely High	Cul-de-sac Macrae Road at the intersection with Gairloch Street to discourage rat-running.
The installation of Cul-De-sac on Macrae Road could divert vehicle traffic to other local streets within the area.	Moderate/Likely High	Conduct a traffic survey before and during the trial period to assess any traffic impact on local streets. Propose appropriate traffic measures if traffic impact on other streets has been identified.

There are no environmental management implications associated with this report.

POLICY IMPLICATIONS

Nil

**T15/3643 – MACRAE ROAD, APPLECROSS – EXISTING PERTH BICYCLE NETWORK
(PBN) ROUTE REVIEW AND TRAFFIC TREATMENTS (REC) (ATTACHMENT)****ALTERNATE OPTIONS AND THEIR IMPLICATIONS**

Several alternative treatment options were considered and these options were discussed at the public workshop held on 19 November 2014. The advantages and disadvantages of these options were discussed in detail during the workshop, however the installation of a cul-de-sac on Macrae Road as a trial option was considered to be the most practical and cost effective. The attached Cardno Report details the alternative options and their implications.

CONCLUSION

Due to the high concentration of bicycle crashes on Macrae Road and the increasing volume of traffic using the road to bypass Canning Highway at peak times, measures need to be taken to improve safety on the road. The recommendation of trialling the installation of cul-de-sacs on Macrae Road at Gairloch Street and an elbow closure at the intersection of Gairloch Street/Munro Road was seen as the most advantageous concept because:

- It presents physical barriers that will make Macrae Road unviable as a rat-running route;
- Pedestrian and cyclist connectivity will be maintained;
- Much lower traffic volumes are expected as a result, with the additional traffic volumes diverted to Canning Highway;
- Experience has shown that lower traffic volumes are likely to result in motorists becoming more 'aware' of other road users and therefore result in a safer environment for pedestrians and cyclists;
- It can be trialled easily.

It is therefore recommended that the installation of cul-de-sacs on Macrae Road at Gairloch Street and an elbow closure at the intersection of Gairloch Street/Munro Road be trialled for at least four months. Due to the process that needs to be undertaken to close a road for a minimum of four months and the advertising period needed, the trial could be started at the end of September 2015.

Traffic Counts will be measured before and during the trial to monitor whether surrounding streets are adversely affected by the closures. Minor adjustments may be made to the closures if issues arise during the trial or if vehicles find another viable rat-run through Applecross. If the trial is successful, a recommendation will be made to the Council for the treatment to be installed permanently.

T15/3643 – MACRAE ROAD, APPLECROSS – EXISTING PERTH BICYCLE NETWORK (PBN) ROUTE REVIEW AND TRAFFIC TREATMENTS (REC) (ATTACHMENT)

OFFICER RECOMMENDATION (3643)

APPROVAL

At 10.11pm Cr Schuster moved, seconded Cr Pazolli–

That the Council:

1. Approves the temporary installation of cul-de-sacs on Macrae Road at Gairloch Street and an elbow closure at the intersection of Gairloch Street/Munro Road as shown in Final Concept 1 - Creation of cul-de-sacs on Macrae Road - Elbow at Munro Road for a minimum trial period of four (4) months.
2. Notes that the outcome of the trial will be reported back to the Council.

AMENDMENT

At 10.17pm Cr Willis moved, seconded Cr Reynolds–

That item 2 become item 3 and a new Item 2 be created as follows:

“2. Approves to investigate and consult on the possible temporary installation of a cul-de-sac on Macrae Road at Ardross street, on the North East side as a second trial for a minimum period of (4) months”.

At 10.30pm the Deputy Mayor submitted the amendment, which was declared

CARRIED (10/1)

Vote Result Summary	
Yes	10
No	1

Vote Result Detailed	
Cr Aubrey	Yes
Cr Foxtton	Yes
Cr Macphail	Yes
Cr Pazolli	Yes
Cr Phelan	Yes
Cr Reynolds	Yes
Cr Robartson	Yes
Cr Schuster	Yes
Cr Taylor-Rees	Yes
Cr Willis	Yes
Cr Barton	No

T15/3643 – MACRAE ROAD, APPLECROSS – EXISTING PERTH BICYCLE NETWORK (PBN) ROUTE REVIEW AND TRAFFIC TREATMENTS (REC) (ATTACHMENT)

COUNCIL RESOLUTION (3643)

That the Council:

1. Approves the temporary installation of cul-de-sacs on Macrae Road at Gairloch Street and an elbow closure at the intersection of Gairloch Street/Munro Road as shown in [Final Concept 1 - Creation of cul-de-sacs on Macrae Road - Elbow at Munro Road](#) for a minimum trial period of four (4) months.
2. Approves to investigate and consult on the possible temporary installation of a cul-de-sac on Macrae Road at Ardross street, on the North East side as a second trial for a minimum period of (4) months.
3. Notes that the outcome of the trial will be reported back to the Council.

At 10.30pm the Deputy Mayor submitted the substantive motion as amended, which was declared

CARRIED (10/1)

Vote Result Summary	
Yes	10
No	1

Vote Result Detailed	
Cr Aubrey	Yes
Cr Foxtton	Yes
Cr Macphail	Yes
Cr Pazolli	Yes
Cr Phelan	Yes
Cr Reynolds	Yes
Cr Robartson	Yes
Cr Schuster	Yes
Cr Taylor-Rees	Yes
Cr Willis	Yes
Cr Barton	No

M15/5000 – COMMON SEAL REGISTER (REC)

Ward	: All
Category	: Operational
Subject Index	: Legal Matters and Documentation
Customer Index	: City of Melville
Disclosure of any Interest	: No Officer involved in the preparation of this report has a declarable interest in this matter.
Previous Items	: Standard Item
Works Program	: Not applicable
Funding	: Not applicable
Responsible Officer	: Jeff Clark – Governance and Compliance Program Manager

AUTHORITY / DISCRETION

DEFINITION

<input type="checkbox"/>	Advocacy	<i>When the Council advocates on its own behalf or on behalf of its community to another level of government/body/agency.</i>
<input type="checkbox"/>	Executive	<i>The substantial direction setting and oversight role of the Council. e.g. adopting plans and reports, accepting tenders, directing operations, setting and amending budgets.</i>
<input type="checkbox"/>	Legislative	<i>Includes adopting local laws, town planning schemes & policies.</i>
<input type="checkbox"/>	Review	<i>When the Council operates as a review authority on decisions made by Officers for appeal purposes.</i>
<input type="checkbox"/>	Quasi-Judicial	<i>When the Council determines an application/matter that directly affects a person's right and interests. The judicial character arises from the obligation to abide by the principles of natural justice. Examples of Quasi-Judicial authority include town planning applications, building licences, applications for other permits/licences (eg under Health Act, Dog Act or Local Laws) and other decisions that may be appealable to the State Administrative Tribunal.</i>
<input checked="" type="checkbox"/>	Information	<i>For the Council/Committee to note.</i>

KEY ISSUES / SUMMARY

This report details the documents to which the City of Melville Common Seal has been applied for the period from 23 May 2015 up to and including 25 June 2015 and recommends that the information be noted and endorsed.

M15/5000 – COMMON SEAL REGISTER (REC)

BACKGROUND

Section 2.5 of the *Local Government Act 1995* states that a Local Government is a Body Corporate with perpetual succession and a common seal. A document is validly executed by a Body Corporate when the common seal of the Local Government is affixed to it and the Mayor and the Chief Executive Officer (CEO) attest the affixing of the seal.

DETAIL

Register Reference	Party	Description	ECM Reference
1056	The City of Melville and Melville Mazda	Application has been received from Mazda to lease a portion of 391 Canning Highway Palmyra	3597363
1066	The City of Melville and the Lions Club of Bull Creek	Management Licence – Renewal for five years commencing on 1 July 2015 and expiring on 30 June 2020	3499194
1067	The City of Melville and Leeming Heights Community Hall	Management Licence – Renewal for five years commencing on 1 July 2015 and expiring 30 June 2020	3498374
1083	The City of Melville and Manta Services Pty Ltd – Deep Water Point Café/Kiosk	Manta Services - Deed of Variation of Lease for Base Rent Amount	3575418
1088	The City of Melville and Tompkins Park Community & Recreational Assoc. and Fitness Results	Deed of Extension and Variation of Sub-Lease for four years commencing on 4 February and expiring 3 February 2018	3582417
1101	The City of Melville and Gradly Pty Ltd and Twincreek Holdings	Request to Provide Consent to a Disposition Statement at Lots 24 & 25 (No 21 & 23) Queens Road, Mount Pleasant	3601342
1097	The City of Melville and Connect Groups	Lease Renewal for Connect Groups at "the Scene" for 2 years commencing 1 December 2015 and expiring 30 November 2017	3576255

M15/5000 – COMMON SEAL REGISTER (REC)**STAKEHOLDER ENGAGEMENT****I. COMMUNITY**

Not applicable.

II. OTHER AGENCIES / CONSULTANTS

Not applicable.

STATUTORY AND LEGAL IMPLICATIONS

Section 2.5(2) of the *Local Government Act 1995* states:

The local government is a body corporate with perpetual succession and a common seal.

Section 9.49A (3) of the *Local Government Act 1995* states:

(3) *The common seal of the local government is to be affixed to a document in the presence of —*

- (a) *the mayor or president; and*
- (b) *the chief executive officer or a senior employee authorised by the chief executive officer, each of whom is to sign the document to attest that the common seal was so affixed.*

FINANCIAL IMPLICATIONS

There are no financial implications in this report other than that held in the contracts advised above.

STRATEGIC, RISK AND ENVIRONMENTAL MANAGEMENT IMPLICATIONS

There is no strategic, risk or environmental management implications associated with this report.

