



City of Belmont
AGENDA BRIEFING FORUM
INFORMATION MATRIX
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16 February 2016

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TABLED ATTACHMENTS INDEX

- Tabled Attachment 1 – Item 5.1 refers**
- Tabled Attachment 2 – Item 5.2 refers**
- Tabled Attachment 3 – Item 5.3 refers**
- Tabled Attachment 4 – Item 12.1 refers**
- Tabled Attachment 5 – Item 12.2 refers**
- Tabled Attachment 6 – Item 12.2 refers**

**Councillors are reminded to retain the attached
Ordinary Council Meeting Agenda (inclusive of the OCM Attachments) for
deliberation at the meeting scheduled for 23 February 2016**

AGENDA BRIEFING FORUM INFORMATION MATRIX

PRESENT

Cr P Marks, Mayor (Presiding Member)	East Ward
Cr R Rossi, JP, Deputy Mayor	West Ward
Cr L Cayoun	West Ward
Cr P Hitt	West Ward
Cr M Bass	East Ward
Cr B Ryan	East Ward
Cr P Gardner	South Ward
Cr J Powell	South Ward
Cr S Wolff	South Ward

IN ATTENDANCE

Mr N Deague	A/Chief Executive Officer
Mr R Garrett	Director Corporate and Governance
Mrs J Hammah	A/Director Community and Statutory Services
Mr J Olynyk, JP	Manager Governance
Mr J Hardison (<i>arr 7.19pm, dep 9.03pm & did not return</i>)	Manager Property and Economic Development
Mr W Loh (<i>dep 8.57pm & did not return</i>)	A/Manager Planning Services
Mr M Ralph (<i>dep 8.57pm & did not return</i>)	Manager Infrastructure Development
Mrs M Lymon	Principal Governance and Compliance Advisor
Mr T Cappellucci (<i>dep 8.57pm & did not return</i>)	Coordinator Planning Services
Mr S Peters (<i>dep 8.57pm & did not return</i>)	Senior Planning Officer
Mr D Pettit (<i>dep 8.57pm & did not return</i>)	Planning Officer
Ms E Cashman	Senior Governance Officer

OBSERVERS

Mr J Ross (<i>dep 8.57pm & did not return</i>)	Associate, Taylor Burrell Barnett
Ms C Gilbert (<i>dep 8.57pm & did not return</i>)	Planning Work Experience Officer

MEMBERS OF THE GALLERY

There were 5 members of the public in the gallery and no press representative.

1. OFFICIAL OPENING

7.02pm The Presiding Member welcomed all those in attendance and declared the meeting open.

The Presiding Member invited Cr Rossi to read aloud the Affirmation of Civic Duty and Responsibility on behalf of Councillors and Officers. Cr Rossi read aloud the affirmation.

Affirmation of Civic Duty and Responsibility

I make this affirmation in good faith and declare that I will duly, faithfully, honestly, and with integrity fulfil the duties of my office for all the people in the City of Belmont according to the best of my judgement and ability. I will observe the City's Code of Conduct and Standing Orders to ensure the efficient, effective and orderly decision making within this forum.

2. APOLOGIES AND LEAVE OF ABSENCE

Mr S Cole (Apology)
Mr R Lutey (Apology)

Chief Executive Officer
Director Technical Services

3. DECLARATIONS OF INTEREST THAT MIGHT CAUSE A CONFLICT

3.1 FINANCIAL INTERESTS

Nil.

3.2 DISCLOSURE OF INTEREST THAT MAY AFFECT IMPARTIALITY

Name	Item No and Title
Cr L Cayoun	Item 12.8 Policy Review – BEXB40 Attendance by Dignitaries at Civic Functions, Ceremonies and Receptions
Cr P Gardner	Item 12.8 Policy Review – BEXB40 Attendance by Dignitaries at Civic Functions, Ceremonies and Receptions

4. ANNOUNCEMENTS BY THE PRESIDING MEMBER (WITHOUT DISCUSSION)

4.1 ANNOUNCEMENTS

Nil.

4.2 DISCLAIMER

7.04pm The Presiding Member drew the public gallery's attention to the Disclaimer.

Any statement, comment or decision made at a Council or Committee meeting regarding any application for an approval, consent or licence, including a resolution of approval, is not effective as an approval of any application and must not be relied upon as such.

Any person or entity who has an application before the City must obtain, and should only rely on, written notice of the City's decision and any conditions attaching to the decision, and cannot treat as an approval anything said or done at a Council or Committee meeting.

Any advice provided by an employee of the City on the operation of a written law, or the performance of a function by the City, is provided in the capacity of an employee, and to the best of that person's knowledge and ability. It does not constitute, and should not be relied upon, as legal advice or a representation by the City. Any advice on a matter of law, or anything sought to be relied upon as a representation by the City should be sought in writing and should make clear the purpose of the request.

5. PUBLIC SUBMISSION TIME

7.05pm The Presiding Member opened the period allotted for Public Submission Time and drew the gallery's attention to the Rules for Public Submission Time. Three Public Submissions from members of the public were received.

5.1 MS D MOSSENSON ON BEHALF OF ZONIE PTY LTD, 401 GREAT EASTERN HIGHWAY, REDCLIFFE

I am one of the directors of Zoonie Pty Ltd, the owners of 401 Great Eastern Highway, Redcliffe, which is bound by Great Eastern Highway, Brearley Avenue and Boulder Avenue, and is currently occupied by a funeral parlour.

