



ORDINARY COUNCIL MEETING
13 MAY 2014

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Minutes of the Ordinary Council Meeting held in the City of Gosnells Civic Centre Council Chambers, 2120 Albany Highway, Gosnells on Tuesday 13 May 2014.

1. DECLARATION OF OPENING/ANNOUNCEMENT OF VISITORS/DISCLAIMER

The Mayor declared the meeting open at 7.30pm and welcomed members of the public present in the public gallery, Councillors and staff.

1.1 DISCLAIMER

Members of the public are cautioned against taking any action on Council decisions, on items on this evening's Agenda in which they may have an interest, until such time as they have seen a copy of the Minutes of the meeting or have been advised in writing by City staff.

1.2 RECORDING OF COUNCIL MEETINGS

Please take notice that all Council Meetings are digitally recorded, with the exception of Confidential Agenda Items (in accordance with Section 5.23(2) of the Local Government Act 1995) during which time recording will cease.

Following publication and distribution of the meeting minutes to Elected Members the digital recording will be available in the following formats, for purchase at a fee adopted by Council annually:

- *Digital recordings CD ROM (complete with FTR Reader) for use on a Personal Computer; or*
- *Audio recordings CD ROM for use on a CD player or DVD player.*

For further information please contact the Governance Administration Officer on 9397 3012.

I _____ (THE PRESIDING MEMBER)
CERTIFY THAT THESE MINUTES WERE CONFIRMED BY THE COUNCIL OF THE
CITY OF GOSNELLS ON _____.

2. RECORD OF ATTENDANCE

ELECTED MEMBERS

MAYOR
DEPUTY MAYOR

CR D GRIFFITHS
CR R MITCHELL
CR W BARRETT
CR J BROWN
CR G DEWHURST
CR D GOODE JP
CR P GRIFFITHS
CR R LAWRENCE
CR O SEARLE JP
CR P YANG

STAFF

CHIEF EXECUTIVE OFFICER
DIRECTOR COMMUNITY ENGAGEMENT
DIRECTOR CORPORATE SERVICES
DIRECTOR INFRASTRUCTURE
DIRECTOR PLANNING & SUSTAINABILITY
DIRECTOR GOVERNANCE
MINUTE CLERK

MR I COWIE
MS A COCHRAN
MR R BOUWER
MR D HARRIS
MR C TERELINCK
MR G BRADBROOK
MRS S OMOND

PUBLIC GALLERY

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2.1 APOLOGIES

Nil.

2.2 LEAVE OF ABSENCE

Cr R Hoffman was granted Leave of Absence from 7 May 2014 to 2 June 2014 vide Resolution 77 of the Ordinary Council Meeting held on 25 March 2014.

3. DISCLOSURE OF INTEREST

Cr D Goode declared an Impartiality Interest in Item 13.4.1, "Proposed Lease of Part Reserve 26352, 50 Thornlie Avenue, Thornlie to Thornlie Bowling Club Inc.".

Reason: Member of Thornlie Bowling Club.

4. ANNOUNCEMENTS BY THE PRESIDING MEMBER
(without discussion)

The Mayor advised that there was a technological issue with the voting equipment tonight; and as such the voting would be down by show of hands.

The Mayor announced that the City of Gosnells recently received an award of excellence from 'Parks and Leisure Australia'. The City received the award for the best parks and open space development for the landscaping between the Administration Building and Centennial Pioneer Park.

The award recognised the excellent design which provided universal access from the forecourt of the Administration Building to the lower park area, whilst improving the management of steep embankments and rejuvenating the existing space for public and ceremonial use. The award also recognised the provision of sustainable and visually pleasing treatments.

5. REPORTS OF DELEGATES
(without discussion)

Nil.

6. QUESTION TIME FOR THE PUBLIC AND THE RECEIVING OF PUBLIC STATEMENTS

A period of 15 minutes is allocated for questions with a further period of 15 minutes provided for statements from members of the public. To ensure an equal and fair opportunity is provided to address Council, a period of 3 minutes per speaker is allowed.

The person's speaking right is to be exercised prior to any matter which requires a decision to be made at the meeting.

Questions and statements are to be –

- a) Presented in writing on the relevant form to the Chief Executive Officer prior to commencement of the meeting; and
- b) Clear and concise.

QUESTIONS TAKEN ON NOTICE AT PREVIOUS MEETINGS AWAITING RESPONSE

Nil.

RESPONSES TO QUESTIONS TAKEN ON NOTICE AT PREVIOUS MEETINGS

Nil.

6.1 QUESTION TIME

Question Time for the Public commenced at 7.36pm.

Mr Terry Brown of 1 Oakley Court, Kenwick asked the following questions:

Q1 Why is it that the agenda always has 'Announcements by the Presiding Member' and 'Reports of Delegates' and the minutes always show the same but never show any details?

Response The Chief Executive Officer stated that this was historical and had always been the way the agenda was constructed.

Q2 When can the 'Announcement by the Presiding Member' and 'Reports of Delegates' be recorded and shown in the minutes?

Response The Chief Executive Officer advised that quite often the reports of delegates were verbal reports, but this is something that could be considered.

Mrs C Romeo of 39 Kelvin Road, Maddington asked the following questions:

Q1 What provision has Council put in place for landowners who do not want to develop their property and therefore do not wish to participate in this plan?

Response The Director Planning and Sustainability advised that if landowners choose not to develop, that is entirely their decision. Participation in the arrangement is voluntary.

Q2 If landowners are able to opt out of this plan, will they still incur costs associated with the development?

Response The Director Planning and Sustainability advised that the landowners will not incur costs, they will only incur costs if they choose to improve their property in line with the plan.

Mr Bob JJ Buters of 28 Alton Street, Kenwick asked the following questions:

Q1 In regards to the proposed development application, with a proposed extension of Park Road through Wannaping Road, will this currently go through or is this under revision?

Response The Director Planning and Sustainability advised that there is no proposal to extend Park Road through this property.

Q1 In regards to the security at the short stay women's refuge, does this extend to disturbances caused by ex-partners/associates in and around the area. What sort of management plan has the centre got for these sorts of instances?

Response The Director Planning and Sustainability advised that the social behaviours associated with that facility can't be regulated through the planning approval process. If a submission is made to the WAPC, which is the decision maker, the WAPC could consider this issue as part of its deliberations. From a Town Planning perspective, the planning concerns are in regards to the structures, siting, parking etc. not with behaviours associated with the facility.

Mr Terry Hunt-Mills of 5 Altham Way, Canning Vale asked the following questions:

Q1 In regards to the proposed changes to Campbell Road, Canning Vale, why haven't the landowners of Sanctuary Waters Estate been advised of these changes?

Q2 How does Council propose to prevent short cutting through the Ranford Road shopping centre, which is vastly becoming a traffic issue?

Response The Director Planning and Sustainability advised that the Sanctuary Waters landowners were not advised of the detailed area plan because the plan was advertised in accordance with the Council's consultation policy. This policy calls on the need to refer the proposal to adjoining landowners, the Sanctuary Waters landowners are further afield and as such were not informed.

The second question was about shortcutting through the carpark. The current proposal is for a roundabout to be established, and the level of use and the design of the carpark actually discourages shortcutting from Ranford Road.

As often as not a lot of concerns regarding that carpark are about how busy the carpark is, which from a layman's perspective would discourage people from shortcutting through the carpark.

Ms Iris Souter of 19 Cowan Street, Maddington asked the following questions:

Q1 **If the CIW and POS contribution costs are paid now or when my subdivision plans are approved, how long will it take for the intended road to be built behind Cowan Street and Maddington Primary School?**

Response The Director Planning and Sustainability advised that the staging plan for rolling out infrastructure works hasn't been established and it will depend as much upon the interests of landowners in specific parts of the ODP area and their will to develop sooner as to when infrastructure will be rolled out. A definite answer cannot be sought at this stage.

Q2 **Is it definite that a proposal is going to be built?**

Response The Director Planning and Sustainability advised that the plan was quite serious and the City has every intention of delivering this plan for the benefit of the community.

Mr Bob JJ Buters of 28 Alton Street, Kenwick returned to the microphone and asked the following question:

Q3 **During the initial consultation process, did any of the Councillors or representatives visit the site?**

Response The Mayor advised that yes, Cr D Goode did attend the site during the consultation process.

The Director Planning and Sustainability advised that the consultation process was not run by the city, it was run by the consultants and the WAPC. The City is only one of the authorities that make a recommendation to the WAPC for its consideration.

Mr Terry Hunt-Mills of 5 Altham Way, Canning Vale returned to the microphone and asked the following question:

Q3 I'm on site in three capacities, as a shop owner at the Ranford Road complex, as a resident of Sanctuary Waters estate and I manage a property for a company that owns Ranford Road Shopping Centre.

Where is the City deriving the opinions about the decisions being made on this, to have two roundabouts and a set of traffic lights within a distance of 100m.

Response The Director Planning and Sustainability advised that the traffic assessment aspects of the proposal have been the result of detailed consideration by a traffic engineer working for the applicant, who has a company that is well established in Perth. An independent assessment of traffic management arrangements has also been undertaken by the City's own traffic engineers and the Director Infrastructure. In addition, the City has been open with the owners of the Ranford Road shopping complex and there has been direct dialogue between the applicants and representatives of the Ranford Road Shopping Complex.

Ms Iris Souter of 19 Cowan Street, Maddington returned to the microphone and asked the following question:

Q3 How much are the CIW and POS costs going to be, if I pay these contribution costs now, will any money be refunded if the actual cost falls below the expected cost?

Response The Director Planning and Sustainability advised that the question would be taken on notice and a response would be provided in writing.

Question Time for the Public concluded at 7.47pm.

6.2 PUBLIC STATEMENTS

Public Statement Time commenced at 7.47pm.

6.2.1 Mr Bob JJ Buters of 28 Alton Street, Kenwick made a statement in relation to Item 13.5.3 "Development Application - Community Purpose - 48 (Lot 33) Wanaping Road, Kenwick (Stage 1)".

Mr Buters expressed his concerns regarding the development application and the issues regarding security and parking congestion.

The Mayor invited Mr Brian McCubbing to the microphone to make a statement that was submitted prior to the commencement of the meeting. Mr McCubbing was not present at the time.

The Mayor invited Mr Terry Hunt-Mills to the microphone to make a statement that was submitted prior to the commencement of the meeting. Mr Hunt-Mills was not present at the time.

6.2.2 Mr Murray Casselton of TPG Planning, Urban Design and Heritage of Level 7, 182 St Georges Terrace, Perth made a statement in relation to Item 13.5.6 "Proposed Modification to Detailed Area Plan - 215 (Lot 1008) Campbell Road, Canning Vale".

Mr Casselton advised he was speaking on behalf of the landowners at 215 Campbell Road, Canning Vale. Mr Casselton provided a brief overview of the DAP and requested Council to support the staff recommendation.

Public Statement Time concluded at 7.53pm.

7. CONFIRMATION OF MINUTES

STAFF RECOMMENDATION AND COUNCIL RESOLUTION

146 Moved Cr J Brown Seconded Cr R Lawrence

That the Minutes of the Ordinary Council Meeting held on 22 April 2014, as published and distributed be confirmed as an accurate record.

CARRIED 10/0

FOR: Cr W Barrett, Cr J Brown, Cr G Dewhurst, Cr D Goode, Cr P Griffiths, Cr R Lawrence, Cr R Mitchell, Cr O Searle, Cr P Yang and Cr D Griffiths.

AGAINST: Nil.

8. RECEIVING OF PETITIONS AND PRESENTATIONS

Petitions and Presentations are made in accordance with the requirements outlined in the City of Gosnells Standing Orders Local Law 2012.

Copies of petitions and any items tabled must be provided to the Chief Executive Officer immediately following completion of the submission.

Nil.

9. APPLICATIONS FOR LEAVE OF ABSENCE

Clause 4.10 of the City of Gosnells Standing Orders Local Law 2012 states:

- “(1) A Member seeking the Council’s approval to take leave of absence shall give written notice to the CEO prior to the commencement of the meeting.
(2) The notice referred to in subclause (1) shall include the period of leave of absence required and the reasons for seeking the leave”.

Cr W Barrett requested leave of absence from 18 May to 23 May 2014, to attend the 2014 Ideaction, Facilities Management Conference in Sydney.

COUNCIL RESOLUTION

147 Moved Cr G Dewhurst Seconded Cr P Griffiths

That Council grant leave of absence to Cr W Barrett from 18 May to 23 May 2014, inclusive.

CARRIED 10/0

FOR: *Cr W Barrett, Cr J Brown, Cr G Dewhurst, Cr D Goode, Cr P Griffiths, Cr R Lawrence, Cr R Mitchell, Cr O Searle, Cr P Yang and Cr D Griffiths.*

AGAINST: *Nil.*

**10. QUESTIONS OF WHICH DUE NOTICE HAS BEEN GIVEN
(without discussion)**

Nil.

11. ITEMS BROUGHT FORWARD FOR THE CONVENIENCE OF THOSE IN THE PUBLIC GALLERY

For the convenience of the public gallery, Council may resolve to bring forward any matter that has been raised during Item 6 'Question Time for the Public and the Receiving of Public Statements', Item 8 'The Receiving of Petitions, Deputations and Presentations' or any other minutes item known to be of interest to the public in attendance [Clause 4.12 of the City of Gosnells Standing Orders Local Law 2012].

COUNCIL RESOLUTION

148 Moved Cr G Dewhurst Seconded Cr R Mitchell

That for the convenience of the Public Gallery, the following items be brought forward to this point of the meeting for discussion:

- Item 13.5.3 Development Application - Community Purpose - 48 (Lot 33) Wanaping Road, Kenwick (Stage 1);
- Item 13.5.5 Draft Maddington Kenwick Strategic Employment Area Policy;
- Item 13.5.6 Proposed Modification to Detailed Area Plan - 215 (Lot 1008) Campbell Road, Canning Vale;
- Item 13.5.7 Central Maddington Developer Contribution Plan Report - Revised Development Contribution Plan Report.

CARRIED 10/0

FOR: *Cr W Barrett, Cr J Brown, Cr G Dewhurst, Cr D Goode, Cr P Griffiths, Cr R Lawrence, Cr R Mitchell, Cr O Searle, Cr P Yang and Cr D Griffiths.*

AGAINST: *Nil.*

**13.5.3 DEVELOPMENT APPLICATION - COMMUNITY PURPOSE - 48 (LOT 33)
WANAPING ROAD, KENWICK (STAGE 1)**

Author: K Ivory
Author's Declaration Nil.
of Interest:
Reference: 226208
Application No: DA13/00409
Applicant: Department of Housing
Owner: The State Housing Commission
Location: 48 (Lot 33) Wanaping Road Kenwick
Zoning: MRS: Urban
TPS No. 6: Residential R17.5
Review Rights: Yes. State Administrative Tribunal against any discretionary decision of the Western Australian Planning Commission (WAPC).
Area: 7,767m²
Previous Ref: Nil.
Appendix: 13.5.3A Site, Floor and Elevation Plans

PURPOSE OF REPORT

For Council to consider an application for planning approval for Stage 1 of a Community Purpose (Short Stay Accommodation) Facility at 48 (Lot 33) Wanaping Road, Kenwick and to provide a recommendation to the Western Australian Planning Commission (WAPC) for determination under the Metropolitan Region Scheme (MRS).

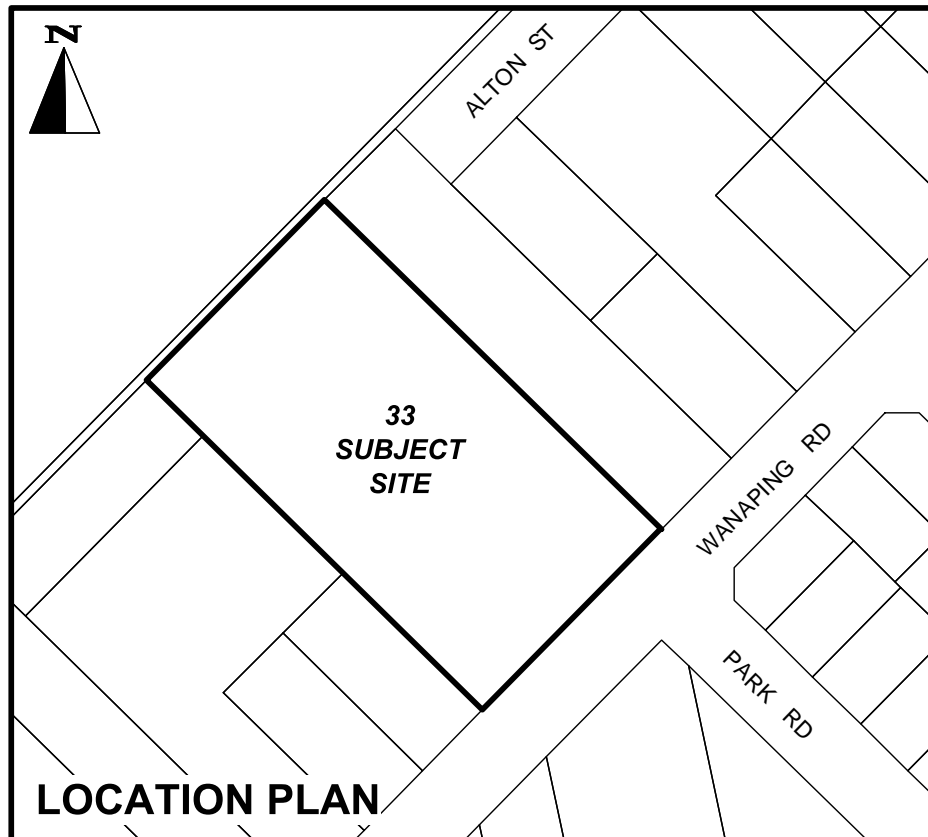
BACKGROUND**Site Description and Planning Framework**

The subject lot is vacant and is located approximately 500m from the Kenwick Train Station. The surrounding land uses comprise predominantly low-density residential lots.

The property is zoned Residential R17.5 under Town Planning Scheme No. 6 (TPS 6) and is located within an area that has been identified under the City's Local Planning Policy 3.2 - Co-ordination of Infill Development as requiring an Outline Development Plan (ODP) prior to any future subdivision and development being undertaken.