POLICY IMPLICATIONS

There are no policy implications associated with this report.

ALTERNATE OPTIONS AND THEIR IMPLICATIONS

Not applicable.

M15/5000 – COMMON SEAL REGISTER (REC)**CONCLUSION**

This is a standard report for Elected Members' information.

OFFICER RECOMMENDATION AND COUNCIL RESOLUTION (5000)**NOTING**

That the Council notes the actions of His Worship the Mayor and the Chief Executive Officer in executing the documents listed under the Common Seal of the City of Melville from 23 May 2015 up to and including 25 June 2015.

At 11.20pm the Deputy Mayor submitted the motion, which was declared

CARRIED UNANIMOUSLY EN BLOC (11/0)

C15/6000 - INVESTMENT STATEMENTS FOR MAY 2015 (REC)

Ward	: All
Category	: Operational
Subject Index	: Financial Statements and Investments
Customer Index	: Not applicable
Disclosure of any Interest	: No Officer involved in the preparation of this report has a declarable interest in this matter.
Previous Items	: Standard Item
Works Programme	: Not applicable
Funding	: Not applicable
Responsible Officer	: Bruce Taylor – Manager Financial Services

AUTHORITY / DISCRETION

DEFINITION

<input type="checkbox"/>	Advocacy	<i>When the Council advocates on its own behalf or on behalf of its community to another level of government/body/agency.</i>
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<input type="checkbox"/>	Legislative	<i>Includes adopting local laws, town planning schemes & policies.</i>
<input type="checkbox"/>	Review	<i>When the Council operates as a review authority on decisions made by Officers for appeal purposes.</i>
<input type="checkbox"/>	Quasi-Judicial	<i>When the Council determines an application/matter that directly affects a person's right and interests. The judicial character arises from the obligation to abide by the principles of natural justice. Examples of Quasi-Judicial authority include town planning applications, building licences, applications for other permits/licences (eg. under Health Act, Dog Act or Local Laws) and other decisions that may be appealable to the State Administrative Tribunal.</i>
<input checked="" type="checkbox"/>	Information	<i>For the Council/Committee to note.</i>

KEY ISSUES / SUMMARY

This report presents the investment statements for the period ending 31 May 2015 for the Council's information and noting.

C15/6000 - INVESTMENT STATEMENTS FOR MAY 2015 (REC)

BACKGROUND

The City has cash holdings as a result of timing differences between the collection of revenue and its expenditure. Whilst these funds are held by the City, they are invested in appropriately rated and liquid investments.

The investment of cash holdings is undertaken in accordance with Council Policy CP-009 - Investment of Funds, with the objective of maximising returns whilst maintaining low levels of credit risk exposure.

DETAIL

Summary details of investments held as at 31 May 2015 are shown in the tables below.

CITY OF MELVILLE STATEMENT OF INVESTMENTS FOR THE PERIOD ENDING 31 MAY 2015	
SUMMARY BY FUND	
	AMOUNT \$
MUNICIPAL	\$ 26,714,231
RESERVE	\$ 87,473,578
TRUST	\$ 272,939
CITIZEN RELIEF	\$ 204,517
	\$ 114,665,265
SUMMARY BY INVESTMENT TYPE	
	AMOUNT \$
11AM	\$ 5,418,466
31DAYS AT CALL	\$ 1,000,000
60DAYS AT CALL	\$ 1,000,000
TERM DEPOSIT	\$ 101,016,153
BOND	\$ 2,000,000
FRTD	\$ 4,000,000
UNITS (Local Govt Hse)	\$ 230,645
	\$ 114,665,265
SUMMARY BY CREDIT RATING	
	AMOUNT \$
AA	\$ 6,000,000
AA-	\$ 82,534,620
A+	\$ 10,000,000
A	\$ 2,900,000
A-	\$ 13,000,000
BBB+	\$ -
UNITS (Local Govt Hse)	\$ 230,645
	\$ 114,665,265

C15/6000 - INVESTMENT STATEMENTS FOR MAY 2015 (REC)

The following statements detail the investments held by the City for the period ending 31 May 2015.

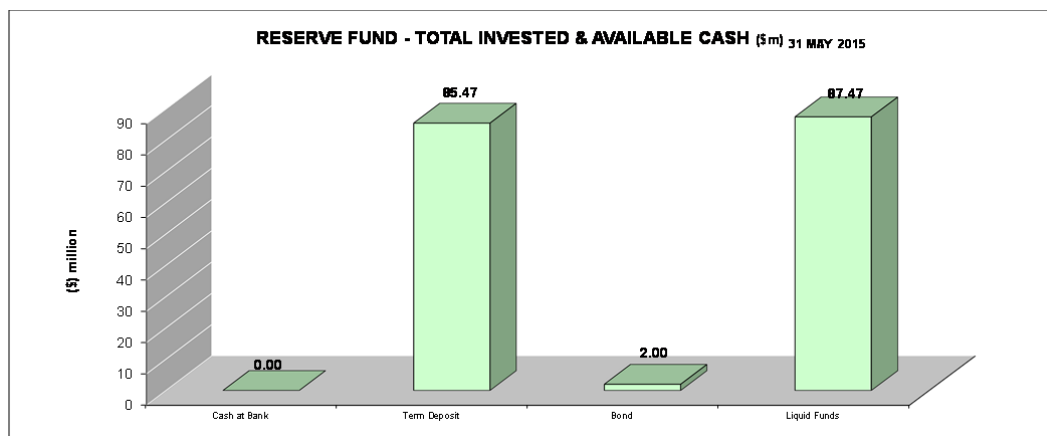
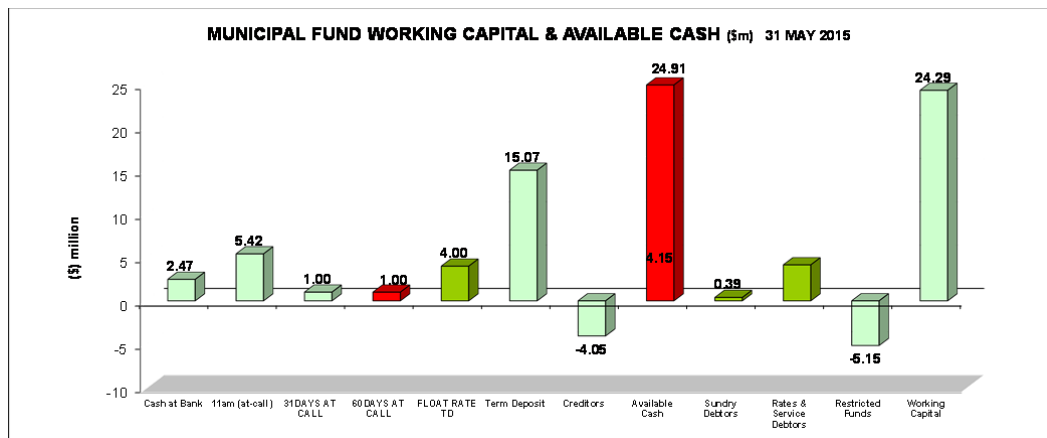
STATEMENT OF INVESTMENTS FOR THE PERIOD ENDING 31 MAY 2015						
INSTITUTION / INVESTMENT	RISK of IMPAIRMENT	INVESTMENT TYPE	Interest Rate %	S & P RATING	AMOUNT \$	MATURITY DATE
BANKWEST (11AM)	Very Low	11AM	2.50%	AA-	\$0	On call
WESTPAC (MAXI DIRECT)	Very Low	11AM	1.70%	AA-	\$4,100,000	On call
WESTPAC (MAXI BONUS 1)	Very Low	11AM	1.95%	AA-	\$307,620	On call
WESTPAC (MAXI BONUS 2)	Very Low	11AM	1.95%	AA-	\$1,010,847	On call
					\$5,418,466	
WESTPAC (31DAYS AT CALL)	Very Low	31DAYS AT CALL	3.00%	AA-	\$1,000,000	On call
					\$1,000,000	
WESTPAC (60DAYS AT CALL)	Very Low	60DAYS AT CALL	3.10%	AA-	\$1,000,000	On call
					\$1,000,000	
BANK OF QUEENSLAND (TERM)	Very Low	TERM	Various	A-	\$6,000,000	Various
BANKWEST (TERM)	Very Low	TERM	Various	AA-	\$7,500,000	Various
BENDIGO AND ADELAIDE BANK (TERM)	Very Low	TERM	Various	A-	\$1,000,000	Various
CITIBANK (TERM)	Very Low	TERM	Various	AA-	\$10,225,369	Various
COMMONWEALTH BANK (TERM)	Very Low	TERM	Various	AA-	\$14,000,000	Various
AMP BANK (TERM)	Very Low	TERM	Various	A+	\$4,000,000	Various
ANZ BANK (TERM)	Very Low	TERM	Various	AA-	\$5,000,000	Various
ING BANK (TERM)	Very Low	TERM	Various	A-	\$6,000,000	Various
MACQUARIE BANK (TERM)	Very Low	TERM	Various	A	\$2,900,000	Various
NAB (TERM)	Very Low	TERM	Various	AA-	\$23,290,784	Various
RABODIRECT (TERM)	Very Low	TERM	Various	AA	\$4,000,000	Various
ST GEORGE BANK (TERM)	Very Low	TERM	Various	AA-	\$2,100,000	Various
SUNCORP METWAY LTD (TERM)	Very Low	TERM	Various	A+	\$6,000,000	Various
WESTPAC (TERM)	Very Low	TERM	Various	AA-	\$9,000,000	Various
					\$101,016,153	
WESTPAC (FRTD)	Very Low	FRTD	3.42%	AA-	\$4,000,000	Various
					\$4,000,000	
COMMONWEALTH BANK (RETAIL BOND)	Very Low	BOND	3.79%	AA	\$2,000,000	20-Dec-15
					\$2,000,000	
UNITS IN LOCAL GOVT HOUSE	NA	NA	NA	NA	\$230,645	NA
TOTAL FUNDS INVESTED					\$114,665,265	
CREDIT RISK COMPARISON						
CREDIT RISK	AMOUNT \$	ACTUAL PROPORTION	MAX. % AMOUNT IN TOTAL PORTFOLIO	Comments		
AA	\$6,000,000	5%	80%			
AA-	\$82,534,620	72%	80%			
A+	\$10,000,000	9%	50%			
A	\$2,900,000	3%	50%			
A-	\$13,000,000	11%	50%			
BBB+	\$0	0%	20%			
UNITS IN LOCAL GOVT. HOUSE	\$230,645	0%	0.1%	Council Decision		
TOTAL	114,665,265	100%				
DIVERSIFICATION RISK						
INSTITUTION	INVESTMENT TYPE	S & P RATING	AMOUNT \$	ACTUAL PROPORTION	INSTITUTION PROPORTION	MAX. % WITH ANY ONE INSTITUTION
ANZ BANK (TERM)	TERM	AA-	5,000,000	4.36%	4.36%	20%
AMP BANK (TERM)	TERM	A+	4,000,000	3.49%	3.49%	15%
BANKWEST (11AM)	11AM	AA-	-	0.00%	-	20%
BANKWEST (TERM)	TERM	AA-	7,500,000	6.54%	6.54%	20%
BANK OF QUEENSLAND (TERM)	TERM	A-	6,000,000	5.23%	5.23%	15%
BENDIGO AND ADELAIDE BANK (TERM)	TERM	A-	1,000,000	0.87%	0.87%	15%
CITIBANK (TERM)	TERM	AA-	10,225,369	8.92%	8.92%	20%
COMMONWEALTH BANK (TERM)	TERM	AA-	14,000,000	12.21%	-	20%
COMMONWEALTH BANK (COVERED BOND)	BOND	AAA	-	0.00%	-	20%
COMMONWEALTH BANK (RETAIL BOND)	BOND	AA	2,000,000	1.74%	-	20%
COMMONWEALTH BANK (FRN)	FRN	AA	-	0.00%	13.95%	20%
ING BANK (TERM)	TERM	A-	6,000,000	5.23%	5.23%	15%
MACQUARIE BANK (TERM)	TERM	A	2,900,000	2.53%	2.53%	15%
NAB (TERM)	TERM	AA-	23,290,784	20.31%	20.31%	20%
RABODIRECT (TERM)	TERM	AA	4,000,000	3.49%	3.49%	15%
ST GEORGE BANK (TERM)	TERM	AA-	2,100,000	1.83%	1.83%	20%
SUNCORP METWAY LTD (TERM)	TERM	A+	6,000,000	5.23%	5.23%	15%
WESTPAC (MAXI BONUS 1)	11AM	AA-	307,620	0.27%	-	20%
WESTPAC (MAXI BONUS 2)	11AM	AA-	1,010,847	0.88%	-	20%
WESTPAC (MAXI DIRECT)	11AM	AA-	4,100,000	3.58%	-	20%
WESTPAC (31DAYS AT CALL)	31DAYS AT CALL	AA-	1,000,000	0.87%	-	
WESTPAC (60DAYS AT CALL)	60DAYS AT CALL	AA-	1,000,000	0.87%	-	
WESTPAC (FRTD)	FRTD	AA-	4,000,000	3.49%	-	20%
WESTPAC (TERM)	TERM	AA-	9,000,000	7.85%	17.81%	20%
UNITS IN LOCAL GOVT HOUSE	NA	NA	230,645	0.20%	-	
			114,665,265	100%	100%	

