



City of Belmont

ORDINARY COUNCIL MEETING

MINUTES

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26 August 2014

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ATTACHMENTS INDEX

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<p>Councillors are reminded to retain the OCM Attachments for discussion with the Minutes</p>

MINUTES

PRESENT

Cr P Marks, Mayor	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 S Cole	Chief Executive Officer
Mr N Deague	Director Community and Statutory Services
Mr R Lutey	Director Technical Services
Mr S Monks	A/Director Corporate and Governance
Mr J Olynyk, JP	Manager Governance
Ms E Cashman	Compliance Administrator
Mrs R Brockman	Senior Governance Officer

MEMBERS OF THE GALLERY

There were 13 members of the public in the gallery and one press representative.

1. OFFICIAL OPENING

The Presiding Member opened the meeting at 7.10pm, welcomed those in attendance and invited Cr Hitt to read aloud the Affirmation of Civic Duty and Responsibility on behalf of Councillors and Officers. Cr Hitt 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 R Garrett (Apology)

Director Corporate and Governance

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 P Marks	12.2 Perth Airport Master Plan 2014 – City of Belmont Feedback
Cr L Cayoun	12.4 Canopy Extension – Lot 2 (267-273) Alexander Road, Belmont
Cr P Marks	14.1 Independent Living Units Review (Confidential Matter in Accordance with <i>Local Government Act 1995</i> Section 5.23 (f) (I))
Cr R Rossi	14.1 Independent Living Units Review (Confidential Matter in Accordance with <i>Local Government Act 1995</i> Section 5.23 (f) (I))
Mr S Cole	14.1 Independent Living Units Review (Confidential Matter in Accordance with <i>Local Government Act 1995</i> Section 5.23 (f) (I))

4. ANNOUNCEMENTS BY THE PRESIDING MEMBER (WITHOUT DISCUSSION) AND DECLARATIONS BY MEMBERS

4.1 ANNOUNCEMENTS

Announcement 1

“In regards to future Ordinary Council Meetings that continue past 10.30pm, an evaluation of the time remaining to complete the meeting will be made. If the meeting is expected to continue much longer, a decision will be made to adjourn and another meeting will be scheduled to deal with the remaining matters on the Agenda”.

4.2 DISCLAIMER

7.12pm The Presiding Member advised the following:

“I wish to draw attention to the Disclaimer Notice contained within the agenda document and advise members of the public that any decisions made at the meeting tonight, can be revoked, pursuant to the Local Government Act 1995.

Therefore members of the public should not rely on any decisions until formal notification in writing by Council has been received. Any plans or documents in agendas and minutes may be subject to copyright. The express permission of the copyright owner must be obtained before copying any copyright material.”

4.3 DECLARATIONS BY MEMBERS WHO HAVE NOT GIVEN DUE CONSIDERATION TO ALL MATTERS CONTAINED IN THE BUSINESS PAPERS PRESENTLY BEFORE THE MEETING

Nil.

5. PUBLIC QUESTION TIME

5.1 RESPONSES TO QUESTIONS TAKEN ON NOTICE

5.1.1 Mr Bill Childs, 122 Sydenham Street, Kewdale

The following questions were taken on notice at the Ordinary Council Meeting of 22 July 2014. Mr Childs was provided with a response on 12 August 2014. The response from the City is recorded accordingly:

1. In my continued quest to encourage best decision making, I acknowledge Director Neville Deague's response to my June Ordinary Council Meeting Question – noting that the admission of an accurate comparison of the successful Youth and Family Services and the foster care type model of the new Youth Service cannot be made. I notice the new Strategic Plan for the present concept does not have the same comprehensive Key Performance Indicators, so the effectiveness is not quantitative, it is just an opinion of those running it, relying on the perceived performance.

Can we be assured that best management criteria of Key Performance Indicators be applied, so useful comparison and ongoing effectiveness can be known?

Response

The Key Performance Indicators for this Plan will be reported on monthly via the City's Performance Planning Module and via monthly reports from the Youth Services Provider (YMCA) to the City of Belmont.

2. At June's Ordinary Council Meeting, Councillors presented reasoning to the matter relating to an additional mobile security vehicle. One argument presented related to 250 police who had left the force. An enquiry to the WA Police had our Belmont Acting Senior Sergeant saying in correspondence, that the Belmont Policing was at full staffing capacity and the safety of the Belmont community was well catered for, he mentioned that the Front Line operation has been very successful with less criminal activity in Belmont.

So the suggested inference of less police needing more security wasn't supported. It was also suggested commercial mobile security contracted by businesses in our industrial area would wait two hours for a response.

My correspondence with security contractors shows within 30 minutes is most likely. A short time ago I asked a Belmont City security officer to provide evidence of Eyes on the Street Effectiveness in reducing crime or making Belmont a safer place.

Item 5.1.1 Continued

The written management guided response indicated it is not the role of Belmont City Security to reduce crime but to present the perception of reducing crime.

With best decisions made with best facts, are you sure this is a good way to justify \$1.5m plus expenditure?

Response

“The suggested inference of less police needing more security wasn’t supported”.

This was only one (of many) reasons put forward in support of the third security vehicle. It is however, on record that the police are delighted to have an additional security service provided by the City to assist and support them and they provided written support for the third vehicle.

“It was also suggested commercial mobile security contracted by businesses in our industrial area would wait two hours for a response. My correspondence with security contractors shows within 30 minutes is most likely”.

The City is unsure where the claim of a waiting time of up to two hours has come from and the City cannot comment on your private discussions with other security contractors. The City can however show that its security vehicles respond to alarm activations within 10 minutes which in itself is far quicker than the quoted 30 minutes.

“A short time ago I asked a Belmont City Security Officer to provide evidence of Eyes on the Street effectiveness in reducing crime or making Belmont a safer place”.

Community feedback confirms residents appreciate and value the security vehicles being seen in their local vicinity and results from community surveys continue to confirm the community sees community safety and crime prevention as a top priority.

“With best decisions made with best facts, are you sure this is a good way to justify \$1.5 million plus expenditure?”

Yes, the City is fully confident that it is money well spent.

5.1.2 Ms Dianne Hicks, 17a Laurie Street, Kewdale

The following questions were taken on notice at the Ordinary Council Meeting of 22 July 2014. Ms Hicks was provided with a response on 25 July 2014. The response from the City is recorded accordingly:

1. I raise points regarding the street parking in Laurie Street which include:
 - cars parked on footpath blocking pedestrian access
 - blocking driveway, both sides of the street
 - cars parked under no parking standing signs
 - a black SUV has been parked blocking the footpath since Saturday
 - a white Commonwealth plated car parks half on road and half on footpath and has been doing so for a long time
 - Ambulance had trouble gaining access to our property.

Response

The City has received two complaints in recent times in regards to errant parking in Laurie Street, Kewdale on 2 May 2014 and 9 June 2014 (the latter from you).

After receipt of the 2 May 2014 complaint, 12 checks were undertaken over a two week period which resulted in two infringements being issued.

After receipt of the 9 June 2014 complaint, further checks were taken and two more infringements were issued. One of these infringements was issued to a car with WA Consular registration plates, which I assume is the "Commonwealth" plated vehicle referred to in your question.

In response to your question taken on notice, further checks were undertaken and the black SUV mentioned in your question was identified and infringed and two other warnings were issued.

City Rangers will continue to monitor the area on a regular basis and you are also encouraged to contact the City on 9477 7221 or after hours on 9477 7224 when issues arise and if a Ranger is available they will attend and take appropriate action.

5.2 QUESTIONS FROM MEMBERS OF THE PUBLIC

7.14pm The Presiding Member drew the public gallery's attention to the rules of Public Question Time as written in the Agenda. In accordance with rule (I), the Presiding Member advised that he had registered six members of the public who had given prior notice to ask questions, these being Ms J Gee, Mr B Childs, Mr R Foster, Mr G Homsany, Ms B Scharfenstein and Mr H Shigeyoshi.

The Presiding Member invited the public gallery members, who had yet to register their interest to ask a question, to do so. Mr R Broinowski registered an interest to further questions.

5.2.1 Mrs J Gee, 44b Treave Street, Cloverdale

1. I would like to know which Councillors are in favour of joining Subiaco, Kalamunda and other Councils in legal action against amalgamations?

Response

The Presiding Member stated that he was unable to answer the question on behalf of Councillors unless he was advised by Councillors who would be required to submit a motion responding to the question.

2. When is Belmont going to join the action?

Response

The Presiding Member stated that legal action is being taken by three Councils (Serpentine/Jarrahdale, South Perth and Subiaco) and one resident.

The Senior Counsel would only allow a total of four parties to join the action. The Shire of Kalamunda and the City of Belmont (City) could not join the action.

3. Does Council think if we do nothing they will leave us alone?

Response

The Presiding Member stated that the City has put in a lot of work but can only now watch with interest as to the outcome of the legal proceedings. It is possible for the City to join the democracy group in the future if it chooses.

4. Can I ask that Council consider it carefully?

Response

The Presiding Member stated that the City considers everything carefully.

5.2.2 Mr B Childs, 122 Sydenham Street, Kewdale

1. Again I appreciate Director Neville Deague's time taken to respond to my question, taken on notice July's Ordinary Council Meeting. However my question wasn't answered. A key performance indicator is a predetermined expected achievement that leads to the overall objective. What is the objective/purpose of the Youth Service? Can I see the Key Performance Indicator that is being used to ensure control management? A monthly report is not a Key Performance Indicator (refer to previous Youth and Family Service Strategic Plan).

Sometime ago I expressed concern about the standards of mechanical services being applied to our recreational buildings and asked if appropriate consultants were being engaged to ensure industry standards were being applied. Your response was "Yes they are". Peet Park toilet exhaust system sits proudly declaring this is not the case.

At Forster Park, the above roof ducted evaporative cooling connecting duct design and application declares an ignorance of Australian Standards and Industry Standards. Can you provide a drawing showing the mechanical services consultant's involvement? Do we have a problem with the tendering process or are we still using the "expression of interest" model and hope the contractor knows what they are doing?

Response

The Presiding Member took the Question on Notice.

2. The recent significant recognition of two members of our planning team brings pride for us all. With changes to Council's planning activities some Councils are out sourcing the planning department. Recent history of this Council's management has shown whole department instant termination without share planning, bringing extreme distress to award winning professional staff and vulnerable clients. Can we expect this time the Mission Statement and Vision Statement be considered when executing the next redundancy surprise?

Response

The Presiding Member took the Question on Notice.

3. Late yesterday afternoon while walking Paddi, I saw a small A-frame sign saying the activity was a Belmont City Council Program. A group of mixed age and gender folk gathered and proceeded to be guided through some running activities. A call to a Council Officer today brings me to congratulate the 'well being' team for the enthusiastic focus to provide programs to enhance the health of the Belmont people. A brief chat about marketing found that having no Facebook was a big limiting factor to letting people know. When are we going to support our enthusiastic "make it happen" treasured staff with the marketing tools of today?

Response

The Presiding Member took the Question on Notice.

5.2.3 Mr R Foster, 140 Coolgardie Avenue, Redcliffe

Regarding Item 12.1 regarding a proposal to approach the Western Australian Planning Commission (WAPC) to support the preparation of an Improvement Plan, it is now time for the Councillors and the City of Belmont to listen again to the residents and ratepayers of the Development Area 6 before this proposal is voted upon. Any proposal to the WAPC needs to include State Government and Council decisions regarding the Redcliffe promotion of the Development Area 6 made since 1958. The State Government needs to make decisions regarding the proposed upgrades to Great Eastern Highway, the proposed closure of Brearley Avenue and the siting of the proposed new railway station – they are all proposals so far. Perth Airport Pty Ltd need to say when Qantas is moving to the international terminal. My two questions to you Mayor Marks are:

1. Do all the Councillors and staff know exactly where the proposed railway station is now going to be sited in relation to Brearley Avenue and Second/Stanton Streets and the changes that must occur to the City of Belmont's Vision/Structure Plan?

Response

The Presiding Member stated that he didn't think anyone knew exactly where the proposed railway station was going to be sited.

The Director Community and Statutory Services stated that it was the Public Transport Authority (PTA) that had decided to relocate the railway station and was unsure of the reasons behind the decision. He stated that he thought that in the PTA's discussions with the Perth Airport Pty Ltd (PAPL), they felt that it was better to have a state asset on state land rather than being located on Commonwealth owned land.

On 15 September 2014, in the function room at the City's Civic Centre, the PTA will be holding a public meeting to explain the proposed railway station and other details.

2. Why is the City of Belmont so intent on moving their Vision Plan forward when the backbone of the Vision Plan is still under determination and could quite possibly change as it did last week just before the Agenda Briefing Forum, when the State Government announced the proposal for the Airport West Station to be on Brearley Avenue and not PAPL land?

Would not the City of Belmont be better served to let the State Government independently resolve their logistical issues regarding Brearley Avenue, the train station and the upgrades to Great Eastern Highway and thus the City of Belmont retains control of the progression of the DA6 development and maximises the opportunity that the project offers, opportunities that will benefit the residents of Redcliffe and the greater Belmont?

Response

The Presiding Member replied that the Vision Plan still exists and remains the basis for the formation of the Improvement Plan. The Improvement Plan then becomes the Structure Plan.

Item 5.2.3 Continued

The Director Community and Statutory Services stated that officers at the City believed that the best point of bringing certainty is to proceed with this Improvement Plan process. There are some difficulties in coordinating the number of government agencies involved eg Department of Transport, Main Roads WA, Environmental Protection Agency and the Water Corporation. All planning powers are delegated from the WA Planning Commission (WAPC) to Local Government.

With the PTA deciding to relocate the train station, it provides evidence as to why we need the leadership role of the WAPC. Local Government will still be responsible for the detailed planning and public consultation. Details of the planning stage have not yet occurred as there was concern regarding unclear major infrastructure activities, ie it has only become apparent in recent times that the railway is proposed to be going underground.

The City is fully aware of and intends to keep residents informed of the progression of the project.

The Presiding Member reiterated that the City will maintain its control of planning issues and the WAPC will become the sole arbiter with regard to structure planning.

5.2.4 Mr G Homsany, (on behalf of the Coolgardie Avenue Action Group), 128 Coolgardie Avenue, Redcliffe

Mr Homsany stated that he would withdraw his first two questions as they were responded to in previous questions.

1. As Brearley Avenue is to be closed in 2016, when construction on the train station commences:
 - a) What provisions have been made for access to the station construction site by articulated semi trailers to excavate and supply construction materials? Presumably they will have to have an entrance and egress and an area to turn around?
 - b) What provisions have been made for residents to traverse the area previously known as Brearley Avenue to access schools and shops in Stanton/Epsom and Belvidere Streets?
 - c) Have residents in Bulong and Central South Streets been informed their streets will become the alternative route for the above?

Response

The Presiding Member stated that these and similar questions can be put forward at the PTA meeting on 15 September 2014.

Item 5.2.4 Continued

2. Will Second Street be opened to facilitate the building of the railway station?

Response

The Presiding Member stated again that it would be appropriate to ask these types of questions at the aforementioned meeting on 15 September 2014. The meeting is scheduled from 5.30pm to 7.30pm.

3. Will heavy vehicles be travelling through Coolgardie Avenue to Second Street, or further?

Response

The Director Community and Statutory Services advised that it was too early in the planning process to comment on such questions and as such concerned residents should attend the earlier mentioned meeting coordinated by the PTA.

4. It is good that the City has raised its concerns and I urge the PAPL to consult the City in regarding to the time frame for any road closures. A major concern is the proposed management of the storm water drainage.

Response

The Presiding Member stated that the Improvement Plan should help in consolidating all enquiries the City and residents may have.

5.2.5 Ms B Scharfenstein, 140 Coolgardie Avenue, Redcliffe.

Ms Scharfenstein withdrew her previously written questions. But raised the following questions.

- a) As the WAPC is the dominant body, will the City be able to advocate on behalf of the residents?
- b) Where are the residents going to go to if we don't like a proposal?
- c) What process will be in place once this occurs? There are residents here that have only just heard about this also.
- d) How are we going to liaise and have views responded to?

Item 5.2.5 Continued

Response a) – d)

The Director Community and Statutory Services stated that generally there is a Steering Committee in place to coordinate such concerns. In terms of the DA6 proposal, a discussion will be needed with the WAPC regarding the possible formation of such a Committee.

- e) If there is a strong opposition, what power will Council have to affect change? Will WAPC say it is too bad?

Response

The Director Community and Statutory Services replied that it was a difficult question to answer. The City employs professional qualified staff to liaise with the WAPC to best convey its opinions and preferred outcomes on such matters.

- f) How soon would a Committee be established. How would people be invited to participate?

Response

The Director Community and Statutory Services replied that the first step would be to get agreement by the WAPC as to the Improvement Plan area.

Discussions held with the Chairman of the WAPC show that the WAPC is in favour of working with the City and is hoping for the City's cooperation. It is however, hard to predict when a Committee will be formed.

- g) Will you be inviting people to participate?

Response

The Director Community and Statutory Services reiterated that he did not know when a Committee will be formed, however assured residents that they will definitely be advised of the outcomes of such meetings.

7.49pm **POWELL MOVED, ROSSI SECONDED, that Public Question Time be extended.**

CARRIED UNANIMOUSLY 9 VOTES TO 0

5.2.6 Mr H Shigeyoshi, Dynamic Planning and Developments Pty Ltd, 555 Great Eastern Highway, Redcliffe

1. In regard to Item 12.6 Proposed Scheme Amendment – Belvidere Commercial Precinct, Belmont, why does Council hold concerns regarding the community engagement process, in light of the fact that it will be undertaken extensively at a later juncture?

Response

The Director Community and Statutory Services stated that Council has initiated an amendment for the commencement of the consultation process. A formal consultation with residents is important so that they can make informed decisions and/or submissions. The engagement process does not take a long time and is felt by the City to be an important part of consultation with residents.

5.2.7 Mr R Broinowski, 66 Armadale Road, Rivervale

1. Does Council know that there was an old guy who died in Fitzroy Street and who was not discovered for some weeks? Council should do more work in communicating in the interests of public welfare. People are not looking after or taking care of their neighbours.
2. Will Council verify the old agreement about residents having two metre gardens along their fence lines in Copley Park? New residents would like to know if they can plant shrubs and trees. The exotic hibiscus which I planted along my fence line could be defined as trees, which means I can't prune any more.
3. After talking to a fisherman down the river, I ask - does Council know that a few fishermen have been pulling six foot sharks out of the river and selling them to the Chinese fish shops. I ask the Council to erect shark warning signs where people are swimming during the summer as people do not know that people have been taken by sharks in the river?
4. I have a message from a bee keeper to ask Council to plant as many exotic and flowering plants as possible? The bee population is in danger and there are not enough flowers in between seasons to keep these hives going.
5. I ask Council to have more tree sense in planting the Jacarandas? These are six to eight foot high and are probably root bound and I don't think it is the right product to be putting in the street at the moment.
6. Can Council put on a circle bus to go through the suburbs as there are now lots and lots of older people who can't get to shopping centres? I have another bus question - migrant families with children find it impossible to get to the beach in the summer time without cars. Can buses be connected and go through to the beach? Surfboards up to 1.2m – 2m are allowed on buses.

Response

The Presiding Member took the Questions on Notice.

8.00pm *There being no further questions, the Presiding Member closed Public Question Time.*

6. CONFIRMATION OF MINUTES/RECEIPT OF INFORMATION MATRIX

6.1 ORDINARY COUNCIL MEETING HELD 22 JULY 2014
(Circulated under separate cover)

OFFICER RECOMMENDATION

POWELL MOVED, HITT SECONDED, *That the minutes of the Ordinary Council Meeting held on 22 July 2014 as printed and circulated to all Councillors, be confirmed as a true and accurate record.*

CARRIED 9 VOTES TO 0

6.2 INFORMATION MATRIX FOR THE AGENDA BRIEFING FORUM
HELD 19 AUGUST 2014
(Circulated under separate cover)

OFFICER RECOMMENDATION

WOLFF MOVED, POWELL SECONDED, *That the Information Matrix for the Agenda Briefing Forum held on 19 August 2014 as printed and circulated to all Councillors, be received and noted.*

CARRIED 9 VOTES TO 0

**7. QUESTIONS BY MEMBERS ON WHICH DUE NOTICE HAS BEEN GIVEN
(WITHOUT DISCUSSION)**

Nil.

8. QUESTIONS BY MEMBERS WITHOUT NOTICE

8.1 CR P GARDNER

1. In the Ordinary Council Meeting Agenda, 26 August 2014 (refer Item 5.1.1); a response was detailed to questions asked by Mr Bill Childs at the Ordinary Council Meeting of 22 July 2014. At Question 2, a reference was made regarding crime and policing – *“The written management guided response indicated it is not the role of Belmont City Security to reduce crime but to present the perception of reducing crime”*. All other paragraphs were responded to except for this one. Has the correspondence referred to been tracked down?

Response

The Presiding Member took the Question on Notice.

8.2 CRM BASS

1. In regards to the questions submitted at Public Question Time regarding DA6, is there any way that someone from the WAPC can attend a meeting to hear the concerns of residents?

Response

The Director Community and Statutory Services responded that the City could make a request for representatives from the WAPC to attend a meeting. The WAPC is well aware of the City's Vision Plan and the community's concerns.

8.3 CR L CAYOUN

1. In regard to Public Question Time and the question asked by Janet Gee regarding the City participating in legal action, is it possible that the City could consider assisting by offering funding?

Response

The Presiding Member stated that no request for assistance with funding had been made.

9. NEW BUSINESS OF AN URGENT NATURE APPROVED BY THE PERSON PRESIDING OR BY DECISION

Nil.

10. BUSINESS ADJOURNED FROM A PREVIOUS MEETING

Nil.

11. REPORTS OF COMMITTEES

- 11.1 STANDING COMMITTEE (COMMUNITY VISION) HELD 14 JULY 2014
(Circulated under separate cover)

OFFICER RECOMMENDATION

POWELL MOVED, HITT SECONDED, That the Minutes for the Standing Committee (Community Vision) meeting held on 14 July 2014 as previously circulated to all Councillors, be received and noted.

CARRIED 9 VOTES TO 0

11.2 STANDING COMMITTEE (AUDIT AND RISK) HELD 28 JULY 2014
(Circulated under separate cover)

OFFICER RECOMMENDATION

GARDNER MOVED, CAYOUN SECONDED, *That the Minutes for the Standing Committee (Audit and Risk) meeting held on 28 July 2014 as previously circulated to all Councillors, be received and noted.*

CARRIED 9 VOTES TO 0

12. REPORTS OF ADMINISTRATION

WITHDRAWN ITEMS

Item 12. 1 was withdrawn at the request of Cr Gardner.
Item 12. 2 was withdrawn at the request of Cr Rossi.
Item 12. 6 was withdrawn at the request of Cr Gardner.
Item 12. 7 was withdrawn at the request of Cr Gardner.

CAYOUN MOVED, HITT SECONDED, *That with the exception of Items 12.1, 12.2, 12.6 and 12.7 which are to be considered separately, that the Officer Recommendations specifically for Items 12.3, 12.4, 12.5, 12.8, 12.9, 12.10, 12.11 and 12.12 be adopted en-bloc by an Absolute Majority decision.*

CARRIED BY ABSOLUTE MAJORITY 9 VOTES TO 0

12.1 DEVELOPMENT AREA 6 – PROPOSED IMPROVEMENT PLAN

BUILT BELMONT

ATTACHMENT DETAILS

Nil.

Voting Requirement	:	Simple Majority
Subject Index	:	LPP15/014 and 116/112
Location / Property Index	:	N/A
Application Index	:	N/A
Disclosure of any Interest	:	Nil
Previous Items	:	27 August 2013 Ordinary Council Meeting Item 12.1, 17 December 2013 Ordinary Council Meeting Item 12.1
Applicant	:	City of Belmont
Owner	:	Multiple Private and Public Landowners
Responsible Division	:	Community and Statutory Services

COUNCIL ROLE

<input checked="" type="checkbox"/>	Advocacy	<i>When 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 eg adopting plans and reports, accepting tenders, directing operations, setting and amending budgets.</i>
<input type="checkbox"/>	Legislative	<i>Includes adopting local laws, local planning schemes and policies.</i>
<input type="checkbox"/>	Review	<i>When Council reviews decisions made by Officers.</i>
<input type="checkbox"/>	Quasi-Judicial	<i>When Council determines an application/matter that directly affect 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 local 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>

PURPOSE OF REPORT

To consider a recommendation that Council formally request the Western Australian Planning Commission to support the preparation of an Improvement Plan for the area identified as 'Development Area 6' (DA6) within the Local Planning Scheme No. 15 (LPS15) maps and outlined in Figure 1 (refer page 8).

Item 12.1 Continued

SUMMARY AND KEY ISSUES

The redevelopment of 'DA6' is guided by the Council's endorsed Local Planning Policy No. 14 (LPP14), which incorporates a Vision Plan and Implementation Strategy for the future development of the precinct as a medium to high density residential estate with strategically located commercial and retail mixed use precincts focusing on Great Eastern Highway and the proposed Airport West train station.

The progression of redevelopment is dependent upon the preparation and endorsement of a detailed planning framework to guide subdivision and development in coordination with the delivery of service and transport infrastructure, including the proposed passenger rail alignment and railway station.

Prior to the preparation of the statutory framework the City considers it appropriate to ensure that there is wholesale agreement on planning for land use, infrastructure and development throughout the precinct and the wider region.