I strongly oppose the proposal to close Brearley Avenue, particularly between Great Eastern Highway and First Street, and urge Council to adopt **Option 2** of the recommendations at page 18 of the Agenda, by resolving that:

"Council accept the Vision Plan as proposed, with additional modifications including:

1. *In relation to the Vision Plan Report and Implementation Strategy:*
 - a. *Subject to approval from the Minister for Transport, provide for Brearley Avenue to remain open between Great Eastern Highway and First Street;*
 - b. *Provide an accurate indication/expectation of urban density (population density and dwelling density), so that appropriate modelling can occur in terms of infrastructure requirements, and so that there is clear guidance for stakeholders when a Local Structure Plan is prepared; and*
 - c. *Undertake independent updated Traffic Modelling to account for the future urban density, and to account for the prospect of Brearley Avenue remaining open between Great Eastern Highway and First Street."*

Item 5.1 Continued

I also urge the Council to make a second resolution, that:

“Council formally request that the Minister for Transport re-consider whether Brearley Avenue can remain open between Great Eastern Highway and First Street, generally in accordance with the following wording:

“We the Council of the City of Belmont request that the Minister for Transport keep Brearley Avenue open between Great Eastern Highway and First Street, as a local road for local traffic.

It is our preliminary view that if some slight re-configuration of the road system is made, together with adjustments to the traffic light sequencing at Great Eastern Highway, there should be minimal impacts on the efficiency of Great Eastern Highway, and minimal impacts on the future public open space requirements for the City of Belmont, but major improvements in access and safety for future DA6 residents and businesses.

In addition to the above, we request that the Minister order a revised traffic assessment for the DA6 area, which considers the projected future population of the DA6 area (6400 residents), as well as access from Brearley Avenue, between Great Eastern Highway to First Street.”

Response to officer’s comments for closure of Brearley Avenue

There are 5 reasons for the closure of Brearley Avenue set out at page 14 of the Agenda. My response to each is set out below:

Reason 1

“It will encourage motorists to “rat run” through the residential area to access the domestic airport”

There has not been any modeling presented to support this statement.

Apart from Central Avenue, there are no vehicular access points proposed from the residential areas of DA6 to the airport contemplated in the Vision Plan.

If the City is concerned about rat-running, the appropriate action is to restrict access from the residential area to the airport area, via the phasing of traffic lights etc to dis-incentivise such a route.

Reason 2

“It will compromise the ability to deliver a high quality and sizeable portion of public open space (POS) and compromise the ability to redesign and integrate the Southern Main Drain within the public realm”

If Brearley Avenue was aligned in its current location up to Boulder Avenue, then re-aligned to intersect at right angles with First Street (as per the mark up below), the usable part of POS notated “14” on the Vision Plan does not change. The alignment of the Southern Main Drain within the public realm does not change. This design does however improve surveillance of that public open space, which is critical to good urban design outcomes.

Item 5.1 Continued



Reason 3

“Main Roads Western Australia has advised that retention of the intersection will compromise the efficiency of Great Eastern Highway and the associated exit ramps from Tonkin Highway. This is unacceptable from a traffic efficiency and safety perspective and is not supported by MRWA as the responsible agency for Brearley Avenue”

As has been confirmed by the three reports provided by the Minister’s office, there has never been **any** traffic modelling conducted on the basis of a connection of Brearley Avenue to First Street to support this claim.

In any event, the efficiency of Great Eastern Highway needs to be balanced against the efficiency and safety in the local road network, for which MRWA has no regard.

It is up to the City to protect the interests of ratepayers and future residents, it is not for the City to blindly follow 25 year old propositions which been taken out of context without the appropriate rigor applied to the reasoning behind it.

By way of example of the limitations of the existing traffic modelling, you only need to look at page 32 of the Vision Plan and Implementation Strategy, which contemplates up to 3600 dwellings and a population of up to 6400 people within the DA6 area.

Item 5.1 Continued

This contrasts starkly with the modelling relied upon by the City, produced by PTA, for which **no** future increased density was published, or the modelling produced by the MRWA, provided to residents by the Minister's office, which contemplated the following:

Model	Population	Dwellings
Gateway WA (June 2011) – 2031	707	302
Forrestfield Airport Link (January 2015) – 2031	2124	2272

The modelling which was based on the highest population and dwelling figures is still only 1/3 that contemplated by the Vision Plan and Implementation Strategy.

Reason 4

“Retention of a section of Brearley Avenue and its intersection with Great Eastern Highway would be contrary to preferences expressed by some at community workshops and open days held through 2013 and 2015 to remove the barrier of the road and the volume of traffic and adhoc parking associated with the domestic airport.”

These comments are taken out of context. The road will no longer be a barrier if reduced in capacity and servicing the local community only. The volume of traffic using it is likely to be a small fraction of the current traffic volumes. Additionally, there will be no traffic or parking issues associated with the domestic airport, as there will be no longer be access to the Airport.

Reason 5

“For over 25 years it has been the stated position of MRWA that once there was an alternative access from Tonkin Highway to the Domestic Airport, Brearley Avenue would be closed”

It is my understanding that this statement has been taken out of context.

It is my understanding that the position was that once alternate access to the domestic airport was provided, access from Brearley Avenue to the Airport would be closed.

Keeping Brearley Avenue open to service the local community only does not conflict with that long held position.

Conclusions

It is my view that the rationale for the closure of Brearley Avenue is flawed, and on that basis, the City should write to the Minister requesting clarification of the State's position before a resolution is made.

(Refer [Tabled Attachment 1](#) for further information).

5.2 MR R FOSTER, 140 COOLGARDIE AVENUE, REDCLIFFE

My name is Richard Foster; I live at 140 Coolgardie Avenue in the Redcliffe DA6.

Thank you Mayor Marks, this is in support of my submission re the DA6 Vision and is supported (as was my submission) by a number of residents, who for a variety and a multitude of reasons have not responded to their letter regarding the Revised DA6 Vision Plan

I am one of the "six objectors" out of 746 or was it 747? Letters sent out for comment on the Vision Plan.

There has been NO LOCAL traffic management study or modelling of the Redcliffe DA6 and by that I mean local traffic that is generated from within the DA6 and subsequently coupled with the Worley Parsons PTA and MRWA traffic modelling.

If this traffic modelling has been done, if was NOT attached to the Vision Plan that we were invited to comment on.