C15/6000 - INVESTMENT STATEMENTS FOR MAY 2015 (REC)

MATURITY COMPARISON			
TERM to MATURITY	AMOUNT	\$	ACTUAL PROPORTION
MUNICIPAL & TRUST FUNDS			
< 1 year	26,756,525		100%
	26,756,525		100%
RESERVE FUNDS			
< 1 year	87,473,578		100%
	87,473,578		100%

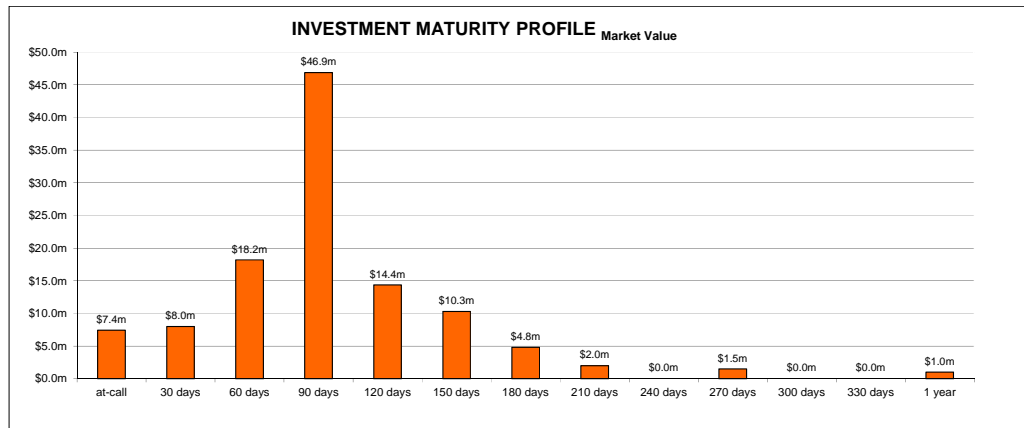
Net Funds Held

The graphs below summarise the Municipal Fund working capital and available cash and the funds held in the Reserve Fund at purchase price and last valuation at 31 May 2015.



C15/6000 - INVESTMENT STATEMENTS FOR MAY 2015 (REC)

The graph below summarise the maturity profile of the City's investments at market value as at 31 May 2015.



STAKEHOLDER ENGAGEMENT

I. COMMUNITY

This report is available to the public on the City's web-site and hard copies of this agenda and attachments are available for viewing at the City's five public libraries.

II. OTHER AGENCIES / CONSULTANTS

Not applicable.

STATUTORY AND LEGAL IMPLICATIONS

The following legislation is relevant to this report:

- *Local Government (Financial Management) Regulations 1996* Regulation 19 – Management of Investments
- *Trustee Act 1962* (Part 3)

FINANCIAL IMPLICATIONS

For the period ending 31 May 2015:

- Investment earnings on Municipal and Trust Funds were \$884,385 against a year-to-date budget of \$1,097,500 representing a \$213,115 negative variance. The weighted average interest rate for Municipal and Trust Fund investments as at 31 May 2015 was 3.31% which compares favourably to the benchmark three month bank bill swap (BBSW) reference rate of 2.15%.
- Investment earnings on Reserve accounts were \$3,175,278 against a year-to-date budget of \$2,541,667 representing a \$633,611 positive variance. The weighted average interest rate for Reserve account investments as at 31 May 2015 was 3.35% which compares favourably to the benchmark three month bank bill swap (BBSW) reference rate of 2.15%.

C15/6000 - INVESTMENT STATEMENTS FOR MAY 2015 (REC)**STRATEGIC, RISK AND ENVIRONMENTAL MANAGEMENT IMPLICATIONS**

Council's Investment of Funds policy CP-009 was drafted so as to minimise credit risk through investing in highly rated securities and diversification. The policy also incorporates mechanisms that protect the City's investments from undue volatility risk as well as the risk to reputation as a result of investments that may be perceived as unsuitable by the Community.

The interest rate risk is high due to the short-term nature of the City's investments and the inability, due to legislative restrictions, to lock into longer dated investments which attract higher interest rates and help reduce exposure to reductions in interest rates.

There are no other identifiable strategic, risk and environmental management implications.

POLICY IMPLICATIONS

Council Policy CP-009 – Investment of Funds.

ALTERNATE OPTIONS AND THEIR IMPLICATIONS

Not applicable.

CONCLUSION

The City's investment portfolio is invested in highly secure investments that are returning low investment returns. These returns however commensurate with the low level of risk of the portfolio.

Future investment earnings are expected to continue to decrease when compared to previous years as interest rates continue to decrease, new restrictions put on banks by the regulators and the legislative restrictions that have been implemented by the State Government limiting term deposits to a maximum term of 12 months, resulting in the City not being able to invest in term deposits with the higher interest rates that are available on longer term investments.

OFFICER RECOMMENDATION AND COUNCIL RESOLUTION (6000)**NOTING**

That the Investment Report for the month of May 2015 be noted.

At 11.20pm the Deputy Mayor submitted the motion, which was declared

CARRIED UNANIMOUSLY EN BLOC (11/0)

C15/6001 – SCHEDULE OF ACCOUNTS PAID FOR MAY 2015 (REC) (ATTACHMENT)

Ward	: All
Category	: Operational
Subject Index	: Financial Statement and Investments
Customer Index	: Not applicable
Disclosure of any Interest	: No Officer involved in the preparation of this report has a declarable interest in this matter.
Previous Items	: Standard Item
Works Programme	: Not Applicable
Funding	: 2014/2015 Budget
Responsible Officer	Bruce Taylor – Manager Financial Services

AUTHORITY / DISCRETION

DEFINITION

<input type="checkbox"/>	Advocacy	<i>When the Council advocates on its own behalf or on behalf of its community to another level of government/body/agency.</i>
<input type="checkbox"/>	Executive	<i>The substantial direction setting and oversight role of the Council. e.g. adopting plans and reports, accepting tenders, directing operations, setting and amending budgets.</i>
<input type="checkbox"/>	Legislative	<i>Includes adopting local laws, town planning schemes & policies.</i>
<input type="checkbox"/>	Review	<i>When the Council operates as a review authority on decisions made by Officers for appeal purposes.</i>
<input type="checkbox"/>	Quasi-Judicial	<i>When the Council determines an application/matter that directly affects a person's right and interests. The judicial character arises from the obligation to abide by the principles of natural justice. Examples of Quasi-Judicial authority include town planning applications, building licences, applications for other permits/licences (eg under Health Act, Dog Act or Local Laws) and other decisions that may be appealable to the State Administrative Tribunal.</i>
<input checked="" type="checkbox"/>	Information	<i>For the Council/Committee to note.</i>

KEY ISSUES / SUMMARY

This report presents the details of payments made under delegated authority to suppliers for the month of May 2015 and recommends that the Schedule of Accounts Paid be noted.