A map identifying the location of the subject site follows:

Item 13.5.3 Continued



Proposal

The application involves the following:

- The construction of Stage 1 of a Short Stay Accommodation Facility, comprised of one four-bed dwelling, nine two-bed dwellings and an administration building
- The provision of 13 car parking bays, to be accessed from Wanaping Road
- The facility will be run by the Aboriginal Alcohol and Drug Service and provide short stay accommodation for women and their children
- The facility will accommodate up to five staff members at any one time.

The site, floor and elevation plans are contained as Appendix 13.5.3A.

Stage 2 of the proposed development has also been shown on the proposed site plan for information.

Consultation

The City was not required to advertise the proposal for public comment; however, the proponents' consultants undertook voluntary consultation with nearby landowners. In response, two objections were received, with those objections raising concerns with the following:

Item 13.5.3 Continued

- Antisocial behaviour
- Residential amenity
- Impact on property values
- Car parking bays and manoeuvring areas
- Dividing fences
- The need for a Traffic Impact Statement
- The need for a Bushfire Hazard Assessment.

Referrals

The application was referred to the Department of Parks and Wildlife (DPaW) as the subject lot abuts a Conservation Category Wetland (CCW). DPaW had originally considered that approval of the development without an ODP would be premature and may prejudice the future planning of the area. However, since that time, the DPaW concluded that the application can be supported, subject to the imposition of appropriate conditions.

DISCUSSION

Town Planning Scheme No. 6

Land Use Permissibility

The subject site is zoned Residential R17.5 under TPS 6. In accordance with TPS 6, Community Purpose is a "D" use in the Residential zone, meaning it would ordinarily not be permitted unless the local government has exercised its discretion by granting planning approval. In this instance however, the Western Australian Planning Commission is required to determine the proposal due to it being a public work.

Requirement for an Outline Development Plan

Clause 7.2.2 of TPS 6 stipulates that:

"The Council may require an ODP for land in zones other than Residential Development or Business Development, before recommending subdivision or issuing planning approval for development or the use of any land, where Council has determined that fragmented land ownership occurs and/or a framework is required for subdivision, development and land use co-ordination."

As mentioned previously, the subject site forms part of an area which Council has determined requires an ODP. Clause 7.2.5 of the Scheme allows for Council to support subdivision or development in the absence of an ODP where it is determined that the proposal will not prejudice the orderly and proper future planning and development of the surrounding area. This is discussed further in the Local Planning Policy section below.

Item 13.5.3 Continued

Car Parking

There is no designated parking requirement under TPS 6 for the Community Purpose use, however, given the similarities, it is considered appropriate to use the standards that apply to the Residential Building land use. The following table contains the parking assessment of the proposal.

Use Class	TPS 6 Car Parking Standards	TPS 6 Car Parking Requirements	Car Parking Bays Provided
Residential Building	1 space for every 4 persons the building is designed to accommodate, plus 1 space for every staff member present on site at any one time.	The facility will accommodate a maximum of 22 people, therefore 5.5 bays are required for residents. A total of 5 staff members will be on site at any one time.	
Total		11 bays are required (rounded up from 10.5)	A total of 13 bays have been provided on site.

As detailed above, the proposal complies with the car parking requirements of TPS 6.

Local Planning Policy 3.2 - Coordination of Infill Development

LPP 3.2 establishes criteria to assess development proposals for land in zones other than Residential Development in the absence of an ODP. Clause 3.3.6 states as follows:

"Until such time that an ODP is adopted for an area that is zoned Residential Development under TPS 6 or forms part of one of the areas identified in Clause 3.2.2 above and Appendix 1, Council will not approve any application for development of land unless, in Council's opinion, approval and implementation of the proposal will not prejudice the future planning and development of the surrounding area."

In considering such a proposal, Council is to have regard to a number of factors, which are as follows:

	Policy Requirements	Assessment/Comment
3.3.6 (a)	The scale and extent of the development proposed must not impede the eventual achievement of a comprehensive and permeable road network between lots, incorporating consolidated access points to the existing road system and, if applicable, suitable public access to any conservation and/or recreation reservation.	The future ODP requires the extension of Alton Street towards the Kenwick Train Station. The development involves the surrender of a portion of Lot 33 Wanaping Road for the purposes of constructing the road. It is considered that, if a condition is imposed requiring the requisite land to be ceded to the Crown, the proposal would not impede the eventual achievement of the required road network. It is noted that when Stage 2 is developed, the landowner will be required to construct the new portion of Alton Street
3.3.6 (b)	The scale and extent of the development proposed must not impede the provision of essential services to the site or surrounding area.	The proposed development will be required to be connected to all essential services.

Item 13.5.3 Continued

Policy Requirements		Assessment/Comment
3.3.6(c)	The scale and extent of development proposed must not impede the eventual achievement of consolidated areas of Local Open Space, as recommended by any applicable Council-endorsed strategy.	The proposed development will not impede the eventual achievement of consolidated areas of Local Open Space.
3.3.6 (d)	The nature, extent, duration and permanency of the proposed development must not compromise the value or wellbeing of any environmental feature, including (but not limited to) Bush Forever sites, wetlands, the Canning and Southern Rivers and areas of remnant vegetation.	As previously detailed, the DPaW did not object to the proposal on the basis that it is a minor extension to an already developed residential area.
3.3.6 (e)	The nature, extent, duration and permanency of the proposed development must not present a long-term constraint to the ultimate urbanisation of the area.	If the proposed development provides for the extension of Alton Street, it will facilitate additional development in close proximity to a major transport node.
3.3.6 (f)	Whether there is a need for a City administered contribution arrangement to equalise the cost of providing new or upgraded infrastructure and POS needed to service development, and if so, what contribution requirements, including acceptable interim arrangements, should apply.	A contribution arrangement is not considered necessary for the subject precinct.

As detailed above, subject to the imposition of a condition requiring the road reserve to be ceded to the Crown, the application complies with the ODP exemption criteria of the Policy.

CONCLUSION

The proposal is supported for the following reasons:

- The proposal would not unduly impede the orderly and proper planning or a future ODP for the area
- The proposal complies with the relevant requirements of TPS 6.

It is therefore recommended that the WAPC be advised that the proposal is supported subject to appropriate conditions as listed in the staff recommendation.

FINANCIAL IMPLICATIONS

Nil.

STATUTORY IMPLICATIONS

- Town Planning Scheme No. 6
- Local Planning Policy 3.2 - Coordination of Infill Development.

Item 13.5.3 Continued

VOTING REQUIREMENTS

Simple Majority required.

STAFF RECOMMENDATION AND COUNCIL RESOLUTION
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149 Moved Cr R Mitchell Seconded Cr D Goode

That Council recommends to the Western Australian Planning Commission that it approves the application for Stage 1 Community Purpose Facility at 48 (Lot 33) Wanaping Road, Kenwick, dated 29 October 2013, subject to the following conditions:

1. Prior to the occupancy of any one of the buildings, the 20m wide road reserve shown on the approved plan being shown on a diagram or plan of survey (deposited plan) as reserve for road and vested in the Crown, such land to be ceded free of cost and without any payment of compensation by the Crown.
2. The applicant shall submit a drainage design, prescribing a functional drainage system, including detailed engineering drawings, and necessary technical information to demonstrate functionality of the design. The design is to be endorsed prior to the lodgement of a Building Permit application and thereafter implemented to the satisfaction of the City of Gosnells.
3. All cut and fill is to be retained within the property boundaries by retaining walls designed by a structural engineer and constructed of masonry or a similar approved material.
4. The common property access way being constructed and drained at the developer's cost to the specifications and satisfaction of the City.
5. All crossovers are to be located and constructed to the City's specifications.
6. A minimum of 13 car parking bays are to be provided, prior to the occupation of the building, and maintained to the satisfaction of the City. The driveways, access ways and car bays are to be paved, drained and marked to the City's standards in accordance with the approved plan and Table 3B of Town Planning Scheme No. 6.
7. External finishes and colour schemes are to be submitted prior to the lodgement of a Building Permit application to the satisfaction of the City.
8. A Waste Collection Management Statement, which details the manner by which rubbish and recycling bins are to be collected from the site, is to be submitted to the satisfaction of the City, prior to the lodgement of the Building Permit application.

Item 13.5.3 Continued

9. A revegetation plan being prepared, approved and implemented for the revegetation of the area shown on the revised Landscaping Plan drawing DD01-C with appropriate native species, to the satisfaction of the City, on the advice of the Department of Parks and Wildlife.
10. A landscape plan for the development site and the adjoining road verge(s) is to be submitted in accordance with the City's Landscape Plan Information Sheet, to the satisfaction of the Manager Parks and Environmental Operations.
11. Landscaping and irrigation of the development site and adjoining road verges is to be installed prior to occupying the proposed development, and thereafter maintained, in accordance with the approved landscaping plan to the satisfaction of the Manager Parks and Environmental Operations.
12. Development may only be carried out in accordance with the conditions of the application as approved herein and any approved plans.
13. Fencing abutting a Public Road or Public Open Space shall be visually permeable in accordance with Local Planning Policy 4.10 - Subdivision and Development Abutting Public Spaces.

CARRIED 9/1**FOR:** *Cr W Barrett, Cr J Brown, Cr G Dewhurst, Cr D Goode, Cr P Griffiths, Cr R Lawrence, Cr R Mitchell, Cr P Yang and Cr D Griffiths.***AGAINST:** *Cr O Searle.*

13.5.5 DRAFT MADDINGTON KENWICK STRATEGIC EMPLOYMENT AREA POLICY

Author: R Windass
Author's Declaration Nil.
of Interest:
Reference: PF14/00013
Previous Ref: Nil.
Appendix: 13.5.5A Draft Local Planning Policy - Maddington Kenwick Strategic Employment Area Precinct 2 and 3

PURPOSE OF REPORT

For Council to consider endorsing, for the purposes of advertising, a draft local planning policy which is intended to identify the various planning phases and information required to progress the planning for Precincts 2 and 3 of the Maddington Kenwick Strategic Employment Area (MKSEA) and provide guidance on the assessment and determination of subdivision and development applications.

BACKGROUND

The MKSEA (Precincts 2 and 3) is an area bound by Roe Highway, Bickley Road, Victoria Road, Tonkin Highway and the Shire of Kalamunda. The MKSEA is currently being investigated for potential future industrial development.

Before the MKSEA can be developed, an appropriate planning framework needs to be established to ensure future development occurs in a proper and orderly manner. This involves the rezoning of land at both the state and local level and requires the preparation of land use plans. This process must follow a logical order and is to be supported at each phase by an adequate level of planning investigation and assessment.

The area includes a variety of geographical features which dictates the nature of planning investigation and assessment required to progress the planning for each precinct. Of most significance are the wetlands, water courses, remnant bushland and unique flora which need an appropriate level of assessment and consideration so they can be integrated within the future development of MKSEA in a sustainable manner.

The draft Policy informs the type of planning investigation and assessment required at each phase of the planning process. It identifies the responsibility for the preparation and progression of planning assessments at each phase and provides criteria on which subdivision and development applications are to be assessed.

DISCUSSION**Draft Local Planning Policy**

The draft Policy (contained as Appendix 13.5.5A) requires that the following tasks need to be undertaken to establish the statutory planning framework for the MKSEA.

- Amendment to the Metropolitan Region Scheme (MRS) to introduce an Industrial zone

Item 13.5.5 Continued

- Preparation and approval of a Local Structure Plan (LSP) illustrating the broader spatial arrangement of land uses as a guide to facilitate detailed planning for specific cells
- Amendment to Town Planning Scheme No. 6 to introduce a Business Development Zone
- Preparation and approval of Outline Development Plans to establish the spatial arrangement of land uses.

The draft Policy (contained as Appendix 13.5.5A) also requires that the following matters need to be addressed through an appropriate level of planning assessment and reporting at the various phases of the planning for the MKSEA.

- Protection of environmental assets
- Management of stormwater
- Management of vehicle movements
- Protection of Aboriginal Heritage
- Management of bushfire risk
- Management of odour, noise and dust impacts
- Civil works servicing requirements.

Until an appropriate planning framework for the MKSEA has been established, applications for subdivision and development should generally not be supported. However if developers seek Council consideration on such applications the draft Policy (contained as Appendix 13.5.5A) provides guidance for their assessment and determination in the absence of an appropriate planning framework.

The draft Policy contains similar provisions to Local Planning Policy 3.2 - Co-Ordination of Infill Development, but contains other provisions to:

- Consider the impact of a proposal on nearby rural or residential land; and
- Limit the term of any development approved in the absence of an appropriate planning framework.

Statutory Process

In accordance with Clause 2.4 of TPS 6, if Council supports the draft Policy, with or without modifications, it must be advertised for public comment for a period of not less than 21 days.

Advertising is proposed to be undertaken in the following manner, consistent with the requirements of TPS 6:

- Advertisement in a local newspaper for two consecutive weeks
- Display on the City's website, at the Civic Centre and at City Libraries.

Item 13.5.5 Continued

After the conclusion of the advertising period, Council will be required to review the draft Policy in light of any submissions received and may either adopt the Policy with or without modifications or not proceed with the Policy.

CONCLUSION

The draft local planning policy will clarify the matters that need to be addressed and the nature of assessment required to establish a planning framework to facilitate future development of the MKSEA. It also serves as an important decision making tool to guide the assessment and determination of subdivision and development applications on land within Precincts 2 and 3 of the MKSEA.

It will therefore be recommended that Council adopt the draft Local Planning Policy for the Maddington Kenwick Strategic Employment Area Precincts 2 and 3, for the purpose of advertising for public comment.

FINANCIAL IMPLICATIONS

The costs of advertising the draft local planning policy can be met from the City Growth operational budget.

STATUTORY IMPLICATIONS

- *Planning and Development Act 2005*
- Town Planning Scheme No. 6.

VOTING REQUIREMENTS

Simple Majority required.

STAFF RECOMMENDATION AND COUNCIL RESOLUTION
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150 Moved Cr R Mitchell Seconded Cr P Griffiths

That Council, pursuant to Clause 2.4 of Town Planning Scheme No. 6, advertises the draft Local Planning Policy - Maddington Kenwick Strategic Employment Area Precinct 2 and 3 as contained in Appendix 13.5.5A, for a period of not less than 21 days by way of:

- i) Advertisement in a local newspaper for two consecutive weeks.
- ii) Display on the City's website, at the Civic Centre and at City Libraries.
- iii) Letters to all landowners within and immediately surrounding Precincts 2 and 3 of the MKSEA.

CARRIED 10/0

FOR: *Cr W Barrett, Cr J Brown, Cr G Dewhurst, Cr D Goode, Cr P Griffiths, Cr R Lawrence, Cr R Mitchell, Cr O Searle, Cr P Yang and Cr D Griffiths.*

AGAINST: *Nil.*

13.5.6 PROPOSED MODIFICATION TO DETAILED AREA PLAN - 215 (LOT 1008) CAMPBELL ROAD, CANNING VALE

Author:	A Thompson
Author's Declaration of Interest:	Nil.
Reference:	307512
Application No:	PF13/00040
Applicant:	TPG Town Planning and Urban Design
Owner:	Arvind Pty Ltd Aft Arvind Property Trust
Location:	215 (Lot 1008) Campbell Road, Canning Vale
Zoning:	MRS: Urban
TPS No. 6:	Residential Development
Review Rights:	Yes. State Administrative Tribunal against any discretionary decision of Council.
Area:	1.5229ha
Previous Ref:	Nil.
Appendices:	13.5.6A Approved Detailed Area Plan 13.5.6B Proposed Amended Detailed Area Plan 13.5.6C Schedule of Submitters 13.5.6D Summary of Submissions

PURPOSE OF REPORT

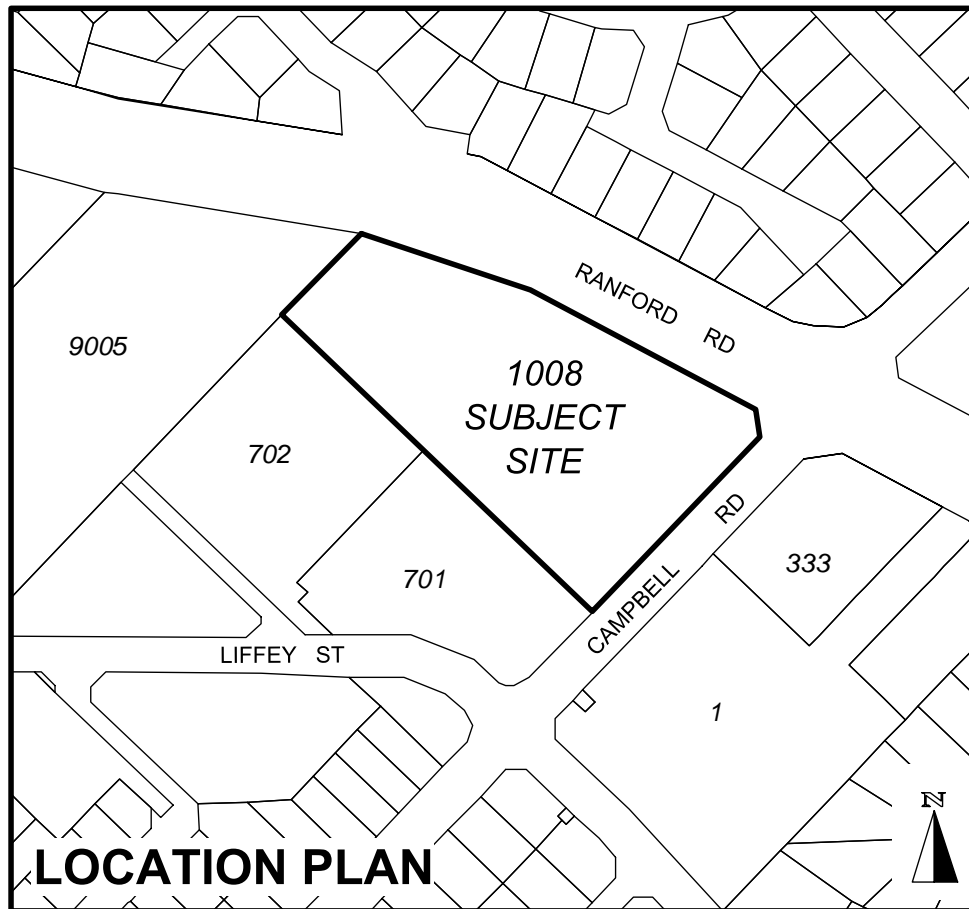
For Council to consider a modification to an adopted Detailed Area Plan (DAP) for 215 (Lot 1008) Campbell Road, Canning Vale, as the proposal is outside the authority delegated to staff due to objections received during the consultation period.