This has been noted in the Worley Parsons traffic study and also in the Department of Transport submission to the DA6. And I quote from the Dept of Transport's submission "Whilst a high-level traffic management study has been undertaken for this area (Worley Parsons, September 2015), a robust and extensive traffic impact assessment should be undertaken based on the proposed DA6 land uses in order to determine the impacts on design and ultimate road requirements along Great Eastern Highway."

And from Worley Parsons... I quote "the traffic data is given in peak time and it should be noted that this is local traffic and, vehicles per day cannot be derived from the data" There are further notes to say that LOCAL TRAFFIC is NOT included in the traffic modelling for the DA6.

In 2021 the Coolgardie Avenue intersection with GEH (upgraded) MAY be adequate... by 2030 with 7,000 (seven thousand) people (COB Figures) living in the DA6 and most with at least 1 car, the intersection will be overloaded and the disaster of closing ALL of Brearley Avenue will be realised

A portion of Brearley Avenue between Great Eastern Highway and First Avenue in the Development Area 6 must be retained.

As a minimum! An "ON DEMAND ONLY" right hand turns from South or City direction along GEH entering Brearley Avenue.

Traffic in Brearley Avenue turning right into GEH should be discouraged. Traffic in Brearley Avenue turning left into GEH would be a slip road. Traffic entering Brearley Avenue from Tonkin Highway off ramp are covered in right and left turn into GEH. Traffic from the North or Midland end of GEH would enter Coolgardie Avenue through the new "PROPOSED" upgrade intersection off GEH.

This would enhance the commercial area and address the problem of no direct access off GEH to the southern end of the commercial area in DA6.

'ON DEMAND ONLY' traffic signals are present (in a different form) along GEH, one at Abernethy Road and one at Acton Street, both in the City of Belmont.

Item 5.2 Continued

Moving on ..., The PTA in their submission to the DA6 noted that they weren't in favour of 15 story buildings around their train STATION BECAUSE THEY BASICALLY WEIGH TOO MUCH! And on reading further weren't happy with the weight loadings or building heights along the length of the tunnel towards GEH. This goes against the Vision plan and shows up communication errors between the City of Belmont and the PTA in such an important document.

Public Open Space ... In answer to one of the submissions to the DA6, The City of Belmont states that it is "commonplace" for communities to share school ovals and use it as public open space ... My questions for the next council meeting will be
What percentage is "commonplace" in regards to how many Perth metropolitan schools share ovals as POS in an unfettered manner (i.e. public access to public open space in a random manner)?

I should add ... and is written into the "commonplace" inventory of POS in 'commonplace local government instrumentalities

The area of POS available with the school oval included is still under the 10% needed to satisfy planning authorities and this was confirmed by an employee of the COB when questioned by Councillor Hitt at the November 2015 ordinary council meeting in response to a question I had asked.

In the Revised Vision Plan... an increase in heights of buildings, the number of dwellings and population in the last 6 months (since the CRG meetings) seemed to coincide with the updated figures for passenger trips the PTA (nearly double the original estimate) had issued in a press release for the Redcliffe station. Although I suspect that is was the current Government's spin to make the Forrestfield Airport Link look viable and the drip down effect of 'you need to make your developments in the DA6 bigger in line with our increased forecast.' (My words of course!) No mention at all of the increases in local vehicle traffic.

- 1) There are still no rezoning outlines for DA6. A "height Blanket" has been mentioned but the height blanket has been disallowed by the PTA in key areas around the train station and along the length of Brearley Avenue.
- 2) The percentage of POS is an issue and needs to be address by the councillors. It is unfair of the COB staff to say that if we want more open space we are going to have to pay for it. It's your Vision Plan. You provide it... by saying the that POS will be better and improved in the future than what we have now, is like saying that Garvey Park is NOT POS because it has not been improved. Think about it!
- 3) It was the residents/ratepayers of Redcliffe who pointed out to the Minister of transport, MRWA AND the City of Belmont that IF Brearley Avenue was to be closed, The Coolgardie Avenue/ GEH intersection was unsafe and needed to be upgraded... an indeed it was our intention with the Minister of Transport that so far has successfully negotiated a VERBAL agreement on the upgrade of the intersection. I might add that this agreement to the upgrade has put the Minister at odds with the MRWA policy
- 4) The no Rezoning and the no redevelopment allowed to the rear of properties since 2003 (unless we referred it to a DAP) HAS inhibited property values within the DA6. As has the release of the DA6 Vision Plan with no zoning structure. I still stand by my

Item 5.2 Continued

statement of 'in a 1km radius of the centre of the DA6 property values at \$300,000 higher outside the Redcliffe DA6

- 5) I object to this Revised Vision Plan calling the DA6 an Urban Village, It is HIGH DENSITY! And I quote from an anonymous source "Many Urban village developments, both Government and privately initiated, have been seen to depart from the original ideal of the concept. Private developments often use the 'urban village' label as an advertising pitch or to win Government support for their project. Many developments, although intended to create a true urban village form, have not achieved their objectives."

The City of Belmont is not achieving their objectives. Urban Village is a MEDIUM DENSITY development MARS BAR where you can work rest and play in an urban environment ... Not a high density work rest and not really play because there is not enough POS. that is called a boiled lolly ...

In conclusion I ask that all the councillors read, at minimum, ALL of the OBJECTORS submissions in full before they vote. The OBJECTORS all have valid points regarding this DA6 Vision Plan. I also think it is rather ironic that the next item on the agenda is about City of Belmont decisions in the last 25 years regarding parking within the Ascot Quays are and recent previous ABFs' and OCMs' dealing with a Bollard height in Epsom Avenue. I await with anticipation my free WIFI access and verge garden

Thank You Mr Mayor

(Refer [Tabled Attachment 2](#) for further information).

7.19pm The Manager Property and Economic Development entered the meeting.