There are a number of major external influences on the project that are beyond the control of the City, particularly associated with the redevelopment of Perth Airport, the alignment and construction of the proposed Forrestfield-Airport passenger rail link, the ongoing Gateway WA project, upgrades to Great Eastern Highway and the planning for service infrastructure upgrades throughout the region.

Given that the majority of the major influences are controlled by the State Government or Commonwealth Government, the City's ability to coordinate these regional influences in the context of DA6 is limited. The City recognises the advantage of involving the State Government, and in particular the Western Australian Planning Commission (WAPC), in the leadership of the project at the early stages rather than the penultimate stages.

The Planning and Development Act 2005 (the Act) makes provision for the leadership of the WAPC in specific development areas considered to be of regional significance via the preparation and endorsement of an 'Improvement Plan'. Such plans act as a state endorsed strategic policy, and outline the vision, objectives and required actions for 'Improvement Plan Areas'.

Development Area 6 is considered to be a project of regional significance due to its location, development potential and infrastructure investment. The preparation of an Improvement Plan based on the City's Vision Plan for DA6 would raise the profile of the project and ensure that State Government infrastructure planning and development would be cognisant of the City's Vision Plan for the subject area.

In further investigating the opportunities and benefits it is considered appropriate to write to the WAPC and seek their support for the preparation of an Improvement Plan.

If the WAPC is supportive of the preparation of an Improvement Plan, the City will proceed to establish a Steering Committee and Working Group to review the City's Vision Plan and Implementation Strategy for DA6 and will prepare a draft Improvement Plan for consideration of Council and the Commission.

City Officers recommend that Council resolves to support a request for the WAPC to support the preparation of an Improvement Plan for DA6.

Item 12.1 Continued

LOCATION

The subject area is identified as 'DA6' in the LPS15 maps, and incorporates areas of Perth Airport and the locality of Redcliffe, with a total area of 174 hectares. The area is generally bordered by Tonkin Highway to the south-west, Great Eastern Highway to the north-west, Fauntleroy Avenue to the north-east and Perth Airport to the south-east, and is outlined in Figure 1.



Figure 1: Location Plan

CONSULTATION

Extensive stakeholder and community consultation was undertaken by the City of Belmont in the preparation of the Vision Plan and Implementation Strategy for DA6 during 2013. The results of this consultation have been considered by Council in their adoption of the Vision Plan as LPP14.

Should the preparation of the proposed Improvement Plan necessitate modifications to the Vision Plan and Implementation Strategy, further consultation with community members must be undertaken, and public advertising will be required under the local planning policy provisions of LPS15. Community engagement is required as part of the Structure Planning process.

Item 12.1 Continued

STRATEGIC COMMUNITY PLAN IMPLICATIONS

In accordance with the Strategic Community Plan Key Result Areas:

Built Belmont

Objective: Achieve a planned City that is safe and meets the needs of the community.

Strategy: Encourage a wide choice and consistent implementation of development approaches.

Objective: Provide and maintain a safe and efficient transport infrastructure.

Strategy: Encourage a broad range of transport alternatives and provide adequate management of traffic density, parking, congestion and safety of the transport network, in and surrounding the City of Belmont.

Business Belmont

Objective: Maximise Business Development Opportunities.

Strategy: In partnership with Westralia Airports Corporation, support the business development of the airport.

Natural Belmont

Objective: Protect and enhance our natural environment.

Strategy: Develop quality public open space in accordance with community.

POLICY IMPLICATIONS

The DA6 Vision Plan and Implementation Strategy is a Council adopted local planning policy under LPS15. If the preparation of an Improvement Plan for DA6 necessitates modifications to the local planning policy, these modifications will need to be considered in accordance with the provisions of LPS15, including additional community consultation and public advertising.

STATUTORY ENVIRONMENT

The proposed Improvement Plan is to be adopted by the WAPC as a strategic document under the *Planning and Development Act 2005*, and is not proposed to impact on the statutory planning framework for DA6 at this time. Part 8 (Division 1) of the *Act* outlines the provisions that govern the preparation and adoption of Improvement Plans within Western Australia.

Item 12.1 Continued

BACKGROUND

The subject area has been identified as a suitable location for redevelopment that provides for medium to high residential uses, in addition to strategically located commercial and retail mixed use development as a component of the ongoing redevelopment of the wider Perth Airport precinct.

In 2013 the City of Belmont, in conjunction with Perth Airport Pty Ltd, prepared a 'Vision Plan and Implementation Strategy' to guide the redevelopment of DA6. As a component of this plan, substantial consultation was undertaken with local residents, businesses and government agencies that were either directly affected by the proposed redevelopment, or had a direct or indirect interest in the redevelopment. The results of these consultation exercises, along with substantial urban design and planning work, provided the basis for the endorsement and publication of the Vision Plan and Implementation Strategy as a local planning policy under Clause 2.4 of LPS15.

In order to progress the proposed redevelopment in accordance with the Vision Plan and Implementation Strategy, the City of Belmont and the WAPC require a suitable planning framework to guide the rezoning of land, detailed planning outcomes and assessment of development and subdivision.

OFFICER COMMENT

The next steps of the project involve the preparation of a structure plan for DA6 under Clause 6.2 of LPS15. The structure plan is to be prepared by the City in consultation with all relevant stakeholders, including the local community, Perth Airport Pty Ltd and all relevant State Government agencies and authorities.

In reviewing the risks associated with the project, City Officers have identified that there are a large number of regional infrastructure projects occurring simultaneously that impact and influence development outcomes within the DA6. These infrastructure projects include but are not limited to the redevelopment of Perth Airport, the alignment and construction of the proposed Forrestfield-Airport passenger rail link, the ongoing Gateway WA roads project, upgrades to Great Eastern Highway and the planning for service infrastructure upgrades throughout the region.

Although an active participant in the planning and implementation of each of these regional projects, the City is limited in its ability to coordinate the timing and implementation of the projects and ensure that the optimal outcome is achieved with respect to DA6. These limitations represent a significant risk to the project, as decisions may be made by individual State Government departments without regard to DA6 that have a detrimental impact on the local community and the development outcomes within the subject area.

The City considers that the DA6 project is of regional significance and should be progressed by all relevant agencies as a key priority. In order for this to occur, key State Government agencies need to be in agreement on the vision and outcomes of the City's plan for the subject area, and need to coordinate regional infrastructure projects to ensure that outcomes within the subject area are optimised.

Item 12.1 Continued

In achieving such coordination it is considered advantageous for the State Government, and in particular the WAPC, to take a lead role in the DA6 project at the early stages. This leadership will assist in ensuring that the City has agreement to proceed with the preparation of the structure plan for DA6, and will reduce the risk that regional infrastructure works may conflict with the outcomes of the agreed Vision Plan.

Preparation of an Improvement Plan

The *Act* provides the Commission with the ability to take a leadership role in projects of state significance through the preparation of an Improvement Plan under Part 8 of the *Act*. An Improvement Plan is a strategic document employed for the purpose of advancing the planning, development and use of an identified Improvement Plan area and provides the vision, objectives and implementation guidelines for the proposed redevelopment. Improvement Plans are generally prepared for constrained development areas that require State Government leadership or coordination to achieve desired outcomes.

Process

Part 8 (Division 1) of the *Act* outlines the provisions that govern the preparation and adoption of Improvement Plans within Western Australia. The process for creation of an Improvement Plan requires that the WAPC, after considering and agreeing to an Improvement Plan, make a recommendation to the Minister for Planning to approve the plan, which is then forwarded to the Governor for acceptance. Once published in the Government Gazette and considered by Parliament, the Improvement Plan comes into force, and is thereafter implemented by the relevant authorities.

Justification

The preparation of an Improvement Plan is considered to be a suitable option for the redevelopment of DA6 based on the following:

- (a) The project is one of regional and state significance, and should be considered, endorsed and implemented by the State Government as a whole.**

As a component of the wider redevelopment of the Perth Airport precinct, DA6 should be viewed and agreed as a project of regional and state significance. The substantial investment and development opportunities being created within the local area should be recognised at the highest levels of government and progressed as a priority project in conjunction with the Perth Airport redevelopment, the Airport-Forrestfield rail linkage and the Gateway WA Project. The consideration and endorsement of an Improvement Plan by the WAPC and publication in the Government Gazette will assist in achieving such status for the DA6 project.

Item 12.1 Continued

- (b) The preparation and implementation of the vision for Development Area 6 requires the coordination and commitment of State Government agencies.**

The preparation of a development framework for the subject area requires the coordination and commitment of a range of state agencies to ensure that the planning for transport infrastructure, service infrastructure and land development occur simultaneously. This will require the cooperation and coordination of the Public Transport Authority, Main Roads Western Australia (MRWA), Department of Planning (DoP), Department of Transport (DoT) and the servicing agencies throughout the life of the project. Whilst the City has limited opportunity to achieve this through a standard structure planning exercise, the WAPC may utilise an agreed Improvement Plan to ensure agreement of all agencies at each stage of the process, and Parliamentary direction to agencies once the plan is published in the Government Gazette.

- (c) The preparation of an Improvement Plan, via a review and consolidation of the City's Vision Plan and Implementation Strategy, will ensure that consultation with the local community is held paramount in the design and implementation of redevelopment.**

The potential for implementation of major infrastructure projects, including road upgrades and the passenger rail extension, without adequate community consultation and consideration of ongoing impact on the surrounding areas, will result in considerably poor outcomes for the Redcliffe community. It is considered essential that the State Government recognise and endorse the City's Vision Plan for DA6, via the Improvement Plan process, to inform and guide major decision making within the precinct.

Initial WAPC Consultation

In June 2014 City Officers met with the Officers of the WAPC to discuss the potential for the preparation of an Improvement Plan for DA6. In these discussions the Commission Officers were receptive to the proposed Improvement Plan for DA6, and advised that the preparation of the documentation could be completed by the City for consideration by the WAPC. The Commission Officers recommended that an item be presented to the Commission requesting support for the preparation of an Improvement Plan for DA6 prior to undertaking any further work on the project.

Implementation

If the subject recommendation is supported by Council, and the WAPC subsequently resolves to provide in principle support to the preparation of an Improvement Plan for DA6, City Officers would work together with the WAPC to:

- (a) Establish a project Steering Committee and Working Group composed of members of all relevant agencies and authorities, including but not limited to the DoP, City of Belmont, Perth Airport Pty Ltd, Public Transport Authority (PTA), MRWA, DoT and the servicing agencies.
- (b) Further investigate technical and strategic considerations impacting the development of the subject area, including but not limited to traffic management, service infrastructure, drainage management and public transport.

Item 12.1 Continued

- (c) Review the endorsed Vision Plan and Implementation Strategy for DA6 in light of the additional technical and strategic considerations that have arisen during further investigations, and engage with the local community with respect to potential modifications to the Vision Plan that may be required as a result of the technical and strategic considerations.
- (d) Prepare a draft Improvement Plan consistent with the Council adopted Vision Plan and Implementation Strategy for DA6.
- (e) Once supported by the Steering Committee and the Council, submit the draft Improvement Plan for consideration of the WAPC.

Following on from the above steps, City Officers would proceed to work with the established Steering Committee to facilitate the adoption of the Improvement Plan by the WAPC and implementation thereafter. Council will be aware that the very successful Ascot Waters project was the subject of an Improvement Plan, being IP20.

FINANCIAL IMPLICATIONS

There are costs associated with the proposed preparation of the Improvement Plan for DA6, including consultant fees for assistance with the project. Further costs for the progression of the DA6 planning framework had been anticipated, and funds have been included in the 2014-2015 financial year budget for this purpose.

ENVIRONMENTAL IMPLICATIONS

There are no environmental implications at this time.

SOCIAL IMPLICATIONS

Given the significant community impact that the proposed redevelopment of the subject area is likely to have, it is considered essential that the planning and implementation of works is undertaken in close consultation with the local community. The preparation of an Improvement Plan as consolidation and review of the City's Vision Plan, through further consultation with the local community, is considered the optimal method of achieving a collaborative and sustainable outcome for the locality. The necessary detailed plans relating to road layout, residential densities and environmental studies will involve community engagement.

8.20pm *Cr Rossi departed the meeting.*

8.21pm *Cr Rossi returned to the meeting.*

Item 12.1 Continued

OFFICER RECOMMENDATION

That Council:

1. Formally request the Western Australian Planning Commission to support the preparation of an Improvement Plan for the area known as 'Development Area 6'.
2. Work with the Commission to ensure that the principals behind the Vision Plan are maintained and that the community is consulted in all further detailed study as part of the Structure Planning process.

Note

Cr Gardner put forward the following Alternative Councillor Motion.

ALTERNATIVE COUNCILLOR MOTION

GARDNER MOVED, CAYOUN SECONDED, that Council:

1. *Formally request the Western Australian Planning Commission to support the preparation of an Improvement Plan for the area known as 'Development Area 6'.*
2. *Work with the Commission to ensure that the principles behind the Vision Plan are maintained and that the community is consulted in all further detailed study as part of the Structure Planning process.*
3. *Request representation from affected residents on the project Steering Committee and the Working Group.*

CARRIED 9 VOTES TO 0

Reason

To allow for resident input into major reform.

12.2 PERTH AIRPORT MASTER PLAN 2014 – CITY OF BELMONT FEEDBACK

BUILT BELMONT

ATTACHMENT DETAILS

<u>Attachment No</u>	<u>Details</u>
Tabled Attachment 3 – Item 12.2 refers	<u>Draft Submission to Perth Airport Pty Ltd</u>
Confidential Tabled Attachment 1 – Item 12.2 refers	<u>Confidential Letter from Peth Airport Pty Ltd</u>

Voting Requirement : Simple Majority
Subject Index : 14/001
Location / Property Index : N/A
Application Index : N/A
Disclosure of any Interest : Nil
Previous Items : N/A
Applicant : Perth Airport Pty Ltd
Owner : Crown Land
Responsible Division : Community and Statutory Services

COUNCIL ROLE

- ☒ **Advocacy** *When Council advocates on its own behalf or on behalf of its community to another level of government/body/agency.*
- ☐ **Executive** *The substantial direction setting and oversight role of the Council eg adopting plans and reports, accepting tenders, directing operations, setting and amending budgets.*
- ☐ **Legislative** *Includes adopting local laws, local planning schemes and policies.*
- ☐ **Review** *When Council reviews decisions made by Officers.*
- ☐ **Quasi-Judicial** *When Council determines an application/matter that directly affect 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 local 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.*

PURPOSE OF REPORT

To consider the *Perth Airport Preliminary Draft Master Plan 2014* and provide a submission to Perth Airport Pty Ltd (PAPL) on behalf of the Council.

Item 12.2 Continued

SUMMARY AND KEY ISSUES

Perth Airport Pty Ltd (PAPL) is required by the *Commonwealth Airports Act 1996* to prepare a Master Plan every five years to outline planning and development for the following 20 year period.

In June 2014, PAPL released the Perth Airport Preliminary Draft Master Plan 2014 for public comment as an update to the previously endorsed 2009 Master Plan. In accordance with the provisions of the Act the Master Plan has been made available for public comment for a period of 60 working days, closing on 15 September 2014.

A review of the draft Master Plan has been undertaken and provides a range of general and specific comments for consideration by PAPL prior to finalisation.

The Master Plan has generally been found to be a comprehensive document that outlines all relevant influences and impacts on the operation and growth of the Perth Airport estate over the 20 year period. A number of shortfalls have however been identified in the regional planning, information and detail provided by the Master Plan that should be addressed either as a component of the final document or in further planning released for comment at later stages.

Comments have been collated for consideration by Council prior to making a formal submission to the PAPL on or before 15 September 2014.

It is recommended that Council endorse the comments detailed for submission to PAPL.

LOCATION

Perth Airport incorporates a 2,105 hectare portion of Crown Land situated to the north-east of the Perth Central Business District. Tonkin Highway generally borders the area to the east and south, Great Eastern Highway to the east and north and the northern freight rail alignment to the west, as shown in Figure 1 on page 17.

CONSULTATION

As part of the Master Plan process, PAPL is required to undertake a 60 business day public comment period where a Preliminary Draft Master Plan is made available to stakeholders and the wider community. Public comments must be taken into account before the Draft Master Plan is submitted to the Commonwealth Minister for Infrastructure and Regional Development for consideration.

Once the Draft Master Plan has been submitted and approved by the Minister, it becomes the Final Master Plan and all future developments at the Perth Airport must be consistent with this Plan. The Master Plan 2014 has been made available for the 60 business day period, and all submissions are due to PAPL no later than Monday, 15 September 2014.

Item 12.2 Continued

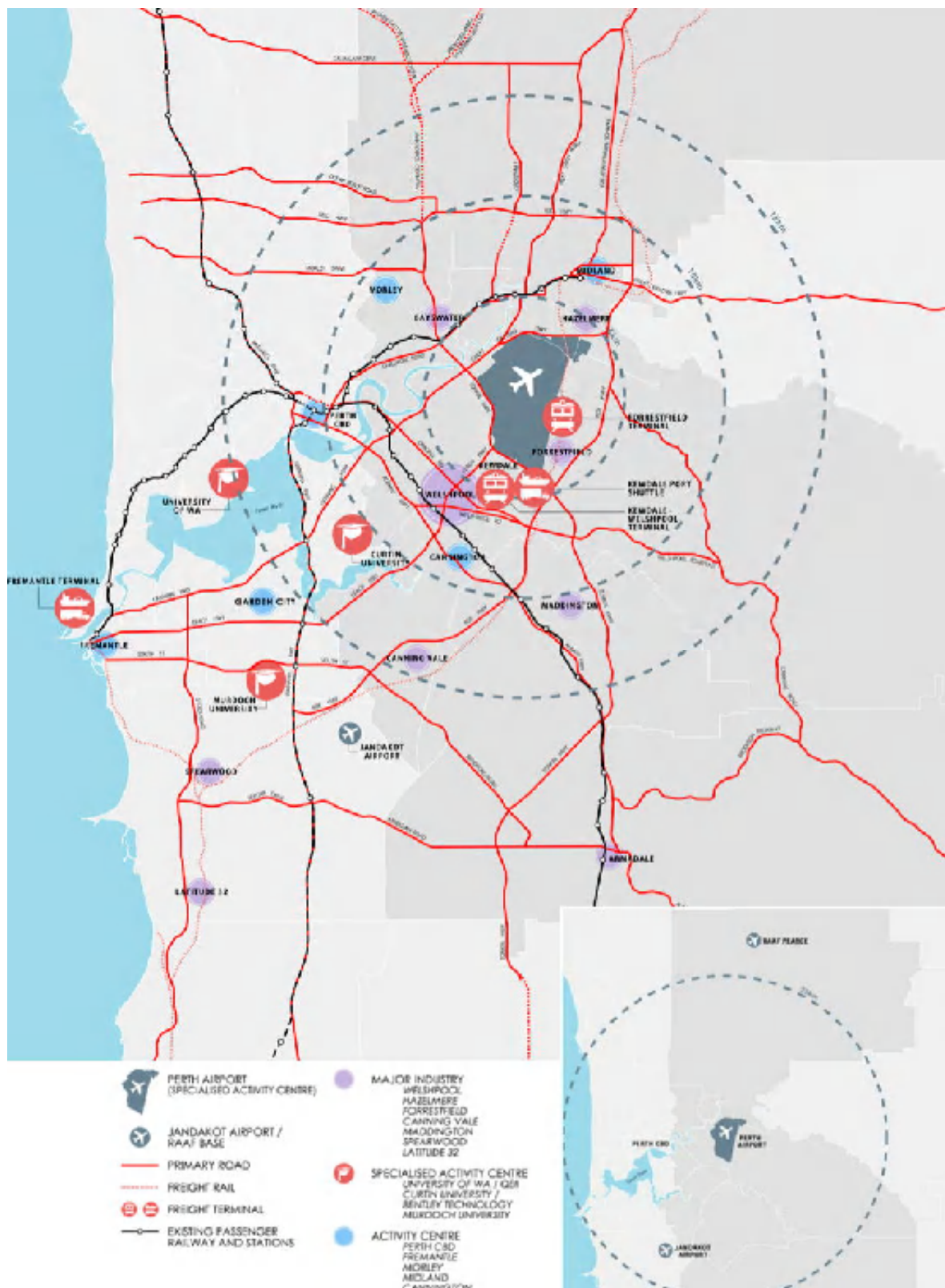


Figure 1: Perth Airport location in the context of the metropolitan area.

Item 12.2 Continued

STRATEGIC COMMUNITY PLAN IMPLICATIONS

In accordance with the Strategic Community Plan Key Result Areas:

Business Belmont

Objective: Maximise business development opportunities.

Strategy: In partnership with PAPL, support the business development of the airport. Attract and support high quality business development and the sustainable use of land in Belmont, including the Perth Airport by providing information and assistance to businesses seeking to establish operations in the City.

Built Belmont

Objective: Provide and maintain a safe and efficient transport infrastructure.

Strategy: Encourage a broad range of transport alternatives and provide adequate management of traffic density, parking, congestion and safety of the transport network, in and surrounding the City of Belmont.

POLICY IMPLICATIONS

The proposed Master Plan is generally consistent with the City's Local Planning Policy No. 14 (LPP14) – *Development Area 6 Vision Plan and Implementation Strategy*.

STATUTORY ENVIRONMENT

Land use and development within the Perth Airport are governed by the *Commonwealth Airports Act 1996* and is generally undertaken in accordance with an endorsed Master Plan.

The Perth Airport estate is predominantly reserved for 'Public Purpose – Commonwealth Government' under the Metropolitan Region Scheme (MRS) and by extension Local Planning Scheme No. 15 (LPS15). An 18.14 hectare area of the north-west section of the airport estate is zoned 'Urban' under the MRS and Industrial under LPS15.

BACKGROUND

In accordance with the *Commonwealth Airports Act 1996*, PAPL is required to prepare a Master Plan and an Environmental Strategy that outlines the planning and implementation of the Airport over the short to medium term. In June 2014 PAPL issued the Perth Airport Preliminary Draft Masterplan 2014 as an update to the previous 2009 Masterplan.

The draft Master Plan 2014 is divided into nine main sections, each section which outlines a major consideration is summarized as follows (note – Section 1 is the Introduction and has not been summarised):

Item 12.2 Continued

Planning Context (Section 2)

The Planning Context section outlines all relevant commonwealth, state and Local Government legislation and policy that influences or guides outcomes and operations within the Airport estate. The section then goes on to describe the Perth Integrated Planning Framework with a company vision *to operate an outstanding airport business providing great customer service*.

The section also describes in detail the corporate objectives of Perth Airport's management, including:

- *'Ensuring our facilities and services are safe and secure for all*
- *Helping our airline and other business partners develop their business*
- *Meeting the needs of our customers*
- *Conducting our business in a commercially astute manner*
- *Providing our employees with satisfying employment*
- *Conducting operations in an ecologically sustainable manner*
- *Identifying and managing risk*
- *Facilitating travel, trade and industry in Western Australia*
- *Ensuring we are a responsible and caring corporate citizen'.*

The section then proceeds to consider a range of factors that influence demand for airport services and development, including passenger movement data and forecasts and local/global economic forecasts.

Land Use Planning (Section 3)

The Land Use Planning section follows on from the previous 2009 Master Plan (Figure 2 below) in outlining overall objectives and dividing Perth Airport into designated 'precincts' that are each allocated a vision and objectives.

The precincts for the 2014 Master Plan are outlined in the Figure 3 on page 21 and briefly described as follows:

- **Airfield Precinct**
To provide for and protect the ultimate aviation capacity of the airport, including the development of all runways, taxiways and associated aviation infrastructure, while managing the environmental and cultural values of the area.
- **Airport Central Precinct**
To provide integrated passenger terminal and associated ground transport and commercial facilities that meet the changing needs of airlines and other companies providing services in the precinct, and of the travelling public.

Item 12.2 Continued

- **Airport North Precinct**
To develop an integrated mix of industrial, commercial, warehouse, showroom, storage and logistics land uses while integrating the environmental value of the area.
- **Airport West Precinct**
To provide a range of aviation support facilities and associated ground transport as well as complimentary non-aviation commercial developments. Over time, limited office, retail and bulky goods may be provided.
- **Airport South Precinct**
To provide for a range of aviation and non-aviation uses, with a focus towards accommodating logistics and distribution facilities while managing the environmental value of the area.

Importantly it is noted that the Perth Airport have disposed of the 'Conservation' precincts previously identified in the 2009 Master Plan (Figure 2 below) and instead opted to integrate environmentally significant areas into broader precincts, as outlined in Figure 3 on page 21.