C15/6001 – SCHEDULE OF ACCOUNTS PAID FOR MAY 2015 (REC) (ATTACHMENT)

BACKGROUND

Delegated Authority DA-035 has been granted to the Chief Executive Officer to make payments from the Municipal and Trust Funds. This authority has then been on-delegated to the Director Corporate Services. In accordance with Regulation 13.2 and 13.3 of the *Local Government (Financial Management) Regulations 1996*, where this power has been delegated, a list of payments for each month is to be compiled and presented to Council. The list is to show each payment, payee name, amount and date of payment and sufficient information to identify the transaction.

DETAIL

The Schedule of Accounts Paid for the month ending 31 May 2015 ([6001 May 2015](#)), including Payment Registers numbers, Cheques 459 to 464 and Electronic Funds Transfers batches 365 to 366 was distributed to the Elected Members of Council on 3 July 2015.

Payments in excess of \$25,000 for the month of May 2015 are detailed as follows:

Supplier Name	Remittance Number	Remittance Details	Amount
Calibre Coatings Pty Ltd	E044067 & E044302	Painting at Heathcote, Winnacott Reserve Clubrooms, Webber Reserve Clubrooms and 6 Hickey Street	\$46,560.60
City of Cockburn	E044261	Tip fees for April	\$54,461.50
Crabclaw Holdings Pty Ltd	E044090 & E044318	Building maintenance	\$161,499.52
Data#3 Limited	E044328	IT hardware and software supplies	\$39,228.60
Datacom Systems WA Pty Ltd	E044178 & E044391	IT hardware supplies	\$30,723.58
Dell Australia Pty Ltd	Chq 061700	IT hardware supplies	\$30,647.10
Dickies Tree Service	E044024 & E044262	Tree lopping services	\$61,117.10
Downer EDI Works Pty Ltd	E044149 & E044364	Road resurfacing at Kitchener Road and Bawden Street and kerbing works to Melville Beach Road	\$267,993.37
ECO Resources Pty Ltd	E044206 & E044411	Waste disposal fees	\$26,171.20
Ecosol Pty Ltd	E044459	Pollutant trap at Melville Beach Road	\$43,961.50
Fire & Emergency Services Authority WA	E044390	ESL remittance for April	\$79,902.59
Flexi Staff	E044046 & E044287	Temporary employment	\$114,648.51
Forrest Hills Spraying Services	E044403	Footpath and kerb line spraying	\$53,130.00
Greenway Enterprises	E044239 & E044455	119x TerraCottem 10kg buckets and various hand tools	\$35,825.27
JMG Air Conditioning & Electrical Services Pty Ltd	E044174 & E044388	Maintenance to air conditioners	\$48,254.75
Landscape Elements Pty Ltd	E044043	Progress claim 9 for Carawatha Park	\$29,793.42
Mayday Earthmoving	E044041	Plant hire	\$38,225.28
MMM WA Pty Ltd	E044124 & E044342	Drainage installation at Davis Road	\$87,520.09
Natural Area Management & Services	E044241	Progress claims 1 and 2 for foreshore restoration works at Helm Street	\$61,548.08
Pearmans Electrical & Mechanical Services	E044155 & E044370	Electrical services	\$52,787.61
Rhysco Electrical Services	E044141 & E044359	Electrical services	\$69,516.43

C15/6001 – SCHEDULE OF ACCOUNTS PAID FOR MAY 2015 (REC) (ATTACHMENT)

Supplier Name	Remittance Number	Remittance Details	Amount
Roads 2000 Pty Ltd	E044398	Road resurfacing at Winnacott Street	\$241,187.62
Southern Metropolitan Regional Council	E044109 & E044330	MSW, recyclable and green waste gate fees for April	\$777,427.58
Synergy	E044045 & E044286	Electricity charges	\$313,296.28
Technology One Ltd	E044248	Annual support and maintenance fees	\$102,811.32
TJS Cleaning Services Perth Pty Ltd	E044201	Cleaning of LeisureFit Booragoon and LeisureFit Melville	\$26,918.59
T-Quip Turf Equipment Solutions	E044034 & E044275	Purchase of Toro Greensmower #3400D	\$62,803.85
Tree Amigos Tree Surgeons	E044138 & E044355	Tree lopping services	\$52,423.80
Tree Planting & Watering	E044185 & E044396	Street tree watering	\$36,495.85
Triton Electrical Contractors Pty Ltd	E044179 & E044392	Electrical services	\$69,527.39
Water Corporation	Chq's 061707 & 061865	Water charges	\$29,870.38
Young's Plumbing & Gas Service Pty Ltd	E044123 & E044341	Building maintenance	\$49,888.44

STAKEHOLDER ENGAGEMENT

I. COMMUNITY

Not applicable.

II. OTHER AGENCIES / CONSULTANTS

Not applicable.

STATUTORY AND LEGAL IMPLICATIONS

This report meets the requirements of the *Local Government (Financial Management) Regulations 1996* Regulation 11 - Payment of Accounts, Regulation 12 - List of Creditors and Regulation 13 - Payments from the Trust Fund and the Municipal Fund.

FINANCIAL IMPLICATIONS

Expenditures were provided for in the adopted Budget as amended by any subsequent Budget reviews.

STRATEGIC, RISK AND ENVIRONMENTAL MANAGEMENT IMPLICATIONS

There are no identifiable strategic, risk and environmental management implications.

POLICY IMPLICATIONS

Procurement of Products and Services is conducted in accordance with Council Policy CP-023 and Systems Procedure 019 Purchasing and Procurement.

C15/6001 – SCHEDULE OF ACCOUNTS PAID FOR MAY 2015 (REC) (ATTACHMENT)**ALTERNATE OPTIONS AND THEIR IMPLICATIONS**

Not applicable.

CONCLUSION

This is a regular monthly report for Elected Members' information.

OFFICER RECOMMENDATION AND COUNCIL RESOLUTION (6001)**NOTING**

That the Council notes the Schedule of Accounts paid for the month ending 31 May 2015 as approved by the Director Corporate Services in accordance with delegated authority DA-035, and detailed in attachment [6001 May 2015](#)

At 11.20pm the Deputy Mayor submitted the motion, which was declared

CARRIED UNANIMOUSLY EN BLOC (11/0)

**C15/6002 – STATEMENTS OF FINANCIAL ACTIVITY FOR MAY 2015 (AMREC)
(ATTACHMENTS)**

Ward	: All
Category	: Operational
Subject Index	: Financial Reporting - Statements of Financial Activity
Customer Index	: Not applicable
Disclosure of any Interest	: No Officer involved in the preparation of this report has a declarable interest in this matter.
Previous Items	: Standard Item
Works Programme	: Not applicable
Funding	: Not applicable
Responsible Officer	: Bruce Taylor – Manager Financial Services

AUTHORITY / DISCRETION

DEFINITION

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<input type="checkbox"/>	Legislative	<i>Includes adopting local laws, town planning schemes & policies.</i>
<input type="checkbox"/>	Review	<i>When the Council operates as a review authority on decisions made by Officers for appeal purposes.</i>
<input type="checkbox"/>	Quasi-Judicial	<i>When the Council determines an application/matter that directly affects a person's right and interests. The judicial character arises from the obligation to abide by the principles of natural justice. Examples of Quasi-Judicial authority include town planning applications, building licences, applications for other permits/licences (eg under Health Act, Dog Act or Local Laws) and other decisions that may be appealable to the State Administrative Tribunal.</i>
<input type="checkbox"/>	Information	<i>For the Council/Committee to note.</i>

KEY ISSUES / SUMMARY

This report presents:

- The Statements of Financial Activity for the period ending 31 May 2015 and recommends that they be noted by the Council.
- Budget amendments for the period ending 31 May 2015 and recommends that they be adopted by Absolute Majority decision of the Council.
- The variances for the month of May 2015 and recommends that they be noted by the Council.

**C15/6002 – STATEMENTS OF FINANCIAL ACTIVITY FOR MAY 2015 (AMREC)
(ATTACHMENTS)**
BACKGROUND

The Statements of Financial Activity for the period ending 31 May 2015 have been prepared and tabled in accordance with the *Local Government (Financial Management) Regulations 1996*.

DETAIL

The attached reports have been prepared in compliance with the requirements of the legislation and Council policy.

For the period ending 31 May 2015, net operating positive variances of \$8.256m and net capital positive variances of \$10.833m were recorded.

Variations

A summary of variances and comments are provided in attachment [6002H May 2015](#).