BACKGROUND**Site Description and Planning Framework**

The subject site is currently undeveloped and is located on the western side of the intersection of Campbell and Ranford Road. Surrounding land uses include residential development to the north and further west, a primary school to the south and a shopping centre to the south-east.

The property is zoned Residential Development under Town Planning Scheme No. 6 (TPS 6) and is designated as Subject to a Detailed Area Plan (DAP required to facilitate Mixed Use) under the West Canning Vale Outline Development Plan (ODP). A DAP has been adopted over the property which establishes the general arrangement of permitted land uses on the property, including a tavern, several two and three storey offices, a café and showrooms and grouped dwellings, and a car parking layout. The approved DAP is contained in Appendix 13.5.6A.

A map identifying the location of the property follows:

Item 13.5.6 Continued**Proposal**

The proposed modification involves the following:

- The insertion of text which requires a development application for any development on the site, with any built form and development being guided by the requirements and principles of the DAP
- The inclusion of car parking requirements, layout of vehicle access ways and landscaping requirements
- The provision and layout of Showroom, Gymnasium, Retail and Medical Centre/Consulting Rooms land uses, with the option of one tenancy being used for either a Showroom or Gymnasium
- The identification of traffic management arrangements for the site.

The proposed DAP is contained in Appendix 13.5.6B.

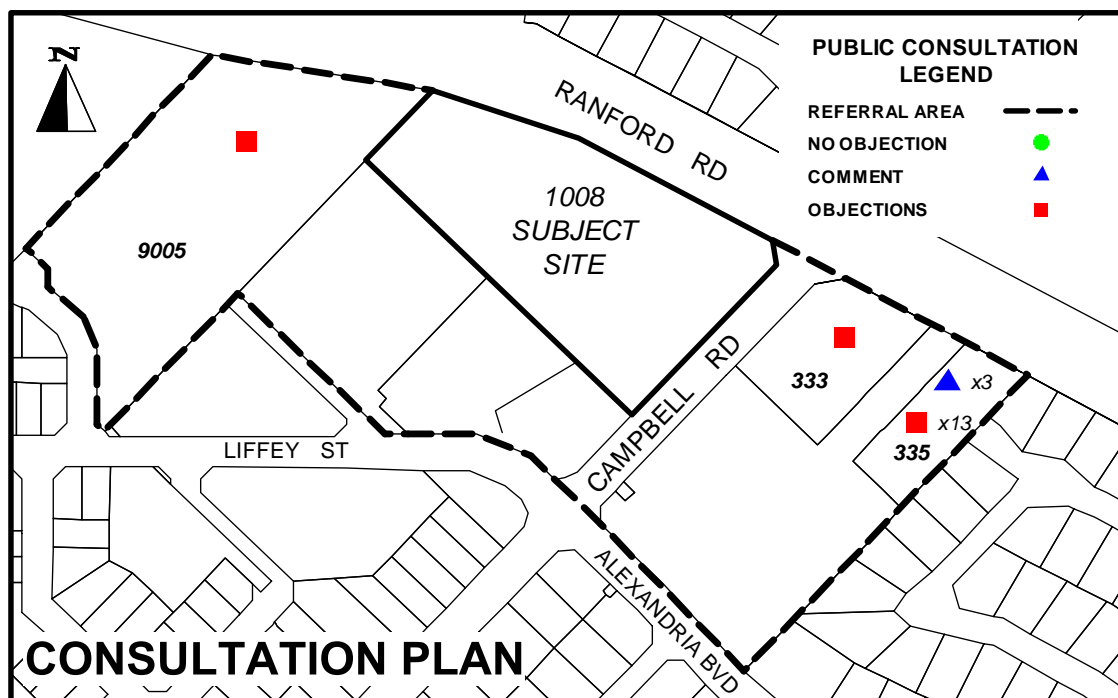
Item 13.5.6 Continued

Consultation

Public comment was invited on the proposal for a period of 14 days, being from 23 September 2013 to 7 October 2013. Letters were sent to owners of five properties immediately abutting the subject site, as well as four occupiers of properties in the area.

In response, 21 submissions were received during the advertising period, 15 objecting to the proposal and six providing comment. A summary of these submissions and comments thereon are provided in the Schedule of Submitters and Summary of Submissions contained as Appendix 13.5.6C and 13.5.6D respectively.

A map identifying the consultation area and the origin of each submission follows. It should be noted that two of the submissions were group submissions, one containing 69 signatures and the other containing 329. A number of these signatures are from people that reside outside of the district.



The main issues raised in the submissions are as follows:

- Traffic
- Car parking
- Retail floor space
- Design of proposed built form.

Each is discussed in the following sections, along with any other applicable technical matters.

Item 13.5.6 Continued

DISCUSSION**Town Planning Scheme No. 6**Land Use Permissibility

The subject site is zoned Residential Development under TPS 6. In accordance with TPS 6, a Showroom, Recreation – Private (Gymnasium), Shop, Medical Centre and Consulting Rooms are all “D” uses in the Residential Development zone, meaning that the use is not permitted unless the local government has exercised its discretion by granting planning approval.

Car Parking

The following table details TPS 6 car parking requirements for the proposal.

Use Class	TPS 6 Car Parking Standards	Floor Area m ²	TPS 6 Car Parking Requirements
Showroom	1 space for every 50m ² gross leasable floor area	4,100 GFA	82
Recreation-Private	1 space for every 10m ² net floor area, 1 space for every 20m ² active area, 1 space for every staff member present during peak operation	460 NLA	46
OR Showroom	1 space for every 50m ² gross leasable floor area	500 GFA	OR 10
Shop	1 space for every 15m ² net lettable area, Minimum 4 spaces	950 NLA	63
Medical Centre/ Consulting Room (9 practitioners)	4 spaces for every consulting room	705 GFA (nine consulting rooms)	36
Total			227 with Gymnasium 191 with Showroom

The DAP identifies the site as capable of accommodating 206 car parking bays. This is a parking shortfall of 21 car parking bays for the gymnasium development option. This represents a 9.25% variation.

Clause 5.13.3 of TPS 6 provides Council with scope to consider a variation to the car parking requirements, as follows:

“Where Council is satisfied that the circumstances of a development justify such action and there will not be any resultant lowering of safety, convenience and amenity standards, it may permit a reduction in the number of car parking spaces required by Clause 5.13.1.”

Item 13.5.6 Continued

In considering the variation, the following is relevant:

- It is anticipated that there will be some complementary use of the various land uses contained within the site and the adjoining shopping centre in that some customers will frequent a combination of land uses during a visit to the centre
- Gymnasium peak usage is within the evening period, which is outside the peak usage hours for a Showroom, during which time those car parking bays will become available
- The site is within a walkable catchment of low to medium density residential development. Therefore it is expected that some customers using the site will walk or cycle to the site, thus reducing the parking demand
- It is not expected that the proposal would result in the lowering of safety, convenience and amenity standards.

Based on the above, the proposed variation to the TPS 6 parking standards is considered acceptable in this instance.

Traffic

The subject site abuts Campbell Road which is a Local Distributor Road under the care and control of the City. It connects to Ranford Road to the north at a traffic light controlled intersection. Ranford Road is identified as a 'District Distributor (A) road' under the Perth Metropolitan Functional Road Hierarchy and as an 'Other Regional Road' reservation under the Metropolitan Region Scheme.

A number of submissions have raised concerns with the potential for the proposed development to worsen the existing traffic problems in the area. A Traffic Impact Assessment (TIA) has been undertaken with the purpose of assessing the potential traffic impacts associated with the development of the site under the DAP.

The TIA indicated that the development of the site is expected to generate approximately 1,342 vehicle movements per day, with 166 vehicles in the peak hour. Based on the nature of the businesses in the area it is expected that the generated traffic from the development would be distributed as follows:

- 40% on Ranford Road – 537 vehicles per day
- 60% on Campbell Road – 805 vehicles per day.

Campbell Road, in the vicinity of the proposed development carries approximately 6,466 vehicles per day. The expected cumulative traffic volumes on this location would be 7,271 vehicles per day. Given the traffic problems currently experienced on Campbell Road, the TIA identified the need to provide traffic management in the form of a roundabout at the entry road into the shopping centre site and the subject property, so as to address the impacts the new development and its additional crossover will have on this portion of Campbell Road.

Item 13.5.6 Continued

The TIA included modelling to examine the impacts of the proposed development on the following three intersections: the Campbell Road/Ranford Road intersection; the Campbell Road and Alexandria Boulevard four-way roundabout; and new four-way roundabout along Campbell Road at the entry to the shopping centre site and subject property. The modelling provided the following findings:

- The proposed roundabout, along Campbell Road at the entry to the centre, will not impede operation of the signalised intersection
- Given the expected queues for traffic travelling in the northbound direction on Campbell Road are likely to exceed 100m in 2031, the queue would go through the roundabout. Since the circulating lane at the roundabout will remain clear, traffic on Campbell Road travelling southbound can make unrestricted turns to the left or right into the activity centre
- With the same traffic volumes a four-way sign controlled intersection is likely to experience lane blockage in both directions.

In accordance with the findings of the TIA, the DAP was amended to show a roundabout along Campbell Road at the intersection of the two entry roads servicing the shopping centre site and the subject property. The DAP also includes provisions requiring the installation of this roundabout to be in accordance with the design depicted on the DAP and in the TIA. Upon the development of the site, the proponent would be required to fund and construct the roundabout.

In terms of this application and its associated traffic generation and management solution, it is considered that the application is acceptable for the following reasons:

- Modelling that assumes 100% of traffic attracted to the activity centre is additional to the existing traffic and shows a negligible impact on the surrounding road network
- The proposed roundabout at the main access of Campbell Road is an acceptable solution and a good traffic control/management
- The installation of the roundabout will require no land take from outside the road reserve, especially not from 214 (Lot 1) and Lot 333 Campbell Road.

Widening of Campbell Road

During the advertising period, concerns were raised over the lack of a left turn lane from Campbell Road into Ranford Road and the congestion this causes along Campbell Road. Concerns related to whether the proposed development would exacerbate this problem. It is important to note that this congestion along Campbell Road is an existing problem. However, to address the issue, the DAP indicates that the building at the corner of Ranford and Campbell Roads will be setback appropriately to allow the future installation of a left turn lane along Campbell Road.

Traffic Access and Egress

During the consultation period, comment was made that the location of car parking bays either side of the driveway leading to the crossover on Campbell Road would obstruct the smooth passage of vehicles in and out of the site. Given the DAP shows development being setback to allow the additional turning lane along Campbell Road and the provision of a roundabout at the entry point to the site, it is considered that

Item 13.5.6 Continued

there will be minimal impact to the flow of vehicles through the site. In addition, there is another access and exit point along Ranford Road that will assist in the distribution of vehicles through the site.

Design

During the advertising period comment was provided relating to the setback and provision of landscaping to the adjoining residential development at Lot 9005, suggesting that a 3m setback with 100 litre trees or a 4m setback with 200 litre trees should be provided.

TPS 6 contains provisions relating to the setbacks and screening requirements for commercial development abutting residential zones. Clause 5.8.3 requires screening to adjoining residential zones, which includes 2m high masonry, or similar, wall or fence and trees and shrubs, to the satisfaction of the Council. Furthermore, Table 2A requires the side and rear setbacks to accord with the setbacks applicable to the Residential land. For a wall of longer than 10m and 3.5m or less in height, a minimum 1.5m setback is required. As the subject application is for a DAP, the relevant setback will be determined when a development application is submitted for the site and assessed against these provisions.

Retail Floor Space

One submission provided comment on the proposed DAP relating to whether there was any retail floor space available at the centre. The draft Activity Centres Planning Strategy (ACPS) identifies the centre as a neighbourhood centre currently containing 3,134m² retail floor space, with the centre being capable of accommodating 4,500m² without requiring a retail sustainability assessment. As such, 1,366m² of retail floor space is available for the subject DAP to use at the centre. Given the DAP is proposing only 950m² of Shop (retail) land uses, it is considered acceptable.

CONCLUSION

The proposal is supported for the following reasons:

- The proposed DAP is consistent with the intent of the West Canning Vale ODP for the Mixed Use designation
- The car parking variation proposed is minimal (would only occur if the gymnasium option is chosen) and is not expected to detrimentally impact the safety and amenity of the area
- Although there are existing traffic issues at the intersection of Campbell Road and Ranford Road, this is a consequence of development throughout the wider area and the proposed DAP has imposed traffic management requirements on development of the site to ensure the development will not worsen the issue
- The DAP proposes a suitable mix of land uses for the site.

It is therefore recommended that the proposal, as contained within Appendix 13.5.6B, be approved.

Item 13.5.6 Continued

FINANCIAL IMPLICATIONS

Nil.

STATUTORY IMPLICATIONS

- Town Planning Scheme No. 6
- West Canning Vale Outline Development Plan.

VOTING REQUIREMENTS

Simple Majority required.

STAFF RECOMMENDATION (1 OF 2)

Moved Cr R Mitchell Seconded Cr W Barrett

That Council notes the submissions received in respect of the proposed amendment to the Detailed Area Plan and endorses the responses to those submissions, as contained in Appendix 13.5.6D.

STAFF RECOMMENDATION (2 OF 2)

Moved Cr R Mitchell Seconded Cr W Barrett

That Council, pursuant to Clause 7.6.1(c) (i) of Town Planning Scheme No. 6, approves the Detailed Area Plan for 215 (Lot 1008) Campbell Road, Canning Vale, as contained in Appendix 13.5.6B.

Amendment

During debate Cr R Lawrence moved the following amendment to staff recommendation (2 of 2):

"That staff recommendation (2 of 2) be amended by inserting the following, after the words "in Appendix 13.5.6":

"subject to the text on the DAP being amended by the addition of the following point to the Traffic Management Arrangements:

- *The design of the future roundabout being refined in consultation with the City to ensure its effective integration with the Campbell Road traffic signals, the access needs of the adjoining commercial land owners, and the functionality of the road for local traffic."*

Cr R Lawrence provided the following written reason for the proposed amendment:

Item 13.5.6 Continued

“To emphasise the City's interest in ensuring that the roundabout design is refined to ensure that the best outcome is achieved for the road design and to acknowledge that the roundabout proposed in the DAP is a draft concept and subject to final design”.

Cr O Searle Seconded Cr R Lawrence's proposed amendment.

At the conclusion of debate the Mayor put Cr R Lawrence's proposed amendment, which reads:

Moved Cr R Lawrence Seconded Cr O Searle

That Council, pursuant to Clause 7.6.1(c) (i) of Town Planning Scheme No. 6, approves the Detailed Area Plan for 215 (Lot 1008) Campbell Road, Canning Vale, as contained in Appendix 13.5.6B subject to the text on the DAP being amended by the addition of the following point to the Traffic Management Arrangements:

- The design of the future roundabout being refined in consultation with the City to ensure its effective integration with the Campbell Road traffic signals, the access needs of the adjoining commercial land owners, and the functionality of the road for local traffic.

CARRIED 10/0

FOR: Cr W Barrett, Cr J Brown, Cr G Dewhurst, Cr D Goode, Cr P Griffiths, Cr R Lawrence, Cr R Mitchell, Cr O Searle, Cr P Yang and Cr D Griffiths.

AGAINST: Nil.

The amendment was put and carried. The Mayor then put the staff recommendation and substantive motion as amended, which read:

STAFF RECOMMENDATION (1 OF 2) AND COUNCIL RESOLUTION
--

151 Moved Cr R Mitchell Seconded Cr W Barrett

That Council notes the submissions received in respect of the proposed amendment to the Detailed Area Plan and endorses the responses to those submissions, as contained in Appendix 13.5.6D.

CARRIED 10/0

FOR: Cr W Barrett, Cr J Brown, Cr G Dewhurst, Cr D Goode, Cr P Griffiths, Cr R Lawrence, Cr R Mitchell, Cr O Searle, Cr P Yang and Cr D Griffiths.

AGAINST: Nil.

Item 13.5.6 Continued

COUNCIL RESOLUTION (2 OF 2)

152 Moved Cr R Lawrence Seconded Cr O Searle

That Council, pursuant to Clause 7.6.1(c) (i) of Town Planning Scheme No. 6, approves the Detailed Area Plan for 215 (Lot 1008) Campbell Road, Canning Vale, as contained in Appendix 13.5.6B subject to the text on the DAP being amended by the addition of the following point to the Traffic Management Arrangements:

- The design of the future roundabout being refined in consultation with the City to ensure its effective integration with the Campbell Road traffic signals, the access needs of the adjoining commercial land owners, and the functionality of the road for local traffic.

CARRIED 10/0

FOR: Cr W Barrett, Cr J Brown, Cr G Dewhurst, Cr D Goode, Cr P Griffiths, Cr R Lawrence, Cr R Mitchell, Cr O Searle, Cr P Yang and Cr D Griffiths.

AGAINST: Nil.

**13.5.7 CENTRAL MADDINGTON DEVELOPER CONTRIBUTION PLAN REPORT
- REVISED DEVELOPMENT CONTRIBUTION PLAN REPORT**

Author: R Windass
Author's Declaration of Interest: Nil.
Previous Ref: OCM 17 December 2013 (Resolution 536-539)
Appendix: 13.5.7A Draft Revised Central Maddington Outline
Development Plan - Development Contribution Plan
Report

PURPOSE OF REPORT

For Council to consider revisions to the interim-adopted Development Contribution Plan (DCP) report associated with the Central Maddington Outline Development Plan (ODP) to incorporate recently obtained land valuation advice and reviewed costs of infrastructure.

BACKGROUND

The Central Maddington ODP was approved by Council and the Western Australian Planning Commission in December 2011 to provide a framework for redevelopment of the ODP area, including new road connections, public open space (POS) and various other infrastructure improvements.

Following consultation with stakeholders, Council resolved to adopt a DCP report on an interim basis on 17 December 2013. The interim-adopted DCP report sets out how the required POS and infrastructure improvements for the ODP area will be funded through contributions payable by land owners at the time of developing their land.

The interim-adopted DCP report assumed a preliminary value of \$350/m² for the compensable land to be acquired for various public purposes identified by the ODP.

Preliminary land values were based on only limited valuation information available at the time the draft DCP report was prepared, rather than through valuation advice provided by a licensed valuer appointed in accordance with the provisions of Town Planning Scheme No. 6 (TPS 6).