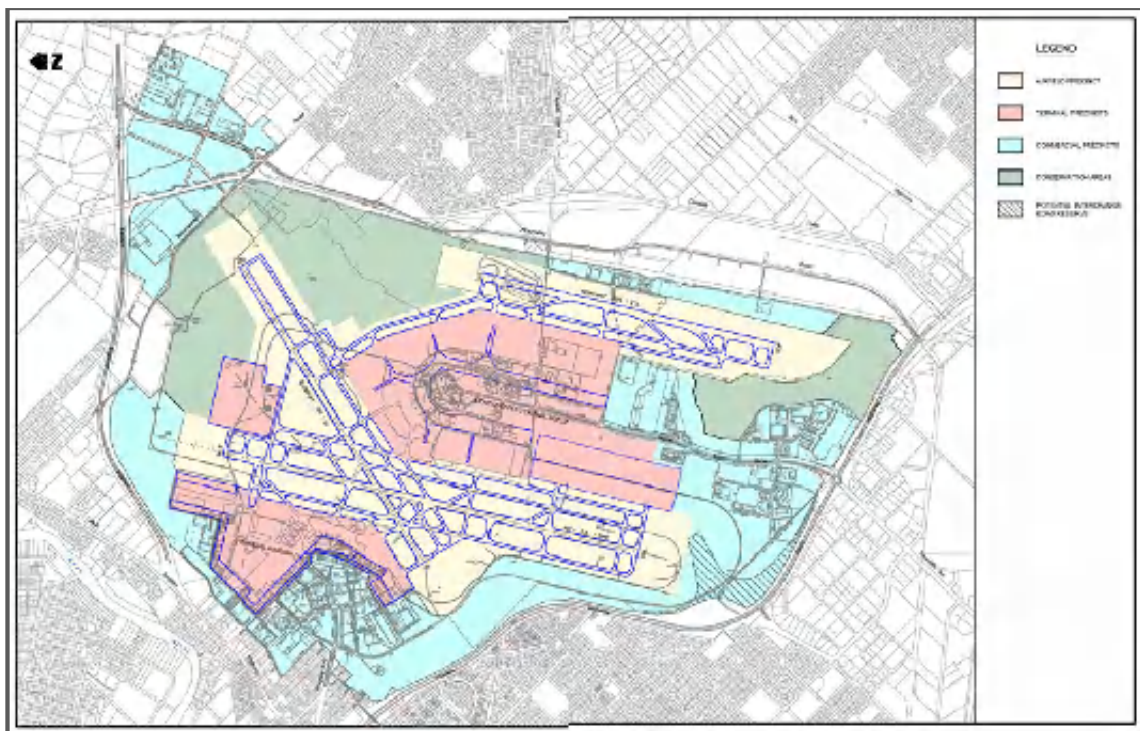


Figure 2: Precinct Plan within the 2009 Perth Airport Masterplan, which included 'Conservation' Precincts.

Item 12.2 Continued

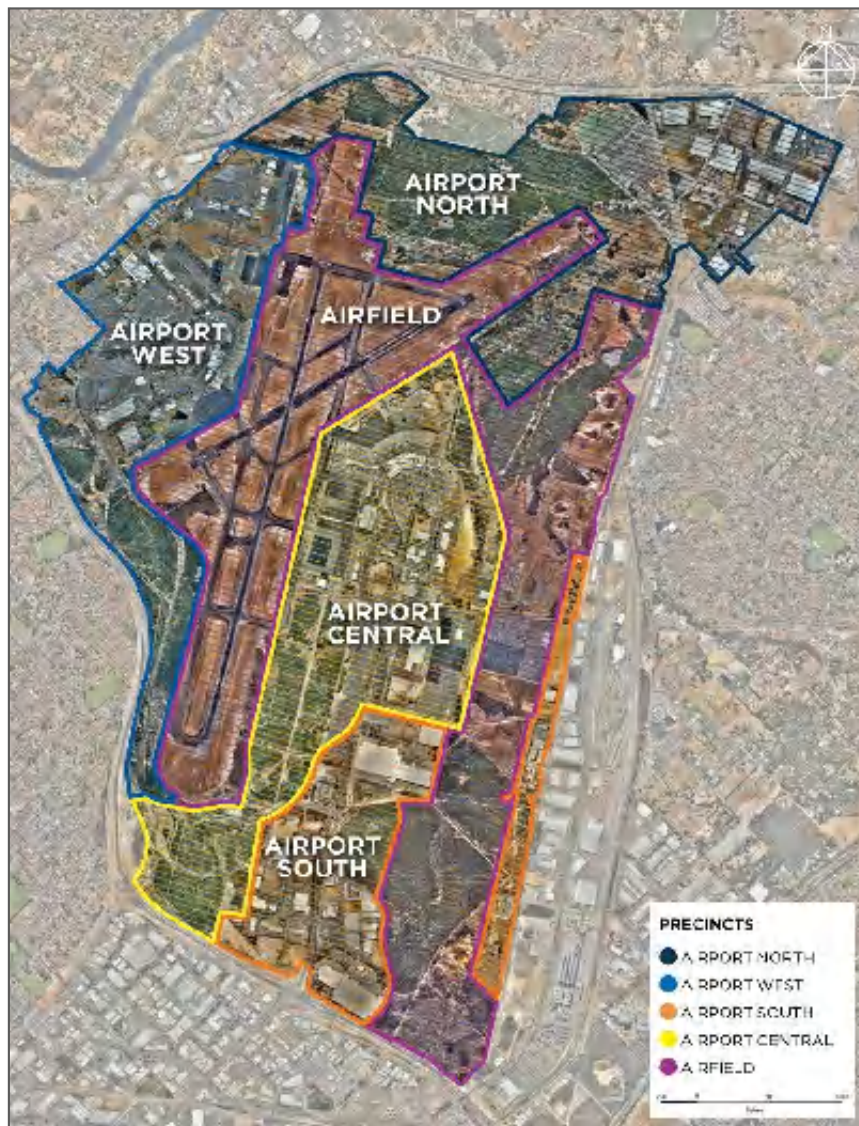


Figure 3: Precinct Plan for Preliminary Draft 2014 Perth Airport Master Plan, which have excluded 'Conservation' Precincts and instead identified 'Conservation' as a discretionary use permissible within broader precincts.

In an effort to ensure integration with various planning regimes of the local and State Government surrounding Perth Airport, the Master Plan has been divided into separate land use zones intended to operate similar to that of a Scheme.

The zones each have objectives and permissible (discretionary) land use allocations, and are briefly described below and shown in Figure 4:

- **Airfield Zone**
This zone is intended to accommodate all aviation activity and infrastructure required for current and future development – with discretionary uses generally consistent with the operation of the airport in addition to some ancillary uses including light and service industry, warehousing and driver training.
- **Terminal Zone**
This zone is intended to accommodate the passenger interface and processing facilities of the airport – with discretionary uses covering a range of goods and service providers and support facilities for the airport.

Item 12.2 Continued

- **Airport Services Zone**
This zone is intended to provide a range of aviation support activities for passengers and freight movement – with discretionary uses including goods and service providers in addition to industrial and warehousing facilities.
- **Commercial Zone:** This zone is intended to enable a mix of land uses that are suitable as an interface with the primary airport operations – with a wide range of non-sensitive discretionary uses covering retail, commercial, industrial and service sectors.

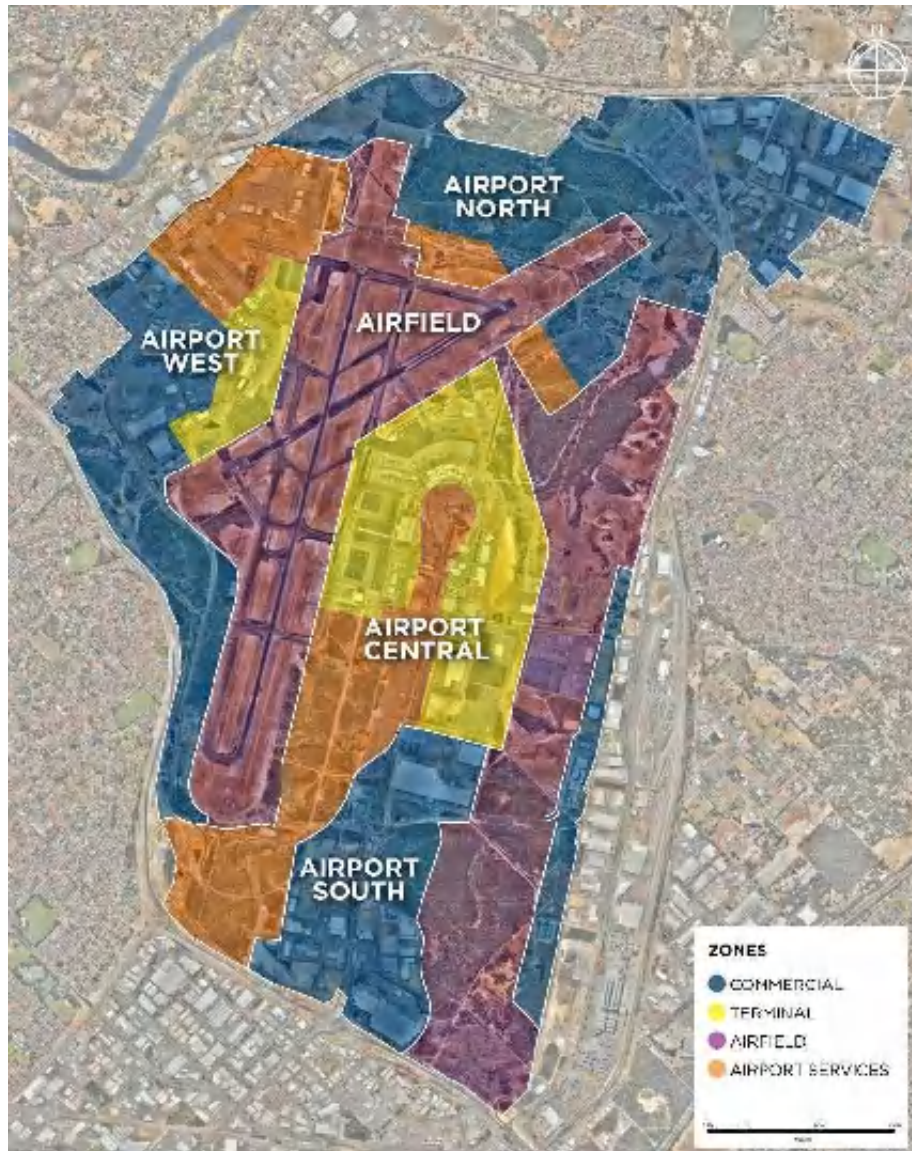


Figure 4: The 2014 Perth Airport Master Plan includes a 'Zoning Plan' which is intended to guide land use permissibility throughout the precincts.

The Master Plan notes that whilst the listed discretionary uses and objectives for each of the zones are considered appropriate for forward planning, a number of interim uses may be deemed acceptable based on short term needs within the precinct or existing lease arrangements with tenants.

Item 12.2 Continued

Perth Airport Pty Ltd anticipates that the interim uses will be short term only however, and the longer term land use planning for each precinct will accord with the descriptions provided in the land use precinct and zoning plans. It is noted that no 'Conservation' zone is provided, in favour of conservation being considered a discretionary land use that may be permissible throughout all of the zones.

Aviation Development (Section 4)

The Aviation Development section delves into the current and future plans for the development of the Airfield Precinct and the existing T1, T2, T3 and T4 terminals. The section explains the proposed long term consolidation of the domestic and international facilities into the 'Airport Central' precinct through the staged expansion of the existing International terminal, and outlines interim plans for the operation of T3 and T4 by Qantas until the early 2020's. The section also outlines the need for expansion of existing aviation support facilities including catering, fuel storage and technological improvements.

Non-Aviation Development (Section 5)

The Non-Aviation Development section outlines the intentions of Perth Airport with respect to the commercial development of surplus land not required for aviation activities, specifically in relation to the Airport North, Airport West and Airport South precincts. The section outlines that there is increasing demand for commercial and industrial development within Perth Airport due largely to the shortage of suitably located and zoned land parcels in close proximity to the Perth Central Business District (CBD) and major freight routes. The section identifies that many companies see the airport as a logical place for their operations as:

- (a) *'Many companies need access to passenger and freight air services, particularly those servicing clients in regional Western Australia; and*
- (b) *The airport estate is located in close proximity to other transport modes, including Kewdale Rail freight facility, major highway networks and via those roads, to the Port of Fremantle'.*

The section outlines five year 'precinct plans' for non-aviation development within Airport North, Airport West and Airport South, which are solely outlined with textual descriptions of forward works as follows:

- **Airport North**

The development north of Kalamunda Road is largely complete, and will be fully developed within the next five years. Further development south of Kalamunda Road will require new access roads to be constructed, which will likely occur within the next five years to permit rapid development for aviation and non-aviation developments.

- **Airport West**

The rate of commercial development will be dependent on land required for aviation purposes and the market for suburban office developments. The majority of the area is currently used for at grade car parking, and this will continue to be required to support aviation operations across the airport estate. An extension of office park development, facilitated by the new Dunreath Drive access from Tonkin Highway, could be developed within the next five years. There is also scope for retail development in the form of a neighbourhood centre.

Item 12.2 Continued

- **Airport South**

It is anticipated that the precinct will be developed at approximately 10,000 square metres to 15,000 square metres of floor space per annum for the purpose of industrial, warehouse, storage, distribution and logistics uses. The precinct may also be developed for office and accommodation, subject to market demand for these uses proximate to Airport Central.

The section identifies that updated Design Guidelines are under preparation for each of the three non-aviation precincts, and these will be made available to the public via the Perth Airport website upon completion.

Ground Transport Plan (Section 6)

The Ground Transport Plan section generally outlines the agreed and understood access arrangements for current and future vehicle and passenger traffic entering each of the airport precincts. The section outlines the demands for ground transport access from passengers, employees, commercial development and freight, with more than 73% of passengers anticipated to travel to and from Perth Airport by private car between 2013 and 2019.

The section details the proposed upgrades as a component of the Gateway WA project and the Airport-Forrestfield passenger rail extension, along with the rationalisation of local connections including Brearley Avenue and Fauntleroy Avenue.

The section also outlines the usage and need for car parking throughout the Airport estate, with 17,000 existing bays set to be expanded to 35,000 bays by 2034. It is envisaged that existing at grade car parking within the Airport Central Precinct will progressively be replaced with multi-storey car parks over time to meet demand. It is expected that the demand for car parking within Airport West will reduce upon consolidation of the domestic and international terminals, but decommissioning of car parks will depend on:

- Activities that will ultimately be located in this area as Airport West develops
- The impact that the rail link has on private car travel mode share
- The demand for car park sites for car parking from Airport Central.

The Plan also outlines that limited development will be undertaken to facilitate bicycle and pedestrian travel to accommodate employees within the Airport estate.

Airport Safeguarding (Section 7)

The 'Airport Safeguarding' section outlines the need to limit surrounding development and activities that may constrain aircraft movements in the future and ensure that the safety of aircraft movements is held paramount. The section reiterates the 'balanced approach' to noise management, with the four elements outlined as:

- *'Reduction of noise at source (eg quieter aircraft)*
- *Noise abatement operational procedures*

Item 12.2 Continued

- *Operational restrictions*
- *Land use planning and management’.*

The section notes that the Aircraft Noise Exposure Forecast (ANEF) has been updated based on analysis of future planning for aircraft movements, and has been released as the 2014 ANEF.

The section also outlines a number of safety considerations, including:

- *‘Construction or erection of building or other structures that may intrude into prescribed air space, including construction cranes*
- *An activity that results in artificial or reflected light that exceeds acceptable light intensities or is capable of blinding or confusing pilots*
- *An activity that results in air turbulence*
- *An activity that results in the emission of smoke, dust or other particulate matter’.*

Services (Section 8)

The Services section outlines the relevant drainage and water catchment considerations, in addition to essential servicing requirements for potable water, sewerage, electricity, gas and communications.

The section does not outline any identified shortfalls in servicing capacity or critical issues with respect to infrastructure supply, but rather identifies that additional capacity for drainage, water, sewerage and other essential services will be required as and when development occurs over the Master Plan period.

Environment Strategy (Section 9)

The Environment Strategy is a component of the Master Plan outlining initiatives to be undertaken over a five year period from 2014-2019, in the areas of soil management, groundwater and surface water management, biodiversity, resource use (energy, water and waste), air quality, ground-based noise, hazardous material and spill response and Aboriginal heritage and engagement.

The Environment Strategy also relates to various other sections of the Master Plan, including the Planning Context, Land Use Planning, Aviation Development, Non-Aviation Development Plan and Ground Transport Plan chapters.

OFFICER COMMENT

The following comments and feedback have been collated by City Officers for submission to PAPL on the Preliminary Draft Perth Airport Master Plan 2014.

Item 12.2 Continued

General Comment

In reviewing the draft Perth Airport Master Plan 2014, City Officers have found the document to be comprehensive in its analysis and presentation of key influences and constraints that need to be considered in the operation and expansion of the Perth Airport estate. The rapid and continuing growth of the area and the need to balance long-term infrastructure decisions within uncertain economic conditions is a difficult task, and the Master Plan has provided a long term vision for the Airport precinct for the benefit of internal and external stakeholders.

It is considered unfortunate however that the Master Plan is not more strategic, better integrating with local and State Government planning. References to surrounding plans are made and implies that where conflicts arise, they can be managed. In order to achieve an integrated planning and development framework for the wider region it is considered essential that a more holistic view is taken of the airport precinct and the community in which it is located through an 'Airport City' design exercise. This would necessitate working with the Western Australian Planning Commission (WAPC).

Whilst it is appreciated that Perth Airport is a 'destination' airport, in assessing the airport and surrounding land-uses there is considered to be a reasonably close relationship with the elements of a successful 'Aerotropolis' as defined by Doctor John Kasarda of the University of North Carolina.

The 'Airport City' forms the core of an Aerotropolis, the successful elements of which are outlined as follows:

- Dedicated airport highway links ('aerolanes') and airport express trains ('aerotrails') that connect the airport to major regional business and residential nodes.
- Special truck-only lanes incorporated in the highway links as well as interchanges designed to reduce congestion.
- Accessibility between key nodes should be based on time and cost rather than distance.
- Businesses should locate in proximity to the airport based on their frequency of use to reduce traffic and improve time-cost access.
- Land use activities such as logistics, warehousing and manufacturing should be separated from 'white collar' services and airport passenger flow.
- Noise and emission sensitive residential and commercial developments must be sited outside high intensity flight paths.
- Cluster rather than strip development should be encouraged along airport transportation corridors with sufficient green space between clusters.
- Development standards should be applied to buildings, landscaping and public areas.

Item 12.2 Continued

- Place-making and way-finding enhanced by thematic architectural features, public art and iconic structures should make aerotropolis developments interpretable, navigable and welcoming.
- Mixed-use residential/commercial communities housing airport workers and frequent air travellers should be developed within easy commuting distance and designed to human scale providing local services and a sense of neighbourhood.

With this in mind, the following specific comments for consideration in the review and finalisation of the Master Plan are provided:

Planning Context (Section 2)

- (a) The City notes that based on a central forecast scenario, passenger movements are anticipated to average growth of 3.7% per annum over the five year period between 2014 and 2019, and total aircraft movements are anticipated to grow by an average rate of 2.3% per annum over the same period.

Land Use Planning (Section 3)

- (b) The City notes that the revised Precinct Plan for Perth Airport has excluded 'Conservation' precincts, and has not included 'Conservation' as a zone, in favour of making conservation a discretionary land use. This would appear to be a less favourable method of identifying and protecting key environmental assets within the Airport estate, and limit the ability to comment on development that may impact upon areas of environmental significance within each of the newly identified precincts.

It is considered that 'Conservation' should either form an individual precinct, or alternatively should form an identified zone (such as 'Parks and Recreation' as is standard across Local Planning Schemes) to ensure that environmental assets are clearly identified in the context of the development plans that are to be undertaken throughout each of the precincts. Whilst it is acknowledged that the breadth of 'Conservation' or 'Parks and Recreation' areas likely to be identified would likely be more constrained than those areas identified in the 2009 Master Plan, it is considered an appropriate zoning mechanism.

- (c) The Master Plan does not contain any detailed land use planning for each of the precincts, the lack of which Perth Airport has attributed to the need for flexibility in the timing and implementation of the precinct development. Whilst the City recognises that there is a need to respond to demand over time, the lack of detail with respect to timing and design makes ongoing planning for the surrounding areas impacted by Perth Airport difficult to achieve.

It is recognised that PAPL has an ongoing desire to work with surrounding government agencies in the implementation of future development, and the City of Belmont greatly appreciates such an approach. The preparation of conceptual precinct development plans, and the ongoing liaison with the City with respect to proposed developments early in the negotiation process will be essential to ensuring the efficient planning and management of surrounding infrastructure and development interface. Consultation with the local community is also an essential component of the preparation of conceptual precinct plans, and the City would welcome the opportunity to be involved in further community consultation as the precinct plans progress.

Item 12.2 Continued

- (d) The 'Airport West' precinct references the potential development of retail based 'Neighbourhood Centre' at some point in the future. It will be essential that such a neighbourhood centre is developed as an integrated component of the Airport West Station to ensure that the development of a Transit Orientated Development at this station is given the utmost priority. Detailed planning of such a centre must only occur in a collaborative manner with the City of Belmont and the Public Transport Authority (PTA) as key stakeholders.

As a component of the ongoing work for Development Area 6 (DA6) the City will be progressing to review and update the endorsed Vision Plan and Implementation Strategy as decisions are made with respect to the timing and implementation of the passenger rail network and major road upgrades. The participation of Perth Airport in this review will be essential to ensure an integrated and comprehensive outcome for the Airport West precinct and surrounds.

Aviation Development (Section 4)

- (e) It is noted that the new parallel runway (03R/21L) is anticipated to be required prior to the end of the year 2020, and will require funding commitment, extensive public consultation and approvals to be in place prior to construction and operation. The City is committed to assisting with the community consultation phase of the project, and would greatly appreciate the opportunity to be involved as a key stakeholder early in the process.
- (f) The City notes that the relocation of Qantas services from T3 and T4 are not anticipated to occur until the early 2020s. The ongoing management of vehicular traffic and the potential closure of Brearley Avenue will need to be carefully managed and planned to ensure that the local Redcliffe community is not unreasonably burdened with airport traffic. This management will require a close working relationship between PAPL, Main Roads Western Australia (MRWA) and the City of Belmont into the future.

Non-Aviation Development (Section 5)

- (g) It is noted that the referenced 'Precinct Plans' do not include any spatial plan or detailed description of the location or timing of any development over the five year period. This is considered to limit the public's ability to provide meaningful community feedback on the proposed non-aviation development of these precincts, and makes it difficult for State and Local Government agencies to undertake planning for development interface or infrastructure issues. It is requested that further consideration of development within the precinct plans is undertaken in a collaborative manner with the local community, Local Government and State Government involved as key stakeholders.
- (h) The City again reiterates concerns raised with respect to the reference of a potential 'Neighbourhood Centre' in the Airport West precinct, as this retail development needs to be designed and developed as an integrated component of a Transit Oriented Development with the proposed Airport West passenger rail station.

Item 12.2 Continued

- (i) The preparation of Design Guidelines for each precinct should be subject to consultation with the relevant local and State Government agencies, and released for public comment prior to their endorsement and implementation by PAPL.

Ground Transport Plan (Section 6)

- (j) The Master Plan states that the State Government is assessing the feasibility of a rail station at Airport West either in Airport or State controlled land. The City has also been working with PTA to encourage the inclusion of a station within this precinct to help promote the redevelopment of this part of Redcliffe, and the location of the station will need to be carefully planned in conjunction with the community to ensure an optimal outcome.
- (k) The document quotes that the full Gateway WA project should be completed by early 2017 and on page 176 it states that the State Government has advised PAPL that Brearley Avenue will be closed on completion of the new interchange on Tonkin Highway which connects to Dunreath Road. The Tonkin Highway to Dunreath Road connection will happen sooner than predicted, with an early 2017 completion date for the whole project.

It is suggested that PAPL liaise with MRWA to confirm the proposed timing and implementation of the Brearley Avenue closure, as the City understands that this cannot be accommodated within the very near future.

The City understands that the closure timeframe for the Brearley Avenue connection to Great Eastern Highway is in fact dependent upon the Stage II upgrade of Great Eastern Highway to six lanes from Tonkin Highway to the Great Eastern Highway Bypass, and this is only in the preliminary stages of planning.

- (l) The Master Plan identifies that the Fauntleroy Avenue intersection with Great Eastern Highway is to be upgraded within the next zero-five years. The City has had limited discussion with MRWA on the proposed upgrade, and it is understood that partial works will occur by the end of 2014, with ultimate works to only occur with the widening of Great Eastern Highway in this area.
- (m) Whilst it is recognised that there is a high demand for vehicle parking at Perth Airport, it is anticipated that the Airport will continue to work with local and State agencies to reduce the reliance on private vehicles and encourage more passengers and employees moving to and from the airport onto public transportation wherever possible.
- (n) The redevelopment of existing at grade parking facilities throughout the airport into more intensive uses, either through multi-deck car parking and/or integrated office developments with car parking below, is strongly supported by the City of Belmont. This is of particular importance within the Airport West Precinct to ensure that employment opportunities are available in close proximity to the proposed rail station, rather than the current sea of at-grade car parking surrounding the proposed station site.

Item 12.2 Continued

- (o) The description of the bus services indicate that the two existing bus services running from Perth CBD to the Airport take a standard 45 minute travel time. Given the upgrade of Great Eastern Highway and the shorter overall journey, it is anticipated that the number 40 bus would have a shorter travel time than the number 37 bus which traverses the Belmont and Redcliffe residential areas.
- (p) The proposed introduction of a new bus service direct from Perth CBD to Airport Central is supported, but the route should consider limited stops that provide benefit to local businesses and residential communities throughout the City of Belmont.
- (q) Whilst it is recognised that few airline passengers travel to and from the airport by walking or cycling, there is considered to be an excellent opportunity to encourage employees and visitors to the precinct to travel via these methods. With a forecast increase of 15,000 non-aviation employees in the precinct by 2034, alternatives to private car use will be a necessity to assist in reducing traffic congestion in the area, and should be planned for accordingly.

Cycle infrastructure is mentioned in the Plan, but this is mostly regarding works associated with the Gateway project, and not on Airport land connecting to businesses and terminals. The Plan should give an indication of location and type of infrastructure planned for Airport land to ensure it is not overlooked during technical planning stages.