CITY OF MELVILLE STATEMENT OF VARIANCES IN EXCESS OF \$50,000 FOR THE PERIOD ENDED 31 MAY 2015							
	May Actual \$	YTD Rev. Budget \$	YTD Actual \$	Variance \$	Variance %	Annual Budget \$	Annual Rev. Budget \$
Revenues							
Governance	13,904	1,375	127,234	125,859	9153%	5,001,500	1,500
General Purpose Funding	1,125,378	11,768,276	12,332,085	563,809	5%	12,112,400	12,148,405
Community Amenities	278,924	3,016,661	2,622,496	(394,165)	-13%	2,996,434	3,202,574
Other Property and Services	333,305	4,933,318	4,133,708	(799,609)	-16%	3,624,453	5,162,607
	3,261,961	34,202,373	33,630,031	(297,353)	-2%	37,998,637	36,667,475
Expenses							
Governance	(286,504)	(3,812,701)	(2,957,278)	855,423	-22%	(9,301,704)	(4,133,129)
Law, Order, Public Safety	(286,557)	(3,342,803)	(3,073,670)	269,133	-8%	(3,769,136)	(3,683,166)
Health	(66,659)	(862,802)	(796,897)	65,905	-8%	(948,192)	(946,071)
Education & Welfare	(264,746)	(2,505,846)	(2,409,639)	96,206	-4%	(2,721,231)	(2,741,583)
Community Amenities	(1,856,318)	(21,855,408)	(19,387,045)	2,468,363	-11%	(23,726,645)	(24,301,942)
Recreation and Culture	(2,410,028)	(25,877,552)	(24,300,049)	1,577,504	-6%	(27,471,098)	(28,360,113)
Transport	(704,852)	(8,078,283)	(7,116,315)	961,969	-12%	(9,555,129)	(8,942,785)
Other Property and Services	(1,181,775)	(18,235,121)	(17,657,517)	577,604	-3%	(18,430,499)	(19,688,388)
	(7,305,004)	(90,044,575)	(83,193,940)	9,876,372	-8%	(103,021,227)	(99,885,865)
Capital Revenue & Expenditure							
Purchase of Furniture & Equipment	(225,442)	(1,782,418)	(791,867)	990,551	-56%	(1,643,524)	(2,037,973)
Purchase of Plant & Equipment	(88,453)	(7,660,708)	(4,658,918)	3,001,790	-39%	(4,702,747)	(8,052,604)
Purchase of Land & Buildings	(182,409)	(3,277,794)	(1,634,530)	1,643,264	-50%	(2,034,000)	(3,984,559)
Purchase of Infrastructure Assets	(1,037,692)	(18,371,772)	(12,677,198)	5,694,574	-31%	(16,075,081)	(21,023,632)

Revenue

\$77.765m in Rates was raised to 31 May 2015. This is compared with a revised year to date budget of \$77.613m, resulting in a positive variance of \$152K.

C15/6002 – STATEMENTS OF FINANCIAL ACTIVITY FOR MAY 2015 (AMREC)
(ATTACHMENTS)**Money Expended in an Emergency and Unbudgeted Expenditure**

Not applicable for May 2015.

Budget Amendments

Details of Budget Amendments requested for the month of May 2015 are shown in attachment [6002J May 2015](#). Highlighted are three budget amendment journals greater than \$50,000 that were processed in May 2015.

- \$163,000 – New Budget for grant funding from Swan River Trust for Foreshore Restoration.
- \$226,047 – Adjustments to depreciation budget to align with actuals.
- \$140,827 – Transfer of budget to new account for the Finance Project Team.

Rates Collections and Debtors

Details of Rates and Sundry Debtors are shown in attachments 6002L, 6002M and 6002N. Rates, Refuse, Fire and Emergency Service Authority & Underground Power payments totalling \$392,879 were collected over the course of the month. Rates collection progress for the month of May is 0.5% above target which represents a dollar value of \$487,277. As at 31 May, 96.5% of 2014/2015 rates had been collected. This was 0.3% less than collected for the same time last year.

Total sundry debtor balances decreased by \$162,508 over the course of the month from \$554,777 to \$392,269. The 90+ day's debtor balance increased by \$4,019 from \$19,934 to \$23,953.

Granting of concession or writing off debts owed to the City

Delegation DA-032 empowers the Chief Executive Officer (CEO) to grant concessions and write off monies owing to the City to a limit of \$10,000 for any one item. The CEO has partially on-delegated this to the Director Corporate Services to write off debts or grant concessions to a value of \$5,000.

No debts were written off under delegated authority in the month of May 2015.

**C15/6002 – STATEMENTS OF FINANCIAL ACTIVITY FOR MAY 2015 (AMREC)
(ATTACHMENTS)**

The following attachments form part of the Attachments to the Agenda.

DESCRIPTION	LINK
Rate Setting Statement May 2015	6002A May 2015
Statement of Financial Activity – May 2015	6002B May 2015
Representation of Net Working Capital – May 2015	6002E May 2015
Reconciliation of Net Working Capital – May 2015	6002F May 2015
Notes on Rate Setting Statement reporting on variances of 10% or \$50,000 whichever is greater – May 2015	6002H May 2015
Details of Budget Amendments requested – May 2015	6002J May 2015
Summary of Rates Debtors – May 2015	6002L May 2015
Graph Showing Rates Collections – May 2015	6002M May 2015
Summary of General Debtors aged 90 Days Old or Greater – May 2015	6002N May 2015

STAKEHOLDER ENGAGEMENT

I. COMMUNITY

Not applicable.

II. OTHER AGENCIES / CONSULTANTS

Not applicable.

STATUTORY AND LEGAL IMPLICATIONS

Local Government Act 1995 Division 3 – Reporting on Activities and Finance Section 6.4 – Financial Report.

Local Government (Financial Management) Regulation 1996 Part 4 – Financial Reports Regulation 34 requires that:

**C15/6002 – STATEMENTS OF FINANCIAL ACTIVITY FOR MAY 2015 (AMREC)
(ATTACHMENTS)****34. Financial activity statement report — s. 6.4**

(1A) In this regulation — **committed assets** means revenue unspent but set aside under the annual budget for a specific purpose.

(1) A local government is to prepare each month a statement of financial activity reporting on the revenue and expenditure, as set out in the annual budget under regulation 22(1)(d), for that month in the following detail —

- (a) annual budget estimates, taking into account any expenditure incurred for an additional purpose under section 6.8(1)(b) or (c);
- (b) budget estimates to the end of the month to which the statement relates;
- (c) actual amounts of expenditure, revenue and income to the end of the month to which the statement relates;
- (d) material variances between the comparable amounts referred to in paragraphs (b) and (c); and
- (e) the net current assets at the end of the month to which the statement relates.

(2) Each statement of financial activity is to be accompanied by documents containing —

- (a) an explanation of the composition of the net current assets of the month to which the statement relates, less committed assets and restricted assets;
- (b) an explanation of each of the material variances referred to in subregulation (1)(d); and
- (c) such other supporting information as is considered relevant by the local government.

(3) The information in a statement of financial activity may be shown —

- (a) according to nature and type classification; or
- (b) by program; or
- (c) by business unit.

(4) A statement of financial activity, and the accompanying documents referred to in subregulation (2), are to be —

- (a) presented at an ordinary meeting of the council within 2 months after the end of the month to which the statement relates; and
- (b) recorded in the minutes of the meeting at which it is presented.

(5) Each financial year, a local government is to adopt a percentage or value, calculated in accordance with the AAS, to be used in statements of financial activity for reporting material variances.

The variance adopted by the Council is 10% or \$50,000 whichever is greater.

Local Government Act 1995 Division 4 – General Financial Provisions Section 6.12; Power to defer, grant discounts, waive or write off debts.

FINANCIAL IMPLICATIONS

Variances are dealt with in attachment [6002H_May 2015](#) (Notes on Statement of Variances in excess of \$50,000).

**C15/6002 – STATEMENTS OF FINANCIAL ACTIVITY FOR MAY 2015 (AMREC)
(ATTACHMENTS)**

STRATEGIC, RISK AND ENVIRONMENTAL MANAGEMENT IMPLICATIONS

There are no identifiable strategic, risk and environmental management implications arising from this report.

POLICY IMPLICATIONS

The format of the Statements of Financial Activity as presented to the Council and the reporting of significant variances is undertaken in accordance with the Council's Accounting Policy CP-025.

CONCLUSION

The attached financial reports reflect a positive financial position of the City of Melville as at 31 May 2015.

OFFICER RECOMMENDATION AND COUNCIL RESOLUTION (6002)

ABSOLUTE MAJORITY

At 10.32pm Cr Willis moved, seconded Cr Schuster –

That the Council:

- Note the Rate Setting Statement and Statements of Financial Activity for the month ending 31 May 2015 as detailed in the following attachments:**

DESCRIPTION	LINK
Rate Setting Statement May 2015	6002A May 2015
Statement of Financial Activity – May 2015	6002B May 2015
Representation of Net Working Capital – May 2015	6002E May 2015
Reconciliation of Net Working Capital – May 2015	6002F May 2015
Notes on Rate Setting Statement reporting on variances of 10% or \$50,000 whichever is greater – May 2015	6002H May 2015
Details of Budget Amendments requested – May 2015	6002J May 2015
Summary of Rates Debtors – May 2015	6002L May 2015
Graph Showing Rates Collections – May 2015	6002M May 2015
Summary of General Debtors aged 90 Days Old or Greater – May 2015	6002N May 2015

- By Absolute Majority Decision adopt the budget amendments, as listed in the Budget Amendment Reports for May 2015, as detailed in attachment [6002J May 2015](#).**

At 10.32pm the Deputy Mayor submitted the motion, which was declared

CARRIED UNANIMOUSLY BY ABSOLUTE MAJORITY (11/0)

LATE ITEM -P15/3646 SUBMISSION ON DRAFT PERTH AND PEEL @ 3.5 MILLION SUITE OF DOCUMENTS (REC) (ATTACHMENT)