TPS 6 stipulates that land values adopted in association with a development contribution arrangement need to be based on advice from a licensed valuer engaged through agreement between land owners and Council.

With approximately 550 land owners in the ODP area, the process of reaching agreement with owners on the appointment of a valuer is somewhat problematic.

Council had previously awarded a tender to Propell National Valuers (Propell) to provide valuation services associated with the various development contribution arrangements operating in the City.

Item 13.5.7 Continued

On 7 February 2014 the City wrote to all owners of land in the ODP area to propose the appointment of Propell to provide valuation services for the ODP area and provide the opportunity for owners to object to the proposed appointment if they considered there were valid reasons for rejecting Propell.

Six objections to the proposed appointment were received, however none of these provided any valid reason setting out why Propell was considered unsuitable to perform the required valuation tasks. Instead the objections expressed broader concerns in relation to planned redevelopment in the ODP area. Due to the desire to progress the work on a timely basis and to avoid potential delays Propell was engaged to provide valuation advice for the ODP area so that Council could consider the results earlier than would otherwise be the case.

Propell subsequently advised that it considered a figure of \$320/m² is a fair current value for land in the ODP area.

In association with obtaining valuation advice from Propell, it was also considered prudent to review the cost of infrastructure contained in the DCPR, as the original costs were obtained well over a year ago. The original cost information was based on the City's own experience in the provision of specific infrastructure, as well as advice from Porter Consulting Engineers who prepared an infrastructure servicing report on behalf of the City in September 2012.

For the purpose of the review, Porter Consulting was engaged to review its original servicing report which showed an across the board increase in costs for providing infrastructure at today's current market rates.

It is imperative that both the value of land and the cost of infrastructure be as accurate as possible to ensure that developer contribution rates, and subsequent collection of contributions meet the cost of providing complete infrastructure works to the area, as outlined in the DCP report. Any shortfall in funds required to provide the infrastructure would otherwise be at cost to the broader community.

DISCUSSION

The adoption of 320/m² as the land valuation basis would reduce the total cost of land required for POS from \$17,150,000 to \$15,880,000 which represents a 7.4% reduction in costs to the arrangement.

A review of the common infrastructure costs has seen an increase in the cost of its provision from \$17,979,636 to \$19,423,347, which represents an 8% increase in costs to the arrangement.

These changes will have different impacts for different landowners in the ODP area dependent on their location and circumstances. For instance, the owner of a property required to contribute a significant amount of land for POS will receive less compensation for the loss of land and have higher costs due to the increased costs of infrastructure. For other properties, exempt from the requirement to pay POS contributions, the overall development contribution payable on these properties will be slightly more. As an average, the extent of overall development contributions payable on individual properties has increased slightly due to the changes proposed in this report.

Item 13.5.7 Continued

It should be noted that changes to valuations, cost schedules and contribution rates occur regularly during the operation of a DCP. Indeed, the valuations and infrastructure costs are typically reviewed each year. Consequently, the changes suggested in this report are likely to be the first of many changes which will occur over coming years.

The Council, in adopting an interim DCP report for Central Maddington on 17 December 2013, decided to significantly subsidise the cost (which was equivalent to 33.33% based on the interim DCPR) of providing common infrastructure required for the area, which is to be recouped from the rate base of the ODP area as development occurs gradually overtime. This is akin to seed funding the arrangement.

The value of Council's subsidy is \$9,213,893 for Precinct 1 and \$496,323 for Precinct 2 in today's terms. It is proposed that the subsidy be applied once at the adoption of the DCPR at today's dollar amount. In this way the Council's contribution to this initiative is proposed to be capped, just as it would for any other major project.

The impact of the formal valuation advice and the review of infrastructure costs are reflected in the revised contribution rates set out in the draft revised DCP report, as contained in Appendix 13.5.7A and detailed in the tables below.

Common Infrastructure Works Contribution Rates			
Interim-adopted rates Precinct 1	Interim-adopted rates Precinct 2	Revised rates Precinct 1	Revised rates Precinct 2
R20 - \$140,993/ha (\$14.09/m ²)	R20 - \$50,877/ha (\$5.09/m ²)	R20 - \$152,900/ha (\$15.29/m ²)	R20 - \$53,665/ha (\$5.37/m ²)
R30 - \$211,363/ha (\$21.14/m ²)	R30 - \$76,315/ha (\$7.63/m ²)	R30 - \$229,350/ha (\$22.94m ²)	R30 - \$80,497/ha (\$8.05/m ²)
R40 - \$281,805/ha (\$28.18/m ²)	R40 - \$101,753/ha (\$10.18/m ²)	R40 - \$305,800/ha (\$30.58/m ²)	R40 - \$107,329/ha (\$10.73/m ²)
R80 - \$563,610/ha (\$56.36/m ²)	R80 - N/A	R80 - \$611,600/ha (\$61.16/m ²)	R80 - N/A

Public Open Space Contribution Rates	
Interim-adopted rates	Revised rates
R20 - \$137,740/ha (\$13.77/m ²)	R20 - \$127,540/ha (\$12.75/m ²)
R30 - \$206,593/ha (\$20.66/m ²)	R30 - \$191,294/ha (\$19.13/m ²)
R40 - \$275,480/ha (\$27.55/m ²)	R40 - \$255,080/ha (\$25.51/m ²)
R80 - \$550,773/ha (\$56.36/m ²)	R80 - \$509,987/ha (\$51.00/m ²)

The revised contribution rates tabled above also reflect a minor change made to the classification of one parcel of land identified within the interim-adopted DCP report as being Precinct 1. Lot 14 (49) Phillip Street was originally included in Precinct 1. However the Department of Planning in reviewing the interim-adopted DCP report suggested that this property be included in Precinct 2 as it is part of a joint subdivision application with neighbouring Lot 35 (45) Phillip Street which is in Precinct 2, is in the same ownership and will be providing specific infrastructure at the expense of the individual developers of that land.

Item 13.5.7 Continued

CONCLUSION

It will be recommended that Council:

- Endorse the appointment of Propell National Valuers as the licensed valuer for the development contribution arrangement associated with the ODP
- Adopt the draft revised DCP report, as contained in Appendix 13.5.7A, incorporating a land valuation basis of \$320/m² and a minor change to the composition of the Precincts 1 and 2 contribution areas
- Inform all land owners within the ODP area of its decision.

FINANCIAL IMPLICATIONS

As discussed in this report.

STATUTORY IMPLICATIONS

Section 6.4 - Town Planning Scheme No. 6 provides a right for land owners to dispute any adopted land valuation or contribution rate through independent arbitration.

VOTING REQUIREMENTS

Simple Majority required.

STAFF RECOMMENDATION (1 OF 3) AND COUNCIL RESOLUTION

153 Moved Cr G Dewhurst Seconded Cr P Griffiths

That Council pursuant to Section 6.4 of Town Planning Scheme No. 6 endorses the appointment of Propell National Valuers as the licensed valuer for the development contribution arrangement associated with the Central Maddington Outline Development Plan.

CARRIED 10/0

FOR: Cr W Barrett, Cr J Brown, Cr G Dewhurst, Cr D Goode, Cr P Griffiths, Cr R Lawrence, Cr R Mitchell, Cr O Searle, Cr P Yang and Cr D Griffiths.

AGAINST: Nil.

Item 13.5.7 Continued

STAFF RECOMMENDATION (2 OF 3) AND COUNCIL RESOLUTION
--

154 Moved Cr G Dewhurst Seconded Cr P Griffiths

That Council pursuant to Section 6.4 of Town Planning Scheme No. 6 adopts the draft revised Development Contribution Plan report associated with the Central Maddington Outline Development Plan, as contained in Appendix 13.5.7A, incorporating a land valuation basis of \$320/m² and minor changes to the composition of the Precincts 1 and 2 contribution areas.

CARRIED 10/0

FOR: Cr W Barrett, Cr J Brown, Cr G Dewhurst, Cr D Goode, Cr P Griffiths, Cr R Lawrence, Cr R Mitchell, Cr O Searle, Cr P Yang and Cr D Griffiths.

AGAINST: Nil.

STAFF RECOMMENDATION (3 OF 3) AND COUNCIL RESOLUTION
--

155 Moved Cr G Dewhurst Seconded Cr P Griffiths

That Council informs all land owners within the ODP area of its decision.

CARRIED 10/0

FOR: Cr W Barrett, Cr J Brown, Cr G Dewhurst, Cr D Goode, Cr P Griffiths, Cr R Lawrence, Cr R Mitchell, Cr O Searle, Cr P Yang and Cr D Griffiths.

AGAINST: Nil.

12. REPORTS OF COMMITTEE MEETINGS

Nil.

13. REPORTS

13.1 CHIEF EXECUTIVE OFFICE

Nil.

13.2 COMMUNITY ENGAGEMENT

13.2.1 HISTORY AND HERITAGE ADVISORY GROUP MEETING - 3 APRIL 2014

Author: J. Toomey

Author's Declaration Nil.

of Interest:

Previous Ref: OCM 27 October 2009 (Resolution 530)

OCM 9 March 2010 (Resolution 81)

OCM 28 May 2013 (Resolution 198)

Appendix: 13.2.1A Minutes and Proposed Actions of the History and Heritage Advisory Group Meeting held on Thursday 3 April 2014

PURPOSE OF REPORT

For Council to receive the Minutes of the City of Gosnells History and Heritage Advisory Group (the Group) Meeting held on 3 April 2014, to consider the staff recommendation in relation to the Group's Proposed Action and to note the staff response to the Group's Proposed Action which is within operational parameters.

BACKGROUND

In accordance with Policy 3.3.5 - City of Gosnells History and Heritage Advisory Group - Terms of Reference, the Group meets every two months to provide a community perspective on aspects of history and heritage within the care and control of the City of Gosnells. The Minutes and Proposed Actions of the meeting of the Group held on 3 April 2014 is attached as Appendix 13.2.1A.

DISCUSSION

There was one Proposed Action from the Group meeting held on 3 April 2014 which requires Council's consideration.

"PROPOSED ACTION 5: *That a report is provided to History and Heritage Advisory Group on the maintenance program listed under current budget of \$250,000 listing works still to be undertaken and timeframe of scheduled works and that Council will carry forward any unspent monies currently allocated in 2013/14 to 2014/15 to ensure all works required are completed."*

This proposed action is in reference to the Fremantle Road Bridge project. A project status report will be provided at the Group's next meeting.

At the Ordinary Council Meeting held on 28 May 2013, Council resolved to take the following action as contained in Resolution 198 which reads:

Item 13.2.1 Continued

"That Council authorise retention of the Fremantle Road Bridge subject to renewal works being undertaken to preserve the existing history and heritage significance of the bridge in keeping with its current form and function."

Funds were included in the 2013/14 budget for maintenance works. The design works component is currently being completed by a Bridge Consultant and is expected to be completed by August 2014. The construction works for the bridge rehabilitation will be undertaken by a contractor following a public tender. The construction is expected to commence by December 2014 whilst water levels are at their lowest and are expected to be completed by February 2015. As the final works will be undertaken within the 2014/15 financial year, staff will place carry forward funds into the 2014/15 Budget for Council's consideration.

There was one Proposed Action from the Group's meeting held on 3 April 2014 which staff have followed up within operational parameters.

"PROPOSED ACTION 4: *That the minutes of the History and Heritage Advisory Group be called Minutes as previously named, not Action Sheets."*

At the Ordinary Meeting of Council held on held on 27 October 2009, Council adopted Policy No 5.4.43 Advisory Groups – Establishment and Operation through Resolution 530. This policy defines the parameters within which all Advisory Groups operate including the general administrative framework. Section 2.3 (c) of this policy states:

"Advisory group meetings will be conducted in an informal manner, providing opportunities for ideas to be raised and general discussion. The views and proposals of an advisory group are to be recorded in action sheets and retained in the City's record keeping systems."

At the Ordinary Meeting of Council held on 9 March 2010, Council resolved that the recording of the business of the History and Heritage Advisory Group were to be named Minutes through Resolution 81 which reads:

"That Council endorsed the proposed action 2 from the History and Heritage Advisory Group's Meeting held on 4 February 2010 which reads:

History and Heritage Advisory Group recommend that the action sheet as handed out on the 3 December 2009 be recorded as Minutes, and all future meetings be recorded as Minutes, with action sheets as attachments."

In accordance with Resolution 81 of the Ordinary Meeting of Council held on 9 March 2010, staff have amended the title of the record of business for the History and Heritage Advisory Group from "Action Sheet" to "Minutes".

FINANCIAL IMPLICATIONS

Actions can be addressed within operational budgets and resources.

Item 13.2.1 Continued

STATUTORY IMPLICATIONS

- City of Gosnells Policy No. 5.4.43 - Advisory Groups - Establishment and Operation
- City of Gosnells Policy No. 3.3.5 - City of Gosnells History and Heritage Advisory Group - Terms of Reference.

VOTING REQUIREMENTS

Simple Majority required.

STAFF RECOMMENDATION (1 OF 3) AND COUNCIL RESOLUTION
--

156 Moved Cr J Brown Seconded Cr R Lawrence

That Council receives the Minutes of the City of Gosnells History and Heritage Advisory Group Meeting held on Thursday 3 April 2014 attached as Appendix 13.2.1A.

CARRIED 10/0

FOR: Cr W Barrett, Cr J Brown, Cr G Dewhurst, Cr D Goode, Cr P Griffiths, Cr R Lawrence, Cr R Mitchell, Cr O Searle, Cr P Yang and Cr D Griffiths.

AGAINST: Nil.

STAFF RECOMMENDATION (2 OF 3) AND COUNCIL RESOLUTION
--

157 Moved Cr J Brown Seconded Cr R Lawrence

That Council notes Proposed Action 5 of the History and Heritage Advisory Group meeting held on 3 April 2014 which reads:

"That a report is provided to History and Heritage Advisory Group on the maintenance program listed under current budget of \$250,000 listing works still to be undertaken and timeframe of scheduled works and that Council will carry forward any unspent monies currently allocated in 2013/14 to 2014/15 to ensure all works required are completed."

and notes that a status report on the Fremantle Road Bridge project will be provided to the Group at its next meeting with any unspent funds for the project to be considered by Council as a carry forward within its 2014/15 Budget deliberations.

CARRIED 10/0

FOR: Cr W Barrett, Cr J Brown, Cr G Dewhurst, Cr D Goode, Cr P Griffiths, Cr R Lawrence, Cr R Mitchell, Cr O Searle, Cr P Yang and Cr D Griffiths.

AGAINST: Nil.

Item 13.2.1 Continued

STAFF RECOMMENDATION (3 OF 3) AND COUNCIL RESOLUTION

158 Moved Cr J Brown Seconded Cr R Lawrence

That Council notes the following Proposed Action from the Group's Meeting held on Thursday 3 April 2014:

Proposed Action Reference Number	Advisory Group's Proposed Action	Action taken
HHAG 03/04/2014 Proposed Action 4	That the minutes of the History and Heritage Advisory Group be called Minutes as previously named, not Action Sheets.	In accordance with Resolution 81 of the Ordinary Meeting of Council held on 9 March 2010, staff have amended the title.

CARRIED 10/0

FOR: Cr W Barrett, Cr J Brown, Cr G Dewhurst, Cr D Goode, Cr P Griffiths, Cr R Lawrence, Cr R Mitchell, Cr O Searle, Cr P Yang and Cr D Griffiths.

AGAINST: Nil.

13.3 CORPORATE SERVICES

13.3.1 BUDGET VARIATIONS

Author: R Bouwer
 Author's Declaration Nil.
 of Interest:
 Previous Ref: Nil.
 Appendix: Nil.

PURPOSE OF REPORT

To seek approval from Council to adjust the 2013/2014 Municipal Budget.

BACKGROUND

Nil.

DISCUSSION

In accordance with Section 6.8 of the *Local Government Act 1995* a local government is not to incur expenditure from its municipal fund for an additional purpose except where the expenditure:

- Is incurred in a financial year before the adoption of the annual budget by the local government
- Is authorised in advance by Council resolution
- Is authorised in advance by the Mayor or President in an emergency.

Approval is therefore sought for the following budget adjustments for the reasons specified.