Cycle infrastructure such as shared path and cycle lanes should be shown in Figures 6.1 (existing) and 6.8 through to 6.12 (planned). This is of particular importance in conjunction with improvements in public transport accessibility associated with the passenger rail extension and potential additional bus routes. The City will welcome the opportunity to work with PAPL to improve walking and cycling within the Airport West precinct as a component of the planning for DA6.

Airport Safeguarding (Section 7)

- (r) The City notes that the existing WAPC State Planning Policy 5.1 (SPP5.1) (Planning for Land use in the vicinity of Perth Airport) includes specific reference to restrictions on land use planning and development based on the 2004 ANEF, and is not automatically updated upon the endorsement of revised ANEF plans.

The City is aware of the discussions between PAPL and the WAPC for SPP5.1 to be amended to specifically reference the current ANEF Plan at that point in time, and is supportive of this proposed amendment.

Services (Section 8)

- (s) The proposed stormwater drainage management will impact on the City of Belmont with respect to the Fauntleroy Avenue Catchment and the Northern section of the Southern Main Drain Catchment, where there is an interface with residential properties at Coolgardie Avenue, Kanowna Avenue East and Central Avenue.
- (t) Due to the general high groundwater table in these areas and the increasing levels of development by PAPL, there is a need to manage the increased stormwater drainage so it does not impact on adjacent residents.

Item 12.2 Continued

- (u) It is noted that Figure 8.1 outlines the water catchment boundaries within the Perth Airport estate. It is recommended that this plan be revised to include the main drains to the Swan River so that the full water catchment can be understood.

Environment Strategy (Section 9)

- (v) A statement is made that there are no 'significant environmental areas' on the Airport estate, however the extent of consultation undertaken with Commonwealth and state conservation bodies (as required in the *Act*) and level of agreement reached is unclear.
- (w) Precinct objectives refer to 'managing' and 'integrating' environmental values within the Airfield and Airport North Precincts, which contain Munday Swamp and a large area of remnant vegetation to the south. Under the 2009 Airport Master Plan both of these areas are within Conservation Precincts. The objectives do not provide a firm commitment to the preservation or protection of these sites or locations, which could be cleared or degraded through adjacent land uses and development.
- (x) In comparison to the 2009-2013 Environment Strategy, the new Strategy does not include a definite commitment to revegetation or environmental restoration projects (eg number of tube-stock, area of revegetation). There is also no reference to the 'Conservation Completion Plan' or 'Conservation Precincts Management Plan' listed in the previous strategy. It is unclear whether these Plans will be implemented post 2014, or if new, equivalent Plans will be developed.
- (y) The Master Plan states that environmental values will be considered on a 'case by case' basis during development. It is recommended that they are also considered at a broader scale during preparation of each Precinct Plan. The incorporation of environmental values into the urban environment, post development, could also be considered at this stage, for example potential tree planting that produces canopy within car parks.
- (z) The level of consultation to be undertaken during preparation of the Precinct Plans is unclear, including the involvement of the Perth Airport Environmental Consultative Group of which the City is a member.

FINANCIAL IMPLICATIONS

There are no financial implications evident at this time.

ENVIRONMENTAL IMPLICATIONS

There are a range of environmental assets that have been identified within the Perth Airport Estate that are considered worthy of protection and conservation. The implications for the natural environment have been further outlined within the Background and Officer Comment sections.

Item 12.2 Continued

SOCIAL IMPLICATIONS

The operation, land use and development within Perth Airport have a wide range of positive and negative impacts on the surrounding local community, the region and state as a whole. The social impact on local residents needs to be carefully balanced with the benefits associated with the ongoing operation and expansion of the Perth Airport.

Note

Cr P Marks declared an Impartiality Interest in Item 12.2 Perth Airport Master Plan 2014 – City of Belmont Feedback.

OFFICER RECOMMENDATION

That Council adopts as its Submission to Perth Airport Pty Ltd with respect to the Preliminary Draft Perth Airport Master Plan 2014, the comments contained within the report and authorises the Chief Executive Officer to convey those comments.

AMENDED OFFICER RECOMMENDATION

That Council adopt the submission on the Perth Airport Master Plan 2014 contained within [Tabled Attachment 3](#) and authorise the Chief Executive Officer to advise Perth Airport Pty Ltd accordingly.

Reason

To ensure the submission expresses the Council's viewpoints and not compromise the statutory position of the draft Master Plan.

ALTERNATIVE COUNCILLOR MOTION

ROSSI MOVED, WOLFF SECONDED, That Council

- 1. Adopt the submission on the Perth Airport Master Plan 2014 contained within [Tabled Attachment 3](#) and authorise the Chief Executive Officer to advise Perth Airport Pty Ltd accordingly.**
- 2. Authorise discussions to take place between Air Services Australia and the City of Belmont relating to the noise amelioration in/over residential areas. Those discussions to include the funding for a noise amelioration solution from Air Services Australia to local residents to install noise amelioration features.**

Reason

To ensure the submission expresses the Council's viewpoints and not compromise the statutory position of the draft Master Plan.

Item 12.2 Continued

Note

Cr Hitt Foreshadowed the following Motion.

FORESHADOWED COUNCILLOR MOTION

1. That Council adopt the submission on the Perth Airport Master Plan 2014 contained within [Tabled Attachment 3](#) and authorise the Chief Executive Officer to advise Perth Airport Pty Ltd accordingly.
2. That discussion take place between the Air Services Australia and the City of Belmont relating to the noise amelioration in/over residential areas. Those discussions to include the funding for noise amelioration from the Perth Airport Pty Ltd to local residents to install noise amelioration features.

Reason

To better facilitate between the residents and the City of Belmont and Air Services Australia.

Note

The Mover and Seconder of the Recommendation agreed to include the additional point 2 of the Foreshadowed Motion in the Alternative Councillor Motion.

**12.3 CLOSURE OF PORTION OF ROAD RESERVE OFF CRAKE STREET AND ADJOINING
LOT 17 (2) SAMPHIRE STREET, ASCOT**

BUILT BELMONT

ATTACHMENT DETAILS

<u>Attachment No</u>	<u>Details</u>
Attachment 1 – Item 12.3 refers	<u>City of Belmont Drawing No.97-12 (Rev 3)</u>

Voting Requirement	: Simple Majority
Subject Index	: 102/007
Location/Property Index	: Lot 17 (2) Samphire Street, Ascot
Application Index	: N/A
Disclosure of any Interest	: Nil
Previous Items	: Ordinary Council Meeting 23 July 2013 Item 12.2
Applicant	: Jason Adams – Lot 17 (2) Samphire Street, Ascot
Owner	: Crown
Responsible Division	: Technical Services

COUNCIL ROLE

- | | | |
|-------------------------------------|-----------------------|---|
| <input type="checkbox"/> | Advocacy | <i>When 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 eg adopting plans and reports, accepting tenders, directing operations, setting and amending budgets.</i> |
| <input type="checkbox"/> | Legislative | <i>Includes adopting local laws, local planning schemes and policies.</i> |
| <input type="checkbox"/> | Review | <i>When Council reviews decisions made by Officers.</i> |
| <input type="checkbox"/> | Quasi-Judicial | <i>When Council determines an application/matter that directly affect 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 local 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> |

PURPOSE OF REPORT

To advise Council of the outcomes of the public advertisement and referrals to service authorities and the Department of Planning in relation to the closure of a portion of road reserve off Crake Street and adjoining Lot 17(2) Samphire Street, with the intention of amalgamating the available land with the adjoining lot.

This report follows on from a previous resolution adopted at the Ordinary Council Meeting held on 23 July 2013.

The report provides feedback and responses received from the advertising and referrals to service authorities and Department of Planning before the application is forwarded to the Department of Lands for further action.

Item 12.3 Continued

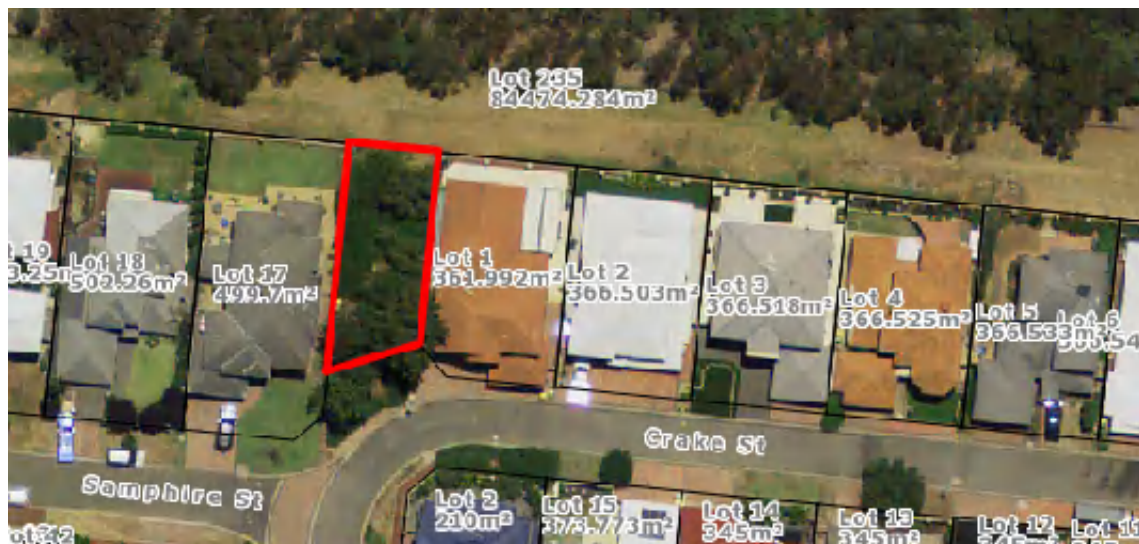
SUMMARY AND KEY ISSUES

The following responses were received as a result of advertising and referrals to service authorities and the Department of Planning:

- No objections were received from the advertisement in The West Australian newspaper, dated 16 November 2013 and The Southern Gazette newspaper dated 19 November 2013.
- Feedback received from referrals to service authorities have indicated the following responses:
 - Telstra advised no objections
 - ATCO Australia Gas Pty Ltd advised no objections
 - Water Corporation advised no objections
 - Western Power advised they have no specific comments towards the proposal
 - OPTUS advised that they have no assets in the vicinity and no objections.
- The Department of Planning advised that they have no objections towards the proposal, however advised that under City of Belmont Local Planning Scheme No. 15 a Scheme Amendment would be required should the subject area be amalgamated into the adjacent residential zoned area.
- The application will be forwarded to the State Land Services of the Department of Lands for further action.

LOCATION

Portion of road reserve between Lot 17(2) Samphire Street and Lot 1(20) Crake Street



CONSULTATION

Consultation has been undertaken with affected parties as detailed elsewhere in this report.

Item 12.3 Continued

STRATEGIC COMMUNITY PLAN IMPLICATIONS

In accordance with the Strategic Community Plan Key Result Area: Built Belmont

Objective: Maintain public infrastructure in accordance with sound asset management practices

Strategy: Manage the City's infrastructure and other assets to ensure that an appropriate level of service is provided to the community.

POLICY IMPLICATIONS

There are no significant policy implications evident at this time.

STATUTORY ENVIRONMENT

Section 58 of the *Land Administration Act 1997* outlines the process associated with the closure of roads, which will be necessary if a portion of the road reserve is closed and transferred pursuant to section 58 of the *Land Administration Act 1997*.

BACKGROUND

At the Ordinary Council Meeting on 23 July 2013, Council resolved:

"That subject to relevant costs being paid in advance by the applicant, Council advertise the closure of the road reserve off Crake Street, Ascot and adjoining Lot 17 (2) Samphire Street, as shown on City of Belmont Drawing No. 97-12(Rev 3) for a 35 day period in accordance with the provisions of Section 58 of the Land Administration Act 1997."

The proposed road closure and dedication was advertised in The West Australian newspaper, dated 16 November 2013 and The Southern Gazette newspaper dated 19 November 2013. Referrals to the relevant service authorities and the Department of Planning were undertaken and responses received.

OFFICER COMMENT

In accordance with the provisions of Section 58 of the *Land Administration Act 1997*, the closure of a portion of road reserve off Crake Street and adjoining Lot 17 (2) Samphire Street, with the intention of amalgamating the available land with the adjoining lot, was advertised in The West Australian newspaper dated 16 November 2013 and The Southern Gazette newspaper dated 19 November 2013.

The item was also placed on the City's website and notice boards. No responses were received from the advertisement at the end of the 35 day period.

Information on existing services was obtained using the "Dial Before You Dig" service. The responses and feedback received from the referrals to the service authorities and Department of Planning are summarised as follows:

Item 12.3 Continued

- Telstra advised no objections.
- ATCO Australia Gas Pty Ltd advised no objections.
- Water Corporation advised no objections.
- Western Power advised they have no specific comments towards the proposal.
- OPTUS advised that they have no assets in the vicinity and no objections.
- The Department of Planning advised that they have no objections towards the proposal, however advised that under City of Belmont Local Planning Scheme No. 15 a Scheme Amendment would be required should the subject area be amalgamated into the adjacent residential zoned area. This issue will be further considered by Council as a future Omnibus amendment to Local Planning Scheme No 15.
- The City has an existing stormwater pipe through this portion of land and therefore an easement will be required to be registered at the cost to the applicant.
- No major objection has been received to the proposed road closure and dedication.

It is important to note that State Land Services will finalise any required service relocations with the relevant service authorities and any costs related to service relocations, replacement and easement requirements shall be the responsibility of the applicant.

Together with the above information, the application for the closure of a portion of road reserve off Crake Street and adjoining Lot 17(2) Samphire Street, with the intention of amalgamating the available land with the adjoining lot in accordance with the provisions of Section 58 of the *Land Administration Act 1997*, will be forwarded to State Land Services of the Department of Lands for further action.

FINANCIAL IMPLICATIONS

The City has recouped administrative and advertising costs from the applicant for undertaking the road closure and dedication.

The applicant will also be responsible for the costs of any service relocations, replacements or easement requirements, which are required in order to facilitate the road closure and dedication, including the purchase of land affected from the road closures.

ENVIRONMENTAL IMPLICATIONS

There are no environmental implications at this time.

Item 12.3 Continued

SOCIAL IMPLICATIONS

There are no social implications at this time.

OFFICER RECOMMENDATION

That Council endorse the responses received from advertising, service authorities and the Department of Planning and forward the application for the closure of the road reserve off Crake Street and adjoining Lot 17 (2) Samphire Street, as shown on City of Belmont's Drawing No. 97-12 (Rev.3) (refer [Attachment 1](#)), to the Department of Lands for further action, in accordance with the provisions of Section 58 of the Land Administration Act 1997.

*OFFICER RECOMMENDATION ADOPTED EN BLOC –
REFER TO RESOLUTION APPEARING AT ITEM 12*

12.4 CANOPY EXTENSION – LOT 2 (267-273) ALEXANDER ROAD, BELMONT

BUILT BELMONT

ATTACHMENT DETAILS

<u>Attachment No</u>	<u>Details</u>
Attachment 2 – Item 12.4 refers	<u>Development Applicant Plans</u>

Voting Requirement	: Simple Majority
Subject Index	: 115/001
Location / Property Index	: Lot 2 (267-273) Alexander Road, Belmont
Application Index	: 303/2014/DA
Disclosure of any Interest	: N/A
Previous Items	: 23 June 2009 Ordinary Council Meeting Item 12.1
Applicant	: Cardno (WA) Pty Ltd
Owner	: BWP Management Pty Ltd
Responsible Division	: Community and Statutory Services

COUNCIL ROLE

- | | | |
|-------------------------------------|-----------------------|---|
| <input type="checkbox"/> | Advocacy | <i>When 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 eg adopting plans and reports, accepting tenders, directing operations, setting and amending budgets.</i> |
| <input type="checkbox"/> | Legislative | <i>Includes adopting local laws, local planning schemes and policies.</i> |
| <input type="checkbox"/> | Review | <i>When Council reviews decisions made by Officers.</i> |
| <input checked="" type="checkbox"/> | Quasi-Judicial | <i>When Council determines an application/matter that directly affect 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 local 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> |

PURPOSE OF REPORT

To consider an application for a canopy addition to the Bunnings premises located at Lot 2 (267-273) Alexander Road (corner of Abernethy Road), Belmont.

Item 12.4 Continued

SUMMARY AND KEY ISSUES

The subject lot is zoned Mixed Business under the City's Local Planning Scheme No. 15 (LPS15). Clause 5.12.1(d) states the building setback line to the primary street shall be 15 metres and 7.5 metres to the secondary street frontage.

The proposal is for a canopy addition over the bagged goods area to the existing Bunnings premises to be extended 1.1 metres from the Abernethy Road boundary instead of the 7.5 metres required for a secondary street setback.

It is recommended that Council refuse the application as the proposed canopy will impact on the Abernethy Road streetscape. It is not considered to be in keeping with the requirements of proper and orderly planning or the preservation of the amenity of the locality with respect to the visual impact of the height, bulk and scale of the proposed canopy addition.

LOCATION

The subject lot is located on the corner of Alexander Road and Abernethy Road, Belmont and is zoned Mixed Business.

The site contains Bunnings Showroom, Garden Centre and Café which was approved by Council on 23 June 2009.

Abernethy Road is designated 'Other Regional Roads'.

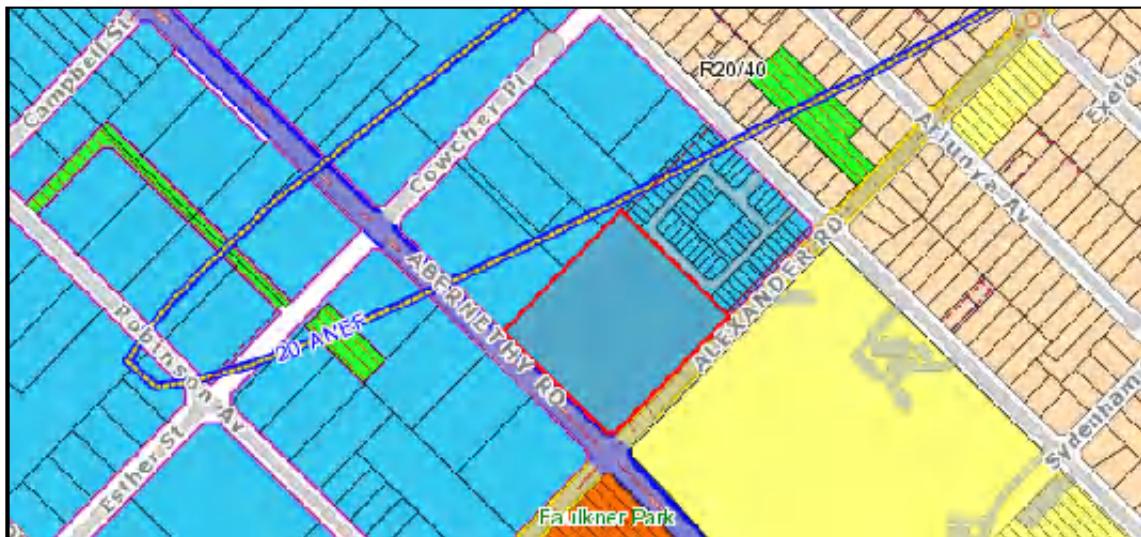


Figure 1

Item 12.4 Continued

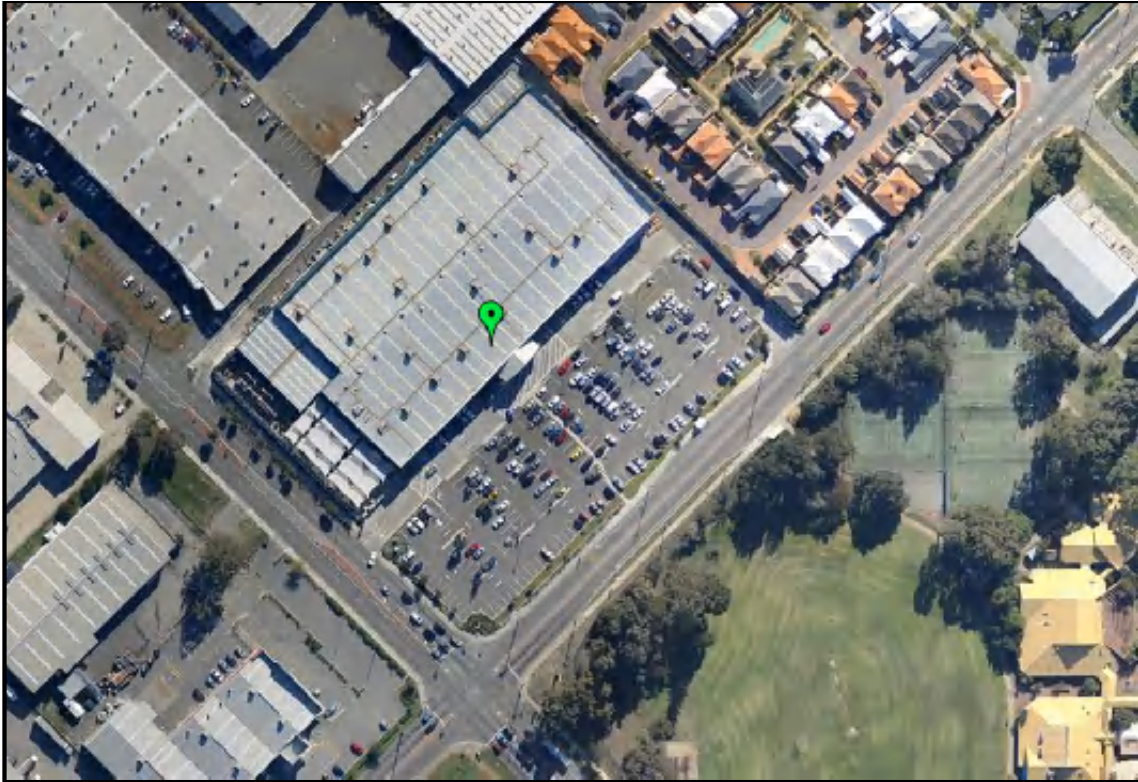


Figure 2

Vehicles can enter the site from Abernethy Road and Alexander Road with parking provided adjacent to Alexander Road.

CONSULTATION

Category C applications are those that need external referrals from third parties such as the Environmental Protection Authority, Western Australian Planning Commission (WAPC), Swan River Trust (SRT), Heritage Council etc. Category C applications may also require statutory advertising, referral to neighbours or consideration by Council.

Abernethy Road is designated 'Other Regional Road'. As the proposal will not increase traffic flows or change the existing access and exit movements, referral to the Department of Planning – Infrastructure and Land Use Coordination Section is not required.

There has been no specific consultation undertaken in respect to this matter.

STRATEGIC COMMUNITY PLAN IMPLICATIONS

In accordance with the Strategic Community Plan Key Result Area: Built Belmont.

Objective: Achieve a planned City that is safe and meets the needs of the community.

Strategy: Encourage a wide choice and consistent implementation of development approaches.

Item 12.4 Continued

In accordance with the Strategic Community Plan Key Result Area: Business Belmont.

Objective: Maximise Business Development Opportunities.

Strategy: Attract and support high quality business development and the sustainable use of land in Belmont, including Perth Airport by providing information and assistance to businesses seeking to establish operations in the City.

POLICY IMPLICATIONS

There are no significant policy implications evident at this time.

STATUTORY ENVIRONMENT

Metropolitan Region Scheme (MRS)

The land is zoned 'Industrial' under the MRS.

Local Planning Scheme No. 15 (LPS15)

The land is zoned 'Mixed Business' under City of Belmont LPS15. The 'Mixed Business' zone is intended to provide for the development of a mix of varied but compatible business uses such as offices, showrooms etc that do not cause any nuisance or impact on the amenity of the locality.

Under Clause 5.5.1 of LPS15, variations with a standard or requirement prescribed under the Scheme may be supported.

Clause 5.12 of LPS15 identifies the relevant standards for land use and development within the Mixed Business zone.

Clause 10.2 lists matters the Council may consider and includes the following:

- (a) The aims and provisions of the Scheme.
- (b) The requirements of orderly and proper planning including any relevant proposed new town planning scheme or amendment, or region scheme or amendment, which has been granted consent for public submissions to be sought.
- (i) The compatibility of a use or development with its setting.
- (n) The preservation of the amenity of the locality.
- (o) The relationship of the proposal to development on adjoining land including the likely effect of the height, bulk, scale, orientation and appearance of the proposal.

Deemed Refusal

Under Clause 10.9.1 of the City of Belmont LPS15 an application is 'deemed to be refused' if it is not determined within a 60 day period.

The only exception to these cases is where there is a written agreement for further time between the applicant and the City of Belmont. In this case, there is no written agreement for the statutory time period to be extended.

Item 12.4 Continued

The deemed refusal date for this application passed on 13 July 2014 and the applicant already has deemed refusal rights.

Right of Review

Is there a right of review? ☒ Yes ☐ No

The applicant/owner may make application for review of a planning approval/planning refusal to the SAT subject to Part 14 of the *Planning and Development Act 2005*. Applications for review must be lodged with SAT within 28 days. Further information can be obtained from the SAT website—www.sat.justice.wa.gov.au.

BACKGROUND

Lodgement Date:	14 May 2014	Use Class:	'P' – Showroom, 'D' - Garden Centre and 'D' - Café
Lot Area:	22131m ²	LPS Zoning:	Mixed Business
Estimated Value:	\$90,000	MRS:	Industrial

History (Development Applications)

- **184/2009/DA**
Council at its Ordinary Council Meeting (OCM) held on 23 June 2009 resolved to delegate to the Director Community and Statutory Services the authority to deal with the application. Planning approval for Bunnings Showroom, Garden Centre and Café was granted on 8 July 2009. Approval was granted on 1 February 2010 for amended plans which increased the size of the canopy width and the number of shade sails over the outdoor nursery area.
- **272/2009/DA**
Planning approval for signage was granted on 24 August 2009.
- **226/2010/DA**
Planning approval for directional signage was granted on 15 July 2010.