Ward : All
 Category : Policy
 Application Number : N/A
 Property : All
 Proposal : N/A
 Applicant : N/A
 Owner : N/A
 Disclosure of any Interest : No Officer involved in the preparation of this report has a declarable interest in this matter.
 Previous Items : N/A
 Responsible Officer : Gavin Ponton
 Manager Strategic Urban Planning

AUTHORITY / DISCRETION

DEFINITION

<input checked="" type="checkbox"/>	Advocacy	<i>When the Council advocates on its own behalf or on behalf of its community to another level of government/body/agency.</i>
<input type="checkbox"/>	Executive	<i>The substantial direction setting and oversight role of the Council. e.g. adopting plans and reports, accepting tenders, directing operations, setting and amending budgets.</i>
<input type="checkbox"/>	Legislative	<i>Includes adopting local laws, town planning schemes & policies.</i>
<input type="checkbox"/>	Review	<i>When the Council operates as a review authority on decisions made by Officers for appeal purposes.</i>
<input type="checkbox"/>	Quasi-Judicial	<i>When the Council determines an application/matter that directly affects a person's right and interests. The judicial character arises from the obligation to abide by the principles of natural justice. Examples of Quasi-Judicial authority include town planning applications, building licences, applications for other permits/licences (eg under Health Act, Dog Act or Local Laws) and other decisions that may be appealable to the State Administrative Tribunal.</i>
<input type="checkbox"/>	Information	<i>For the Council/Committee to note.</i>

LATE ITEM - P15/3646 SUBMISSION ON DRAFT PERTH AND PEEL @ 3.5 MILLION SUITE OF DOCUMENTS (REC) (ATTACHMENT)**KEY ISSUES / SUMMARY**

- The State Government Department of Planning and the Western Australian Planning Commission (WAPC) have released a suite of strategic planning documents “Perth and Peel @ 3.5 Million” for public consultation until 31 July 2015.
- An overview of the content of the documents was presented to Elected Members at an Elected Member Information Session (EMIS) on 30 June 2015.
- The high level principles contained in the documents generally accords with that contained in the City’s strategic planning framework and adopted Local Planning Strategy (LPS). A number of issues have been identified however with respect to engagement in the preparation of the documents, details contained within the documents and challenges for implementation
- A draft submission on the suite of documents has been prepared and endorsement of the submission for forwarding to the WAPC is recommended.

BACKGROUND

The current strategic spatial plan for the Perth and Peel region is provided by the 2010 WAPC adopted *Directions 2031 and Beyond* (D2031). D2031 included an overall strategic report, as well as a supplementary set of more detailed sub-regional strategies. D2031 promoted a consolidated approach to urban development with more intensive activity focused into connected activity centres and corridors. D2031 featured a target whereby 47% of new housing was to be located in existing residential areas. To assist in implementation, Local Governments were allocated dwelling targets with City of Melville tasked with providing 11,000 new dwellings by 2031.

Since D2031 the WAPC have released the study *Western Australia Tomorrow* which forecasts growth in the Perth and Peel region towards a population of 3.5 million. The suite of documents under the heading *Draft Perth and Peel @ 3.5 Million* (Perth and Peel @ 3.5M), aim at providing a strategic plan to demonstrate the accommodation of the forecast population of 3.5 million.

DETAIL

Perth and Peel @ 3.5M provides a plan for the Perth and Peel region, to accommodate the forecast population of 3.5 million people through to 2050. Similar to D2031, Perth and Peel @ 3.5M includes an overarching strategic planning document, plus additional detail in four sub regional planning frameworks. The documents maintain an infill target of 47% of new dwellings and like D2031 focus intensity on identified activity centres, rail precincts and corridors. The plans identify future locations for dwellings and employment, provide for protection of environmental features and seek to best use existing and proposed infrastructure. The documents also provide additional detail in identifying specific areas for intensity and density.

LATE ITEM - P15/3646 SUBMISSION ON DRAFT PERTH AND PEEL @ 3.5 MILLION SUITE OF DOCUMENTS (REC) (ATTACHMENT)

The City of Melville remains in the Central sub-Region in Perth and Peel @ 3.5 and is allocated a dwelling target of 18,500 new dwellings to 2050. Existing activity centres and rail station precincts in Melville are identified as “consolidation areas” for more intensive development. Corridors are also identified as consolidation areas along Canning Highway, Riseley Street, Marmion Street, Murdoch Drive and part of Leach Highway.

An overview of the Perth and Peel @ 3.5 was presented at the EMIS on 30 June 2015.

A draft submission has been prepared in response to Perth and Peel @ 3.5. The submission notes that the high level principles contained within the suite of documents are generally consistent with the City’s planning framework as outlined in the adopted LPS. A number of issues are identified however with respect to engagement in the preparation of the documents, details contained within the documents and challenges for implementation.

[3646 Attachment 1 City of Melville Submission on Draft Perth Peel @ 3.5 Million](#)**STAKEHOLDER ENGAGEMENT**

Advertising Required: Not applicable.

I. COMMUNITY

Not applicable. Perth and Peel @ 3.5 is being advertised for public comment up until 31 July 2015. There is no requirement for the City to further community engagement prior to preparing a submission. The suite of documents is available publically for viewing at the WAPC website: www.planning.wa.gov.au/publications/3.5million.asp

II. OTHER AGENCIES / CONSULTANTS

As above

STATUTORY AND LEGAL IMPLICATIONS

There is no obligation upon the City to provide a submission in response to Perth and Peel @ 3.5. Should the documents be adopted by the WAPC they will become part of the State Planning Framework. The City’s local planning responses including the Local Planning Strategy and Local Planning Scheme will be required to have regard to and in some aspects comply with the strategic direction of the Perth and Peel @ 3.5.

FINANCIAL IMPLICATIONS

There are no financial implications in providing comment on the Perth and Peel @ 3.5. Adoption of the Perth and Peel @ 3.5 may result in need for additional future strategic planning projects to be undertaken. These would be determined and prioritised in future budget considerations.

LATE ITEM - P15/3646 SUBMISSION ON DRAFT PERTH AND PEEL @ 3.5 MILLION SUITE OF DOCUMENTS (REC) (ATTACHMENT)

STRATEGIC, RISK AND ENVIRONMENTAL MANAGEMENT IMPLICATIONS

Environmental Management Implications

The Perth and Peel @ 3.5 provides high level guidance with respect to protection of environmental assets. The content of the documents is not considered to represent a departure from current management objectives or practices.

Risk Implications

The strategic urban planning principles of the Perth and Peel @ 3.5 are largely in keeping with those contained within the City's adopted Local Planning Strategy. The Perth and Peel @ 3.5 does however provide additional detail in identifying land for more intensive development and/or increased residential density. Draft dwelling targets for the City are also revised upwards to reflect an increased timeframe to 2050. Perth and Peel @ 3.5 indicates that progress against the dwelling targets will be monitored and policy interventions considered where targets are not achieved.

Risk Statement	Level of Risk	Risk Mitigation Strategy
Perth and Peel @ 3.5 identifies long term possibility of additional state government planning intervention where dwelling targets are not reached.	Major consequences which are possible, resulting in a high level of risk	City's existing Local Planning Strategy is in keeping with the principles of Perth and Peel @ 3.5. Provisions of draft LPS6, initiatives in Structure Plan areas and ongoing review of planning framework towards 2050 provide substantial opportunity to respond to community needs and measures such as dwelling targets.

Strategic Implications

The Perth and Peel @ 3.5 provides additional strategic urban planning direction with respect to accommodating increased growth in the Perth and Peel region to 2050. The principles of Perth and Peel @ 3.5 are far reaching and will be required to be reflected in the content of the Metropolitan Region Scheme, Local Planning Strategies, Local Planning Schemes and Policies. Further, the draft sub-regional frameworks contained within Perth and Peel @ 3.5 are proposed to be developed into Sub-Regional Structure Plans which will also be required to be reflected in the local planning framework.

LATE ITEM - P15/3646 SUBMISSION ON DRAFT PERTH AND PEEL @ 3.5 MILLION SUITE OF DOCUMENTS (REC) (ATTACHMENT)

As outlined above the principles of Perth and Peel @ 3.5 are largely in keeping with those contained within the City's adopted Local Planning Strategy and LPS6. Perth and Peel @ 3.5, however, extends the timeframe for current planning, provides revised dwelling targets to reflect this increased timeframe and includes more specific direction as to where additional dwellings and intensity are to be provided. Whilst not necessarily conflicting with the City's strategic urban planning framework, Perth and Peel @ 3.5 will impact upon timing, prioritisation and delivery of strategic outcomes.

POLICY IMPLICATIONS

The City's local planning responses including the Local Planning Strategy and Local Planning Scheme will be required to have regard to and in some aspects comply with the strategic direction of the Perth and Peel @ 3.5. Subsidiary planning controls such as Policies would align with this planning framework.

ALTERNATE OPTIONS AND THEIR IMPLICATIONS

This report seeks endorsement of a draft submission on Perth and Peel @ 3.5. The Council could choose not to lodge a submission, with the implications being that the WAPC would not receive specific details of any matters of concern to the City's.

The Council would have the option of amending or adding to the draft submission.

COMMENT

The high level strategic urban planning principles contained within the Perth and Peel @ 3.5M suite of documents largely concur with those promoted by the City of Melville Local Planning Strategy. The draft submission however identifies a range of issues and modifications with respect to the content of the documents and challenges for implementation.

It is noted that the next key phase for Perth and Peel @ 3.5M is the progression of the draft Sub Regional Planning Frameworks into Sub Regional Structure Plans. The draft submission, recognises the importance of this next stage and seeks an the opportunity for the City to be further engaged in the review of the results of the public consultation phase and for additional involvement on the matters raised and any potential modifications to the plans content.

CONCLUSION

It is recommended that Council endorse the draft submission [Attachment 1: City of Melville Submission on Draft Perth Peel @ 3.5 Million](#) for forwarding to the Western Australian Planning Commission.