5.3 MS B SCHARFENSTEIN, 140 COOLGARDIE AVENUE, REDCLIFFE

Ms Scharfenstein was opposed to the Officer Recommendation and provided a presentation which included the following:

- DA6 – The Springs MK II
- In 2013 a Development Area 6 Visioning Workshop was conducted by and reported on by Taylor Burrell Barnett for City of Belmont and Perth Airport
- Important Values Identified and Acknowledged as being Important Considerations
- Discussion on Traffic Movement
- Public Open Space
- Why Close Brearley Avenue?
- What constitutes a "rat run"?

(Refer [Tabled Attachment 3](#) for further information).

7.33pm The Presiding Member closed Public Submission Time.

6. ORDINARY COUNCIL MEETING AGENDA FOR MEETING TO BE HELD 23 FEBRUARY 2016

6.1 AGENDA ITEMS FOR REVIEW

Item No. Officer Presentations / Deputation Presentations / Councillor Comment	
AGENDA ITEMS FOR REVIEW	
12.1	<p>Final Adoption of Draft Local Planning Policy No. 14 'Development Area 6' – Vision Plan and Implementation Strategy' Following Public Advertising</p> <p><u>Deputation Presentation</u></p> <p>Nil.</p> <p><u>Officer Presentation</u></p> <p>The Coordinator Planning Services provided a presentation which included the following:</p> <ul style="list-style-type: none">• Development Area 6• Consultation• Consultation Results• Issues Raised From Consultation• Closure of Brearley Avenue• Public Open Space• Road Traffic and Access Movement Networks• Density and Zoning• Conclusion <p>(Refer Tabled Attachment 4 for further information).</p> <p><u>Notes from Forum</u></p> <p>A series of questions were asked and responded to as follows:</p> <ul style="list-style-type: none">• Consideration was given to the fact that a large majority of people will not send in submissions and the Community Open Days were held and other submission avenues were opened for this reason.• A wide cross section of the community was represented at the Community Open Days and discussions held and comments received at the Community Open Days indicated that the majority of the feedback on the Vision Plan was positive.• There were not many negative comments received at the Community Open Days.

Item No.	Officer Presentations / Deputation Presentations / Councillor Comment
	<p data-bbox="375 257 614 291"><i>Item 12.1 Continued</i></p> <ul data-bbox="375 324 1436 1948" style="list-style-type: none"><li data-bbox="375 324 1436 616">• The City acknowledged the scale of the Vision Plan and advertised the Vision Plan submission period in a number of ways. Targeted letters were sent to residents and landowners, information was provided on the City's website and people were directed to Belmont Connect, digital message boards were used to advertise the submission period and Community Open Days and those that attended the first Community Open Day were encouraged to broadcast the second Community Open Day to friends, family and neighbours. This was in addition to advertisements placed in The West Australian and the Southern Gazette.<li data-bbox="375 660 1436 728">• The traffic modelling undertaken has taken the two primary schools in the precinct into consideration.<li data-bbox="375 761 1436 828">• At this stage the main concern for the City will be the volume of traffic using Stanton Road.<li data-bbox="375 862 1436 963">• Stanton Road has the capacity to manage the projected traffic volumes. Traffic treatments and road design will be looked at to best manage the traffic on Stanton Road.<li data-bbox="375 996 1436 1131">• Traffic modelling for internal street traffic has been undertaken. This modelling has been undertaken to consider traffic volumes after the closure of Brearley Avenue and after the precinct has realised its full development potential.<li data-bbox="375 1164 1436 1332">• This traffic modelling has been based on projected development figures as envisaged by the Vision Plan and data provided by the Public Transport Authority (PTA) in regards to projected traffic volumes at the train station. All traffic generators have been considered in this modelling, which includes airport traffic, residential traffic, train station traffic and office park traffic.<li data-bbox="375 1366 1436 1601">• The Brearley Avenue / Great Eastern Highway / Tonkin Highway interchange is a major safety concern for Main Roads, which has been a major consideration in the closure of Brearley Avenue. At present tail backs on the Tonkin Highway off ramp and the general volume of traffic are causing accidents and safety concerns for Main Roads. Future traffic modelling has indicated that if the interchange remains the same configuration, tail backs will occur onto the main carriageway of Tonkin Highway.<li data-bbox="375 1635 1436 1803">• The Traffic Report carried out for DA6 and the rail project highlighted the general traffic congestion including tail backs down the Tonkin Highway off ramp. The traffic consultants clearly identified that these were fundamental issues relating to this intersection and the ongoing linkage to Brearley Avenue.<li data-bbox="375 1836 1436 1948">• The interchange cannot be looked at in isolation. Rectifying one issue, such as making Brearley Avenue left in/left out only may cause other conflicts. The biggest problems with the interchange at present are safety and efficiency.

Item No.	Officer Presentations / Deputation Presentations / Councillor Comment
	<p data-bbox="375 257 614 291"><i>Item 12.1 Continued</i></p> <ul style="list-style-type: none"> <li data-bbox="375 324 1436 459">• The increased capacity of Great Eastern Highway will improve traffic flow in the area. It is expected that Great Eastern Highway will be upgraded to six lanes through to the bypass, and the capacity and efficiency of an upgraded Great Eastern Highway will reduce the propensity for 'rat runs'. <li data-bbox="375 492 1436 560">• There are no major concerns that Stanton Road will be used for 'rat runs' via Coolgardie Avenue, First Street and Kanowna Avenue East. <li data-bbox="375 593 1436 694">• The City investigated opportunities for additional Public Open Space (POS), such as the shared use of school grounds, after POS was raised by the community in forums and by the Community Reference Group. <li data-bbox="375 728 1372 761">• The option of utilising school grounds as shared POS is not a new policy. <li data-bbox="375 795 1436 896">• As the shared use of school grounds as POS has not been included in POS calculations, there are no safeguards in place for situations where the land may be sold by the Department of Education. <li data-bbox="375 929 1436 1030">• The development of DA6 will increase the demand for school places and strengthen the need for a school site, so it is not envisaged that schools in the area will be sold. <li data-bbox="375 1064 1436 1164">• Models for schools in metropolitan areas are changing due to increasing population demands. Playing field requirements and multi-storey designs are under consideration. <li data-bbox="375 1198 1436 1299">• Allocating additional POS will entail identifying land holdings for purchase and consolidation. Resumption of land cost contributions may be required as part of a development contribution. <li data-bbox="375 1332 1436 1433">• It is difficult to nominate where exactly POS will be located at the Vision Plan stage. Detailed planning work carried out as part of the Structure Plan will identify POS. <li data-bbox="375 1467 1436 1545">• The Vision Plan has identified the linear POS opportunities due to the closure of Brearley Avenue. <li data-bbox="375 1579 1436 1747">• In the short term, Brearley Avenue will be converted to Crown land. As part of the Structure Plan, requirements for road reserves will be detailed. POS will remain as Crown land and the development of these future sites will be coordinated by the Department of Planning, and involvement from an agency such as LandCorp may be considered. <li data-bbox="375 1780 1436 1881">• LandCorp managed the development of The Springs precinct in a similar manner, and have the requisite planning and engineering expertise to manage a project of this nature.