Development Proposal

The application is to extend the canopy over the bagged goods area adjacent to Abernethy Road. The canopy addition measures 12 metres wide x 32 metres long x 1.2 metres deep and is to be setback 1.1 metres from Abernethy Road.

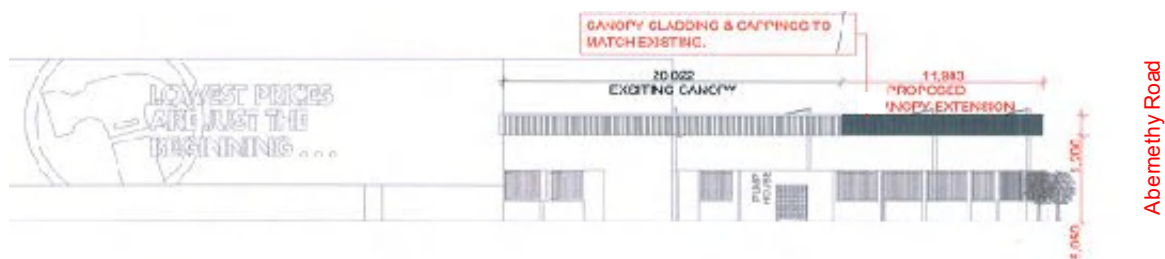


Figure 3 – North-west Side Elevation

Item 12.4 Continued

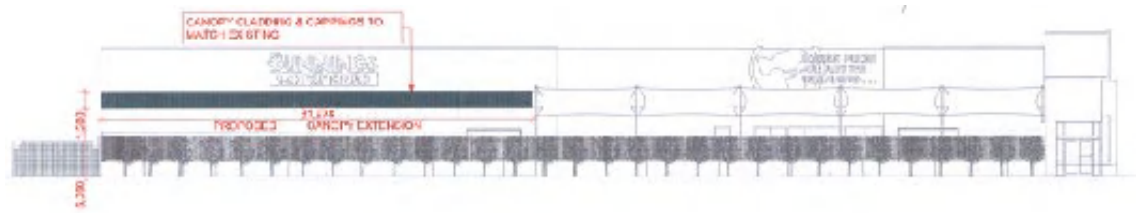


Figure 4 – Abernethy Road Elevation



Figure 5 – View of Existing Canopy. Proposal is to Extend Canopy Over Bagged Goods Area.

The proposal is to extend the bagged goods area and reduce the outdoor nursery area. There is no change to the showroom or floor area component or signage proposed.

In support of the proposal the applicant has advised the following:

- The extension of the bagged goods canopy is complementary to the existing development and is considered to be an improvement to the development.
- The existing fence to the nursery area is setback 1 metre from the Abernethy Road reserve and therefore the canopy addition shall be wholly within the site boundary.
- The 1 metre setback is landscaped to a high standard and presents an attractive street frontage to Abernethy Road. The landscaped area also suitably screens the nursery fence and will also partially screen the proposed canopy extension. The landscaped area improves the visual amenity of the development and the Abernethy Road streetscape.

Item 12.4 Continued

- The height of the proposed canopy addition will not be greater than the existing Bunnings roofline, and no greater than the existing shade sails which cover a portion of the outdoor nursery and adjoining fence.
- The proposed modifications to the existing development will not detract from the amenity of the surrounding area. The extension of the canopy over the bagged goods area is complementary to the existing development on the site and considered to be an improvement to the existing building.

The development plans are contained in [Attachment 2](#).

OFFICER COMMENT

Land Use

The primary use of the property is 'showroom' which is a permitted use, and the garden centre and café are ancillary uses which are designated as discretionary uses which require planning approval. The subject canopy addition over the bagged goods area is considered to be incidental to the predominant use.

Local Planning Scheme No. 15 (LPS15)

Under LPS15 a 7.5 metre setback from a secondary street is required. The applicant seeks a variation to this setback and proposes the canopy to be setback 1.1 metres.

Council granted approval for the existing 3 metre high fence along Abernethy Road which comprises 1.2 metre high white painted feature dado wall with support pillars and 1.8 metre high black open vertical tubular fencing infill. This fence is setback 1 metre and the setback area which has been landscaped with water wise plants.

The original approval for Bunnings also denoted 'bagged goods area' under the canopy and 'outdoor nursery area' up to the fence line with 15 shade sails over a portion of the nursery area. The outdoor nursery area within the Abernethy Road setback area with its 3 metre high fencing was supported on the basis that the garden centre was not a solid structure and that the dense landscaping and nursery fencing was well clear of the Abernethy and Alexander Road intersection and would not affect traffic sightlines.

This original approval also required landscaping to be installed and maintained and included some mature trees to be planted on site. These are located within the car park area fronting Alexander Road. As can be seen in Figure 6 below, the 1 metre wide landscape strip comprises water wise ground covers (*Grevillea Obtusifolia* and *Kalbarri Carpet*) together with four mature *Melaleuca Quinquenervia* trees located within the Abernethy Road verge. A mature *Conyimbium Maculata* (Spotted Gum) is also located in the median strip of Abernethy Road. It is acknowledged that these trees do provide screening which mitigates the height and bulk of the 3 metre high fence which provides security and contributes to the amenity of the area.

Item 12.4 Continued



Figure 6 – Existing Fence and Landscaping

The canopy addition will stand 6.2 metres high above the footpath level. As can be seen in Figure 7 below, this portion of the nursery area is being used for stacking a variety of garden pots; some above the 3 metre high fence.



Figure 7

In assessing the proposed variation and any streetscape impacts, the adjoining showroom development on Abernethy Road is setback over 20 metres and the showroom, office, and warehouse premises located opposite have front setbacks which vary from 15 metres up to 29 metres. These setback areas all contain parking and landscaping as detailed in aerial photomap Figure 8 below.

Item 12.4 Continued



Figure 8 – 15 metre Setback Line is Delineated

Given that the surrounding developments all have considerable open front setback areas, it is considered that the bulk and scale of the proposed canopy addition to be located up to the fence line would not be in keeping with the surrounding showroom, office and warehouse developments and would therefore have a detrimental impact on the surrounding streetscape. In addition, the location of the outdoor nursery area was approved on the basis that it was an open and not a solid structure.

As a 7.5 metre setback to the secondary street is permitted in the Mixed Business zone, the applicant was advised that the City was willing to support a modified proposal with the canopy addition reduced in size to comply with the 7.5 metre secondary street setback. The City also advised that additional shade sails within the 7.5 metre setback to match the existing already located within the Abernethy Road setback would also be supported. However, the applicant requested that the application submitted be determined by Council.

Under LPS15, the City may support variations to setback standards. However, the proposed secondary street setback variation is considered to be out of character with the surrounding development and approval of this variation to the secondary street setback would therefore set an undesirable precedent.

Item 12.4 Continued

Options for Determination

Council has two options for determining this application:

1. Approve the Application

Council may consider the proposed canopy addition is consistent with the aims and provisions of the Scheme with respect to the Mixed Business zone and approve the application.

This option is not supported as the bulk and scale of the proposed canopy together with the reduced setback to Abernethy Road is considered to be out of character with the existing streetscape and approval would set an undesirable precedent.

2. Approve the Application with Modifications

Council may consider the proposed canopy is consistent with the aims and provisions of the Scheme and in order to comply with Scheme provisions, request modified plans to be submitted which reduces the width of the canopy to ensure that a 7.5 metre setback to Abernethy Road is provided. The applicant may also wish to include additional shade sails within the 7.5 metre setback area to match the existing to provide shade to this Garden Centre area.

The applicant was made aware of this proposal, however was not willing to submit amended plans. Accordingly this is not the preferred option.

3. Refuse the Application

It is considered that the proposed canopy addition with a 1.1 metre setback to Abernethy Road instead of 7.5 metres would set an undesirable precedent. The setback variation does not accord with the Scheme requirements and is therefore contrary to the principles of orderly and proper planning. The bulk and scale of the canopy addition is considered to be out of character with the surrounding development and will therefore have a detrimental impact on the streetscape and amenity of the locality.

Given the above reasons this is the preferred option.

FINANCIAL IMPLICATIONS

If the application is refused and the applicant chooses to exercise their right for a review through the SAT, the City will have the task of defending its decision to refuse the application. This will involve significant costs of engaging Solicitors to act for the City.

ENVIRONMENTAL IMPLICATIONS

There are no environmental implications at this time.

Item 12.4 Continued

SOCIAL IMPLICATIONS

There are no social implications at this time.

Note

Cr L Cayoun declared an Impartiality Interest in Item 12.4 Canopy Extension – Lot 2 (267-273) Alexander Road, Belmont.

OFFICER RECOMMENDATION

That Council refuse planning application 303/2014/DA as detailed in plans received 14 May 2014 submitted by Cardno (WA) Pty Ltd on behalf of the owner BWP Management Pty Ltd for an addition to the Canopy at Lot 2 (267-273) Alexander Road (corner Abernethy Road), Belmont for the following reasons:

- 1. The proposal does not satisfy Clause 10.2(a) of Local Planning Scheme No. 15 as it is inconsistent with the provisions of the Scheme with respect to setbacks.*
- 2. The proposal does not satisfy Clause 10.2(b) of Local Planning Scheme No. 15 as approval of the reduced setback will set an undesirable precedent which is contrary to the principles of proper and orderly planning.*
- 3. The proposed canopy addition is not in keeping with surrounding development. Approval of the development will be contrary to the compatibility of the development with its setting under Clause 10.2(i) and the preservation of the amenity of the locality under Clause 10.2(n).*
- 4. The bulk and scale of the canopy addition is considered to be out of character with the surrounding development and will therefore have a detrimental impact on the streetscape and amenity of the locality which is contrary to Clause 10.2(o).*

***OFFICER RECOMMENDATION ADOPTED EN BLOC –
REFER TO RESOLUTION APPEARING AT ITEM 12***

**12.5 CITY OF BELMONT LOCAL PLANNING SCHEME NO. 15 – SCHEME AMENDMENT
No 4 (TO MODIFY CLAUSE 5.3.2 R20 CORNER LOT DENSITY BONUS)**

BUILT BELMONT

ATTACHMENT DETAILS

<u>Attachment No</u>	<u>Details</u>
Attachment 3 – Item 12.5 refers	<u>Submission Table</u>
Tabled Attachment 1 – Item 12.5 refers	<u>Updated Submission Table</u>

Voting Requirement : Absolute Majority
Subject Index : LPS15/004
Location / Property Index : N/A
Application Index : N/A
Disclosure of any Interest : Nil
Previous Items : 24 June 2014 Ordinary Council Meeting Item 12.14
Applicant : N/A
Owner : N/A
Responsible Division : Community and Statutory Services

COUNCIL ROLE

- ☐ **Advocacy** *When Council advocates on its own behalf or on behalf of its community to another level of government/body/agency.*
- ☐ **Executive** *The substantial direction setting and oversight role of the Council eg adopting plans and reports, accepting tenders, directing operations, setting and amending budgets.*
- ☒ **Legislative** *Includes adopting local laws, local planning schemes and policies.*
- ☐ **Review** *When Council reviews decisions made by Officers.*
- ☐ **Quasi-Judicial** *When Council determines an application/matter that directly affect 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 local 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.*

PURPOSE OF REPORT

To consider final adoption of Scheme Amendment No 4 to the City of Belmont Local Planning Scheme No. 15 (LPS15) following public advertising of the Amendment.

Item 12.5 Continued

SUMMARY AND KEY ISSUES

To consider final adoption of Scheme Amendment No 4 to the City of Belmont LPS15 following public advertising of the Amendment.

The current wording of clause 5.3.2(2) of LPS15 is unclear as it does not explicitly restrict multiple dwellings being considered on R20 coded corner lots. Rewording of the clause will clarify that multiple dwellings are prohibited on R20 coded corner lots where an R30 density bonus is applied for.

The Amendment was advertised for public comment in accordance with the *Town Planning Regulations 1967*, where two submissions were received objecting to the proposed Amendment. City Officers have considered the areas of objection and responded to these matters within this report.

Adoption of the amendment is critical to ensure the character of low density areas is preserved.

It is recommended that Council grant final adoption of Amendment No. 4 to LPS15 and refer the Amendment to the Minister for Planning.

LOCATION

N/A.

CONSULTATION

The Amendment was advertised in accordance with the relevant *Town Planning Regulations 1967*. The statutory local planning consultation requirements in relation to Local Planning Scheme Amendments are considered adequate in terms of informing the community of the proposal.

Amendment No. 4 was advertised from 1 July 2014 to 12 August 2014 to all landowners of R20 coded residential lots. At the conclusion of the advertising period, five submissions were received. Two submissions were non-objections, one submission was in support of the amendment and two submissions objected to the amendment (refer [Attachment 3](#)). Copies of the full submissions are available to Councillors on request.

Pursuant to Regulation 18 of the *Town Planning Regulations 1967*, the Council is required to make a recommendation in respect of each submission.

STRATEGIC COMMUNITY PLAN IMPLICATIONS

In accordance with the Strategic Community Plan Key Result Area: Built Belmont.

Objective: Achieve a planned City that is safe and meets the needs of the community.

Strategy: Encourage a wide choice and consistent implementation of development approaches.

Item 12.5 Continued

Local Housing Strategy 1999

To enable Town Planning Scheme No. 14 (TPS14), the Housing Strategy was reviewed in 1999 whereby Council decided to limit the majority of the residential area to a density code of R20. This was intended to encourage families into the locality, through the larger R20 lots being best suited to cater for family needs through providing private recreational space for children.

Local Housing Strategy 2010

The City of Belmont Local Housing Strategy review was undertaken in conjunction with the review of TPS14 in 2010. The Strategy provided the basis for the planning of housing and residential densities within the City.

The Strategy for low density residential R20 areas should generally be maintained in line with the City's previous strategy. This is aimed at promoting increased growth, whilst assisting in accommodating affordable low density, family type housing and ensuring a variety of housing density and types within the City.

Under particular requirements the R20 density provides for the ability of corner lots to develop to an R30 density. The strategy maintained this provision to provide for some medium density within low density areas to add variety of housing density and form. The location on a street corner, where development has the opportunity to address both street frontages through the minimisation of solid boundary fencing, reduces the impact of this density in the R20 coded areas, which within the City of Belmont, predominantly represents single residential housing.

POLICY IMPLICATIONS

State Planning Policy 3.1 – Residential Design Codes (Gazettal 2 August 2013)

The Residential Design Codes (R-Codes) are a State Planning Policy of the Western Australian Planning Commission (WAPC) which applies to all residential developments within Western Australia. The R-Codes are adopted under the Local Planning Scheme and apply to residential development unless otherwise specifically varied.

Development standards for multiple dwellings are required to adhere to the provisions as stated in Part 5 of the R-Codes (design elements for multiple dwellings in areas coded less than R30) and the provisions of Table 1. Table 1 of the R-Codes at the R30 density does not specify any site requirements for multiple dwellings. Accordingly development applications for multiple dwellings at the R30 density are assessed against Part 6 of the R-Codes (design elements for multiple dwellings in areas coded R30 or greater) and the requirements of Table 4.

The previous version of the R-Codes was gazetted on 20 November 2010. This update changed the way the number of multiple dwellings permitted per lot was calculated. At a density of R30, a plot ratio of 0.5 now applied, rather than a dwelling yield similar to grouped dwelling development as was previously used. This had the impact of permitting a greater number of dwellings per lot.

Item 12.5 Continued

Proposed Amendment to State Planning Policy 3.1 – Residential Design Codes

To address concerns over unintended and undesirable consequences arising from the R30 multiple dwelling provisions introduced by the R-Codes 2010, the Department of Planning's Statutory Procedures Committee at its meeting on 27 May 2014 resolved to recommend proposed amendments to the R-Codes 2013.

The amendment proposes for the R30 standard to be modified such that rather than applying a plot ratio standard, a site area requirement of 300 square metres per dwelling would apply. This site area per multiple dwelling standard is consistent with the site area per dwelling standard for single houses and grouped dwellings.

The amendment also proposes to modify the minimum number of on-site car bays per multiple dwelling requiring all one or two bedroom multiple dwellings less than 110 square metres in area to have one car space per dwelling when within 250 metres of a high frequency bus route or 1.25 bays when not located within 250 metres of a high frequency bus route.

STATUTORY ENVIRONMENT

Section 75 of the *Planning and Development Act 2005* refers to the amendment of a Local Planning Scheme. The procedures for amending a Local Planning Scheme are contained within the *Act*.

Metropolitan Region Scheme

Residential R20 land is zoned 'Urban' under the Metropolitan Region Scheme (MRS).

Local Planning Scheme No 15

- Clause 1.4 states the Scheme is to be read in conjunction with the Local Planning Strategy.
- 'Multiple Dwellings' are a discretionary land use within the City's 'Residential' zone which means the use is not permitted unless the Local Government exercises its discretion by granting planning approval.
- Clause 5.3.2(2) states that the City may permit the development, or support the subdivision of an existing flexible-coded or R20-coded corner lot to a maximum density of R30 provided:
 - (a) All existing improvements which in the opinion of the City is:
 - (i) of low quality or incapable of being upgraded to a standard commensurate with new development or
 - (ii) is poorly sited and fails to maximise opportunities in relation to proposed lot boundariesare demolished.

Item 12.5 Continued

- (b) The lot has frontage to two constructed roads and
- (c) The created lots are not of an irregular shape or can demonstrate that a dwelling can be accommodated on any new lot.

Local Planning Scheme Report

The Local Planning Scheme Report provided background to Council for the review of TPS14. A separate supporting document comprising the City's Housing Strategy was prepared in which a number of recommendations were made.

The ability to develop R20 corner lots at a density of R30 was retained from TPS14 in the current LPS15. Council's intent of the Clause, as highlighted in the Local Housing Strategy, is to provide for family orientated single or grouped dwellings which address both street frontages.

As part of the review of the Scheme, the City conducted research into how many additional dwellings could be developed in the City of Belmont using current densities. Based on conservative estimates; noting maximum densities are not used on all occasions when redeveloping, an estimated 13,311 additional dwellings could be developed in the City of Belmont. This figure did not take into account multiple dwelling development using a plot ratio. Directions 2031 was released in August 2010 and assigned a requirement to the City of Belmont to provide for 5,500 additional dwellings. As such LPS15 provided for far in excess of the State Government dwelling target as specified.

BACKGROUND

The City's Planning Department received a development application at 27 Middleton Street, Cloverdale on 14 June 2013. The proposal was the first example of a development application on a Residential R20 lot which proposed to utilise the R30 density bonus to develop multiple dwellings.

City Officers acknowledged the unclear nature of Clause 5.3.2 of LPS15 and the wider implications of the Scheme remaining unchanged; specifically the possibility of a much greater number of dwellings being developed which would in turn undermine the Local Housing Strategy and erode the single residential character of the Residential R20 zone.

The subject application was presented to Council for determination (29 October 2013 Ordinary Council Meeting (OCM) Item 12.1) where the Officer Recommendation for refusal of the application was carried. Under Item 12.1, Council also instructed City Officers to initiate a Scheme Amendment to modify Clause 5.3.2 of the LPS15 Text to clarify multiple dwellings are not permitted on R20 coded corner lots where a density bonus to R30 is applied for.

As part of the Council report, the City conducted research into the Residential Zone to gain an understanding as to what impact permitting multiple dwellings on R20 corner lots may have in the City of Belmont. Based on a conservative average dwelling size, the City calculated 4,288 multiple dwellings could be developed on R20 corner lots which are developed at R30.

Item 12.5 Continued

On 9 June 2014 the WAPC gave the City permission to publically advertise Scheme Amendment No. 4. At the 24 June 2014 OCM, Scheme Amendment No. 4 was initiated for the purposes of public advertising (Item 12.14). Item 12.14 also proposed minor wording changes to the amendment as recommended by the Planning Commission.

The adoption of the Scheme Amendment is considered critical. The State Administrative Tribunal (SAT) recently over-ruled Council's refusal for six multiple dwellings at Lot 94 (1) Bowkett Street, Redcliffe, meaning the application was approved. This decision is contrary to the intent of Local Planning Strategy, and thereby undermines the Local Housing Strategy. Further discussion of this matter is given in the Officer Comment section of this report.

OFFICER COMMENT

Amendment No. 4 was advertised from 1 July 2014 to 12 August 2014 to all residents who own R20 coded Residential lots. At the conclusion of the advertising period, five submissions were received. Two submissions were non-objections, one submission was in support and two submissions objected to the amendment.

In the specific case of Lot 13 (91) Acton Avenue, Rivervale, as detailed in the submission table (refer [Attachment 3](#)) there is no public interest reason which justifies the need for higher density development in low density areas. Other comments in the submission table are general and offer no supporting Planning justification or evidence as to why multiple dwellings should be permitted in R20 coded areas.

State Administrative Tribunal

In overturning Council's refusal of Lot 94 (1) Bowkett Street, SAT considered at the time Scheme Amendment No. 4 was not 'seriously entertained'. The SAT was uncertain Scheme Amendment No. 4 and the proposed amendments to the R-Codes would be adopted in their current form, if at all.

Although SAT felt it appropriate to overrule Council refusal, City Officers are disappointed SAT disregarded the wider strategic implications the decision may have on the City; including:

- The undermining of the City's Local Housing Strategy
- Impacts from increasing population in low density residential areas, where appropriate services and facilities are not available
- Erosion of the character of the low density R20 areas
- The undue weight given to building form for the lot, rather than the number of dwellings and associated negative impacts
- The continued reliance on the R-Codes, which are based on minimum standards.

Item 12.5 Continued

Conclusion

Since the plot ratio provisions for multiple dwellings above the R30 density were introduced on 22 November 2010, the City has determined a total of 92 applications for the development of multiple dwellings; 89 of these applications were approved, this represents approval of a total of 931 multiple dwellings within the City of Belmont. One application was deemed to be refused and two applications were refused – it is noted that both applications that were refused were proposals for multiple dwellings on R20 coded corner lots. Given the above, it is clear that the City is generally not opposed to the development of multiple dwellings, provided the development proposal is consistent with the local planning framework.

The objective of the Local Housing Strategy is to preserve the low density character of R20 coded areas. The local planning framework did not contemplate intensification of development in the form of multiple dwellings at the R30 density on R20 coded corner lots. Officer research indicates an additional 4288 dwellings could be developed on R20 corner lots where the R30 density bonus is applied for. Permitting multiple dwellings on these lots will detract from the low density character of the R20 coded area and create an undesirable relationship with existing development on adjoining land, considering that the planning framework provides no prospect for development of a comparable intensity on the adjoining lots.

The adoption of the Scheme Amendment is critical as it will clarify the City's position with respect to multiple dwellings. This will ensure City Officers are clear in exercising their duties and make sure existing or prospective owners are aware of their development options.

FINANCIAL IMPLICATIONS

There are no financial implications evident at this time.

ENVIRONMENTAL IMPLICATIONS

There are no environmental implications at this time.

SOCIAL IMPLICATIONS

There are no social implications at this time.

Item 12.5 Continued

OFFICER RECOMMENDATION

1. ***That in relation to Scheme Amendment No. 4 to the City of Belmont Local Planning Scheme No. 15, Council:***
 - a) ***Uphold the submissions lodged by Main Roads Western Australia, Water Corporation and Swan River Trust in accordance with Regulation 18 of the Town Planning Regulations 1967.***
 - b) ***Dismiss the submissions lodged by Altus Planning and Appeals and K B and J H Mehta in accordance with Regulation 18 of the Town Planning Regulations 1967.***
 - c) ***Adopt Scheme Amendment No. 4 to the City of Belmont Local Planning Scheme No. 15 without modification and seek approval of the amendment from the Minister for Planning.***
 - d) ***Advise those who made a submission of the Council's decision.***

(Notes:

- Absolute Majority required.***
- A delegation of authority made by the Council pursuant to subclause 11.3 shall have effect for the period of 12 months following the resolution, unless the Council stipulates a greater or lesser period in the resolution.)***

***ABSOLUTE MAJORITY REQUIRED

***OFFICER RECOMMENDATION ADOPTED EN BLOC –
REFER TO RESOLUTION APPEARING AT ITEM 12***

**12.6 PROPOSED SCHEME AMENDMENT – BELVIDERE COMMERCIAL PRECINCT,
BELMONT**

BUILT BELMONT

ATTACHMENT DETAILS

<u>Attachment No</u>	<u>Details</u>
Attachment 4 – Item 12.6 refers	<u>Property Address and Ownership Details</u>
Attachment 5 – Item 12.6 refers	<u>Existing Local Planning Scheme No. 15 Maps</u>
Attachment 6 – Item 12.6 refers	<u>Proposed Amendment No. 6 – Proposed Local Planning Scheme No. 15 Map</u>

Voting Requirement	: Simple Majority
Subject Index	: LPS15 Amendment No. 6 (Proposed)
Location / Property Index	: Multiple
Application Index	: NA
Disclosure of any Interest	: Nil
Previous Items	: Nil
Applicant	: Dynamic Planning and Development
Owner	: Multiple
Responsible Division	: Community and Statutory Services

COUNCIL ROLE

- | | | |
|-------------------------------------|-----------------------|---|
| <input type="checkbox"/> | Advocacy | <i>When 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 eg adopting plans and reports, accepting tenders, directing operations, setting and amending budgets.</i> |
| <input checked="" type="checkbox"/> | Legislative | <i>Includes adopting local laws, local planning schemes and policies.</i> |
| <input type="checkbox"/> | Review | <i>When Council reviews decisions made by Officers.</i> |
| <input type="checkbox"/> | Quasi-Judicial | <i>When Council determines an application/matter that directly affect 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 local 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> |

PURPOSE OF REPORT

To consider the adoption of Scheme Amendment No. 6 to the City of Belmont Local Planning Scheme No. 15 (LPS15) for public advertising.