FINANCIAL IMPLICATIONS

Account Number	Type	Account Description	Debit \$	Credit \$
JL92-20111-3216-000	Increase Expenditure	Amherst Village Library - Library Book Purchases	5,470	
JL92-20086-3126-000	Increase Expenditure	Kenwick Library - Library Book Purchases	1,400	
JL92-20084-3126-000	Increase Expenditure	Agonis - Knowledge Centre - Library Book Purchases	2,000	
JL92-20111-3313-000	Decrease Expenditure	Amherst Village Library - Lost Books		5,470
JL92-20086-3313-000	Decrease Expenditure	Kenwick Library - Lost Books		1,400
JL92-20084-3313-000	Decrease Expenditure	Agonis - Knowledge Centre - Lost Books		2,000

REASON:

The City's Libraries have implemented administrative process improvements and enhanced client education at Kenwick Library and Knowledge Centre which has resulted in a lower number of lost and damaged State Library stock. Administrative process improvements and Radio Frequency Identification Device technology used at Amherst Village Library and Library Administration during the recent stocktake at Amherst Village Library has resulted in lower

Item 13.3.1 Continued

Account Number	Type	Account Description	Debit \$	Credit \$
than expected lost State Library and City purchased stock. The process improvements have produced an associated cost saving of \$8,870. It is proposed to use this cost saving to purchase new stock for these libraries.				
JL90-90200-3384-000	Increase Expenditure	Admin Community Development - Carry Forward Expenditure	10,000	
JL90-90641-3384-000	Decrease Expenditure	Str8 Talking Project - Carry Forward Expenditure		10,000
REASON: Reprioritisation of funds from Youth Services to Community Development, to enable resourcing of a community development priority project (Community Garden). Additional resources are required for a period of approximately 4 - 5 weeks, to carry out additional project management work for the Community Garden at Southern River College. Youth program delivery will be reduced to accommodate this project.				
JL94-94021-2640-000	Increase Expenditure	Bushfire Brigade - Emergency Services Transfer to Reserve	10,056	
JL94-94021-1301-000	Increase Income	Bushfire Brigade - Government Grant		10,056
REASON: Transfer the reimbursement from Department of Fire and Emergency Services of over expenditure in 2012/13 to the Emergency Services Reserve.				
JL32-95201-3278-000	Increase Expenditure	Environmental Management - Program Activities	19,596	
JL32-95201-1301-000	Increase Income	Environmental Management - Government Grant		19,596
REASON: Swan River Trust Riverbank funding received. Budget variation is required for payment to Armadale Gosnells Landcare Group (Inc) to coordinate and implement programmed activities associated with the grant.				
JL13-30917-3800-000	Increase Expenditure	Truck - Fire Truck - Isuzu FTS800 - Capital Purchases	435,833	
JL1330917-1355-000	Increase Income	Truck - Fire Truck - Isuzu FTS800 - Non Operating Grant		435,833
JL94-94021-3769-000	Increase Expenditure	Bushfire Brigade - Donation Expense	15,000	
JL13-30917-1501-000	Increase Income	Truck - Fire Truck - Isuzu FTS800 - Proceeds		15,000
REASON: Bush Fire Brigade Truck exchange as per the Department of Fire and Emergency Services vehicle replacement program.				
JL14-84238-3800-499	Increase Expenditure	Olga Rd Left Lane - Attfield/Phillip St - Capital Purchases	206,708	
JL14-84247-3800-499	Decrease Expenditure	Weston St - Birch St / Helm St - Capital Purchases		30,903
JL14-84246-3800-499	Decrease Expenditure	Weston St, Maddington - Kelvin Rd / Firlie St - Capital Purchases		52,195
JL14-84238-1351-498	Increase Income	Olga Rd Left Lane - Attfield / Phillip St - Grants - Road Recovery Grant Rehabilitation		123,610
REASON:				

Item 13.3.1 Continued

Account Number	Type	Account Description	Debit \$	Credit \$
Reallocate funds from cancelled Weston St road resealing jobs to allow for Olga Rd rehabilitation job. As a part of the City's submission for Main Roads Recovery Grant 2013/14 program, Olga Rd and Weston St road rehabilitation projects received MRRG grant funding approval. However the City's subsequent detailed pavement investigation on Olga Road south bound section between Albany Highway to Burslem Dr found serious pavement deformation, and the City managed to obtain Main Roads of Western Australia approval to transfer grant funding from less priority Weston St resurfacing job to the highest priority revised Olga Rd rehabilitation job.				
JL14-84067-3384-499	Increase Expenditure	Intersection Treatments - Various - Carry Forward Expenditure	3,013	
JL14-84207-3384-499	Decrease Expenditure	Yale Rd Roundabout at Nicholson Rd - Carry Forward Expenditure		21,973
JL14-84207-1351-498	Decrease Income	Yale Rd Roundabout at Nicholson Rd - Grants - Road Recovery Grants Rehabilitation	11,376	
JL76-93108-3762-000	Increase Expenditure	Technical Services Repayment of Grant - Other Expenditure	7,584	
REASON: Refund of the Metropolitan Regional Road Group payment for roundabout rehabilitation due to the project being included in a separate grant request. The new grant request includes the roundabout within the Nicholson Rd road rehabilitation project scheduled for next year.				
JL76-93100-3319-000	Increase Expenditure	Technical Services - Forward Planning	9,800	
JL76-93100-1442-000	Increase Income	Technical Services - Reimbursements		9,800
REASON: Metropolitan Regional Road Group new road improvement guideline trials - reimbursement of costs by Main Roads of Western Australia for works undertaken by the City as part of the trials.				
JL14-86016-3384-499	Increase Expenditure	Gosnells Bowling Club Carpark - Carry Forward Expenditure	18,225	
JL14-86013-3384-499	Decrease Expenditure	Eastern Carpark - Mills Road - Carry Forward Expenditure		18,225
REASON: To allocate remaining funds from completed Eastern Carpark - Mills Road project to accommodate increased construction costs on Gosnells Bowling Club Carpark due to modified drainage strategy to meet Main Roads of Western Australia and water quality requirements.				
JL14-88046-3384-499	Increase Expenditure	Nyandi Court Drainage improvements - Carry Forward Expenditure	83,483	
JL14-88046-3800-499	Increase Expenditure	Nyandi Court Drainage improvements - Capital Purchases	100,000	
JL14-88041-3384-499	Decrease Expenditure	Sutherland Dr Area drainage upgrade - Carry Forward Expenditure		83,483
JL14-88049-3800-499	Decrease Expenditure	Norman St/Verna St Drainage upgrade - Capital Purchases		100,000

Item 13.3.1 Continued

Account Number	Type	Account Description	Debit \$	Credit \$
REASON: Reallocate remaining funds from completed drainage projects to priority drainage issue of Nyandi Court.				
14-88047-3800-499	Increase Expenditure	Hughes St Piping Open Drain & Swale - Capital Purchases	284,753	
14-80240-1363-498	Decrease Income	Holmes St & Harpenden Street Roundabout - Direct Grant	284,753	
14-88047-1363-498	Increase Income	Hughes St Piping Open Drain & Swale - Direct Grant		284,753
14-80240-3800-499	Decrease Expenditure	Holmes St & Harpenden Street Roundabout - Capital Purchases		284,753
REASON: Reallocation of Direct Grant to drainage project to ensure it is expended in the current financial year. Holmes St/Harpenden St roundabout will not be delivered by the City, instead it will be part of the Developer Contribution Plan for Southern River.				
JL76-93113-3214-000	Increase Expenditure	Gosnells & Beckenham Laneway - Consultancy	9,000	
JL76-93100-3214-000	Decrease Expenditure	Technical Services - Consultancy		9,000
REASON: To fund initial survey works for the design of the laneway between Wheatley St and Hicks St and the laneway between Albany Highway and Astley St in Gosnells.				
JL14-80235-3384-499	Increase Expenditure	School Traffic Safety Improvements - Carry Forward Expenditure	56,971	
JL14-84154-1359-498	Decrease Income	Ovens Rd - Install median islands, bus embayment - State Black Spot Funding	15,351	
JL14-84154-3384-499	Decrease Expenditure	Ovens Rd - Install median islands, bus embayment - Carry Forward Expenditure		72,322
REASON: Carry out traffic safety improvement in school zone – Canning Vale College from savings to Ovens Road traffic calming project.				
JL15-90472-3800-741	Increase Expenditure	Langford Sporting Complex - Floodlight - Capital Purchases	25,000	
JL70-70015-3206-725	Decrease Expenditure	Sutherlands Park Reserve F - Garden Maintenance		25,000
REASON: To replace floodlighting at Langford Sporting Complex from savings at Sutherlands Parks Reserve F garden maintenance.				
JL15-60473-3800-741	Increase Expenditure	Langford Sporting Complex - Spectator Shelters - Capital Purchases	88,000	
JL15-60473-2414-000	Increase Income	Langford Sporting Complex - Spectator Shelters - Langford Oval Redevelopment Reserve - Transfer form Capital		88,000
REASON: To replace spectators shelters at Langford Sporting Complex from the Langford Oval				

Item 13.3.1 Continued

Account Number	Type	Account Description	Debit \$	Credit \$
Reserve.				
JL14-80225-1359-498	Decrease Income	William St Roundabout - Lighting - State Black Spot Funding	13,183	
JL14-80225-3384-499	Decrease Expenditure	William St Roundabout - Lighting - Carry Forward Expenditure		13,183
REASON: Project has been completed under budget & therefore the City will not receive additional funds from Main Roads of Western Australia.				

STATUTORY IMPLICATIONSSection 6.8 of the *Local Government Act 1995*.**VOTING REQUIREMENTS**

Absolute Majority required.

STAFF RECOMMENDATION AND COUNCIL RESOLUTION

159 Moved Cr O Searle Seconded Cr R Lawrence

That Council approves the following adjustments to the 2013/14 Municipal Budget:

Account Number	Account Description	Debit \$	Credit \$
JL92-20111-3216-000	Amherst Village Library - Library Book Purchases	5,470	
JL92-20086-3126-000	Kenwick Library - Library Book Purchases	1,400	
JL92-20084-3126-000	Agonis - Knowledge Centre - Library Book Purchases	2,000	
JL92-20111-3313-000	Amherst Village Library - Lost Books		5,470
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JL92-20084-3313-000	Agonis - Knowledge Centre - Lost Books		2,000
JL90-90200-3384-000	Admin Community Development - Carry Forward Expenditure	10,000	
JL90-90641-3384-000	Str8 Talking Project - Carry Forward Expenditure		10,000
JL94-94021-2640-000	Bushfire Brigade - Emergency Services Transfer to Reserve	10,056	
JL94-94021-1301-000	Bushfire Brigade - Government Grant		10,056
JL32-95201-3278-000	Environmental Management - Program Activities	19,596	
JL32-95201-1301-000	Environmental Management - Government Grant		19,596

Item 13.3.1 Continued

Account Number	Account Description	Debit \$	Credit \$
JL13-30917-3800-000	Truck - Fire Truck - Isuzu FTS800 - Capital Purchases	435,833	
JL1330917-1355-000	Truck - Fire Truck - Isuzu FTS800 - Non Operating Grant		435,833
JL94-94021-3769-000	Bushfire Brigade - Donation Expense	15,000	
JL13-30917-1501-000	Truck - Fire Truck - Isuzu FTS800 - Proceeds		15,000
JL14-84238-3800-499	Olga Rd Left Lane - Attfield/Phillip St - Capital Purchases	206,708	
JL14-84247-3800-499	Weston St - Birch St / Helm St - Capital Purchases		30,903
JL14-84246-3800-499	Weston St, Maddington - Kelvin Rd / Firlie St - Capital Purchases		52,195
JL14-84238-1351-498	Olga Rd Left Lane - Attfield / Phillip St - Grants - Road Recovery Grant Rehabilitation		123,610
JL14-84067-3384-499	Intersection Treatments - Various - Carry Forward Expenditure	3,013	
JL14-84207-3384-499	Yale Rd Roundabout at Nicholson Rd - Carry Forward Expenditure		21,973
JL14-84207-1351-498	Yale Rd Roundabout at Nicholson Rd - Grants - Road Recovery Grants Rehabilitation	11,376	
JL76-93108-3762-000	Technical Services Repayment of Grant - Other Expenditure	7,584	
JL76-93100-3319-000	Technical Services - Forward Planning	9,800	
JL76-93100-1442-000	Technical Services - Reimbursements		9,800
JL14-86016-3384-499	Gosnells Bowling Club Carpark - Carry Forward Expenditure	18,225	
JL14-86013-3384-499	Eastern Carpark - Mills Road - Carry Forward Expenditure		18,225
JL14-88046-3384-499	Nyandi Court Drainage improvements - Carry Forward Expenditure	83,483	
JL14-88046-3800-499	Nyandi Court Drainage improvements - Capital Purchases	100,000	
JL14-88041-3384-499	Sutherland Dr Area drainage upgrade - Carry Forward Expenditure		83,483
JL14-88049-3800-499	Norman St/Verna St Drainage upgrade - Capital Purchases		100,000
14-88047-3800-499	Hughes St Piping Open Drain & Swale - Capital Purchases	284,753	
14-80240-1363-498	Holmes St & Harpenden Street Roundabout - Direct Grant	284,753	
14-88047-1363-498	Hughes St Piping Open Drain & Swale - Direct Grant		284,753
14-80240-3800-499	Holmes St & Harpenden Street Roundabout - Capital Purchases		284,753
JL76-93113-3214-000	Gosnells & Beckenham Laneway - Consultancy	9,000	

Item 13.3.1 Continued

Account Number	Account Description	Debit \$	Credit \$
JL76-93100-3214-000	Technical Services - Consultancy		9,000
JL14-80235-3384-499	School Traffic Safety Improvements - Carry Forward Expenditure	56,971	
JL14-84154-1359-498	Ovens Rd - Install median islands, bus embayment - State Black Spot Funding	15,351	
JL14-84154-3384-499	Ovens Rd - Install median islands, bus embayment - Carry Forward Expenditure		72,322
JL15-90472-3800-741	Langford Sporting Complex - Floodlight - Capital Purchases	25,000	
JL70-70015-3206-725	Sutherlands Park Reserve F - Garden Maintenance		25,000
JL15-60473-3800-741	Langford Sporting Complex - Spectator Shelters - Capital Purchases	88,000	
JL15-60473-2414-000	Langford Sporting Complex - Spectator Shelters - Langford Oval Redevelopment Reserve - Transfer form Capital		88,000
JL14-80225-1359-498	William St Roundabout - Lighting - State Black Spot Funding	13,183	
JL14-80225-3384-499	William St Roundabout - Lighting - Carry Forward Expenditure		13,183

CARRIED BY ABSOLUTE MAJORITY 10/0

FOR: Cr W Barrett, Cr J Brown, Cr G Dewhurst, Cr D Goode, Cr P Griffiths, Cr R Lawrence, Cr R Mitchell, Cr O Searle, Cr P Yang and Cr D Griffiths.

AGAINST: Nil.

13.4 INFRASTRUCTURE

The Mayor advised the meeting that Cr D Goode had disclosed an Impartiality Interest in the following item in accordance with Regulation 11 of the Local Government (Rules of Conduct) Regulations 2007.

13.4.1 PROPOSED LEASE OF PART RESERVE 26352, 50 THORNLIE AVENUE, THORNLIE TO THORNLIE BOWLING CLUB INC.

Author: J Flatow
Author's Declaration of Interest: Nil.
Previous Ref: Nil.
Appendix: 13.4.2A Lease Plan

PURPOSE OF REPORT

To seek Council approval to lease Part of Reserve 26352, 50 Thornlie Avenue, Thornlie to the Thornlie Bowling Club Inc.

BACKGROUND

The Thornlie Bowling Club Inc. holds a current lease from the City for its premises at the corner of Thornlie Avenue and Raven Hill Road Thornlie. The lease terminates on 31 August 2014.

The Club seeks to renew its lease for a five-year period.

DISCUSSION

The Thornlie Bowling Club Inc. has honoured its commitments under its current lease and there are no objections to the lease being renewed.

The Club will be proposing in the short to medium term to expend considerable funds on the premises which may require revised terms of lease.

A five-year lease at this stage appears the most prudent term to agree to pending final details of the proposed works.

The Club agrees with the proposed terms of lease and the standard lease document.

FINANCIAL IMPLICATIONS

The lease is proposed on a peppercorn rental in accordance with Council Policy 2.1.12 - Tenancy Agreements (Leases and Licenses) for City Property with the lessee to pay local government rates, the Emergency Services Levy and all outgoings.

Local government rates for 2013/14 financial year are \$5,725.16 and the Emergency Services Levy is \$1,022.35. The quantum of local government rates and the Emergency Services Levy for future years will depend on valuations and the rate in the dollar struck by Council at its annual budget meeting.

Item 13.4.1 Continued

STATUTORY IMPLICATIONS

Section 3.58 of the *Local Government Act 1995* provides for the disposition of local government property that includes the leasing of land.

Regulation 30 of the *Local Government (Functions and General) Regulations 1996* provides for certain property to be exempt from the provisions of section 3.58 of the *Local Government Act 1995*.

Where local government property is to be disposed of to a body the objectives of which are of a charitable, benevolent, religious, cultural, recreational, sporting or other like nature and the members of the body are not permitted to receive profit from the body's transactions, then the disposition is an exempt disposition.

The Thornlie Bowling Club Inc. is a sporting body.

VOTING REQUIREMENTS

Simple Majority required.

STAFF RECOMMENDATION AND COUNCIL RESOLUTION

160 Moved Cr R Mitchell Seconded Cr O Searle

That Council agrees to lease to the Thornlie Bowling Club Inc. part of Reserve 26352, 50 Thornlie Avenue Thornlie as shown on Appendix 13.4.2A on the following terms and conditions:

Rental:	Peppercorn
Term of lease:	5 years
Date of commencement:	1 September 2014
Local government rates and Emergency Services Levy	Payable by tenant
Outgoings:	Payable by tenant
Purpose of lease:	Bowling Club and associated activities

CARRIED 10/0

FOR: Cr W Barrett, Cr J Brown, Cr G Dewhurst, Cr D Goode, Cr P Griffiths, Cr R Lawrence, Cr R Mitchell, Cr O Searle, Cr P Yang and Cr D Griffiths.

AGAINST: Nil.

13.4.2 TENDER 12/2013 - CLEANING OF PUBLIC TOILETS AND WEEKEND HALL CLEANING

Author: B Keating
Author's Declaration of Interest: Nil.
Previous Ref: Item 13.4.1 - OCM 22 October 2013 (Resolution 406)
Appendix: 13.4.1A Schedule of Costs

PURPOSE OF REPORT

To advise Council of the termination of the contract resulting from Tender 12/2013 - Cleaning Public Toilets and Weekend Hall Cleaning, originally awarded to GJK Facility Services, due to non-compliance of the terms and conditions of the contract.

To request approval of Council to award the contract to the second most advantageous tender from the original tender process to Bright Mark Cleaning Services.

BACKGROUND

Tender 12/2013 was awarded to GJK Facility Services in November 2013. The service provision since awarding the contract has been very unsatisfactory and consequently the contract was terminated on 6 May 2014 in order to ensure that the City's public toilets and halls are presented in a satisfactory condition. The appointment of a new contractor to provide this cleaning service is therefore required.

The detail of the tender including the Evaluation Panel assessment and the various prices submitted were included in the Ordinary Council Meeting item of 22 October 2013 (Appendix 13.4.1A).

DISCUSSION

The next most advantageous tender as assessed by the Evaluation Panel was submitted by Bright Mark Cleaning Services.

Bright Mark's submission was of a professional standard, satisfied the City's Occupational Health and Safety requirements, addressed the qualitative criteria and demonstrated the ability to provide the City with the required services.

The total tender price submitted by Bright Mark Cleaning Services was \$175,614 per annum. Bright Mark has been contacted and is happy to take over the contract for a three-year period and to maintain this price.

The current contract with GJK Facility Services is in the sum of \$152,729.12 per annum.

As can be seen, there will be an increase in cost of service provision of \$22,884.88 per annum.

Item 13.4.2 Continued

FINANCIAL IMPLICATIONS

The costs associated with contracting Bright Mark Cleaning Services for cleaning public toilets and weekend hall cleaning are included within the 2013/14 budget and will be included in relevant budgets for the life of the contract. The total amount budgeted for 2013/14 is \$175,000 which allowed for any unforeseen increase in the overall cost of this contract from the original submission from GJK Facility Services.

STATUTORY IMPLICATIONS

Regulation 18(7) of the Local Government (Functions and General) Regulations 1996 states:

"If a local government has accepted a tender and acceptance of the tender creates a contract and within 6 months of the day on which the tender was accepted the local government and the successful tenderer agree to terminate the contract, the local government may accept from the other tenders the tender which it thinks it would be most advantageous to the local government to accept."