Item No.	Officer Presentations / Deputation Presentations / Councillor Comment
	<p data-bbox="375 257 614 291"><i>Item 12.1 Continued</i></p> <ul data-bbox="375 324 1436 1859" style="list-style-type: none"><li data-bbox="375 324 1436 526">• Council does not have the ability to place a moratorium on development on the Brearley Avenue Reserve. The Vision Plan details some areas of the Brearley Avenue Reserve as development sites, from First Street to Great Eastern Highway. Another portion of the Brearley Avenue Reserve is dedicated to POS. When redevelopment occurs, it may be possible to require contributions towards the acquisition of land for additional POS.<li data-bbox="375 560 1436 795">• Following a community forum with the Minister for Transport, the Minister undertook to investigate the modelling and findings which supported the closure of Brearley Avenue in order to determine appropriateness of the Brearley Avenue closure. The Minister was provided with the relevant information and is supportive of the Brearley Avenue closure with the associated modifications, which includes the interim upgrade of the Coolgardie Avenue intersection.<li data-bbox="375 828 1436 963">• The City is not aware of any instances where portions of public school land have been sold off. The disposal of the former Kewdale High School to the Australian Islamic College was a different situation where the land was sold to an independent school.<li data-bbox="375 996 1436 1064">• The City has been disappointed in the past when school sites and playing fields have been sold off and have lobbied to retain these sites.<li data-bbox="375 1097 1436 1232">• Central Avenue will be a single carriageway in each direction. When Great Eastern Highway has been fully developed and the community requires the connection, there will be the provision of left in, left out access at Great Eastern Highway.<li data-bbox="375 1265 1380 1310">• An entrance point to the DA6 precinct will be through Coolgardie Avenue.<li data-bbox="375 1344 1189 1377">• Central Avenue will be upgraded and connected in stages.<li data-bbox="375 1411 1436 1478">• Upgrades to Central Avenue will commence at Dunreath Drive and continue to the train station precinct, which includes the train station bus link road.<li data-bbox="375 1512 1436 1646">• An early stage of the project will be construction of the Central Avenue upgrade from Dunreath Drive to the train station bus link road. Central Avenue and First Street will not be connected at this stage. It is proposed that this connection will occur in the future.<li data-bbox="375 1680 1436 1859">• Should more POS be required, developer contributions for POS will need to be determined along with a number of other contribution requirements during the Structure Plan phase. This will involve the development of the Structure Plan, the relevant Scheme amendments and Western Australian Planning Commission (WAPC) endorsement.

Item No.	Officer Presentations / Deputation Presentations / Councillor Comment
	<p data-bbox="375 257 614 291"><i>Item 12.1 Continued</i></p> <ul data-bbox="375 324 1436 1243" style="list-style-type: none"><li data-bbox="375 324 1436 459">• The train station car park will be developed by the PTA and is located on land owned by Perth Airport, so the City does not have the power to impose provisions for underground cells for trees. However, the City will give direction and encourage vegetation and tree canopy in this car park.<li data-bbox="375 492 1436 560">• If Council wish to focus on including underground cells for trees, Officers will direct and apply pressure on the issue.<li data-bbox="375 593 1436 728">• The Development Contribution Scheme process will commence during the Structure Planning phase. Detailed planning undertaken in this phase will identify POS costs and implications. The Vision Plan will provide the basis upon which the Structure Plan can proceed.<li data-bbox="375 761 1436 828">• There are concerns that if Brearley Avenue remains open in any capacity that there will be general efficiency and traffic flow issues.<li data-bbox="375 862 1436 974">• Stanton Road will be upgraded and continually monitored for 'rat running' and to ensure traffic volumes are suitable, particularly considering proximity to the two local schools.<li data-bbox="375 1008 1436 1075">• Local traffic management and the creation of a slower road environment will ensure that Coolgardie Avenue is used as a connecting street for the suburb.<li data-bbox="375 1108 1436 1243">• POS in the precinct has been calculated as being close to 10%. If the primary school playing fields are included, the calculation will be in excess of 10%; however the primary school grounds are not included in the calculation and are considered more as a bonus to the POS provision. <p data-bbox="375 1310 861 1344"><u>Further Information to be Provided</u></p> <ul data-bbox="375 1377 1436 1780" style="list-style-type: none"><li data-bbox="375 1377 1436 1478">• The A/Director Community and Statutory Services (through Marketing) undertook to provide Councillors with further information on the circulation penetration of the Southern Gazette.<li data-bbox="375 1512 1436 1646">• The A/Director Community and Statutory Services undertook to provide Councillors with further information on who was contacted at Redcliffe Primary School regarding the possibility of the provision of shared additional Public Open Space<li data-bbox="375 1680 1436 1780">• The A/Director Community and Statutory Services undertook to provide Councillors with further information on the locations of shared Public Open Space within the City