Item 12.6 Continued

SUMMARY AND KEY ISSUES

The City has received a proposal to amend LPS15 to rezone a total of 10 parcels of land fronting Somers Street, Belvidere Street and Keymer Street in Belmont. The land is currently zoned 'Residential' under the Scheme and the proponent has requested that the lots be rezoned 'Commercial' to facilitate the redevelopment and expansion of existing adjacent commercial development.

Whilst redevelopment within the Belvidere Commercial Precinct is supported, with some expansion of existing commercial development, concerns have been raised with respect to the use of the 'Commercial' zone to facilitate the proposed redevelopment.

Although City Officers do not consider the proponent's requested amendment to be appropriate, a Scheme amendment that will assist in redevelopment and regeneration of the wider Belvidere commercial precinct is considered beneficial. A revised amendment is proposed that aims to facilitate the proponent's request whilst permitting a more comprehensive plan to be prepared for the Belvidere Precinct.

The revised amendment proposes to rezone the wider 'Belvidere Main Street Precinct' to 'Special Development Precinct' zone, which will allow the preparation of a local planning policy to guide development outcomes for the precinct. This rezoning and future policy will aim to facilitate the redevelopment of the precinct as a whole, and guide building and development standards aimed at producing a mixed use, main-street based neighbourhood centre.

It is recommended that Council resolve to initiate the revised amendment LPS15 and request City Officers to commence community consultation.

LOCATION

The subject area is located within the suburb of Belmont, and generally includes lots adjacent to Belvidere Street between Leake Street and Somers Street as shown in Figure 1.

Item 12.6 Continued



Figure 1: Proposed Amendment Area – ‘Belvidere Main Street Precinct’

The area comprises of a total of 31 individual land parcels, each of which are outlined and described in [Attachment 4](#).

CONSULTATION

No community or landowner consultation has been undertaken prior to the presentation of this item. If Council resolve to initiate the proposed amendment, the City will proceed to consult with affected landowners and publicly advertise the proposed amendment in accordance with the provisions of the *Town Planning Regulations 1967*.

If the proposed amendment is supported by Council and granted final approval by the Minister for Planning, the City will commence preparation of a local planning policy to guide development outcomes within the Belvidere Main Street Precinct. The preparation of such a policy is anticipated to be based on a series of comprehensive workshops with local community members, business owners and property owners to ensure that the ultimate regeneration and redevelopment plan is equitable and sustainable.

Item 12.6 Continued

STRATEGIC COMMUNITY PLAN IMPLICATIONS

In accordance with the Strategic Community Plan Key Result Areas:

Business Belmont

Objective: Maximise Business Development Opportunities.

Strategy: Develop business location opportunities through effective land asset management.

Corporate Key Action: The City will play an active role in guiding the location of business in appropriate and strategically advantageous locations.

Built Belmont

Objective: Achieve a planned City that is safe and meets the needs of the community.

Strategy: Encourage a wide choice and consistent implementation of development approaches.

Corporate Key Action: A consistent implementation of LPS15 resulting in a high level of confidence in the City's strategic implementation of land use planning.

POLICY IMPLICATIONS

There is currently no policy that provides specific guidance within the Belvidere Main Street Precinct. If Council support the initiation of the revised amendment as proposed, and the amendment is approved and endorsed by the Minister for Planning, the Council will be obliged to facilitate the preparation of a local planning policy that specifically guides the redevelopment of the Belvidere Main Street Precinct in the future. The proposed local planning policy is further outlined within the 'Officer Comment' section below.

STATUTORY ENVIRONMENT

The subject lots outlined in Figure 1 are zoned 'Urban' under the MRS and are zoned 'Residential', 'Commercial' or 'Service Station' under LPS15, as shown in [Attachment 5](#). If Council resolves to initiate the proposed amendment to LPS15, the City will undertake the procedures for public advertising, Council approval and consideration by the Minister for Planning in accordance with the *Town Planning Regulations 1967*.

Item 12.6 Continued

BACKGROUND

Subject Area

The subject area currently operates as a local retail centre centred on a 'main street' design along Belvidere Street. The Centre provides a wide range of retail and consumer goods and services and includes an IGA supermarket, a service station, bakery, butcher, real estate agent, health consulting rooms, a tavern and a range of restaurants and takeaway food venues.

The centre is surrounded by predominantly low and medium density housing throughout an R20/R40 residential area, which includes a range of single, grouped and multiple dwellings.

Submitted Amendment Proposal

The City has received a proposal from a landowner in control of 10 parcels of land bound by Somers Street, Belvidere Street and Keymer Street, Belmont, as shown in Figure 2 below. The total land holding proposed for rezoning equates to 7,820 square metres.

The proponent has requested Council to consider an amendment to LPS15 to rezone the subject lots from 'Residential' to 'Commercial' in order to facilitate the redevelopment and expansion of the existing adjacent commercial development.



Figure 2: Proponents land holding fronting Belvidere, Keymer and Somers Street

Item 12.6 Continued

The lots are currently zoned 'Residential' and five out of the 10 lots are used for the purpose of a single dwelling. The remaining five lots are either vacant land or are used in conjunction with the adjacent commercial development for the purpose of overflow vehicle parking.

In support of the proponent's submission a comprehensive planning report and an Economic Impact Assessment (EIA) were prepared. The planning report outlines the rationale for the proposed amendment, which is primarily based on the aging built form within the existing centre and the proponent's desire to redevelop and expand on the existing retail floor space.

The submitted EIA considers the existing retail floor space and turnover of surrounding local centres, including Epsom Avenue, Belmay Local Centre and Love Street. The EIA predicts that strong population growth coupled with an increased household affluence will provide greater demand for retail floor space within the local areas into the future, which indicates that the Centre has the potential to expand with minimal impact on surrounding centres.

In June 2014 the City engaged an independent Consultant to undertake a review of the submitted EIA to ascertain whether the assumptions and conclusions were appropriate. The Consultant advised that although the population projections and increase in household spending were considered overly optimistic, the conclusions drawn from the data appeared to be sensible.

The Consultant also advised that the proposal to shift the centre of gravity of the commercial precinct southwards would result in the northern commercial properties being further on the periphery of the precinct, which would potentially compromise their viability unless adequate planning was undertaken. The Consultant recommended that the impact of expansion and regeneration needed to be shared evenly via the preparation of an overall centre plan prior to new development being undertaken.

OFFICER COMMENT

Submitted Amendment Proposal

City Officers have reviewed the proponents request and raised concern with respect to the proposed rezoning on the basis of the following:

(a) The proposed Commercial rezoning has limited building and development controls available.

The 'Commercial' zone within *Local Planning Scheme No. 15* has very few building and development standards that will ensure a quality built form and streetscape outcome for the surrounding precinct. At present the Scheme provides guiding statements that relate to integrating the development with the streetscape, providing sufficient onsite parking, integrating development with the surrounding context and mandating a minimum setback of 2m. These limited provisions are not considered to be adequate in guiding a future development application for commercial or mixed use development on the subject site.

Item 12.6 Continued

- (b) The isolated rezoning of the proponents land, and subsequent commercial development, will likely pull the centre of gravity of the centre further southwards, compromising the viability of existing businesses and development options within the wider centre.**

The isolated development of the proponents land as a new supermarket will likely pull the majority of pedestrian and vehicle traffic further southward and reduce the pedestrian traffic circulating within the Centre. This will reduce the viability of existing businesses and provide further disincentive to invest in regeneration of existing built form. This will also result in a disservice to the local community, as the new development will likely continue to thrive, but the overall choice of services and goods within the Centre may be reduced.

- (c) The initiation of a rezoning for the proponents land, and the subsequent development application that will be lodged, will provide limited opportunity for wider community participation and benefit.**

The process for a Scheme amendment, and ultimately a development application for the subject site, provides limited opportunity to engage with the local community other than seeking their written comment on the submitted and advertised proposal. Given the importance of the centre to the local community, and the significant benefit that the local community will derive from regeneration and redevelopment of the centre, it is considered important to have the community involved in the design and development process from the initial stages.

- (d) The isolated development of the proponent's land outside of a more comprehensive centre plan will be a lost opportunity for the City to achieve a more integrated and holistic redevelopment outcome for the wider precinct.**

Given the strong viability of existing businesses within the subject area generally, and the relatively small number of landowners incorporated within the precinct, the subject area offers an excellent opportunity for a collaborative exercise to ensure that high quality development outcomes can be achieved and business viability, public amenity and residential density are all increased. If the proponent proceeds independently, as a major landowner within the precinct, the future opportunity to achieve a more comprehensive outcome will be significantly compromised or lost altogether.

In reviewing the above matters, it is considered that an alternative amendment to the Scheme may assist in encouraging regeneration and redevelopment of the wider precinct whilst also offering the proponent an opportunity to invest in developing their land holding.

In reviewing the Scheme, it was recognised that the preparation and endorsement of a comprehensive centre plan for the Belvidere precinct prior to further redevelopment or expansion would be advantageous. Ideally this plan should be adopted as policy by the Council, and should focus on 'main street' centre design principles, with mixed use development fronting both sides of Belvidere Street, and a range of uses available to suit the daily consumer and service needs of the surrounding community.

Item 12.6 Continued

The engagement and participation of the local community in the design process for the Centre is also important in ensuring equitable and sustainable outcomes. Whilst the proposed 'Commercial' rezoning does not offer an adequate opportunity to engage the local community, a more comprehensive urban design exercise reviewing the Centre as a whole would offer Council the opportunity to engage with community members and ensure that they are represented as a key stakeholder.

The Scheme offers such an opportunity through the 'Special Development Precinct' zone, which has been successfully used to guide the redevelopment of identified areas, including Ascot Waters, The Springs, Invercloy Estate and Belgravia Estate. The zone relies on the preparation and endorsement of a local planning policy to guide future redevelopment of the precinct area. This process will better allow Council, with the input of the local community, to comprehensively plan and guide development outcomes outside of the rigours of Scheme provisions.

In considering the proponents submission, City Officers consider it more appropriate to rezone the wider Belvidere precinct to the 'Special Development Precinct Zone', as this will facilitate mixed use development consistent with a local planning policy that is adopted by Council.

Proposed Special Development Precinct – Belvidere Main Street

It is proposed that Council initiate an amendment to rezone the subject lots as listed in [Attachment 4](#) and shown in [Attachment 5](#) (the 'Belvidere Main Street Precinct') from 'Service Station', 'Commercial' and 'Residential' to 'Special Development Precinct', as shown in [Attachment 6](#).

It is noted that the proposed amendment area incorporates all existing commercial and retail development within the Belvidere Centre, and in addition incorporates the proponents residential land holding and a number of other immediately adjacent residential lots. These lots are considered to have development potential either for mixed use purposes or medium density residential 'transition' lots, depending on the outcomes of an urban design exercise that will be completed as a component of a local planning policy for the precinct. In order for the amendment to take effect, clause 5.8.1 would need to be modified to include 'Belvidere Main Street Precinct' as the fifth 'Special Development Precinct'.

Officers have additionally noted that the permissibility of land uses allocated to the 'Special Development Precinct' zone outlined in Table 1 of the Scheme are not entirely conducive with the existing or potentially acceptable uses within the Belvidere precinct. In order to address these inconsistencies it is proposed that Schedule 2 (Additional Uses) of the Scheme be amended to include a number of Additional Uses for lots within the subject area as follows:

- (a) The use class of 'Service Station' is proposed as a 'D' use specific to Lot 30 (33) Belvidere Street, Belmont, as this site is currently operating as a service station and this should be permitted to continue into the future.
- (b) The use classes of:
 - Convenience Store
 - Dry Cleaner

Item 12.6 Continued

- Educational Establishment
- Fast Food
- Health Centre
- Laundromat
- Public Amusement
- Vet Consulting Rooms

are proposed as 'D' uses (Discretionary) as they are all considered to be potentially appropriate in a mixed use neighbourhood centre subject to detailed design and layout.

FINANCIAL IMPLICATIONS

If the proposed amendment is initiated by Council and approved and endorsed by the Minister for Planning, the Council will be obliged to facilitate the preparation of a local planning policy that specifically guides the redevelopment of the Belvidere Main Street Precinct in the future. The preparation of such a policy will likely require the engagement of urban design, retail and development Consultants.

The 2014-2015 financial year budget has not allocated any funds towards the preparation of a local planning policy for the Belvidere Main Street Precinct, but given that the Scheme amendment process generally takes a minimum of 12 months to be finalised, it is unlikely that work on the proposed policy would be undertaken prior to the 2015-2016 financial year.

In preparing the 2015-2016 financial year budget Officers would review the estimated costs of Consultants required for a Belvidere Main Street Precinct policy, and the options for funding that may be available at that time.

ENVIRONMENTAL IMPLICATIONS

There are no environmental implications at this time.

SOCIAL IMPLICATIONS

The subject area appears to be a well utilised and highly functional commercial node that benefits the local community. The proposed regeneration and redevelopment of the Centre would likely be a source of great pride to the local community, and this is precisely why it is recommended that Council seek a Scheme amendment that ensures community engagement and participation in the development outcomes for the Centre as a whole.

Item 12.6 Continued

OFFICER RECOMMENDATION

That Council:

1. In pursuance of Section 75 of the *Planning and Development Act 2005*, initiate an amendment to Local Planning Scheme No. 15 by:

- (a) Modifying the Scheme maps to change the zoning of the land parcels shown in [Attachment 5](#) and listed in [Attachment 4](#) from 'Residential', 'Service Station' and 'Commercial' to 'Special Development Precinct' and add a 'Special Development Precinct – Belvidere Main Street Precinct' boundary as shown in [Attachment 6](#).

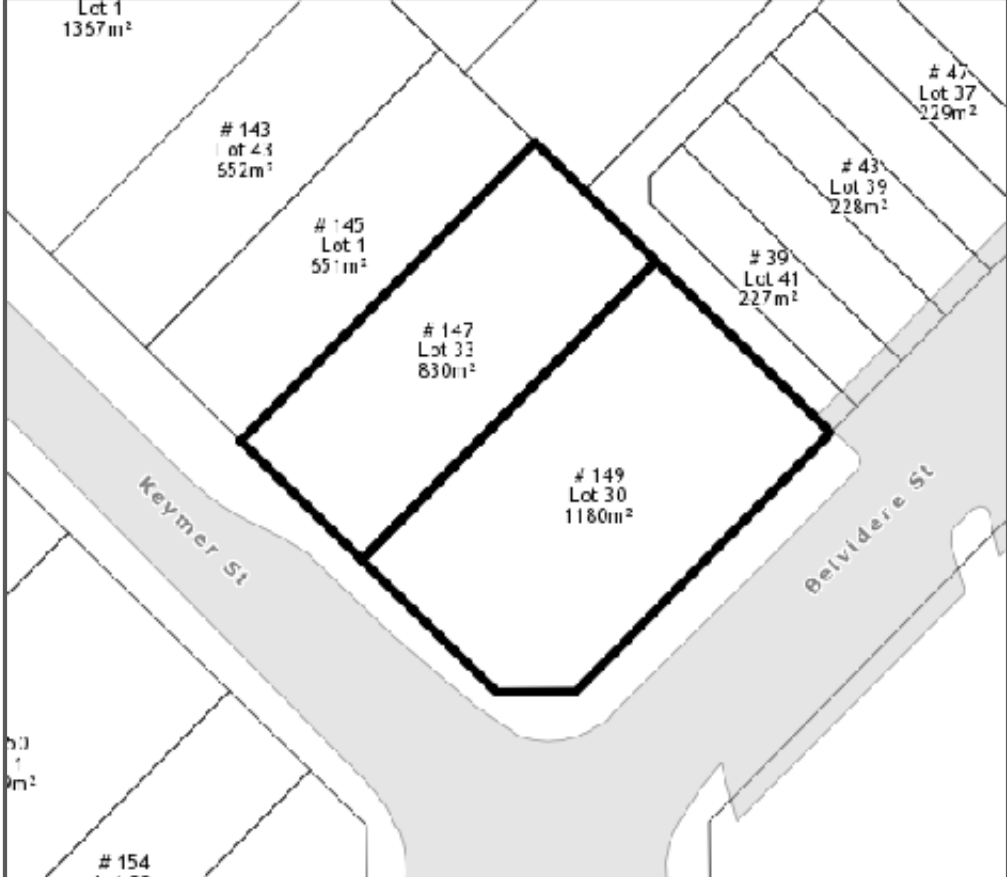
- (b) Amend clause 5.8.1 to read as follows:

There are five Special Development Precincts which are delineated on the Scheme Map and named as follows:

- *'Ascot Waters' (generally bound by Grandstand Road, Stoneham Street, Great Eastern Highway and the Swan River, Ascot)*
- *'Invercloy Estate' (generally bound by Tibbradden Circle, Hay Road, Fauntleroy Avenue and Great Eastern Highway, Ascot)*
- *'The Springs' (generally bound by Graham Farmer Freeway, Great Eastern Highway, Brighton Road and the Swan River, Rivervale)*
- *'Belgravia Residential Estate' (generally bound by Belgravia Street, Barker Street, Daly Street and Mixed Use zoned lots fronting Daly Street and Belgravia Street)*
- *'Belvidere Main Street Precinct' (generally adjacent to Belvidere Street between Somers Street and Leake Street, Belmont).*

- (c) Amend Schedule 2 (Additional Uses) to include the additional uses outlined as follows:

Item 12.6 Continued

No	Location and Additional Uses
TBC	<p>On Lots 30 and 33 Belvidere Street as detailed in the plan below the use class of 'Service Station' may be considered as a 'D' Use for the purpose of Clause 4.3 and Table 1.</p> 
TBC	<p>On Lots 10, 12-16, 30, 33, 36-41, 75-76, 95, 125-126, 166 and 500 Belvidere Street; 67-68 and 130 Leake Street; 77 and 94 Gardiner Street; 17-19 Somers Street; and 10-11 Keymer Street, as detailed in the plan below, the following use classes may be considered as 'D' uses for the purpose of Clause 4.3 and Table 1:</p> <ul style="list-style-type: none"> • Convenience Store • Dry Cleaner • Educational Establishment • Fast Food • Health Centre • Laundromat • Public Amusement • Vet Consulting Rooms.

Item 12.6 Continued



2. Forward the Amendment to the Environmental Protection Authority for assessment prior to commencing advertising for public inspection in accordance with the provisions of the *Planning and Development Act 2005*.

Item 12.6 Continued

AMENDED OFFICER RECOMMENDATION

GARDNER MOVED, ROSSI SECONDED, that Council:

1. *In pursuance of Section 75 of the Planning and Development Act 2005, initiate an amendment to Local Planning Scheme No. 15 by:*

(a) *Modifying the Scheme maps to change the zoning of the land parcels shown in Attachment 5 and listed in Attachment 4 from 'Residential', 'Service Station' and 'Commercial' to 'Special Development Precinct' and add a 'Special Development Precinct–Belvidere Main Street Precinct' boundary as shown in Attachment 3.*

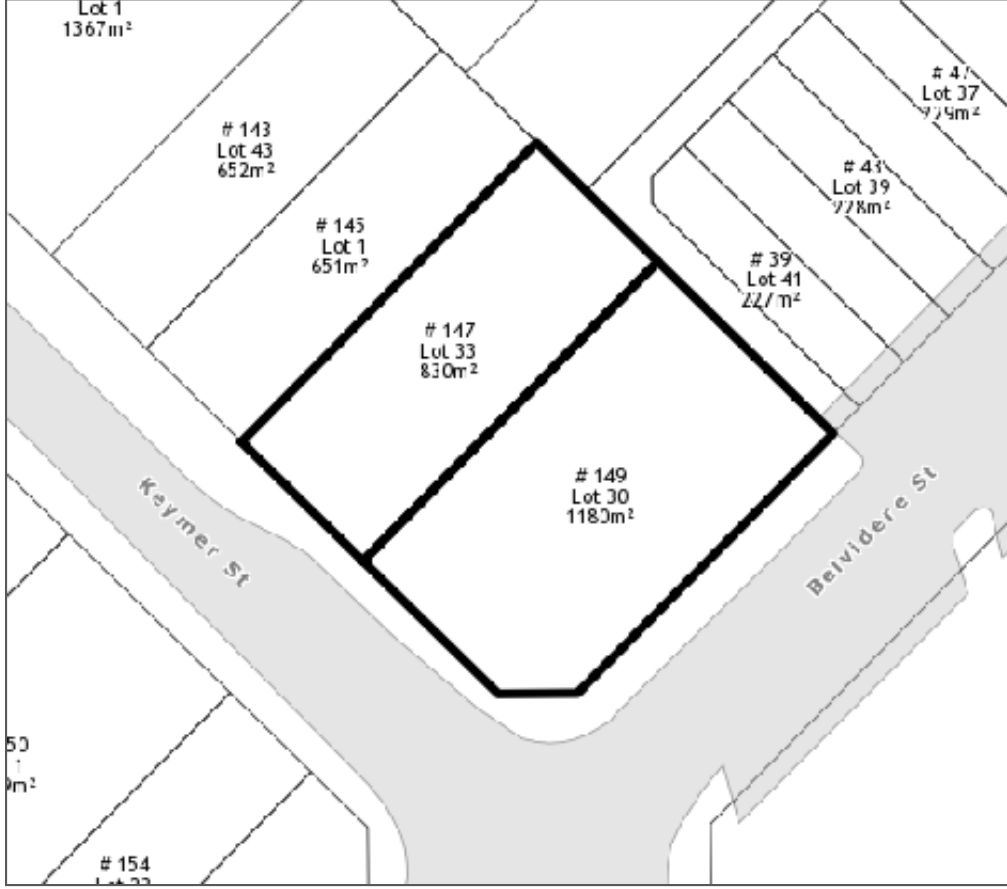
(b) *Amend clause 5.8.1 to read as follows:*

There are five Special Development Precincts which are delineated on the Scheme Map and named as follows:

- *'Ascot Waters' (generally bound by Grandstand Road, Stoneham Street, Great Eastern Highway and the Swan River, Ascot)***
- *'Invercloy Estate' (generally bound by Tibbradden Circle, Hay Road, Fauntleroy Avenue and Great Eastern Highway, Ascot)***
- *'The Springs' (generally bound by Graham Farmer Freeway, Great Eastern Highway, Brighton Road and the Swan River, Rivervale)***
- *'Belgravia Residential Estate' (generally bound by Belgravia Street, Barker Street, Daly Street and Mixed Use zoned lots fronting Daly Street and Belgravia Street)***
- *'Belvidere Main Street Precinct' (generally adjacent to Belvidere Street between Somers Street and Leake Street, Belmont).***

Item 12.6 Continued

- (c) **Amend Schedule 2 (Additional Uses) to include the additional uses outlined as follows:**

No	Location and Additional Uses
TBC	<p data-bbox="316 398 1358 495">On Lots 30 and 33 Belvidere Street as detailed in the plan below the use class of 'Service Station' may be considered as a 'D' Use for the purpose of clause 4.3 and Table 1.</p> 
TBC	<p data-bbox="316 1482 1358 1653">On Lots 10, 12-16, 30, 33, 36-41, 75-76, 95, 125-126, 166 and 500 Belvidere Street; 67-68 and 130 Leake Street; 77 and 94 Gardiner Street; 17-19 Somers Street; and 10-11 Keymer Street, as detailed in the plan below, the following use classes may be considered as 'D' uses for the purpose of Clause 4.3 and Table 1:</p> <ul data-bbox="316 1686 762 1966" style="list-style-type: none"> • Convenience Store • Dry Cleaner • Educational Establishment • Fast Food • Health Centre • Laundromat • Public Amusement • Vet Consulting Rooms.

Item 12.6 Continued



2. ***Forward the Amendment to the Environmental Protection Authority for assessment prior to commencing advertising for public inspection in accordance with the provisions of the Planning and Development Act 2005.***
3. ***The City shall undertake pre-consultation and engagement with affected landowners and business owners within and adjacent to the amendment area prior to the commencement of the required public advertising period.***

CARRIED 9 VOTES TO 0

Reason

The proposed pre-consultation and engagement will ensure that all affected landowners, including adjacent residents within the surrounding area, will be sufficiently informed and able to participate in the proposed amendment in a constructive manner.

12.7 PUBLIC ART APPROVAL – CENTENARY PARK COMMUNITY CENTRE

SOCIAL BELMONT

ATTACHMENT DETAILS

<u>Attachment No</u>	<u>Details</u>
Attachment 7 – Item 12.7 refers	<u>Final Artwork Design</u>

Voting Requirement	: Simple Majority
Subject Index	: 17/006
Location/Property Index	: Lot 301 and Part Lot 43 (107) Daly Street, Belmont
Application Index	: 477/2014/DA
Disclosure of any Interest	: N/A
Previous Items	: 22 April 2014 Ordinary Council Meeting Item 12.2
Applicant	: City of Belmont
Owner	: City of Belmont
Responsible Division	: Community and Statutory Services

COUNCIL ROLE

- | | | |
|-------------------------------------|-----------------------|---|
| <input type="checkbox"/> | Advocacy | <i>When 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 eg adopting plans and reports, accepting tenders, directing operations, setting and amending budgets.</i> |
| <input type="checkbox"/> | Legislative | <i>Includes adopting local laws, local planning schemes and policies.</i> |
| <input type="checkbox"/> | Review | <i>When Council reviews decisions made by Officers.</i> |
| <input type="checkbox"/> | Quasi-Judicial | <i>When Council determines an application/matter that directly affect 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 local 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> |

PURPOSE OF REPORT

To approve the recommendation from the Public Art Advisory Panel (Panel) for the final design of the public art to be located at the Centenary Park Community Centre.