LATE ITEM - P15/3646 SUBMISSION ON DRAFT PERTH AND PEEL @ 3.5 MILLION SUITE OF DOCUMENTS (REC) (ATTACHMENT)**OFFICER RECOMMENDATION (3646)****APPROVAL**

At 10.32pm Cr Phelan moved, seconded Cr Schuster–

That the Council endorses the City of Melville submission on the Draft Perth and Peel @ 3.5 Million suite of documents, as shown in Attachment 1: City of Melville Submission on Draft Perth Peel @ 3.5 Million for forwarding to the Western Australian Planning Commission.

AMENDMENT

That the Council endorses the City of Melville submission on the Draft Perth and Peel@ 3.5 Million suite of documents, as shown in Attachment 1: City of Melville Submission on Draft Perth Peel @ 3.5 Million and including the additional content highlighted in blue as depicted in Attachment 1A as circulated at the Council Meeting for forwarding to the Western Australian Planning Commission.

With the agreement of the mover and seconder, the amendment was incorporated into the recommendation.

COUNCIL RESOLUTION (3646)**APPROVAL**

That the Council endorses the City of Melville submission on the Draft Perth and Peel@ 3.5 Million suite of documents, as shown in Attachment 1: City of Melville Submission on Draft Perth Peel @ 3.5 Million and including the additional content highlighted in blue as depicted in Attachment 1A as circulated at the Council Meeting for forwarding to the Western Australian Planning Commission.

At 10.43pm the Deputy Mayor submitted the substantive motion as amended, which was declared

CARRIED UNANIMOUSLY (11/0)

LATE ITEM - P15/3646 SUBMISSION ON DRAFT PERTH AND PEEL @ 3.5 MILLION SUITE OF DOCUMENTS (REC) (ATTACHMENT)Reasons for Amendment

The additional content proposed to be included in the submission to the Western Australian Planning Commission provides additional information and emphasis with respect to the importance of supporting infrastructure and reforms to the planning system in achieving urban growth towards 2050.

Infrastructure: The additional content provides additional emphasis on the role of the State Government in providing supporting infrastructure to facilitate growth in key centres. Specific examples of required infrastructure are provided to support the Canning Bridge Precinct and Murdoch Activity Centre.

Planning Reform: The additional content highlights opportunities to streamline the planning process to assist in implementing the objectives of the proposed strategy. In particular the introduction of Sub-regional structure plans into the planning system is identified as an opportunity to provide additional delegation of decision making powers to local government.

The proposed additional content to the existing Attachment 1 to report P/3646 is shown highlighted in blue in a revised Attachment 1A, circulated at the Council Meeting.

**LATE ITEM - C15/6084 - FINANCIAL ASSISTANCE GRANTS TO LOCAL GOVERNMENT
(REC) (ATTACHMENT)**

Disclosure of Interest

Item No.	C15/6084
Elected Member/Officer	Dr S Silcox
Type of Interest	Interest under Code of Conduct
Nature of Interest	Officer wrote letters as LGMA President
Request	Not Applicable
Decision of Council	Not Applicable
Ward	: All
Category	: Operational
Subject Index	: Financial Management – Accounting Grant Allocation; Traffic Management – Roads Grant Funding
Customer Index	: Commonwealth Grants Commission
Disclosure of any Interest	: No Officer involved in the preparation of this report has a declarable interest in this matter.
Previous Items	: Nil
Works Programme	: Not Applicable
Funding	: \$2,150,000 Federal Assistance Grant General \$1,050,000 Federal Assistance Grant Roads
Responsible Officer	: Marten Tieleman Director Corporate Services

AUTHORITY / DISCRETION

DEFINITION

<input checked="" type="checkbox"/>	Advocacy	<i>When the Council advocates on its own behalf or on behalf of its community to another level of government/body/agency.</i>
<input type="checkbox"/>	Executive	<i>The substantial direction setting and oversight role of the Council. e.g. adopting plans and reports, accepting tenders, directing operations, setting and amending budgets.</i>
<input type="checkbox"/>	Legislative	<i>Includes adopting local laws, town planning schemes & policies.</i>
<input type="checkbox"/>	Review	<i>When the Council operates as a review authority on decisions made by Officers for appeal purposes.</i>
<input type="checkbox"/>	Quasi-Judicial	<i>When the Council determines an application/matter that directly affects a person's right and interests. The judicial character arises from the obligation to abide by the principles of natural justice. Examples of Quasi-Judicial authority include town planning applications, building licences, applications for other permits/licences (eg under Health Act, Dog Act or Local Laws) and other decisions that may be appealable to the State Administrative Tribunal.</i>
<input type="checkbox"/>	Information	<i>For the Council/Committee to note.</i>

**LATE ITEM - C15/6084 - FINANCIAL ASSISTANCE GRANTS TO LOCAL GOVERNMENT
(REC) (ATTACHMENT)****KEY ISSUES / SUMMARY**

- This report brings to the Council's attention a joint letter received from the Australian Local Government Association and Local Government Managers Association, seeking the support of all Australian local governments in bid to persuade the Commonwealth Government to end the current freeze on the annual indexation of the Financial Assistance Grants.
- The Australian Local Government Association has requested that each Council to pass a resolution acknowledging the importance of the grants in assisting local governments to provide important community infrastructure and to acknowledge the receipt of Financial Assistance Grants from the Commonwealth in media releases and publications including annual reports.
- This report recommends the Council recognises the importance of the Financial Assistance Grants to the City and supports the campaign to end the indexation freeze.

BACKGROUND

In 2014-2015 the Commonwealth Government as part of its efforts to contain its budget deficit, implemented a freeze of the annual indexation of the Financial Assistance Grants (FAGs) for three years until 2017-2018.

When first introduced, the FAGs distributed to local government was targeted to be 2% of total personal income tax collections. This was subsequently reduced to a target of 1% of total Commonwealth tax revenue. The current arrangement, comprising a general purpose payment and an identified local road grant making up the FAGs was established in 1991. The indexation process was put in place in 1994. By 2011 FAG's had declined to 0.71% of total Commonwealth taxation revenue. In 2014 total tax revenue was estimated to be \$369 billion and the FAGs \$2.3 billion meaning that the FAGs represented 0.62% of total tax revenue. The 2015 Commonwealth Budget shows total tax and excise revenues are estimated to be \$380.1 billion, an increase of \$11 billion or 3%. The FAG's distribution to local government has however been frozen at \$2.3 billion which represents a further decline to 0.60% of the total tax revenue being a 3% effective reduction.

DETAIL

The Australian Local Government Association (ALGA) and Local Government Managers Australia (LGMA) have requested [6084 Financial Assistance Grants to Local Government](#) that all Australian local governments support their advocacy efforts to have the freeze on annual indexation removed. In addition they have requested that each Council to pass a resolution acknowledging the importance of the grants in assisting local governments to provide important community infrastructure and to acknowledge the receipt of Financial Assistance Grants from the Commonwealth in media releases and publications including annual reports.

**LATE ITEM - C15/6084 - FINANCIAL ASSISTANCE GRANTS TO LOCAL GOVERNMENT
(REC) (ATTACHMENT)**

Each year, untied FAGs to the value of approximately \$2.3 billion, are distributed to local governments throughout Australia. Of this amount the City of Melville receives \$3.35 million being \$2.21 million in the form of an untied amount calculated on a dollar per head of population basis (\$21.35), and \$1.14 million calculated on the basis of the amount of road and drainage infrastructure maintained by the City.

The “roads” based component of the grant is used by the City of Melville to fund expenditure on the maintenance and improvement of the City’s road and drainage network which costs approximately \$8 million per annum. The “roads” grant therefore represents approximately 14% of the City’s annual expenditure on the road and drainage network and is therefore a very important contribution towards the cost of maintaining that infrastructure.

The implementation by the Commonwealth Government of a freeze in indexation would be understandable if their total tax revenue earnings base was also frozen. However the Commonwealth has seen year on year increases in total tax revenue of 3% as shown in the Background section above but has chosen not to pass any of those increases on to local government and the ratepayers, in order for it to fund other expenditure priorities.

In light of the variability and uncertainty of the FAGs the untied proportion of the FAGs is set aside by the City of Melville in the Land and Property Reserve (Reserve). This Reserve has been created to put in place to act as a smoothing mechanism to iron out the major variations in grant receipts that has eventuated over a number of years as the Commonwealth Government has altered the timing of the grants distribution. On occasions they have paid anywhere in the range 0% to 50% in advance. On 29 June 2015 they advised that they would be paying 50% of the estimated 2015-2016 allocation in advance on 30 June 2015. The City’s 2015-2016 Budget was calculated on the basis of the funds being received post 1 July 2015.

The Reserve will also help ensure an increased level of revenue self sufficiency by the City in order to protect ratepayers against events such as has now occurred i.e. the freezing of indexation to the grant, by enabling the City to invest in revenue earning and economic development opportunities. The ability to internally fund the construction of the new City Centre Cultural and Civic Facility is an example of the beneficial use of these funds to create alternative revenue streams and to create local economic and social activity. Other beneficial uses that will create economic activity and strengthen the revenue earning capacity of the City will be the development of the former Carawatha Primary School site and the stimulation of development at the Murdoch Mixed Use Precinct and Canning Bridge Structure Plan area.

Despite the declining real value of the FAG’s it still forms an important part of funding the City’s operations and infrastructure maintenance and construction. The FAG’s represents 2.85% of the City’s total revenue base and if it was to cease would translate to a 4% increase in Rates.