Advice received from the Department of Local Government and Communities on 2 May 2014 is that if the contractor whose services are terminated does not object to that termination, the City may consider that the contractor has agreed with the termination and therefore the City is exempt from the requirement to recall tenders for the required services.

VOTING REQUIREMENTS

Simple Majority required.

STAFF RECOMMENDATION AND COUNCIL RESOLUTION

161 Moved Cr R Lawrence Seconded Cr J Brown

That Council awards Tender 12/2013 - Cleaning Public Toilets and Weekend Hall Cleaning to Bright Mark Cleaning Services, 31 Regina Road, Kelmscott WA 6111 for the contracted sum of \$127,614 per annum for toilet cleaning and the hourly rate of \$48 for weekend cleaning of halls, subject to yearly rise and fall provisions for a three-year period commencing 14 May 2014. Total estimated cost of the service is \$175,614 per annum.

CARRIED 10/0

FOR: Cr W Barrett, Cr J Brown, Cr G Dewhurst, Cr D Goode, Cr P Griffiths, Cr R Lawrence, Cr R Mitchell, Cr O Searle, Cr P Yang and Cr D Griffiths.

AGAINST: Nil.

13.5 PLANNING AND SUSTAINABILITY

13.5.1 MAJOR MODIFICATION TO WEST CANNING VALE OUTLINE DEVELOPMENT PLAN - LOT 9004 CLONTARF TERRACE, CANNING VALE

Author:	L Langford
Author's Declaration of Interest:	Nil.
Reference:	306562
Application No:	PF13/00078
Applicant:	TPG Town Planning and Urban Design
Owner:	Korda Mentha, appointed as receivers for Glenariff Holdings Pty Ltd
Location:	Lot 9004 Clontarf Terrace, Canning Vale
Zoning:	MRS: Urban
TPS No. 6:	Residential Development
Review Rights:	Yes. State Administrative Tribunal or the Western Australian Planning Commission against any discretionary decision of Council.
Area:	2,846m ²
Previous Ref:	Nil.
Appendices:	13.5.1A Current West Canning Vale ODP 13.5.1B Proposed Modified West Canning Vale ODP 13.5.1C Indicative Subdivision Concept Plan 13.5.1D Schedule of Submissions

PURPOSE OF REPORT

For Council to consider the adoption of a proposed major modification to the West Canning Vale Outline Development Plan (ODP). The modification relates to Lot 9004 Clontarf Terrace, Canning Vale.

BACKGROUND

History

The original West Canning Vale ODP was adopted by Council on 9 August 2005. There have since been a number of modifications made to the ODP, with the most recent version of the ODP being adopted by the Council on 23 October 2013.

A copy of the current approved ODP is contained as Appendix 13.5.1A.

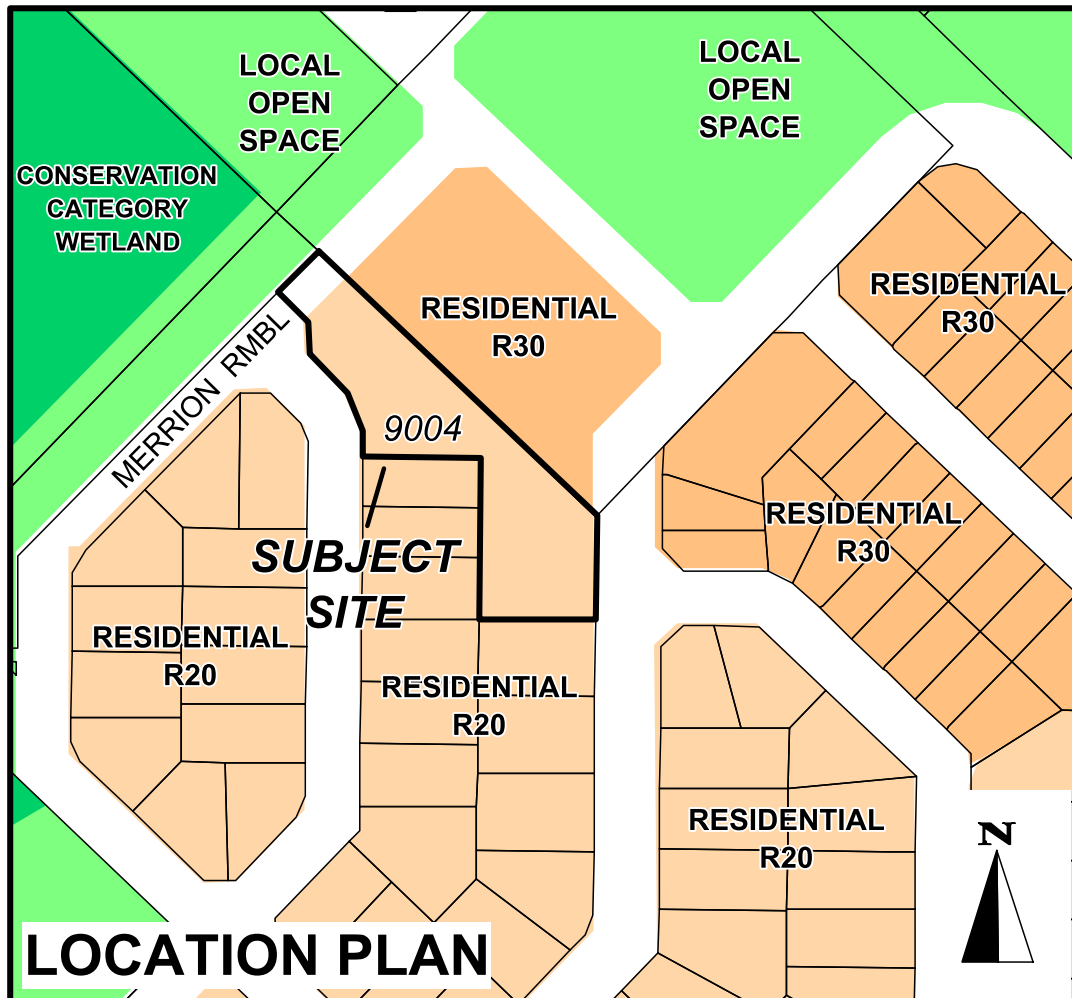
Site Description and Planning Framework

The West Canning Vale ODP encompasses approximately 60.5ha of land bound by Ranford Road, Nicholson Road, Campbell Road, Canning Vale, and is referred to as the 'Glenariff Estate'. The ODP is intended to provide a framework to guide the subdivision and development in the precinct. To date, approximately 80 per cent of the land within the ODP area has been developed for residential or commercial purposes, in accordance with the ODP.

Item 13.5.1 Continued

Lot 9004 Clontarf Terrace is centrally located within the ODP area. The site is surrounded by low density housing to the south and west, medium density housing to the east and undeveloped R30 coded land to the north of the site. Access to the site is provided from Clontarf Terrace, Kinsale Parkway and Merrion Ramble.

A plan identifying the location of the subject site, in the context of the ODP follows:



Proposal

The proposed modification to the West Canning Vale ODP involves changing the residential density of Lot 9004 Clontarf Terrace, Canning Vale, from Residential R20 to Residential R30. A copy of the draft modified ODP is contained as Appendix 13.5.1B.

The Residential Design Codes (R-Codes) stipulate that R20 coded land is to have a minimum lot size of 350m², and an average of 450m², while R30 coded land is to have a minimum lot size of 260m², and an average of 300m², for single houses and grouped dwellings. For multiple dwellings, R20 coded land can accommodate one dwelling per 450m², and for R30 coded land there is no restriction on dwelling quantity provided that it does not exceed a maximum plot ratio of 0.5.

Item 13.5.1 Continued

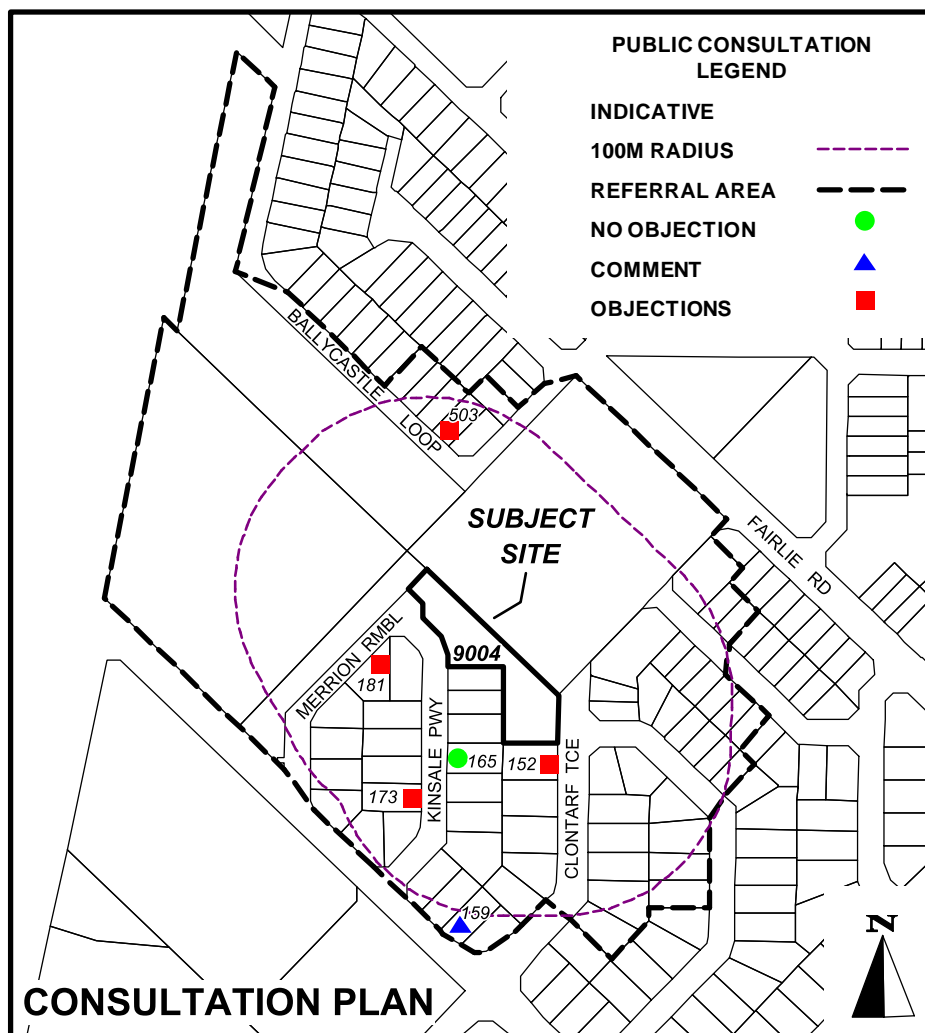
The applicant has provided a subdivision concept plan for the subject land. While it is only indicative and would not be binding, it shows the development of six green title lots and a road reserve extension. The concept plan is contained as Appendix 13.5.1C.

Consultation

In accordance with Clause 7.4.5 of Town Planning Scheme No. 6 (TPS 6), the proposal was advertised for a period of 21 days (from 4 March 2014 to 25 March 2014) by way of letters to directly affected and immediately surrounding landowners and relevant authorities.

The City received nine submissions during the advertising period, with three being received from government agencies and six being received from landowners or occupiers. Of the six submissions received from landowners and occupiers, four objected to the proposal, one provided comment and one had no objection. A summary of the submissions is contained as Appendix 13.5.1D.

A map identifying the extent of the consultation area and the origin of each submission follows:



Item 13.5.1 Continued

The main issues raised in the submissions relate to the urban form that would eventuate as a result of the proposed amendment.

These issues are discussed in the following sections, along with any other applicable technical matters.

DISCUSSION**Residential Density**

The modification involves changing the residential density of Lot 9004 Clontarf Terrace from Residential R20 to Residential R30. In terms of location, the following points are noted:

- The site is located within an 800m radius (representing a 10 minute walk) to existing commercial centres at the intersections of Ranford Road/Nicholson Road and Campbell Road/Ranford Road
- The site is located approximately 260m and 470m from the high frequency bus routes that run on Nicholson Road and Ranford Road respectively, every 15 minutes during peak periods
- The site is located within close proximity to proposed public open space (Emerald Park).

Locating medium residential density areas near such facilities and services is consistent with the principles of the City's Local Housing Strategy and Liveable Neighbourhoods, and is therefore supported.

Urban Form

In considering the potential impact of the proposed density change on the urban form of an area, the following table summarises the main streetscape difference of built form for the R20 and R30 codings as per the Residential Design Codes (R-Codes).

R-Code Provision	R20	R30
Lot Size		
<i>Single and Grouped Dwelling Average</i>	450m ²	300m ²
<i>Single and Grouped Dwelling Minimum</i>	350m ²	260m ²
<i>Multiple Dwelling</i>	450m ²	Plot Ratio of 0.5
Primary Street Setback		
<i>Average</i>	6m	4m
<i>Minimum</i>	3m	2m
Minimum Lot Width	10m	-

Item 13.5.1 Continued

It should be noted that the R-Codes provide an incentive to develop multiple dwellings (apartments) on land coded R30 and higher, as the dwelling yield is greater than that for single houses and grouped dwellings. This is due to there being no restriction on the number of dwellings allowed, with the only restriction being plot ratio allowance. It is therefore necessary to consider the potential impact of multiple dwelling development on the local area.

In considering the surrounding streetscape characteristics, it should be noted that existing nearby development comprises low-density single houses (lot sizes range between 438m² to 678m²) and medium-density single houses (lot sizes of approximately 300m²). The adjoining land to the north (Lot 5 Fairlie) remains undeveloped but has an R30 coding. The site is effectively located on the periphery of medium density coded areas under the ODP. It should be noted that a transition between low and medium density codings in this location is inevitable due to the adjoining Lot 5 Fairlie Road currently forming the boundary between R20 and R30 coded land.

Whilst Council has recently elected to use the R25 coding as a suitable graduation between R30 and R20 coded land, such an approach was where the subject areas were separated from the R30 coded area by a major road. In those instances, the major road served as a logical boundary between the low and medium density codes.

Given that the site is located next to and near R30 coded land, it is considered that the resultant urban form would not be inconsistent with the existing and potential future surrounding streetscape. Whilst there might be slight differences in the front setback of dwellings and lot widths on the subject site in comparison with adjoining R20 coded dwellings, it is considered that this difference will be negligible.

Traffic

Under the Council's adopted Road Network Hierarchy, the immediate surrounding streets (Middle Parkway, Fairlie Road, Bunratty Link, Clontarf Terrace and Merrion Ramble) are all designated as Local Access Roads, which are able to accommodate a maximum volume of 3,000 vehicles per day. Any additional traffic the proposal will generate is not anticipated to impact negatively upon the functionality of the surrounding roads. Therefore, the proposal is considered acceptable from a traffic and access perspective.

From an amenity perspective, it is anticipated that the proposed modification will not generate traffic beyond what could be reasonably expected in a residential area.

Drainage

The proposed coding change would result in more impervious areas on a property, which would in turn increase the amount of stormwater runoff into the drainage system. The stormwater will be directed into the nearby public open space, and based on drainage modelling, it has been determined that there will be sufficient capacity to accommodate the increased stormwater runoff.

Item 13.5.1 Continued

CONCLUSION

In accordance with Clauses 7.4.7(a) and (b) of TPS 6, the following options are available to Council to progress the modified ODP:

- Adopt the proposed modification to the ODP, with or without changes
- Refuse to adopt the proposed modification to the ODP.

It will be recommended that Council adopt the proposed modification to the ODP (as contained in Appendix 13.5.1B).

FINANCIAL IMPLICATIONS

All costs associated with the proposed modification will be borne by the applicant.

STATUTORY IMPLICATIONS

- Town Planning Scheme No. 6
- Local Planning Policy 3.1 - Outline Development Plans.

VOTING REQUIREMENTS

Simple Majority required.

STAFF RECOMMENDATION (1 OF 3) AND COUNCIL RESOLUTION

162 Moved Cr R Mitchell Seconded Cr R Lawrence

That Council, pursuant to Clause 7.4.7 of Town Planning Scheme No. 6, notes the submissions received in respect of the proposed modifications to the West Canning Vale Outline Development Plan and endorse the responses to those submissions, as contained in Appendix 13.5.1D.

CARRIED 10/0

FOR: Cr W Barrett, Cr J Brown, Cr G Dewhurst, Cr D Goode, Cr P Griffiths, Cr R Lawrence, Cr R Mitchell, Cr O Searle, Cr P Yang and Cr D Griffiths.

AGAINST: Nil.

STAFF RECOMMENDATION (2 OF 3) AND COUNCIL RESOLUTION

163 Moved Cr R Mitchell Seconded Cr R Lawrence

That Council, pursuant to Clause 7.4.7(a) of Town Planning Scheme No. 6, adopts the proposed modification to the West Canning Vale Outline Development Plan, as contained in Appendix 13.5.1B.

CARRIED 10/0

FOR: Cr W Barrett, Cr J Brown, Cr G Dewhurst, Cr D Goode, Cr P Griffiths, Cr R Lawrence, Cr R Mitchell, Cr O Searle, Cr P Yang and Cr D Griffiths.

AGAINST: Nil.

Item 13.5.1 Continued

STAFF RECOMMENDATION (3 OF 3) AND COUNCIL RESOLUTION
--

164 Moved Cr R Mitchell Seconded Cr R Lawrence

That Council, pursuant to Clause 7.4.9 of Town Planning Scheme No. 6, forwards the proposed modification to the West Canning Vale Outline Development Plan to the Western Australian Planning Commission for approval.

CARRIED 10/0

FOR: *Cr W Barrett, Cr J Brown, Cr G Dewhurst, Cr D Goode, Cr P Griffiths, Cr R Lawrence, Cr R Mitchell, Cr O Searle, Cr P Yang and Cr D Griffiths.*

AGAINST: *Nil.*

**13.5.2 AMENDMENT NO. 149 TO TOWN PLANNING SCHEME NO. 6 -
RECODING OF LAND BOUND BY ALBANY HIGHWAY, PECKHAM
STREET, BROMLEY STREET AND BECKENHAM STREET,
BECKENHAM FROM RESIDENTIAL R17.5 TO RESIDENTIAL R25**

Author: L Langford
Author's Declaration Nil.
of Interest:
Reference: Various
Application No: PF13/00052
Applicant: BGC Residential Pty Ltd
Owner: Various
Location: Various
Zoning: MRS: Urban
TPS No. 6: Residential R17.5
Review Rights: Initiation - none, however consent to advertise is subject to approval by the Western Australian Planning Commission.
Area: 3.7222ha
Previous Ref: Nil.
Appendix: 13.5.2A Scheme Amendment Map

PURPOSE OF REPORT

For Council to consider initiating an amendment to Town Planning Scheme No. 6 (TPS 6) to recode various lots bound by Albany Highway, Peckham Street, Bromley Street and Beckenham Street, Beckenham from Residential R17.5 to Residential R25.