Item No.	Officer Presentations / Deputation Presentations / Councillor Comment
12.2	<p data-bbox="371 230 1198 259">Ascot Waters Marina Village Updated Car Parking Strategy</p> <p data-bbox="371 297 719 327"><u>Deputation Presentation</u></p> <p data-bbox="371 365 1433 427">Mr D Wilkins, Principal and Senior Traffic Engineer on behalf of i3 Consulting, PO Box 1638, Subiaco WA 6904.</p> <p data-bbox="371 465 1433 528">Mr Wilkins was in support of the Officer Recommendation and provided a presentation which included the following:</p> <ul data-bbox="371 566 1433 846" style="list-style-type: none">• Ascot Waters Marina• An update to the Car Parking Strategy for Ascot Waters Marina prepared in 2007 and endorsed by the City of Belmont in 2008• Development Blocks M1 to M5• Statutory Parking Provision Assessment• Parking Provision• Parking and Boat Pen Surveys• Parking Survey Methodology <p data-bbox="371 909 1098 938">8.24pm The Manager Governance departed the meeting.</p> <ul data-bbox="371 1001 863 1144" style="list-style-type: none">• Boat Pen Survey Methodology• On-street Parking Survey Results• Car Park Survey Results• Current Parking Examples <p data-bbox="371 1207 1126 1236">8.26pm The Manager Governance returned to the meeting.</p> <ul data-bbox="371 1299 975 1543" style="list-style-type: none">• Boat Pen Survey Results• Boat Pen Parking Demand• Reciprocal and shared parking• Forecast on-street and car park demand• Statutory requirement v forecast demand• Parking Prohibition and Restrictions Signs• Summary <p data-bbox="371 1581 1046 1610">(Refer Tabled Attachment 5 for further information).</p> <p data-bbox="371 1673 659 1702"><u>Officer Presentation</u></p> <p data-bbox="371 1740 1433 1803">The Senior Planning Officer provided a presentation which included the following:</p> <ul data-bbox="371 1843 1331 1986" style="list-style-type: none">• Ascot Waters Marina Village Updated Car Parking Strategy• Location on On-Street/Public Car-Park Car Bays• 2007 Car Parking Strategy Ascot Waters Marina Precinct (2007 CPS)• Reasons for Updating the 2007 CPS

Item No.	Officer Presentations / Deputation Presentations / Councillor Comment
	<p data-bbox="373 257 619 286"><i>Item 12.2 Continued</i></p> <p data-bbox="373 349 890 378">8.39pm Cr Powell departed the meeting.</p> <ul data-bbox="373 445 1433 510" style="list-style-type: none"><li data-bbox="373 445 1433 510">• Reasons for the Difference in Car Bays Between the 2007 CPS and the 2016 CPS <p data-bbox="373 571 919 600">8.40pm Cr Powell returned to the meeting.</p> <ul data-bbox="373 667 584 696" style="list-style-type: none"><li data-bbox="373 667 584 696">• Conclusions <p data-bbox="373 734 1043 763">(Refer Tabled Attachment 6 for further information).</p> <p data-bbox="373 801 632 831"><u>Notes from Forum</u></p> <p data-bbox="373 869 1190 898">A series of questions were asked and responded to as follows:</p> <ul data-bbox="373 936 1433 2020" style="list-style-type: none"><li data-bbox="373 936 1433 1032">• Trees in the car parks and throughout the precinct will not be removed. The height of hedges in public car park seven may be reduced due to safety and surveillance considerations<li data-bbox="373 1077 1433 1240">• The reduction in the total number of forecast parking bays (96 initially constructed bays, 14 bays that were constructed subsequently and 14 bays that were to be constructed as required at a place to be determined) for the precinct means that the 14 additional bays, which have not yet been constructed, may not be required.<li data-bbox="373 1285 1433 1406">• Disability access bays are required as part of any development and must comply with the requirements of the <i>Building Code of Australia</i>. Disability access bays generally are located on site at the most convenient, accessible location.<li data-bbox="373 1451 1433 1516">• As shown in the parking survey, car parks seven and eight are not highly utilised.<li data-bbox="373 1561 1433 1648">• Crime prevention data shows that there are crime issues in these car parks. The proposed development will provide for increased surveillance, reduce crime opportunities and provide more certainty for those using the car parks.<li data-bbox="373 1693 1433 1758">• It was noted that CCTV cameras for these car parks will be considered as part of the next budget.<li data-bbox="373 1803 1433 1924">• There are clarity issues regarding bike and footpaths in this area of Ascot, similar to those seen on Hardey Road. When the development is completed there will be a main entrance and the signage of the path and car parks will be improved through signage on the verge and ground.<li data-bbox="373 1968 1433 2020">• Ranger patrols and surveillance will be increased in this area to police illegal parking concerns.

Item No.	Officer Presentations / Deputation Presentations / Councillor Comment
	<p data-bbox="373 257 620 286"><i>Item 12.2 Continued</i></p> <ul data-bbox="373 324 1437 627" style="list-style-type: none"><li data-bbox="373 324 1437 459">• The additional car parking bays proposed for Tidewater Way, Ascot endorsed at the 24 November 2015 Ordinary Council Meeting have not yet been constructed. The Ascot Waters Marina Village is a separate precinct to Tidewater Way.<li data-bbox="373 492 1437 627">• The multiple dwellings constructed on Marina Drive were fully compliant with Residential Design Code (R-Code) car parking requirements for residents and visitors. Therefore the car parking strategy did not consider any additional on street parking requirements as a result of the development. <p data-bbox="373 694 863 723"><u>Further Information to be Provided</u></p> <ul data-bbox="373 761 1414 1032" style="list-style-type: none"><li data-bbox="373 761 1414 862">• The A/Manager Planning Services undertook to provide Councillors with the number of disability access bays currently available in the Ascot Waters Marina Village.<li data-bbox="373 896 1414 1032">• The A/Chief Executive Officer undertook to provide Councillors with further information regarding the upgrade to car parks seven and eight in the Ascot Waters Marina Village, with particular regard to crime prevention provisions such as CCTV cameras and security lighting. <p data-bbox="373 1093 1437 1211">8.57pm The Manager Infrastructure Development, A/Manager Planning Services, Coordinator Planning Services, Senior Planning Officer, Planning Officer, Planning Work Experience Officer and Mr Ross departed the meeting and did not return.</p>