**LATE ITEM - C15/6084 - FINANCIAL ASSISTANCE GRANTS TO LOCAL GOVERNMENT
(REC) (ATTACHMENT)****STAKEHOLDER ENGAGEMENT****I. COMMUNITY**

No external engagement has been carried out as this is a matter of advocacy that needs to be taken up by the Council on behalf of its ratepayers.

II. OTHER AGENCIES / CONSULTANTS

Australian Local Government Association
Local Government Managers Australia

STATUTORY AND LEGAL IMPLICATIONS

Local Government (Financial Assistance) Act 1995

FINANCIAL IMPLICATIONS

The financial impact of the freeze over the three year period will depend on the level of the consumer price index over the period of the three years. For example at an annual CPI of 2% the present grant of \$3.35 million would have risen to \$3.66 million in three years time, a difference of \$205,000 equating to a difference of 6.12% in the base calculation on which future indexation would then apply. At a 3% CPI the difference in the base would be \$310,635 a difference of 9.3% lower than would have been the case had annual indexing remained.

STRATEGIC, RISK AND ENVIRONMENTAL MANAGEMENT IMPLICATIONSStrategic Implications

The freezing of indexation of the FAGs directly impacts on the Strategy “Ensure long term financial sustainability” outlined in the City of Melville Corporate Plan 2012-2016 by reducing the City’s long term financial sustainability as it effectively significantly reduces the real value of the grant over time. This would either lead to a reduction in services or an increase in rates which would place an undue burden on the City’s high proportion of residents that are part of an aging population, many of whom are on fixed incomes, as identified in the Melville to 2050: Intergenerational Local Government prepared by MacroPlan Australia.

**LATE ITEM - C15/6084 - FINANCIAL ASSISTANCE GRANTS TO LOCAL GOVERNMENT
(REC) (ATTACHMENT)**

Risk Management Implications

Risk Statement	Level of Risk	Risk Mitigation Strategy
Reduction in grant funding leads to increases in rates or reduction in services.	Likelihood is Almost Certain as has already occurred and financial impact although Minor on an annual basis is Moderate over the three year period of the freeze as it will lead to a loss of between \$250,000 to \$1 million over the three year period resulting in an Extreme level of risk rating in accordance with the City's Risk Matrix	Advocate for the immediate re-establishment of the indexation of the FAGs.

Environmental Management Implications

There are no environmental management implications associated with this item.

POLICY IMPLICATIONS

CP-008 Financial Sustainability – Forward Financial Planning and Funding Allocation

ALTERNATE OPTIONS AND THEIR IMPLICATIONS

The Council could choose not to support ALGA and LGMA in their bid to persuade the Commonwealth Government to reintroduce indexing to the FAGs or to acknowledge the importance of the FAGs to the City which would result in their bid having a reduced impact.

CONCLUSION

The Federal Assistance Grants are an important part of the City of Melville annual revenue and help ensure that the City can maintain its road and drainage infrastructure at appropriate levels. It also helps the City to provide important community assets and to build community resilience by enabling alternative revenue streams that help the City to reduce the burden of rates on an aging population a high proportion of whom are on fixed incomes.

It is therefore recommended that the Council support the Australian Local Government Association, and Local Government Managers Australian, in their bid to persuade the Commonwealth Government to reintroduce annual indexation of the Federal Assistance Grants paid to local government.

**LATE ITEM - C15/6084 - FINANCIAL ASSISTANCE GRANTS TO LOCAL GOVERNMENT
(REC) (ATTACHMENT)**

At 10.40pm Mr Ponton entered the meeting.

OFFICER RECOMMENDATION AND COUNCIL RESOLUTION (6084) APPROVAL

At 10.45pm Cr Robartson moved, seconded Cr Barton –

That the Council

- 1. Acknowledges the importance of the Federal Assistance Grants funding received from the Commonwealth Government which assists the City of Melville to provide important community infrastructure and services and helps reduce the rate burden on an increasingly aging population.**

At 10.57pm the Deputy Mayor submitted the motion, which was declared

CARRIED (9/2)

Vote Result Summary	
Yes	9
No	2

Vote Result Detailed	
Cr Aubrey	Yes
Cr Barton	Yes
Cr Foxtton	Yes
Cr Macphail	Yes
Cr Phelan	Yes
Cr Reynolds	Yes
Cr Robartson	Yes
Cr Schuster	Yes
Cr Willis	Yes
Cr Pazolli	No
Cr Taylor-Rees	No

- 2. Requests the Chief Executive Officer to prepare a letter for the Mayor's signature to all relevant stakeholders urging the Commonwealth Government to immediately reinstate the annual indexing of the Federal Assistance Grants and apply that indexing to the base grant that would have been in place had indexing continued to apply.**

At 10.58pm the Deputy Mayor submitted the motion, which was declared

CARRIED (10/1)

**LATE ITEM - C15/6084 - FINANCIAL ASSISTANCE GRANTS TO LOCAL GOVERNMENT
(REC) (ATTACHMENT)**

Vote Result Summary	
Yes	10
No	1

Vote Result Detailed	
Cr Aubrey	Yes
Cr Barton	Yes
Cr Foxtton	Yes
Cr Macphail	Yes
Cr Pazolli	Yes
Cr Phelan	Yes
Cr Reynolds	Yes
Cr Robartson	Yes
Cr Taylor-Rees	Yes
Cr Willis	Yes
Cr Schuster	No

- 3. Agrees to acknowledge the importance of the Federal Assistance Grants in media releases and relevant City of Melville publications including the annual report.**

At 10.58pm the Deputy Mayor submitted the motion, which was declared

CARRIED (10/1)

Vote Result Summary	
Yes	10
No	1

Vote Result Detailed	
Cr Aubrey	Yes
Cr Barton	Yes
Cr Foxtton	Yes
Cr Macphail	Yes
Cr Phelan	Yes
Cr Reynolds	Yes
Cr Robartson	Yes
Cr Schuster	Yes
Cr Taylor-Rees	Yes
Cr Willis	Yes
Cr Pazolli	No

BEHIND CLOSED DOORS

At 10.59pm Cr Aubrey moved, seconded Cr Phelan–

***That the meeting be closed to the public to permit discussion on a confidential matter (T15/3637 – Operational Waste Collection Review) covered under section 5.23 (2) (c) of the Local Government Act 1995, a contract entered into, or which may be entered into, by the local government and which relates to a matter to be discussed at the meeting; and
(e) a matter that if disclosed would reveal – information that has commercial value to a person; ...where the trade secret or information is held by, or is about, a person other than the local government;...***

At 10.59pm the Deputy Mayor submitted the motion, which was declared

CARRIED UNANIMOUSLY (11/0)

At 11.00pm Mr Ponton left the meeting.

15. IDENTIFICATION OF MATTERS FOR WHICH THE MEETING MAY BE CLOSED

At 11.09pm Cr Barton left the meeting and returned at 11.12pm.

T15/3637 – OPERATIONAL WASTE COLLECTION REVIEW

An Addendum to the report was distributed to Elected Members on Friday, 17 July 2015 under confidential cover.

Disclosure of Interest

Item No.	T15/3637
Elected Member/Officer	Cr C Robartson
Type of Interest	Interest under Code of Conduct
Nature of Interest	Resides in the RAAFA Estate
Request	Not Applicable
Decision of Council	Not Applicable

OFFICER RECOMMENDATION AND COUNCIL RESOLUTION (3637)**ABSOLUTE MAJORITY APPROVAL**

At 11.00pm Cr Willis moved, seconded Cr Schuster–

That the Council:

- 1. Notes the content of the attached Hyder Operational Waste Collection Review Report.**
- 2. Endorses the installation of GPS and monitoring software on the City's Domestic Waste collection vehicles and on board weighing systems on the City's Municipal Solid Waste collection vehicles at an estimated cost of \$152,000.**
- 3. By Absolute Majority Decision approve a budget amendment whereby a cost account with a budget of \$152,000 is created to record the expenditure referred to in recommendation 2. above and approves the transfer of \$152,000 from the Refuse Facilities Reserve to provide the necessary funds for this account.**
- 4. Notes that a further internally resourced assessment of the commercial waste business is to be undertaken over the next seven months and that a report will be presented to the Council in February 2016.**

Note: In the context of recommendation 2 above, Domestic Waste collection vehicles refers to vehicles that collect waste on a weekly basis from the 240 litre green top bin and the 240 litre yellow top bin.

At 11.19pm the Deputy Mayor submitted the motion, which was declared

CARRIED BY ABSOLUTE MAJORITY (10/1)

T15/3637 – OPERATIONAL WASTE COLLECTION REVIEW

Vote Result Summary	
Yes	10
No	1

Vote Result Detailed	
Cr Aubrey	Yes
Cr Barton	Yes
Cr Foxtton	Yes
Cr Macphail	Yes
Cr Phelan	Yes
Cr Reynolds	Yes
Cr Robartson	Yes
Cr Schuster	Yes
Cr Taylor-Rees	Yes
Cr Willis	Yes
Cr Pazolli	No

At 11.20pm Cr Willis moved, seconded Cr Phelan –

That the meeting come out from behind closed doors and the public be invited back into the meeting.

At 11.20pm the Deputy Mayor submitted the motion, which was declared

CARRIED UNANIMOUSLY (11/0)

No members of the public returned to the Chamber.

16. EN BLOC ITEMS

At 11.20pm Cr Robartson moved, seconded Cr Reynolds–

That the recommendations for items, P15/3644, M15/5000, C15/6000 and C15/6001 be carried En Bloc.

At 11.21pm the Deputy Mayor submitted the motion, which was declared

CARRIED UNANIMOUSLY (11/0)

18. MOTIONS WITHOUT NOTICE BY ABSOLUTE MAJORITY OF THE COUNCIL

Nil

19. CLOSURE

There being no further business to discuss the Deputy Mayor declared the meeting closed at 11.21pm.