Item 12.7 Continued

SUMMARY AND KEY ISSUES

The proposed public art '*The Arrival*' by local Artist, Jennie Nayton is an artwork inspired by local birdlife. It captures the movements of the wings of the local Black Duck as it comes in for landing.

The Artist Jennie Nayton has aimed to design a bold and iconic artwork celebrating local birdlife. '*The Arrival*' also refers to the concept of people arriving at Perth Airport and also the growing number of community members residing in the City of Belmont.

The artwork takes the form of three sets of wings fabricated from 8 millimetre stainless steel in the process of descending and arriving at the community centre.

The proposed entry statement public art is approximately 5.1 metres tall. The 3.8 metre wide wing span also serves a double purpose of providing shade underneath as well as a shadow pattern of wings and feathers creating further interest.

As resolved at the Ordinary Council Meeting (OCM) held on 22 April 2014, the artwork was to be presented to Council once the design work had been finalised.

The Panel has liaised with the artist to ensure the artwork is presented to Council in its final draft. The final design has been considered favourably by the City's Panel and has complied with the requirements of the City's Public Art Directions and Masterplan 2011-2015 (Masterplan).

It is recommended that Council approve the recommendation made by the City's Panel.

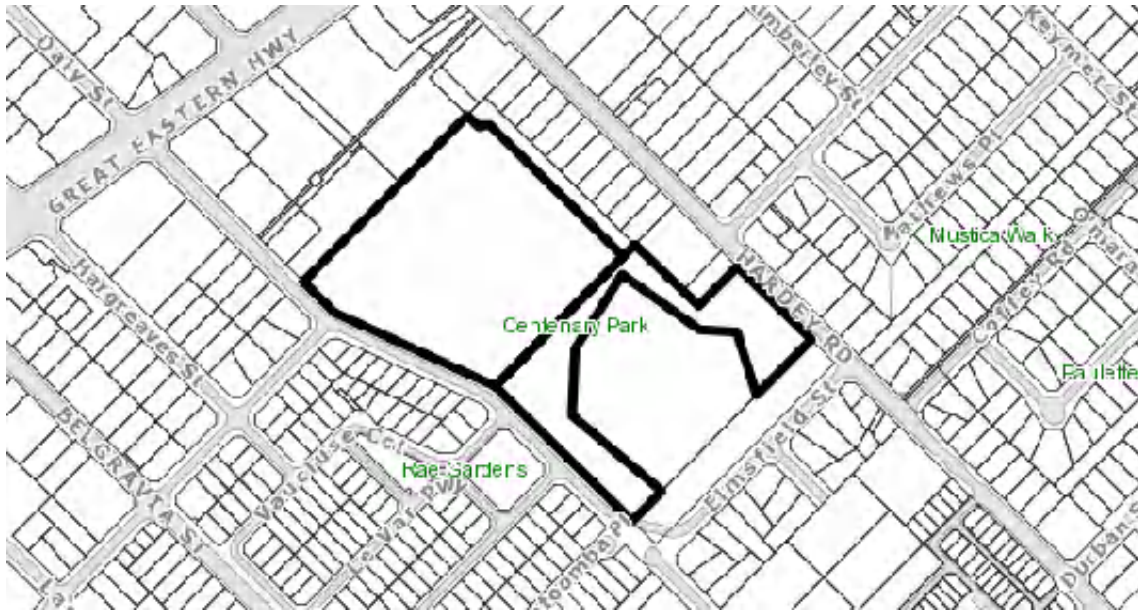
LOCATION

The entry statement artwork will be located in the paved forecourt area next to the front entrance to the Centenary Park Community Centre located at Lot 301 and Part Lot 43 (107) Daly Street, Belmont.



Aerial Map

Item 12.7 Continued



Location Map

CONSULTATION

The Panel, comprising of two Elected Members, Council Officers and a community representative have been involved in the selection process. The local sporting clubs based at Centenary Park have been advised of the project as part of the facility upgrade.

STRATEGIC COMMUNITY PLAN IMPLICATIONS

In accordance with the Strategic Community Plan Key Result Area: Social Belmont.

Objective: Ensure access to services and facilities for a changing community.

Strategy: Provide art and cultural opportunities as a means of community engagement and inclusion.

POLICY IMPLICATIONS

There are no significant policy implications evident at this time.

STATUTORY ENVIRONMENT

A development application and building licence will need to be submitted that will be approved under delegated authority.

Item 12.7 Continued

BACKGROUND

The Masterplan was adopted by Council in April 2011. The Masterplan has been developed to improve the City's management of public art in public and private sector developments and to implement superior design and public art in the community.

As required under the Masterplan, the following process has been undertaken:

- The Panel shortlisted three Artists in December 2013.
- An artist brief was developed to provide the shortlisted artists with potential themes and opportunities to explore.
- Shortlisted Artists were invited to attend an on-site briefing with the City's Officers from the Community Wellbeing, Parks and Environment and Building Services Departments. The City's Public Art Consultant, Alison Barrett also attended the briefing.
- The three shortlisted Artists presented their concepts to the Panel on the 17 February 2014.
- The Panel selected preferred Artist Jennie Nayton for the concept, *'The Arrival'*.
- The Artist presented the concept to Councillors at the Standing Committee (Community Vision) (SC(CV)) Meeting on the 10 March 2014 to enable Council to provide feedback to assist in design development
- A recommendation from the City of Belmont Panel to approve the proposed public art concept at the Centenary Park Community Centre was taken to the OCM held on 22 April 2014. A foreshadowed motion was determined stating that Council defer the matter until the artwork design was finalised.
- Feedback received from the Panel and Council has been presented to the Artist for final design consideration.

The proposed public artwork for Centenary Park takes the form of an entry statement sculpture placed in the paved forecourt area of the refurbished Centenary Park building as shown in [Attachment 7](#).

The entry statement sculpture:

- Has a maximum height of 5.1 metres above natural ground level
- Has a 3.8 metre wide wing span
- Is constructed from 8 millimetre perforated stainless steel (satin grain finish)
- Consists of three sets of wings which are stacked upon one another rising out of the same junction point.

The artist has advised that the artwork has been inspired by local birdlife capturing the movements of the wings of the local Black Duck as it comes in for landing.

Item 12.7 Continued

The City will be responsible for the costs associated with maintaining the public art. Maintenance costs will include removal of graffiti and criminal damage and any one-off repairs. A maintenance schedule will be supplied by the Artist, however the proposed artwork is considered by the Panel to be low maintenance.

ENVIRONMENTAL IMPLICATIONS

There are no environmental implications at this time.

SOCIAL IMPLICATIONS

The proposed public art is considered to:

- Enhance a sense of community and the image of the City
- Increase a sense of collective identity and community value
- Increase opportunities for self-expression and enjoyment
- Increase cultural capital
- Build community identity and pride
- Lead to positive community norms, such as diversity, tolerance and free expression
- Bring people together that might not otherwise come into contact with each other.

Item 12.7 Continued

OFFICER RECOMMENDATION

GARDNER MOVED, ROSSI SECONDED, that Council

- 1. Adopt the recommendation of the City of Belmont Public Art Advisory Panel to approve the final design of the public art 'The Arrival' at Centenary Park Community Centre.**
- 2. That Council approve planning application 477/2014/DA as detailed in plans received 31 July 2014 submitted by City of Belmont Community Wellbeing Department on behalf of the owner City of Belmont for public art additions at Lot 301 and Part Lot 43 and Pt Lot 43 (107) Daly Street, Belmont subject to the following conditions:**
 - a) The development plans, as dated marked and stamped 'City of Belmont Planning Consent Granted Subject To The Conditions of Planning Approval', together with any requirements and annotations detailed thereon by the City, are the plans approved as part of this application and shall form part of the planning approval issued.**

Footnotes

- i. A planning approval is not an approval to commence any works associated with the development. A Building Permit must be obtained prior to commencement of any site and building works. Please liaise with the City's Building Department to ascertain the requirements to allow for a building permit to be issued.**

CARRIED 7 VOTES TO 2

For: Cayoun, Hitt, Marks, Powell, Rossi, Ryan, Wolff
Against: Bass, Gardner

12.8 YOUTH STRATEGIC PLAN

SOCIAL BELMONT

ATTACHMENT DETAILS

<u>Attachment No</u>	<u>Details</u>
Attachment 8 – Item 12.8 refers	<u>Moving Forward, City of Belmont Youth Strategic Plan 2015 and Beyond (Report)</u>
Attachment 9 – Item 12.8 refers	<u>Moving Forward, City of Belmont Youth Strategic Plan 2015 and Beyond (Summary)</u>

Voting Requirement : Simple Majority
Subject Index : 140/007 Youth Plan
Location/Property Index : 275 Abernethy Road, Cloverdale
Application Index : N/A
Disclosure of any Interest : N/A
Previous Items : 24 June 2014 Ordinary Council Meeting Item 12.4
Applicant : City of Belmont
Owner : City of Belmont
Responsible Division : Community and Statutory Services

COUNCIL ROLE

- ☐ **Advocacy** *When Council advocates on its own behalf or on behalf of its community to another level of government/body/agency.*
- ☒ **Executive** *The substantial direction setting and oversight role of the Council eg adopting plans and reports, accepting tenders, directing operations, setting and amending budgets.*
- ☐ **Legislative** *Includes adopting local laws, local planning schemes and policies.*
- ☐ **Review** *When Council reviews decisions made by Officers.*
- ☐ **Quasi-Judicial** *When Council determines an application/matter that directly affect 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 local 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.*

PURPOSE OF REPORT

To consider Council endorsement of the summary document and full report of *Moving Forward, City of Belmont Youth Strategic Plan 2015 and Beyond* (refer [Attachment 8](#) and [9](#)).

Item 12.8 Continued

SUMMARY AND KEY ISSUES

The City of Belmont has maintained a significant commitment to young people and values the energy, vibrancy and culture that they bring to our community. *Moving Forward, The City of Belmont's Youth Strategic Plan 2015 and Beyond* is based on the following values:

- Respecting young people as active agents in their own lives
- Valuing young people for the positive contributions that they offer the City
- Encouraging young people to participate in their community
- Supporting young people to reach their full potential.

The current Plan undertook a process of reviewing relevant policies, frameworks and internal documents as the starting point for the development of a new Youth Strategic Plan for the City of Belmont. Demographic and statistical information about young people within the City and the wider community were also gathered and analysed. The service provision for the City of Belmont Youth Centre was reviewed to determine how well the needs of the current youth population are being met. An in depth community consultation was then undertaken by the City of Belmont to determine the needs and aspirations of the City's residents, with the main focus of this consultation being on receiving feedback from young people.

The results of this process told us that the work that has been undertaken by the City throughout the implementation of *The Youth Services Strategic Plan 2009-2014* has been noticed and appreciated by young people and the wider community. The services and facilities are provided by Belmont as a place that creates opportunities. However, in moving forward, there is still work to be done to ensure that the City is respecting, valuing, encouraging and supporting its young residents now and into the future.

The strategies that the City will employ in its endeavour towards achieving a community where the values of this Plan are inherent will be covered under the following themes:

- **Fit and Flourishing**
Young people are able to live active, healthy lives and have access to services that promote their health and wellbeing.
- **Cultured and Creative**
Young people are given opportunities to express themselves creatively and participate in art and culture.
- **Capable and Clever**
Young people have access to education, training and employment opportunities that inspire them to achieve and reach their full potential.
- **Cooperative and Connected**
Young people feel connected to their community and can easily access services and information that are important to them.

Item 12.8 Continued

- **Harmonious and Helpful**
Young people feel safe and secure in their community and diversity is celebrated.
- **Green and Growing**
Young people are encouraged to participate in sustainable environmental change and be a part of a greener City.

LOCATION

Some actions in relation to the Plan are related to the City of Belmont Youth Centre, which is a part of the Youth and Family Services Building, located at Lot 1 (275) Abernethy Road, Cloverdale.

CONSULTATION

A variety of consultation techniques were used in order to capture a wide range of information from a diversity of young people. One thousand and eighty five (1,085) people have been directly consulted with throughout this process thus far. This includes 982 young people and 103 adults. The adults include interested community members, service providers, parents and carers, City of Belmont staff and Youth Centre (YMCA Perth) staff.

A survey was created using Survey Monkey, which was uploaded onto the City's website. A total of 348 surveys were completed. Two versions of the survey were available for the community to access: one aimed at young people, 12 to 25 years and one aimed at adults, including service providers, parents, carers and other interested community members. In total 310 young people completed the survey aimed at young people and 38 adults completed the survey aimed at adults.

To make the surveys more accessible to young people, iPads were taken out into the community and young people were approached and asked if they would like to complete a survey for the City of Belmont's new Youth Plan, with the incentive of going into a draw to win an iPod. The iPads were taken out by City Officers and Youth Centre staff during key times that young people are visible in the community (weekdays after school, Thursday nights, Saturdays through the day) at places where young people in Belmont frequent, including the City of Belmont Youth Centre, the Belmont Skate Park, the Belmont Forum Shopping Centre and the local cinema. City Officers and Youth Centre staff also spent two days attending Belmont City College at recess and lunch breaks and asking young people to complete the surveys via the iPads.

A number of emails were sent out to local service providers asking them to pass the survey on to clients and requesting that service providers fill out the adult survey. Hard copies of the survey were given out to all of the Principals who attended the City's School Leader's Liaison meeting (a meeting that all local Principals from primary, secondary, public and private schools within the City of Belmont are invited to once per term). An urban art activity (Create to Cope) was undertaken at the Belmont Skate Park and all young people who participated in this activity were asked to complete the survey, via the iPads. The Youth Centre facilitated a nine week all abilities music program (Youth Jam) and all participants were asked to complete the survey.

Item 12.8 Continued

Young people who accessed the City of Belmont Youth Services over the past 12 months (April 2013 to April 2014) were also asked to complete surveys that asked questions about their satisfaction with the services provided and also aimed to measure outcomes for young people. A total of 569 surveys were collected from service users over a 12 month period.

Face-to-face consultations were undertaken with young people through a variety of means. During all of the aforementioned activities that occurred in the above paragraph, City Officers and Youth Centre staff spent many hours meeting young people and having conversations in regards to how they saw the City of Belmont and what could be improved to make their community a more youth friendly City. Notes were taken at the end of each one of these sessions and this information was analysed, along with all of the formal consultation notes to assist in the formulation of the current Plan.

Structured face-to-face workshops were held at the Youth Centre, these were advertised through word of mouth, emails to service providers, the City's website and the local newspaper. Eighteen (18) young people were consulted with in this manner.

A structured face-to-face Verification Workshop was held at the Belmont City College Trade Centre. In an attempt to get a diversity of young people for the final consultation for this phase of this project, all local primary schools were invited to select two, year seven students to attend this workshop and the two local high schools were also invited to select a group of students to attend. Twenty six (26) young people attended this workshop and provided the final feedback for the first phase of consultation for this Plan.

City of Belmont staff, Youth Centre staff, service providers, parents, carers and other interested community members were invited to attend two face-to-face workshops to assist the City in formulating the current Plan. These workshops were advertised through emails and phone calls to service providers, the City's website and adverts in the local newspaper. A total of 39 people were consulted with through these two workshops.

A discussion was held with the Australian Islamic College Kewdale and the Parents and Friends Committee, where they were asked to provide feedback about the issues affecting the young people who attend their school.

A workshop was held with City of Belmont Councillors and the Senior Management Group.

The Plan went out for public comment for 28 days from 25 June 2014 to 23 July 2014. Due to public comment there were some slight changes made to the Draft documents. Under the Recommended Action table: Cooperative and Connected, Action Six *"Provide Outreach, activities and workshops across all suburbs in the City of Belmont, so that young people who cannot access the Youth Centre have opportunities to engage with Youth Services"* was changed from a priority two action, to a priority one action, due to feedback from Council. Under the Recommended Action table: Harmonious and Helpful: Action Four *"Work with Constable Care to create a Forum Theatre activity based on Anti Bullying"*, the wording on this action was changed to *"Work with Constable Care with the aim to create a Forum Theatre activity based on Anti Bullying"*.

Item 12.8 Continued

The reason for the change in wording is due to the fact that the City does not have the control to ensure this action is carried out and can only aim to complete the action, in partnership with Constable Care. Constable Care has agreed that they would like to progress this action, however there has not been a clear cut agreement that it will definitely occur.

The only other feedback in regards to the Plan that was received during the public comment time was from a resident enquiring about Key Performance Indicators in relation to the Plan. The Key Performance Indicators for this Plan will be reported monthly via the City's Performance Planning Module and via monthly reports from the Youth Services Provider (YMCA).

STRATEGIC COMMUNITY PLAN IMPLICATIONS

In accordance with the Strategic Community Plan Key Result Area: Social Belmont.

Objective: Develop community capacity and self reliance.

Strategy: Celebrate, encourage, engage and strengthen young people within the community.

Corporate Key Action: Ongoing implementation and review of Youth Services Strategic Plan 2009-2014.

POLICY IMPLICATIONS

There are no significant policy implications evident at this time.

STATUTORY ENVIRONMENT

There are no specific statutory requirements in respect to this matter.

BACKGROUND

The Youth Services Strategic Plan 2009-2014 had three broad aims:

- To assist young people to make a smooth transition from youth to adulthood
- To assist young people and their families to become self reliant
- To strengthen families.

The Youth Services Strategic Plan 2009-2014 was built upon the following general themes or values:

- **Celebration**
It works better if you see the glass as already more than half full.
- **Participation**
If we want citizens tomorrow then we have to start involving them today.

Item 12.8 Continued

- **Leadership and intergenerational stewardship**
Young people and other adults need to work side by side on practical projects.
- **Support**
Caring for young people when times are tough.
- **Relationships across the community**
Working with others in the interests of young people.

The general intent of these themes has continued to inform the core services, events and programs that are provided by the City of Belmont, up until this point. *The Youth Services Strategic Plan 2009-2014* was developed five years ago, at a time where the City delivered all of its Youth Services in house. The City has since made the decision to outsource its Youth Services to a specialist youth service provider recognising that in order to meaningfully engage with our young people across the City there needed to be a wide diversity of services and programs available that are relevant and responsive to their changing needs and wants.

The City of Belmont recognises that young people have a fundamental right to live active, healthy lives. For the City this includes being able to express themselves creatively, have access to education and training that suits their needs and to feel safe and connected to their community. This Plan aims to provide a framework for young people to be valued as already realized citizens, who participate in the decisions that affect their lives, are respected for their abilities and contributions, and are supported to reach their full potential. *Moving Forward, City of Belmont Youth Strategic Plan 2015 and Beyond* is one part of the City of Belmont's overall commitment to the community to fulfil the City of Belmont's Vision: *The City of Belmont will be home to a diverse and harmonious community, thriving from the opportunities of our unique, riverside City.*

The City of Belmont Youth Services currently provides the following services for young people who live or go to school within the City of Belmont Local Government boundaries:

- Drop-in centre every day after school for young people aged 12 to 17 years
- After school activities and youth engagement programs for young people aged 12 to 17 years
- Case management for young people aged 12 to 17 years
- Case management for young people aged 18 to 25 years
- Partnering with Belmont City College to provide youth case management support to the Alternative Learning Centre (ALC)
- Outreach services
- Support for the Youth Advisory Committee
- School holiday youth engagement activities
- Weekend and night time youth engagement activities

Item 12.8 Continued

- Youth events
- Opportunities for young people to access the Leeuwin Youth Explorer Voyage Program.

OFFICER COMMENT

The recommended key actions for this Plan have been developed by looking to the past, present and future. Local, state-wide, national and international youth policies and frameworks have outlined the significance of having strategic frameworks for young people that highlight the importance of youth issues and commit to prioritising the youth community. The City has a good understanding of what has worked well in the past and where improvements can be made. This understanding also includes what is currently providing results and outcomes for young people. The demographic information that has been analysed in formulating this Plan has provided valuable insights into how our community is changing and this helps to understand where we need to head in the future.

The youth community has told us about what is important to them, what they would like to see for the future, and how the City can support and encourage them to work towards these goals. The wider community has given the City a lot of feedback in regards to broad themes for supporting young people as well as specific strategies to support the City's youth population. The City has endeavoured to use as much of the information received from the community as possible in the formulation of this Plan.

The Plan has undergone the final phase of consultation, which involved making it available for Public Comment. Minor changes were made due to community feedback which is noted above. The Plan is now ready for final endorsement by Council.

FINANCIAL IMPLICATIONS

There are no immediate financial implications for this Plan. The Plan has been developed in such a way that the first 12 months of the Plan can be delivered without the need for any additional funding.

There are some small financial implications in regards to programming for the City's Youth Services for the second year of the Plan (2016). This is in relation to providing Noongar language classes at the Youth Centre. Further research is needed to determine the cost of this action, however this will need to be determined closer to the time of delivery.

There will be costs associated with *"supporting young people to better utilise the skate park and improve the image and reputation of the skate park:*

- *Provide more shade*
- *Provide signage for public toilets*
- *Research the possibility of installing a measuring pole to measure the air off the vertical ramp*
- *Host more skate events*

Item 12.8 Continued

- *Install a basketball half or quarter court”.*

Further research is needed to determine the cost of this action, which is due to be completed by the end of 2016. There are no extra costs associated with providing more shade as Parks have already decided to plant extra trees at the skate park. There will be minimal costs associated with providing signage for the public toilets.

There is no cost associated with researching a measuring pole or hosting more skate events as these items fit in with existing budgeting. There will be an additional cost related to installing a basketball half or quarter court at the Skate Park, however this will need to be determined closer to the time of delivery. The cost of this will be determined by the design and how it will fit in with the current Skate Park.

ENVIRONMENTAL IMPLICATIONS

The only environmental issues in regards to this Plan are in relation to young people being encouraged to participate in sustainable environmental changes and be part of a greener City.

SOCIAL IMPLICATIONS

There are many social implications within the Plan. *Moving Forward, City of Belmont Youth Strategic Plan 2015 and Beyond* is based on the following values:

- Respecting young people as active agents in their own lives
- Valuing young people for the positive contributions that they offer the City
- Encouraging young people to participate in their community
- Supporting young people to reach their full potential.

The strategies that the City will employ in its endeavour towards achieving a community where the values of this Plan are inherent will be covered under the following themes:

- **Fit and Flourishing**
Young people are able to live active, healthy lives and have access to services that promote their health and wellbeing.
- **Cultured and Creative**
Young people are given opportunities to express themselves creatively and participate in art and culture.
- **Capable and Clever**
Young people have access to education, training and employment opportunities that inspire them to achieve and reach their full potential.
- **Cooperative and Connected**
Young people feel connected to their community and can easily access services and information that are important to them.

Item 12.8 Continued

- **Harmonious and helpful**
Young people feel safe and secure in their community, and diversity is celebrated.
- **Green and Growing**
Young people are encouraged to participate in sustainable environmental change and be a part of a greener City.

OFFICER RECOMMENDATION

That Council Adopt ‘Moving Forward, City of Belmont Youth Strategic Plan 2015 and Beyond’ report (refer [Attachment 8](#)) and summary (refer [Attachment 9](#)).

***OFFICER RECOMMENDATION ADOPTED EN BLOC –
REFER TO RESOLUTION APPEARING AT ITEM 12***

12.9 URBAN FOREST STRATEGY

NATURAL BELMONT

ATTACHMENT DETAILS

<u>Attachment No</u>	<u>Details</u>
Attachment 10 – Item 12.9 refers	<u>Urban Forest Strategy</u>
Tabled Attachment 2 – Item 12.9 refers	<u>Updated Urban Forest Strategy</u>

Voting Requirement : Simple Majority
Subject Index : 30/027: Urban Forest Strategy
Location/Property Index : N/A
Application Index : N/A
Disclosure of any Interest : Nil.
Previous Items : Standing Committee (Environmental) 24 June 2014
Item 10.4
Applicant : N/A
Owner : N/A
Responsible Division : Parks and Environment

COUNCIL ROLE

- ☐ **Advocacy** *When Council advocates on its own behalf or on behalf of its community to another level of government/body/agency.*
- ☒ **Executive** *The substantial direction setting and oversight role of the Council eg adopting plans and reports, accepting tenders, directing operations, setting and amending budgets.*
- ☐ **Legislative** *Includes adopting local laws, local planning schemes and policies.*
- ☐ **Review** *When Council reviews decisions made by Officers.*
- ☐ **Quasi-Judicial** *When Council determines an application/matter that directly affect 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 local 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.*

PURPOSE OF REPORT

To present the Urban Forest Strategy to Council for endorsement (refer [Attachment 10](#)).

Item 12.9 Continued

SUMMARY AND KEY ISSUES

The City of Belmont undertook an assessment of its canopy coverage in 2013, which mapped the change in canopy between 2001 and 2012. This identified that the majority of the City's urban forest is on private land and has decreased considerably over the past decade. The City and the State of Western Australia are growing in population and it is forecast that by 2030, Perth would have doubled in population. To accommodate this growth, the State has set targets for large scale residential infill which will very likely continue to contribute to a decline in canopy cover.