Item No.	Officer Presentations / Deputation Presentations / Councillor Comment
12.3	<p data-bbox="373 230 1225 264">Proposed Road Dedication – Various Lots – Tonkin Highway</p> <p data-bbox="373 297 718 331"><u>Deputation Presentation</u></p> <p data-bbox="373 365 419 398">Nil.</p> <p data-bbox="373 465 659 499"><u>Officer Presentation</u></p> <p data-bbox="373 533 1417 600">The Manager Property and Economic Development provided an overview of the properties excluded from the proposed road dedication.</p> <p data-bbox="373 667 632 701"><u>Notes from Forum</u></p> <p data-bbox="373 734 1190 768">A series of questions were asked and responded to as follows:</p> <ul data-bbox="373 801 1433 969" style="list-style-type: none"><li data-bbox="373 801 1313 835">• Greenshields Way is not impacted by this proposed road dedication.<li data-bbox="373 869 1433 969">• Main Roads will need to directly negotiate a settlement for any properties under private ownership before Council will be asked to concur to the dedication of those properties as road reserve. <p data-bbox="373 1037 863 1070"><u>Further Information to be Provided</u></p> <ul data-bbox="373 1104 1398 1205" style="list-style-type: none"><li data-bbox="373 1104 1398 1205">• The A/Chief Executive Officer undertook to provide Councillors with clarification regarding the ownership and location of the properties listed at 35E.

Item No.	Officer Presentations / Deputation Presentations / Councillor Comment
12.4	<p data-bbox="373 230 1439 293">Rate Exemption – Southern Cross Housing Ltd – 154A Kew Street, Kewdale and Units 2, 3, 5 and 9 at 35 Love Street, Cloverdale</p> <p data-bbox="373 365 719 398"><u>Deputation Presentation</u></p> <p data-bbox="373 432 416 465">Nil.</p> <p data-bbox="373 533 659 566"><u>Officer Presentation</u></p> <p data-bbox="373 600 416 633">Nil.</p> <p data-bbox="373 701 635 734"><u>Notes from Forum</u></p> <p data-bbox="373 790 1439 853">9.03pm The Manager Property and Economic Development departed the meeting and did not return</p> <p data-bbox="373 920 1193 954">A series of questions were asked and responded to as follows:</p> <ul data-bbox="373 987 1439 1429" style="list-style-type: none"><li data-bbox="373 987 1439 1088">• There would be a few hundred varying property types in the City that are rate exempt. This number would align with the number expected in other local governments.<li data-bbox="373 1122 1439 1223">• Rate exemptions for social and community housing is becoming a bigger issue for the local government sector. Department of Housing practices and procedures are impacting on this issue.<li data-bbox="373 1256 1439 1330">• Southern Cross Housing Ltd manage these particular properties and are requesting rate exemptions for the properties detailed in the report.<li data-bbox="373 1364 1439 1429">• The request for a rate exemption in Item 12.5 comes from a different organisation. <p data-bbox="373 1529 863 1563"><u>Further Information to be Provided</u></p> <p data-bbox="373 1597 416 1630">Nil.</p>

Item No.	Officer Presentations / Deputation Presentations / Councillor Comment
12.5	<p>Rate Exemption – Nulsen Haven Association Incorporated – 35 McKeon Street, Redcliffe, 34 Somers Street, Belmont, 15 Towie Street, Cloverdale, 24 St Kilda Road, Rivervale and 67 Surrey Road, Rivervale</p> <p><u>Deputation Presentation</u></p> <p>Nil.</p> <p><u>Officer Presentation</u></p> <p>Nil.</p> <p><u>Notes from Forum</u></p> <p>Nil.</p> <p><u>Further Information to be Provided</u></p> <p>Nil.</p>
12.6	<p>Rate Exemption Review</p> <p><u>Deputation Presentation</u></p> <p>Nil.</p> <p><u>Officer Presentation</u></p> <p>Nil.</p> <p><u>Notes from Forum</u></p> <p>Nil.</p> <p><u>Further Information to be Provided</u></p> <p>Nil.</p>

Item No.	Officer Presentations / Deputation Presentations / Councillor Comment
12.7	<p>Policy Review – BEXB11A Elected Members Fees, Allowances and Support</p> <p><u>Deputation Presentation</u></p> <p>Nil.</p> <p><u>Officer Presentation</u></p> <p>Nil.</p> <p><u>Notes from Forum</u></p> <p>A series of questions were asked and responded to as follows:</p> <ul style="list-style-type: none">• No clear direction was given by Council regarding the policy amendments first proposed at the 22 September 2015 Ordinary Council Meeting, and discussed further at Information Forums, therefore Officers have submitted the original policies for Council to debate and amend if required. <p><u>Further Information to be Provided</u></p> <p>Nil.</p>
12.8	<p>Policy Review – BEXB40 Attendance by Dignitaries at Civic Functions, Ceremonies and Receptions</p> <p>Note</p> <p>Cr L Cayoun disclosed an interest in Item 12.8 Policy Review – BEXB40 Attendance by Dignitaries at Civic Functions, Ceremonies and Receptions</p> <p><u>Deputation Presentation</u></p> <p>Nil.</p> <p><u>Officer Presentation</u></p> <p>Nil.</p> <p><u>Notes from Forum</u></p> <p>A series of questions were asked and responded to as follows:</p> <ul style="list-style-type: none">• Council will need to amend the policy if changes to invitation procedures are required.