BACKGROUND**Site Description and Planning Framework**

The subject site has a combined land area of approximately 3.72ha and is comprised of 25 properties ranging in area from 500m² to 3,559m². One of the landholdings is currently vacant, with the remaining lots each being occupied by single houses.

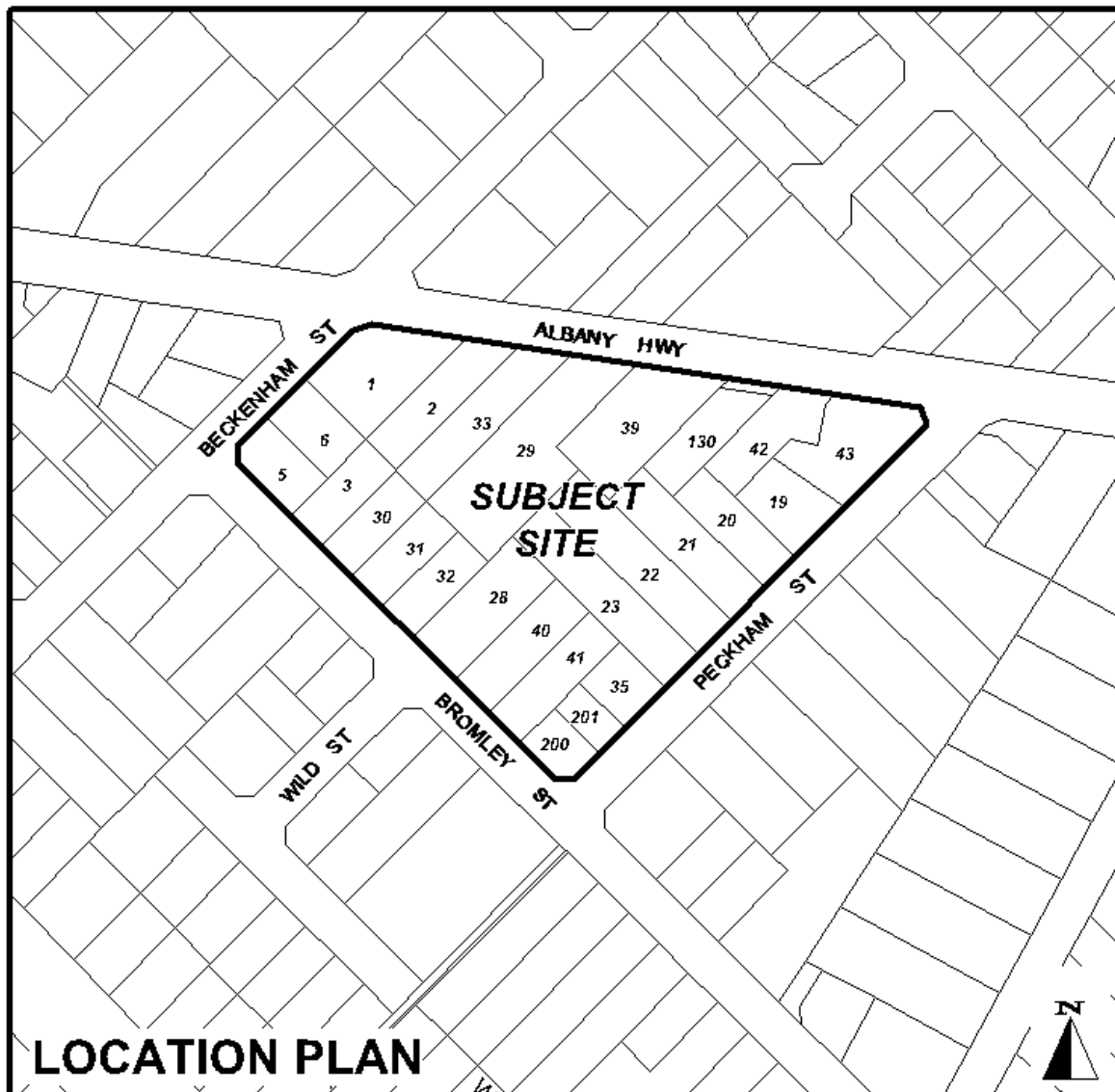
The site at its nearest point is located approximately 600m from the Beckenham Train Station and is surrounded by mostly low-density residential dwellings. All surrounding land in proximity to the site that is located south of Albany Highway has an R17.5 coding, and land to the north of Albany Highway has varying densities of between R30 and R60, with the highest density being located closest to the train station.

Notwithstanding the current coding of nearby lots, it should be noted that Council recently resolved to initiate Amendment 152 to TPS 6, which seeks to recode land bound by Albany Highway, Peckham Street, Bromley Street and Harris Street, Beckenham from Residential R17.5 to Residential R25.

The site is identified under Local Planning Policy 3.2 - Coordination of Infill Development (LPP 3.2) as forming part of the Peckham Street infill development precinct, where any development and subdivision is subject to Policy requirements relating to transport noise and heritage (where applicable). In terms of heritage, it should be noted there are no heritage properties which fall within the subject site.

A plan identifying the location of the site follows.

Item 13.5.2 Continued



Proposal

The proposed Scheme Amendment involves recoding land bound by Albany Highway, Peckham Street, Bromley Street and Beckenham Street, Beckenham from Residential R17.5 to Residential R25.

The Residential Design Codes (R-Codes) stipulate that R17.5 coded land is to have a minimum lot size of 500m², and an average of 571m², while R25 coded land is to have a minimum lot size of 300m², and an average of 350m², for single houses, grouped dwellings and multiple dwellings.

A copy of the draft TPS 6 amendment map is contained as Appendix 13.5.2A.

Item 13.5.2 Continued

DISCUSSION

Proposed Residential Density

Any proposed change in residential density must be considered in the context of the City's Local Housing Strategy (LHS).

The LHS is a strategic document that identifies certain areas within the City that are appropriate for increased residential densities, so as to cater for population growth and change, whilst contributing to a more sustainable form of residential development. The recommendations of the LHS are consistent with the objectives of relevant state government planning documents such as Liveable Neighbourhoods and Directions 2031 and Beyond. Broadly, the objectives of the LHS are to:

- Provide diverse housing options through the provision of different built forms and densities
- Provide a more contained urban development with an emphasis on efficient use of facilities, services and infrastructure
- Encourage and facilitate sustainable design initiatives in keeping with Liveable Neighbourhoods and other Council Policies
- Encourage development that will enhance the amenity of residential areas, and ensure that new housing relates to the character and scale of existing residential development.

The LHS does not make any recommendations for density changes in this location, and generally suggest density changes for land within a walkable catchment (800m) to train stations and activity centres. In this regard, it should be noted that a small portion of the subject cell is located within the 800m walkable catchment to Beckenham Train Station. It should also be noted that Liveable Neighbourhoods suggests a graduation of densities from major transport nodes. As mentioned previously, land on the northern side of Albany Highway has a coding of R30, and as such it is considered that the next lowest coding of R25, would be acceptable for this area. Furthermore, Albany Highway is considered to provide a logical boundary of separation between medium density and lower density areas.

Urban Form

In considering the impact that the proposed density change might have on the urban form of an area, Council should have regard to the surrounding streetscape characteristics and the potential urban form.

The following table summarises the main streetscape differences of built form for the R17.5 and the R25 codings as per the R-Codes.

R-Code Provision	R17.5	R25
Lot Size		
<i>Single and Grouped Dwelling Average</i>	571m ²	350m ²
<i>Single and Grouped Dwelling Minimum</i>	500m ²	300m ²
<i>Multiple Dwelling</i>	571m ²	350m ²

Item 13.5.2 Continued

R-Code Provision	R17.5	R25
Primary Street Setback		
<i>Average</i>	6m	6m
<i>Minimum</i>	3m	3m
Minimum Lot Width	12m	8m

It is considered that the resulting urban form of an R25 coding would not be dissimilar to the current density, as many of the provisions under the R-Codes, including setbacks and open space requirements, are the same. One noticeable difference would be the minimum frontage requirements which is 12m for lots coded R17.5 and 8m for lots coded R25. This difference however is not considered likely to compromise the low-density residential amenity of the area.

Traffic

It is not anticipated that the proposed scheme amendment will generate traffic that is outside the capacity of the existing road network, nor will it result in an increase in the number of vehicle movements beyond what could be reasonably expected in a residential area.

Drainage

One issue which the precinct faces is drainage management, due to poor on-site infiltration as a result of the soil type. All development within the precinct would need to demonstrate adequate drainage management in accordance with the City's adopted requirements, as part of the subdivision and development processes.

Transport Noise

There are a number of properties within the precinct that are potentially impacted, or may be impacted in the future by adverse traffic noise from Albany Highway. State Planning Policy 5.4 - Road and Rail Transport Noise and Freight Considerations in Land Use Planning (SPP 5.4) aims to protect major transport corridors from incompatible urban encroachment and protect people from unreasonable levels of transport noise by establishing a standardised set of criteria to be used in the assessment of proposals.

For those properties which are potentially impacted by transport noise, a noise assessment will be required at the time of subdivision and development which demonstrates compliance with the parameters contained in SPP 5.4. The noise assessments may require a development to employ a number of building design elements (such as thicker glazing for windows) or require notifications on title advising of potential nuisance from transport noise.

Item 13.5.2 Continued

CONCLUSION

It will be recommended that the proposed Scheme Amendment No. 149 be initiated for the following reasons:

- The recoding of the subject land from Residential R17.5 to Residential R25 under Town Planning Scheme No. 6 is consistent with the objectives of the City's LHS
- It is anticipated that the proposed R25 density will have a similar urban form to development at the current density (R17.5)
- It is not anticipated that the increase in density will lead to traffic that is beyond what could be reasonably expected in a residential area.

FINANCIAL IMPLICATIONS

All costs associated with the Scheme Amendment will be borne by the applicant.

STATUTORY IMPLICATIONS

- Town Planning Scheme No. 6
- *Town Planning Regulations 1967.*

VOTING REQUIREMENTS

Simple Majority required.

STAFF RECOMMENDATION (1 OF 2) AND COUNCIL RESOLUTION
--

165 Moved Cr R Mitchell Seconded Cr G Dewhurst

That Council, pursuant to Section 75 of the *Planning and Development Act 2005* amends Town Planning Scheme No. 6 by recoding the properties bound by Albany Highway, Peckham Street, Bromley Street and Beckenham Street, Beckenham, from Residential R17.5 to Residential R25.

CARRIED 10/0

FOR: Cr W Barrett, Cr J Brown, Cr G Dewhurst, Cr D Goode, Cr P Griffiths, Cr R Lawrence, Cr R Mitchell, Cr O Searle, Cr P Yang and Cr D Griffiths.

AGAINST: Nil.

Item 13.5.2 Continued

STAFF RECOMMENDATION (2 OF 2) AND COUNCIL RESOLUTION
--

166 Moved Cr R Mitchell Seconded Cr G Dewhurst

That Council forwards Amendment No. 149 to Town Planning Scheme No. 6 to:

1. The Environmental Protection Authority (EPA) for comment, pursuant to Section 81 of the *Planning and Development Act 2005*; and
2. The Western Australian Planning Commission for information;

and subject to no objection being received from the Environmental Protection Authority, advertise the amendment for public comment for a period of 42 days to the satisfaction of the Director Planning and Sustainability.

CARRIED 10/0

FOR: Cr W Barrett, Cr J Brown, Cr G Dewhurst, Cr D Goode, Cr P Griffiths, Cr R Lawrence, Cr R Mitchell, Cr O Searle, Cr P Yang and Cr D Griffiths.

AGAINST: Nil.

**13.5.3 DEVELOPMENT APPLICATION - COMMUNITY PURPOSE - 48 (LOT 33)
WANAPING ROAD, KENWICK (STAGE 1) (*ITEM BROUGHT FORWARD -
REFER TO ITEM 11*)**

The above item was brought forward in accordance with Clause 4.12 of the City of Gosnells Standing Orders Local Law 2012 and is relocated under Item 11 "Items Brought Forward for the Convenience of those in the Public Gallery" as the first report in these Minutes.

**13.5.4 DEVELOPMENT APPLICATION - STORAGE - 146 (LOT 11)
MADDINGTON ROAD, MADDINGTON**

Author: L Langford
Author's Declaration Nil.
of Interest:
Reference: 207515
Application No: DA13/00288
Applicant: Domestic Drafting Service
Owner: Maddington Road Investments Pty Ltd
Location: 146 (Lot 11) Maddington Road, Maddington
Zoning: MRS: Industrial
TPS No. 6: Composite Residential/Light Industrial, General Industry
Review Rights: Yes. State Administrative Tribunal against any discretionary decision of Council.
Area: 3.1363ha
Previous Ref: Nil.
Appendix: 13.5.4A Site Plan

PURPOSE OF REPORT

For Council to consider an application for planning approval for Storage at 146 (Lot 11) Maddington Road, Maddington as the proposal is outside the authority delegated to staff due to non-compliance with Town Planning Scheme No. 6 (TPS 6).

BACKGROUND**Site Description and Planning Framework**

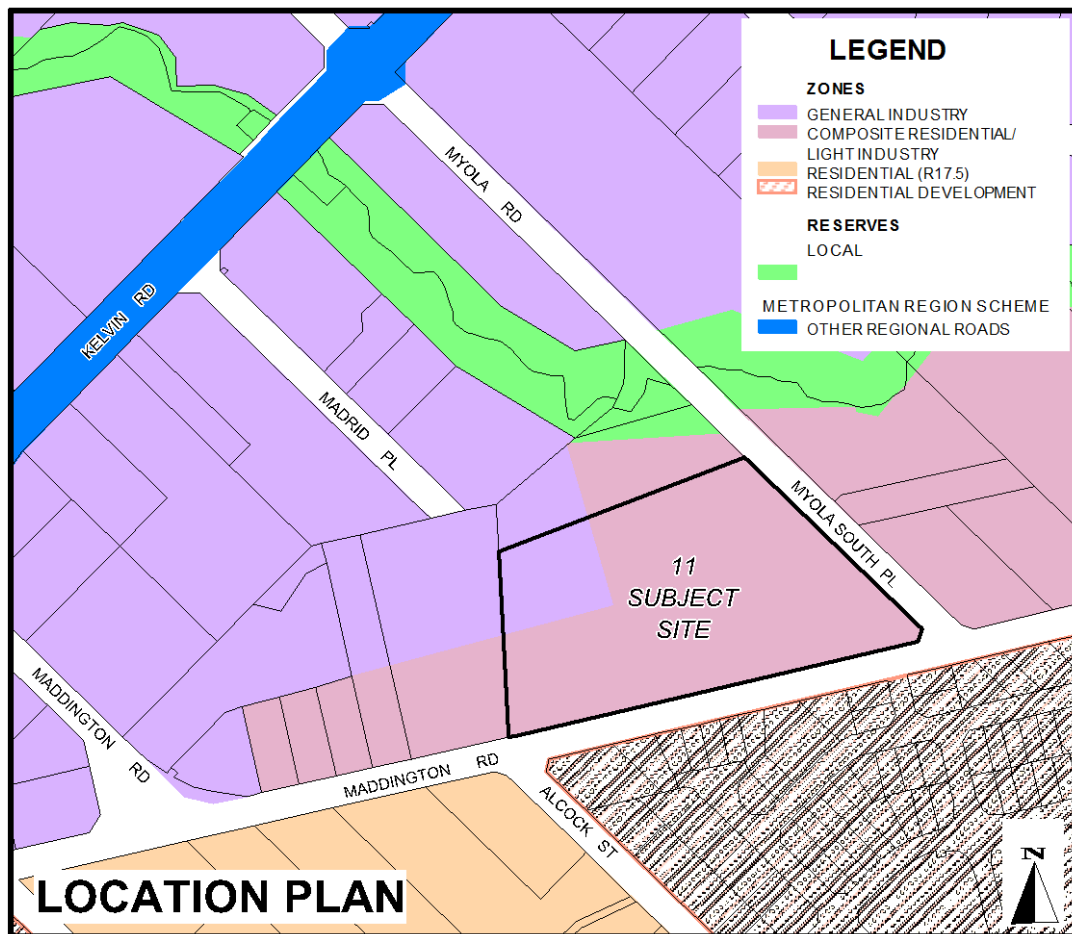
The subject property is located at the intersection of Maddington Road and Myola South Place. The property contains an existing dwelling and workshop building in the eastern corner of the site, and hardstand areas in the north-eastern and south-western portions of the site. The north-eastern hardstand area is currently being used to store sea containers, and the south-western hardstand area is vacant.

The site is surrounded by industrial development to the north, east and west, and residential development is being undertaken south of the site (on the opposite side of Maddington Road), as per the Maddington Road Precinct B Outline Development Plan.

The site has two industrial zonings under TPS 6, with a majority of the site zoned Composite Residential/Light Industry, and the north-western portion of the site (comprising approximately 4,000m²) zoned General Industry.

A map identifying the location of the subject site and its zoning under TPS 6 follows.

Item 13.5.4 Continued



The subject site is located within the Town Planning Scheme No. 15 Guided Town Planning Scheme (TPS 15) area. TPS 15 is intended to guide subdivision and industrial development within the Maddington area, and includes Scheme costs to fund the provision for roads, public open space, footpaths and drainage infrastructure.