The value of green infrastructure is frequently unrealised and, regrettably, treated as second to other built environment infrastructure. The Urban Forest Strategy is therefore a vital element of the City's long-term commitment to urban liveability by securing the urban forest as an asset, which is supportive of our communities and which is recognised through many of the City's policies, strategies and plans. The Strategy provides the City with core strategic objectives for advocating, retaining and communicating the values that a sustainable urban forest can provide to urban liveability. A sustainable urban forest can attract development to the City, uphold the City's value as a great place to live and provide a legacy for future generations.

LOCATION

N/A

CONSULTATION

The development of the Strategy included interdepartmental consultation and consultation with elected members.

Between November 2013 and March 2014, four internal working groups were established for the preliminary development of the Strategy's context and content. These groups met as one large group on two occasions and one to two meetings per group were held thereafter.

Key officers from Parks and Environment, Building Services, Community Development, Crime Prevention, Planning, Business Development, Marketing, Design and Assets and Works were invited with all in attendance.

On 1 April 2014, Councillors were invited to attend an Urban Forest Strategy workshop, during which core strategic objectives were discussed and an initial canopy target was set.

STRATEGIC COMMUNITY PLAN IMPLICATIONS

In accordance with the Strategic Community Plan Key Result Area: Built Belmont.

Objective: Maintain public infrastructure in accordance with sound asset management practices.

Strategy: Manage the City's infrastructure and other assets to ensure that an appropriate level of service is provided to the community.

Item 12.9 Continued

Corporate Key Action: Develop and implement the Street Tree Plan; Street Tree Strategy to be split into an "Urban Forest Strategy" (strategic document) and a "Street Tree Plan" (operational document). Development of Street Tree Plan anticipated to be completed by January 2013. Links to 'Natural Belmont': Develop and implement an Urban Forest Strategy.

and

In accordance with the Strategic Community Plan Key Result Area: Natural Belmont.

Objective: Protect and enhance our natural environment.

Strategy: Ensure the City has policies and practices that safeguard and enhance the natural environment.

Corporate Key Action: Develop an Urban Forest Strategy; As per Environment Plan Action 3.1 (2012 version).

POLICY IMPLICATIONS

The Urban Forest Strategy relates and upholds the objectives of the following policies:

- BB3 Streetscape Policy – to provide a streetscape that is conducive to, and encourages physical activity and community interaction in an attractive and pleasant setting, by creating a streetscape environment that is attractive, function and vibrant.
- NB3 Environmental Enhancement Policy – to develop a strategy to protect and enhance the natural environment.

STATUTORY ENVIRONMENT

There are no specific statutory requirements in respect to this matter.

BACKGROUND

The City's Corporate Business Plan 2014-2018 includes Action 126, being for the development of the Urban Forest Strategy and with the target being endorsed by Council.

A series of internal consultations were held with working groups for the preliminary development of the Strategy, with the primary objective of aiding the facilitation of a Councillor Workshop on 1 April 2014 (Urban Forest Strategy Councillor Workshop). The focus of the workshop was the agreement of strategic objectives and an initial canopy target for the strategy.

A draft of the strategy and a presentation was delivered at the meeting of the Standing Committee (Environmental) on 24 June 2014.

Item 12.9 Continued

OFFICER COMMENT

Urban liveability is directly proportional to and underpinned by the presence of green infrastructure within the urban environment. This is a result of the demonstrated cumulative benefits it has on the health and sustainability of communities. However, population growth within Western Australia has progressed with significant urban densification, which often coincides with the clearing of our trees. Consequently, there is increased pressure on those qualities and values which underpin the liveability of our City.

The City undertook aerial imagery mapping in 2013 of the City's canopy, which illustrated a loss of some 161,800m² of canopy area between 2001 and 2012. On further assessment of canopy by suburb, Ascot and Redcliffe had experienced a growth in canopy area by 36% and 6% respectively, while Belmont, Cloverdale, Kewdale and Rivervale have experienced canopy reductions by 9%, 12%, 13% and 19% respectively.

The Urban Forest Strategy provides a structured approach to the continued retention and enhancement of the urban forest through a series of milestone stages, strategic focus areas and strategic objectives.

The development of the City's urban forest program included a 5 milestone approach, which incorporated:

- Milestone 1 – Undertake mapping of the City of Belmont's urban forest canopy coverage and analyse for trends
- Milestone 2 – Develop an Urban Forest Strategy with strategic objectives and an initial canopy target
- Milestone 3 – Develop the Canopy Plan with formalised targets and commence implementation of the actions to achieve the strategy objectives
- Milestone 4 – Ongoing implementation of the Canopy Plan, its subsidiary documents and progress towards targets
- Milestone 5 – Review and evaluate progress towards the canopy target in regards to strategic objectives.

Strategic Focus Areas

Four principle focus areas have been adopted which will be extended from the Strategy to the Canopy Plan. These provide the City with primary objectives in order of priority. Foremost is the ownership and recognition of the Strategy by all levels of the organisation and a commitment to the retention and enhancement of the urban forest. Once established, the City can progress its Canopy Plan with community awareness and the engagement of stakeholders while continuously advancing its forestry practices through continued research.

Leadership and Governance

The City is to commit to the retention and enhancement of the urban forest by demonstrating good stewardship and adopting processes and procedures to ensure a sustainable urban forest is achieved through core business activities. As part of its leadership, the City is to advocate wherever possible the importance of a sustainable urban forest, its retention and enhancement.

Item 12.9 Continued

Asset Retention

Whilst the Strategy does not want to be seen as “conservative” or resistant to the City’s development, protective measures are required for City assets. Without appropriate asset protection or retention mechanisms, there is no means of effective or appropriate canopy compensation for the loss of often irreplaceable canopy coverage. The strategy must acknowledge existing trees as tomorrow’s canopy coverage and adopt a “prevention is better than the cure” approach.

**Awareness,
Participation and
Capacity Building**

The City must work with partners and its community to build awareness and capacity so the compounding value of green infrastructure and the urban forest is realised and recognised.

Public awareness may result in a reduction of trees being lost on private property. It may also result in their enhancement and incorporation into development design by the community and allow for further planting to be undertaken in public spaces (ie street trees).

**Research, Best Practice
and Adaptive
Management**

In order to effectively manage the City’s urban forest and to ensure that we meet current and future objectives and targets of the Strategy, continued research is required.

This will enable best practice to be applied to City works, particularly for the retention and advancement of the urban forest and the City needs to remain adaptive in its management.

Strategic Objectives

Extending from the Strategy’s preliminary development, the following strategic objectives have been identified. The Urban Forest Strategy and its subsidiary documents will:

- Identify the urban forest and its canopy as paramount to the urban liveability and vision of the City
- Identify the Urban Forest Strategy as one that complements and is recognised by other City policies, plans, strategies and objectives
- Recognise the urban forest canopy as a tangible asset which requires ongoing asset management and protection
- Secure funding, resource and policy commitments for the effective implementation of the Strategy
- Identify, utilise and enhance available space for the planting of appropriate tree species within the City to allow the advancement of the urban forest’s canopy coverage

Item 12.9 Continued

- Communicate, educate, consult and engage with the community, stakeholders and potential partners on the City's urban forest
- Identify and deploy technologies which enhance the urban forest and improve the condition and sustainability of the urban forest
- Identify the need for trees to be recognised in all developments throughout the City and that removal of canopy for any purpose is compensated accordingly.

Actions under these key focus areas will work towards the vision and objectives of this Strategy, ensuring the City achieves a sustainable urban forest.

Initial Target

In progressing Milestone 2 at the Councillor Workshop on 1 April 2014, an initial canopy target has been set to "*replace lost canopy to a coverage which meets and exceeds that of the baseline year of 2001*".

FINANCIAL IMPLICATIONS

Council has approved a sum of \$100,000 in the 2014-2015 Financial Year Budget.

ENVIRONMENTAL IMPLICATIONS

The endorsement and implementation of the Urban Forest Strategy will assist the City in retaining and enhancing green infrastructure in the urban environment, which will assist in negating the impacts of climate change, reduces the urban heat island effect, and improves air and water quality.

SOCIAL IMPLICATIONS

The endorsement and implementation of the Strategy will assist in upholding the liveability of the City. The retention and enhancement of the urban forest and green infrastructure will support and enrich the community's mental and physical wellbeing, their cultural and social cohesion and their sense of place; it will uphold the City's vision of being a great place to live and work.

OFFICER RECOMMENDATION

That Council endorse the Urban Forest Strategy as presented in [Tabled Attachment 2](#).

***OFFICER RECOMMENDATION ADOPTED EN BLOC –
REFER TO RESOLUTION APPEARING AT ITEM 12***

12.10 INTERIM FINANCIAL AUDIT REPORT

BUSINESS EXCELLENCE BELMONT

ATTACHMENT DETAILS

<u>Confidential Attachment No</u>	<u>Details</u>
Confidential Attachment 1 – Item 12.10 refers	<u>Interim Audit Report - Letter</u>

Voting Requirement : Simple Majority
Subject Index : 19/001
Location/Property Index : N/A
Application Index : N/A
Disclosure of any Interest : N/A
Previous Items : Nil
Applicant : N/A
Owner : N/A
Responsible Division : Corporate and Governance

COUNCIL ROLE

- ☐ **Advocacy** *When Council advocates on its own behalf or on behalf of its community to another level of government/body/agency.*
- ☐ **Executive** *The substantial direction setting and oversight role of the Council eg adopting plans and reports, accepting tenders, directing operations, setting and amending budgets.*
- ☐ **Legislative** *Includes adopting local laws, local planning schemes and policies.*
- ☒ **Review** *When Council reviews decisions made by Officers.*
- ☐ **Quasi-Judicial** *When Council determines an application/matter that directly affect 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 local 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.*

PURPOSE OF REPORT

This report provides Council feedback from the City's auditors as a result of their interim audit conducted in May 2014.

Item 12.10 Continued

SUMMARY AND KEY ISSUES

The Interim Audit Report provides a background of the audit including the approach, methodology and preliminary risk assessment carried out by the City's auditors, including any findings.

The Audit Report was presented to the Standing Committee (Audit and Risk) on 28 July 2014 with no findings reported.

LOCATION

N/A.

CONSULTATION

There has been no specific consultation undertaken in respect to this matter.

STRATEGIC COMMUNITY PLAN IMPLICATIONS

In accordance with the Strategic Community Plan Key Result Area: Business Excellence Belmont.

Objective: Achieve excellence in the management and operation of the Local Government.

Strategy: Ensure Council is engaged at a strategic level to enable effective decision making.

POLICY IMPLICATIONS

There are no significant policy implications evident at this time.

STATUTORY ENVIRONMENT

Section 7.2 of the *Local Government Act 1995* requires that "the accounts and Annual Financial Report of a Local Government for each financial year are audited by an auditor appointed by the Local Government."

BACKGROUND

During May 2014, Grant Thornton, the City's appointed auditors, undertook an interim audit for the purposes of assessing the internal controls and compliance aspects of the City's operations. This provides the auditors with an indication of the extent to which they can rely on the City's systems and controls in determining the accuracy of the City's Annual Financial Report as at 30 June of the year in question.

Item 12.10 Continued

OFFICER COMMENT

The audit memorandum from Grant Thornton ([Confidential Attachment 1](#) refers) details key aspects of the audit. It should be noted that there were no items found during the audit to be raised with Council.

FINANCIAL IMPLICATIONS

There are no financial implications evident at this time.

ENVIRONMENTAL IMPLICATIONS

There are no environmental implications at this time.

SOCIAL IMPLICATIONS

There are no social implications at this time.

OFFICER RECOMMENDATION

That the Council adopt the results of the 2013-2014 Interim Audit Report as detailed in [Confidential Attachment 1](#).

***OFFICER RECOMMENDATION ADOPTED EN BLOC –
REFER TO RESOLUTION APPEARING AT ITEM 12***

12.11 ACCOUNTS FOR PAYMENT – JULY 2014

BUSINESS EXCELLENCE BELMONT

ATTACHMENT DETAILS

<u>Attachment No</u>	<u>Details</u>
Attachment 11 – Item 12.11 refers	<u>Accounts for Payment – July 2014</u>

Voting Requirement	:	Simple Majority
Subject Index	:	54/007 – Creditors – Payment Authorisations
Location/Property Index	:	N/A
Application Index	:	N/A
Disclosure of any Interest	:	N/A
Previous Items	:	N/A
Applicant	:	N/A
Owner	:	N/A
Responsible Division	:	Corporate and Governance

COUNCIL ROLE

- | | | |
|-------------------------------------|-----------------------|---|
| <input type="checkbox"/> | Advocacy | <i>When 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 eg adopting plans and reports, accepting tenders, directing operations, setting and amending budgets.</i> |
| <input type="checkbox"/> | Legislative | <i>Includes adopting local laws, local planning schemes and policies.</i> |
| <input type="checkbox"/> | Review | <i>When Council reviews decisions made by Officers.</i> |
| <input type="checkbox"/> | Quasi-Judicial | <i>When Council determines an application/matter that directly affect 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 local 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> |

PURPOSE OF REPORT

Confirmation of accounts paid and authority to pay unpaid accounts.

SUMMARY AND KEY ISSUES

A list of payments is presented to the Council each month for confirmation and endorsement in accordance with the *Local Government (Financial Management) Regulations 1996*.

Item 12.11 Continued

LOCATION

N/A.

CONSULTATION

There has been no specific consultation undertaken in respect to this matter.

STRATEGIC COMMUNITY PLAN IMPLICATIONS

There are no Strategic Community Plan implications evident at this time.

POLICY IMPLICATIONS

There are no significant policy implications evident at this time.

STATUTORY ENVIRONMENT

Regulation 13(1) of the *Local Government (Financial Management) Regulations 1996* states:

“If the Local Government has delegated to the CEO the exercise of its power to make payments from the municipal fund or the trust fund, a list of accounts paid by the CEO is to be prepared each month showing for each account paid since the last such list was prepared:

- (a) the payee's name*
- (b) the amount of the payment*
- (c) the date of the payment*
- (d) sufficient information to identify the transaction.”*

BACKGROUND

Checking and certification of Accounts for Payment required in accordance with *Local Government (Financial Management) Regulations 1996*, Clause 12.

OFFICER COMMENT

The following payments as detailed in the Authorised Payment Listing are recommended for confirmation and endorsement.

Municipal Fund Cheques	785740 to 785794	\$227,339.55
Municipal Fund EFTs	EF033853 to EF034338	\$3,735,843.01
Municipal Fund Payroll	July 2014	\$1,314,316.87
Trust Fund Cheques	905425 to 905426	\$46,625.17
Trust Fund EFTs	EF033908 to EF033909	<u>\$58,598.47</u>
Total Payments for July 2014		\$5,382,723.07

Item 12.11 Continued

FINANCIAL IMPLICATIONS

Provides for the effective and timely payment of Council's contractors and other creditors.

ENVIRONMENTAL IMPLICATIONS

There are no environmental implications at this time.

SOCIAL IMPLICATIONS

There are no social implications at this time.

OFFICER RECOMMENDATION

That the Authorised Payment Listing for July 2014 as provided under [Attachment 11](#) be received.

***OFFICER RECOMMENDATION ADOPTED EN BLOC –
REFER TO RESOLUTION APPEARING AT ITEM 12***

12.12 MONTHLY ACTIVITY STATEMENT AS AT 31 JULY 2014

BUSINESS EXCELLENCE BELMONT

ATTACHMENT DETAILS

<u>Attachment No</u>	<u>Details</u>
Attachment 12 – Item 12.12 refers	<u>Monthly Activity Statement as at 31 July 2014</u>

Voting Requirement : Simple Majority
Subject Index : 32/009 - Financial Operating Statements
Location/Property Index : N/A
Application Index : N/A
Disclosure of any Interest : N/A
Previous Items : N/A
Applicant : N/A
Owner : N/A
Responsible Division : Corporate and Governance

COUNCIL ROLE

- ☐ **Advocacy** *When Council advocates on its own behalf or on behalf of its community to another level of government/body/agency.*
- ☒ **Executive** *The substantial direction setting and oversight role of the Council eg adopting plans and reports, accepting tenders, directing operations, setting and amending budgets.*
- ☐ **Legislative** *Includes adopting local laws, local planning schemes and policies.*
- ☐ **Review** *When Council reviews decisions made by Officers.*
- ☐ **Quasi-Judicial** *When Council determines an application/matter that directly affect 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 local 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.*

PURPOSE OF REPORT

To provide Council with relevant monthly financial information.

SUMMARY AND KEY ISSUES

The following report includes a concise list of material variances and a Reconciliation of Net Current Assets at the end of the reporting month.

Item 12.12 Continued

LOCATION

N/A.

CONSULTATION

There has been no specific consultation undertaken in respect to this matter.

STRATEGIC COMMUNITY PLAN IMPLICATIONS

There are no Strategic Community Plan implications evident at this time.

POLICY IMPLICATIONS

There are no significant policy implications evident at this time.

STATUTORY ENVIRONMENT

Section 6.4 of the *Local Government Act 1995* in conjunction with Regulations 34 (1) of the *Local Government (Financial Management) Regulations 1996* requires monthly financial reports to be presented to Council.

Regulation 34(1) requires a monthly Statement of Financial Activity reporting on revenue and expenditure.

Regulation 34(5) determines the mechanism required to ascertain the definition of material variances which are required to be reported to Council as a part of the monthly report. It also requires Council to adopt a “percentage or value” for what it will consider to be material variances on an annual basis. Further clarification is provided in the Officer Comments section.

BACKGROUND

The *Local Government (Financial Management) Regulations 1996* requires that financial statements are presented on a monthly basis to Council. In previous years, Council has adopted ten per cent of the budgeted closing balance as the materiality threshold.

OFFICER COMMENT

The Statutory Monthly Financial Report is to consist of a Statement of Financial Activity reporting on revenue and expenditure as set out in the Annual Budget. It is required to include:

- Annual budget estimates
- Budget estimates to the end of the reporting month
- Actual amounts to the end of the reporting month
- Material variances between comparable amounts

Item 12.12 Continued

- Net current assets as at the end of the reporting month.

Previous amendments to the Regulations fundamentally changed the reporting structure which requires reporting of information consistent with the “cash” component of Council’s budget rather than being “accrual” based.

The monthly financial report is to be accompanied by:

- An explanation of the composition of the net current assets, less committed* and restricted** assets
- An explanation of material variances***
- Such other information as is considered relevant by the Local Government.

**Revenue unspent but set aside under the annual budget for a specific purpose.*

***Assets which are restricted by way of externally imposed conditions of use eg tied grants.*

****Based on a materiality threshold of ten per cent of the budgeted closing balance as previously adopted by Council.*

Council is required to adopt a percentage or value to determine material variances in accordance with the requirements of Australian Accounting Standards.

AASB108 discusses the principles to be applied in determining if a variance is material. AASB108 states that:

Information is material if its omission, misstatement or non-disclosure has the potential, individually or collectively, to influence the economic decisions of users taken on the basis of the financial statements or affect the discharge of accountability by the management or governing body of the entity. In deciding whether an item or an aggregate of items is material, the size and nature of the omission or misstatement of the items usually need to be evaluated together.

In the case of Council’s Annual Budget (and related monthly Statement of Financial Activity), it is felt that the potential impact on the estimated closing balance should determine if an item is material or not. For this reason, Council has previously adopted ten per cent of the budgeted closing balance as the materiality threshold.

It should also be noted that many of the variances listed in the monthly Statement of Financial Activity would not technically fall within the auspices of the Accounting Standards as they are timing differences only and would not generally have the potential to adversely affect either the decision making or the discharge of accountability for Council.

Regardless of this, it is proposed that all variances in excess of the specified percentage will have details reported. All variances calculated are a comparison of year to-date actual vs year to-date budget.

Item 12.12 Continued

In order to provide more details regarding significant variations as included in [Attachment 12](#) the following summary is provided.

Report Section	YTD Budget	YTD Actual	Comment
Expenditure – Capital			
Road Works	152,543	229,348	Variance mainly relates to the budget spread of a significant project (Armada Road).
Operations Centre	161,150	0	Relates to the outstanding purchase of chargeable plant.
Building Operations	120,583	0	Invoices not yet received/processed.
Expenditure – Operating			
Computing	197,303	303,139	Annual maintenance and support costs were processed in July.
Insurance	604,326	508,611	Workers compensation premium was paid earlier than expected.
Belmont Community Watch	110,078	2,724	Contractor costs are paid one month in arrears.
Grounds Operations	485,533	319,020	Maintenance programs are on schedule with contractor invoices outstanding.
Grounds – Active Reserves	92,938	39,892	Maintenance programs are on schedule with contractor invoices outstanding.
Streetscapes	131,458	43,669	Maintenance programs are on schedule with contractor invoices outstanding.
Other Public Works	72,833	6,870	Street lighting invoices are paid one month in arrears.
Revenue – Capital			
Road Works	(0)	(100,800)	Local roads funding received earlier than anticipated.
Revenue – Operating			
Computing	(162,073)	(303,550)	Activity Based Costing (ABC) recoveries are higher due to the above mentioned IT costs.
Insurance	(428,910)	(918,022)	Recovery of insurance premiums processed earlier than expected.
Human Resources	(105,112)	(161,921)	Budget spread issue regarding ABC recovery.
Financing Activities	(9,997)	(88,264)	Interest income is expected to be close to the annual budget but monthly variances are expected as term deposits mature throughout the year.
Belmont HACC Services	(57,439)	(572,665)	Budget spread issue regarding receipt of grant funding.

Item 12.12 Continued

In accordance with *Local Government (Financial Management) Regulations 1996*, Regulation 34 (2)(a) the following table explains the composition of the net current assets amount which appears at the end of the attached report ([Attachment 12](#)).

Reconciliation of Nett Current Assets to Statement of Financial Activity		
Current Assets as at 31 July 2014	\$	Comment
Cash and investments	34,332,716	Includes municipal, reserves and deposits
- less non rate setting cash	(29,682,118)	Reserves and deposits held
Receivables	41,635,025	Rates levied yet to be received and Sundry Debtors
- less non rate setting receivables	(7,351,883)	ESL levied and GST payable
Stock on hand	274,886	
Total Current Assets	39,208,625	
Current Liabilities		
Creditors and provisions	(12,429,739)	Includes deposits
- less non rate setting creditors and provisions	9,451,391	ESL, GST and deposits held
Total Current Liabilities	(2,978,348)	
Nett Current Assets 31 July 2014	36,230,277	
Nett Current Assets as Per Financial Activity Report	36,230,277	
Less Restricted Assets	(354,511)	Unspent grants held for specific purposes
Less Committed Assets	(35,375,766)	All other budgeted expenditure
Estimated Closing Balance	500,000	

FINANCIAL IMPLICATIONS

The presentation of these reports to Council ensures compliance with the *Local Government Act 1995* and associated Regulations, and also ensures that Council is regularly informed as to the status of its financial position.

ENVIRONMENTAL IMPLICATIONS

There are no environmental implications at this time.

SOCIAL IMPLICATIONS

There are no social implications at this time.

Item 12.12 Continued

OFFICER RECOMMENDATION

1. ***That Council adopt ten per cent of the estimated closing balance as the base amount for determining materiality of variations in accordance with Regulation 34(5) of the Local Government (Financial Management) Regulations 1996.***
2. ***That the Monthly Financial Reports as at 31 July 2014 as included in [Attachment 12](#) be received.***

***OFFICER RECOMMENDATION ADOPTED EN BLOC –
REFER TO RESOLUTION APPEARING AT ITEM 12***

13. REPORTS BY THE CHIEF EXECUTIVE OFFICER

13.1 REQUESTS FOR LEAVE OF ABSENCE

Nil.

- 9.16pm ***CAYOUN MOVED, HITT SECONDED, that in accordance with Section 5.23 (f) (l) of the Local Government Act 1995, the meeting go behind closed doors to discuss Item 14.1 Independent Living Units Review (Confidential Matter in Accordance with Local Government Act 1995 Section 5.23 (f) (l)).***

CARRIED UNANIMOUSLY 9 VOTES TO 0

Note

The Presiding Member requested members of the public to depart the chambers.

9.16pm The Compliance Administrator departed the meeting.

9.16pm The Compliance Administrator returned to the meeting.

14. MATTERS FOR WHICH THE MEETING MAY BE CLOSED

14.1 INDEPENDENT LIVING UNITS REVIEW (CONFIDENTIAL MATTER IN ACCORDANCE WITH LOCAL GOVERNMENT ACT 1995 SECTION 5.23 (F) (I))

ATTACHMENT DETAILS

<u>Attachment No</u>	<u>Details</u>
Confidential Attachment 2 – Item 14.1 refers	Report Item
Confidential Attachment 3 – Item 14.1 refers	RVA and RTA Benefits, Disadvantages and Treatments

Note

Cr P Marks, Cr R Rossi and Mr S Cole declared an Impartiality Interest in Item 14.1 Independent Living Units Review (Confidential Matter in Accordance with Local Government Act 1995 Section 5.23 (f) (I)).

9.26pm The Compliance Administrator departed the meeting.

9.26pm The Compliance Administrator returned to the meeting.

OFFICER RECOMMENDATION

ROSSI MOVED, WOLFF SECONDED, that Council adopt the Officer Recommendation as contained in [Confidential Attachment 2](#).

CARRIED 7 VOTES TO 2

*For: Cayoun, Hitt, Marks, Powell, Rossi, Ryan, Wolff
Against: Bass, Gardner*

9.28pm ***GARDNER MOVED, HITT SECONDED, that the meeting be reopened to the public.***

CARRIED 9 VOTES TO 0

9.29pm The Compliance Administrator departed the meeting.

9.29pm The Compliance Administrator returned to the meeting.

Note

No members of the public returned to the meeting.

15. CLOSURE

There being no further business the Presiding Member closed the meeting at 9.30pm.