Item No.	Officer Presentations / Deputation Presentations / Councillor Comment
	<p><i>Item 12.8 Continued</i></p> <ul style="list-style-type: none">• Previous practice for some events has been to invite Lower House Members, not Upper House Members. There are no specific reasons for this.• State and Federal Lower House and Upper House Members, along with the relevant Ministers are invited to Citizenship Ceremonies.• The policy provides guidance on invitations for the different functions the City holds.• There is no consensus on this issue in the local government sector. Very few local governments have policies regarding invitations to civic functions, ceremonies and receptions.• The Mayor has some discretion regarding invitations to functions. <p><u>Further Information to be Provided</u></p> <p>Nil.</p>
12.9	<p>Policy BEXB41 – Publicly Available Documents</p> <p><u>Deputation Presentation</u></p> <p>Nil.</p> <p><u>Officer Presentation</u></p> <p>Nil.</p> <p><u>Notes from Forum</u></p> <p>Nil.</p> <p><u>Further Information to be Provided</u></p> <p>Nil.</p>

Item No.	Officer Presentations / Deputation Presentations / Councillor Comment
12.10	<p data-bbox="373 230 1337 264">Quotation Q01/2016 – Electrical Energy Supply for Contestable Sites</p> <p data-bbox="373 297 718 331"><u>Deputation Presentation</u></p> <p data-bbox="373 365 416 398">Nil.</p> <p data-bbox="373 465 659 499"><u>Officer Presentation</u></p> <p data-bbox="373 533 416 566">Nil.</p> <p data-bbox="373 633 633 667"><u>Notes from Forum</u></p> <p data-bbox="373 701 416 734">Nil.</p> <p data-bbox="373 835 863 869"><u>Further Information to be Provided</u></p> <p data-bbox="373 902 416 936">Nil.</p>
12.11	<p data-bbox="373 1037 893 1070">Timetable: 2016-2017 Annual Budget</p> <p data-bbox="373 1104 718 1137"><u>Deputation Presentation</u></p> <p data-bbox="373 1171 416 1205">Nil.</p> <p data-bbox="373 1272 659 1305"><u>Officer Presentation</u></p> <p data-bbox="373 1339 416 1373">Nil.</p> <p data-bbox="373 1440 633 1473"><u>Notes from Forum</u></p> <p data-bbox="373 1507 416 1541">Nil.</p> <p data-bbox="373 1641 863 1675"><u>Further Information to be Provided</u></p> <p data-bbox="373 1709 416 1742">Nil.</p>

Item No.	Officer Presentations / Deputation Presentations / Councillor Comment
12.12	<p>Amendment to Delegated Authority Register 2015-2016 – DA30 Preliminary and Final Built Strata Approval</p> <p><u>Deputation Presentation</u></p> <p>Nil.</p> <p><u>Officer Presentation</u></p> <p>Nil.</p> <p><u>Notes from Forum</u></p> <p>Nil.</p> <p><u>Further Information to be Provided</u></p> <p>Nil.</p>
12.13	<p>Annual Electors' Meeting Minutes – 16 December 2015</p> <p><u>Deputation Presentation</u></p> <p>Nil.</p> <p><u>Officer Presentation</u></p> <p>Nil.</p> <p><u>Notes from Forum</u></p> <p>Nil.</p> <p><u>Further Information to be Provided</u></p> <p>Nil.</p>

Item No.	Officer Presentations / Deputation Presentations / Councillor Comment
12.14	<p>Accounts for Payment – December 2015</p> <p><u>Deputation Presentation</u></p> <p>Nil.</p> <p><u>Officer Presentation</u></p> <p>Nil.</p> <p><u>Notes from Forum</u></p> <p>Nil.</p> <p><u>Further Information to be Provided</u></p> <p>Nil.</p>
12.15	<p>Accounts for Payment – January 2016</p> <p><u>Deputation Presentation</u></p> <p>Nil.</p> <p><u>Officer Presentation</u></p> <p>Nil.</p> <p><u>Notes from Forum</u></p> <p>Nil.</p> <p><u>Further Information to be Provided</u></p> <p>Nil.</p>

Item No.	Officer Presentations / Deputation Presentations / Councillor Comment
12.16	<p>Monthly Activity Statement as at 31 December 2015</p> <p><u>Deputation Presentation</u></p> <p>Nil.</p> <p><u>Officer Presentation</u></p> <p>Nil.</p> <p><u>Notes from Forum</u></p> <p>Nil.</p> <p><u>Further Information to be Provided</u></p> <p>Nil.</p>
12.17	<p>Monthly Activity Statement as at 31 January 2016</p> <p><u>Deputation Presentation</u></p> <p>Nil.</p> <p><u>Officer Presentation</u></p> <p>Nil.</p> <p><u>Notes from Forum</u></p> <p>Nil.</p> <p><u>Further Information to be Provided</u></p> <p>Nil.</p>

Item No.	Officer Presentations / Deputation Presentations / Councillor Comment
13.2	<p>Donation – Lord Mayor’s Distress Relief Fund – Waroona and Districts Fire Appeal 2016</p> <p><u>Deputation Presentation</u></p> <p>Nil.</p> <p><u>Officer Presentation</u></p> <p>Nil.</p> <p><u>Notes from Forum</u></p> <p>Nil.</p> <p><u>Further Information to be Provided</u></p> <p>Nil.</p>
13.3	<p>Notice of Motion (Cr Gardner) – Method of Electing Mayor</p> <p><u>Deputation Presentation</u></p> <p>Nil.</p> <p><u>Officer Presentation</u></p> <p>Nil.</p> <p><u>Notes from Forum</u></p> <p>Nil.</p> <p><u>Further Information to be Provided</u></p> <p>Nil.</p>

7. MATTERS FOR WHICH THE MEETING MAY BE CLOSED

Nil.

8. CLOSURE

There being no further business, the Presiding Member thanked everyone for their attendance and closed the meeting at 9.19pm