Proposal

The application involves the following:

- The placement of 6,630m² of hardstand in the north-western portion of the site, and retrospective approval for 10,176m² of hardstand in the north-eastern and south-western portions of the site. The application therefore seeks approval for a total of 16,806m² of hardstand area
- A drainage sump of approximately 450m² is proposed in the north-western corner of the site, and interconnected drainage swales or pipes are proposed along portions of the north-eastern and southern boundaries, and for the full length of the north-western and western boundaries
- The operation of a business proposes long-term storage of domestic items in sea containers

Item 13.5.4 Continued

- The sea containers will be delivered to properties off-site to be filled with items for storage, and approximately one week later, the container is collected and brought back to the subject site for storage. When the goods are required, the sea container is delivered off-site. The site will not be used as an international sea container storage facility
- A maximum of 500 sea containers will be stored on the property. Each container measures 2.5m by 6m long, with a height of 2.6m, and will be stacked a maximum of three containers high (i.e. 7.8m)
- A setback of 15m is proposed along both street frontages with screening by large, fast-growing trees
- The existing workshop on the site will be used as an ancillary maintenance workshop for sea containers on the property (ie repairing damaged containers)
- The hours of operation will be between 8am and 4pm, Monday to Friday
- There will be up to six employees based at the site
- There are currently 27 marked car parking bays on the site
- It is anticipated that there will be 40 truck movements and 60 vehicle movements per week on average, using the existing crossovers to Myola South Place and Maddington Road.

The site plan is contained as Appendix 13.5.4A.

It should be noted that there has been a delay in the determination of the subject application due to the proponent providing various sets of amended plans.

Consultation

The proposal was not required to be advertised for public consultation.

DISCUSSION**Town Planning Scheme No. 6**Use Class Assessment

The subject site is zoned Composite Residential/Light Industrial and General Industry under TPS 6. In accordance with TPS 6, Storage is a "D" use in both the Composite Residential/Light Industrial and General Industry zones, meaning it is not permitted unless the local government has exercised its discretion by granting planning approval.

Development Standards

The proposal has been assessed against and complies with all relevant provisions of TPS 6, with the exception of those discussed below.

Item 13.5.4 Continued

TPS 6 Requirements	Assessment/Comment
<p>1. Clause 5.10.1 - General Requirements</p> <p>On any lot situated within the Composite Residential/Light Industrial Zone, no person shall:</p> <p>(b) develop, establish, continue or allow to be developed or established an industry or business use within the first 35m and extending the full width of the lot from the residential frontage, such part of the land as this is required to be set aside exclusively for residential purposes and access unless the lot is a corner lot or is irregular in shape in which case Council shall determine the area to be used for industry or business.</p> <p>(d) use or permit to be used an area in excess of 2,500m² for industrial or business use, including open storage buildings, yards, vehicle movements areas, unless otherwise approved by Council;</p>	<p>The residential portion of the site comprises of approximately 2,000m² of land located at the eastern corner of the property, near the intersection of Myola South Place and Maddington Road, and access to the dwelling is provided from Myola South Place.</p> <p>The storage of sea containers is proposed to be setback 15m from both the boundaries of Myola South Place and Maddington Road. The existing workshop building is currently setback approximately 9m from the Myola South Place boundary.</p> <p>As the property is a corner lot, Council shall determine the area to be used for the industry or business. In this regard, it is considered that the proposed 15m setback would be adequate, providing that the visual amenity impacts associated with the sea containers is appropriately managed.</p> <p>The subject site is approximately 3.1ha in area and as the nature of the land use is reliant on large open space areas, it exceeds the allowable maximum area.</p> <p>Given the low impact nature of the business (storage) and the size of the subject site, a variation to the 2,500m² limitation is considered acceptable.</p> <p>It should be noted that the subject site may be subdivided into smaller allotments in the future, which may result in the creation of smaller Composite Residential/Light Industrial lots, which are more typical of other sites within the surrounding area.</p>

As discussed above, it is considered that the variations to the Scheme standards are acceptable in this instance.

Car Parking

There are no parking requirements under TPS 6 for the land use of Storage. For such instances, Clause 5.13.1 of the Scheme states:

"Where a development is not specified in Table No. 3A, the Council shall determine car parking requirements having regard to the nature of the development, the number of vehicles likely to be attracted to the development and the maintenance of desirable safety, convenience and amenity standards."

Item 13.5.4 Continued

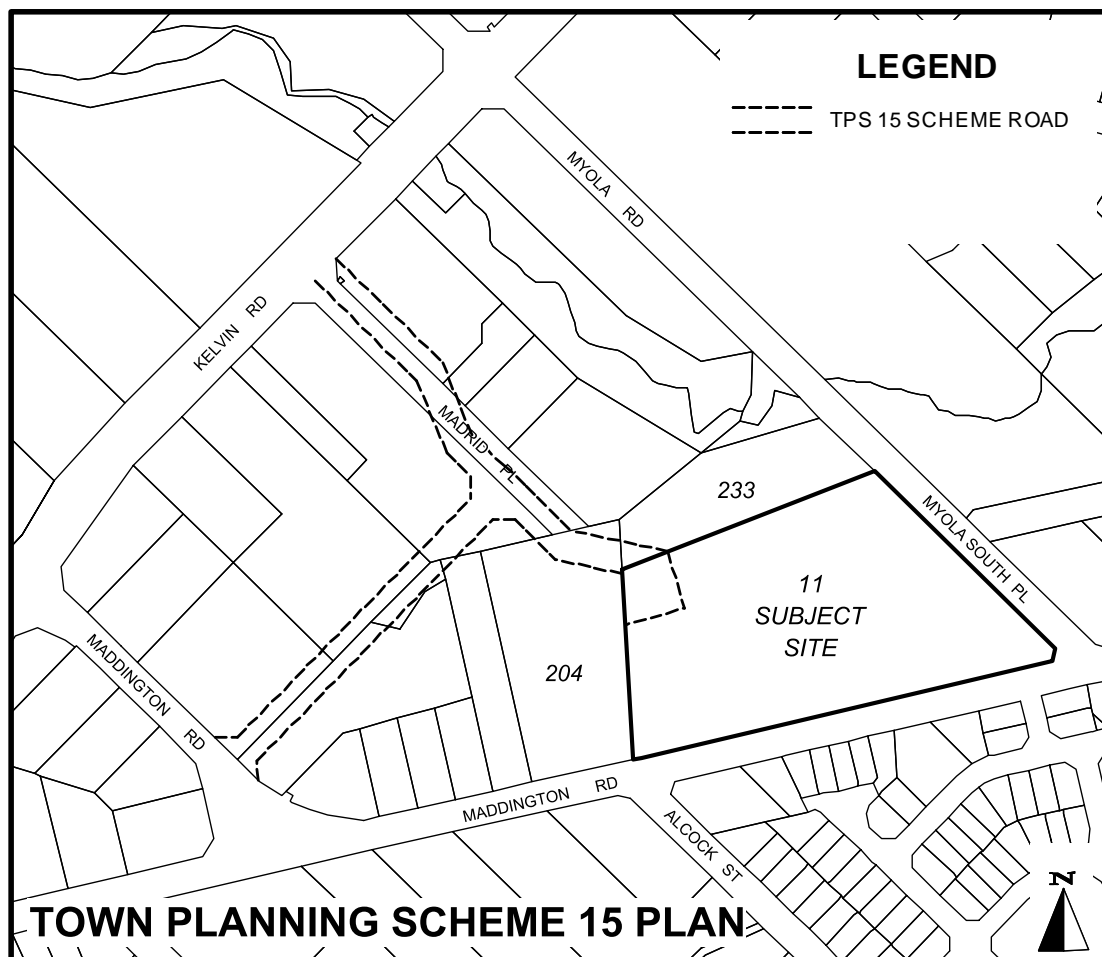
The applicant has advised that there will be up to six employees based at the site, and it is not anticipated that visitors would have any reason to access the site. There are currently 27 marked car parking bays on the site which is considered sufficient to accommodate the proposed use.

Town Planning Scheme No. 15

As previously stated, the subject site is located within the TPS 15 area which is intended to guide subdivision and industrial development within the Maddington area. Much of the TPS 15 area has been developed since the gazettal of the Scheme in January 1990, however a number of lots, including the subject site, have not yet been subdivided.

Road Requirement

The TPS 15 map illustrates a road network for the area, which includes providing for Madrid Place to be extended through to the north-western corner of the subject site via adjoining Lots 204 and 233. A map illustrating the TPS 15 road requirement follows.



Item 13.5.4 Continued

In considering the requirement to give up land for a road the following is relevant:

1. The road extension cannot proceed through to the subject site until such time that adjoining Lots 204 and 233 subdivide and provide land for the road extension.
2. The subject site will be located at the end of the cul-de-sac for Madrid Place, and therefore delaying the requirement to give up land for a road would not impede other landowners from developing in accordance with TPS 15.

In light of the above, it is considered appropriate to defer the requirement to give up land for a road until such time that subdivision occurs.

Scheme Cost Contributions

As mentioned previously, TPS 15 has an associated cost contribution arrangement for infrastructure and public open space within the Scheme area. The subject site has yet to contribute to the Scheme, and therefore the landowner is liable to pay contributions as a condition of approval should this application be approved.

Visual Amenity

The subject application is proposing a maximum of 500 sea containers to be stored on the property, stacked to a maximum of three containers high (ie 7.8m high). A setback of 15m is proposed from both Maddington Road and Myola South Place, and landscaping, including large, fast-growing trees, is proposed to be installed within the 15m setback areas.

Notwithstanding the proposed landscaping screening, it is considered that sea containers stacked to a total height of 7.8m could result in visual amenity impacts to surrounding residential uses. It is considered however that if the sea containers were stacked a maximum of two (ie 5.2m high) for the first two rows of sea containers, then the visual bulk of the sea containers as viewed from the street will be reduced. As such, if the application is approved, it will be recommended that a condition be imposed which stipulates the maximum stack heights as suggested, in addition to a requirement for a landscaping plan which details the nature of the landscaping to be installed within the 15m landscaping strips.

Traffic

The applicant has advised that the use will involve an average of 40 truck movements a week, using an eight-wheeler rigid truck (similar to the City's rubbish trucks), and an average of 60 vehicle movements per week, using the existing crossovers to Myola South Place and Maddington Road.

Myola South Place and Maddington Road are classified as an Access Road and District Distributor 'B' road respectively under the City's Road Hierarchy. The pavement width of the roads is approximately 7-8m, which is sufficiently wide to accommodate the type of vehicles that are to access the site.

Item 13.5.4 Continued

It is considered that the local road network and the existing crossovers will be capable of accommodating the proposed number of vehicle movements without comprising safety and the amenity standards of the area.

CONCLUSION

The proposal is supported for the following reasons:

- The subject site is zoned Composite Residential/Light Industry and Storage is a suitable use in that zone
- Subject to the imposition of appropriate conditions, the use is not expected to adversely affect the amenity of the area
- The subject site is not expected to generate traffic in excess of what can be accommodated by Myola South Place and Maddington Road.

It is therefore recommended that the proposal be approved subject to appropriate conditions as listed in the staff recommendation.

FINANCIAL IMPLICATIONS

Nil.

STATUTORY IMPLICATIONS

- Town Planning Scheme No. 6
- Guided Town Planning Scheme No. 15.

VOTING REQUIREMENTS

Simple Majority required.

STAFF RECOMMENDATION AND COUNCIL RESOLUTION
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167 Moved Cr P Griffiths Seconded Cr G Dewhurst

That Council approves the application for Storage at 146 (Lot 11) Maddington Road, Maddington, dated 7 August 2013 subject to the following conditions:

1. The landowner/applicant shall contribute towards development infrastructure and public open space, pursuant to Town Planning Scheme No. 15, prior to the commencement of development.
2. The applicant shall submit a drainage design, prescribing a functional drainage system, including detailed engineering drawings, and necessary technical information to demonstrate functionality of the design. The design is to be endorsed prior to the construction of the hardstand area and thereafter implemented to the satisfaction of the City of Gosnells.

Item 13.5.4 Continued

3. A minimum of 27 carparking bays are to be provided, prior to the commencement of the use, and maintained to the satisfaction of the City. The driveways, accessways and carbays are to be paved, drained and marked to the City's standards in accordance with the approved plan and Table 3B of Town Planning Scheme No. 6.
4. The carparking and landscaping areas located in the street setback areas are not to be used for the storage of motor vehicles, machinery, equipment, materials or sea containers.
5. The hardstand areas are to be paved, sealed and drained to the City's satisfaction.
6. A landscaping plan (incorporating large, fast-growing trees for screening) for the development site and adjoining road verges is to be submitted in accordance with the City's Landscape Plan Information Sheet, and approved by the City's Parks and Environmental Operations branch, prior to the commencement of the use on the site.
7. Landscaping and irrigation of the development site and adjoining road verge is to be installed prior to the commencement of the use on the site, and thereafter maintained, in accordance with the approved landscaping plan to the satisfaction of the Manager Parks and Environmental Operations.
8. Sea containers shall be stacked to a maximum height of two sea containers for the two rows of sea containers, closest to Maddington Road and Myola Place South. In all other locations, sea containers shall be stacked no higher than three sea containers high.

CARRIED 10/0**FOR:** *Cr W Barrett, Cr J Brown, Cr G Dewhurst, Cr D Goode, Cr P Griffiths, Cr R Lawrence, Cr R Mitchell, Cr O Searle, Cr P Yang and Cr D Griffiths.***AGAINST:** *Nil.*

13.5.5 DRAFT MADDINGTON KENWICK STRATEGIC EMPLOYMENT AREA POLICY (ITEM BROUGHT FORWARD - REFER TO ITEM 11)

The above item was brought forward in accordance with Clause 4.12 of the City of Gosnells Standing Orders Local Law 2012 and is relocated under Item 11 "Items Brought Forward for the Convenience of those in the Public Gallery" as the third report in these Minutes.

13.5.6 PROPOSED MODIFICATION TO DETAILED AREA PLAN - 215 (LOT 1008) CAMPBELL ROAD, CANNING VALE (ITEM BROUGHT FORWARD - REFER TO ITEM 11)

The above item was brought forward in accordance with Clause 4.12 of the City of Gosnells Standing Orders Local Law 2012 and is relocated under Item 11 "Items Brought Forward for the Convenience of those in the Public Gallery" as the third report in these Minutes.

13.5.7 CENTRAL MADDINGTON DEVELOPER CONTRIBUTION PLAN REPORT - REVISED DEVELOPMENT CONTRIBUTION PLAN REPORT (ITEM BROUGHT FORWARD - REFER TO ITEM 11)

The above item was brought forward in accordance with Clause 4.12 of the City of Gosnells Standing Orders Local Law 2012 and is relocated under Item 11 "Items Brought Forward for the Convenience of those in the Public Gallery" as the fourth report in these Minutes.

13.5.8 NEW ZEALAND AND AUSTRALIA ECONOMIC DEVELOPMENT FORUM 2014 CONFERENCE, AUCKLAND, NEW ZEALAND, 6-9 JULY 2014

Author: M Brewis
Author's Declaration Nil.
of Interest:
Previous Ref: Nil.
Appendix: 13.5.8A Conference Program

PURPOSE OF REPORT

To seek Council approval for the Economic Development Coordinator to attend the New Zealand and Australia Economic Development Forum 2014 in Auckland, New Zealand, from 6 to 9 July 2014.

BACKGROUND

This will be a joint conference between Economic Development Australia (EDA), the national professional body for economic development practitioners, and its New Zealand counterpart, EDANZ.

EDA's purpose is to promote sustainable economic development in all levels of government across Australia. Membership exceeds 400, with State Practitioner networks established in Queensland, New South Wales, Victoria, Tasmania, South Australia, Western Australia and the Territories. Practitioners are employed in local government, regional development agencies, State Government economic development departments, private sector consultants and companies involved in economic development.

The Economic Development Coordinator has attended the past three annual National Economic Development Conferences. Conference reports and expenses acquittals have been filed and accepted for each of these conferences. The last conference attended by the Coordinator was the National Economic Development Conference in Melbourne in October 2013.

The New Zealand and Australia Economic Development Forum 2014 is one of the major economic development conferences of the year. The Economic Development Forum deals with economic growth and investment themes relevant to the City of Gosnells. It will add to the experience of the Economic Development Coordinator in key areas of economic redevelopment.

DISCUSSION

The theme of the forum is *Creating Opportunities, Driving Growth*, and it will focus on regional development, trade and investment and its implication for growing local economies. The conference program is attached as Appendix 13.5.8A.

The forum is expected to attract influential participants from government, business, education and training, academic and social service sectors, and will include site visits, local, national and international case studies and networking opportunities.

Item 13.5.8 Continued

Among the presentations will be The Australian Perspective presented by the Australian Trade Commission and Trans-Pacific Partnership - opportunities for New Zealand and Australia.

Speakers include:

- Victoria Spackman, Chief Executive, Gibson Group
- John Bennie, Chairman Southern Melbourne Regional Development Australia
- Len Brown, Mayor of Auckland
- Dr David Walker, Trade & Economic Group, Ministry of Foreign Affairs & Trade
- Dr Ganesh Nana, Executive Director, Chief Economist, BERL
- Stuart Trundle, Chief Executive, Venture Taranaki.

Panels and workshops include:

- Leveraging free trade agreements
- Building an innovative economy
- Developing the tourism highway
- Building business partnerships and sector strategies at a regional level
- Developing Economic Cities - are they the future of sister cities?
- Workforce development
- 'Place-based' development - the connection between social and economic
- Public-funded business support - what should the future be?
- Youth Education - delivering for tomorrow - the role of the Regions.

FINANCIAL IMPLICATIONS

The estimated cost per person (subject to availability) is as follows:

Registration (Earlybird rate)	\$750.00
Return economy airfare (estimate 18 June)	\$1100.00
Accommodation (five nights)	\$1200.00
Out of Pocket Expenses	687.10
Total	\$3728.10

Funds are available from Account JL-30-95000-3034-000 Staff Training/Conferences for attendance by Economic Development Coordinator.

STATUTORY IMPLICATIONS

Nil.

Item 13.5.8 Continued

VOTING REQUIREMENTS

Simple Majority required.

STAFF RECOMMENDATION AND COUNCIL RESOLUTION

168 Moved Cr O Searle Seconded Cr D Goode

That Council approve the Economic Development Coordinator attending the New Zealand and Australia Economic Development Forum 2014 in Auckland, New Zealand, from 6 to 9 July 2014 at an estimated cost of \$3,728.10.

CARRIED 10/0

FOR: *Cr W Barrett, Cr J Brown, Cr G Dewhurst, Cr D Goode, Cr P Griffiths, Cr R Lawrence, Cr R Mitchell, Cr O Searle, Cr P Yang and Cr D Griffiths.*

AGAINST: *Nil.*

13.6 GOVERNANCE

Nil.

14. MOTIONS OF WHICH PREVIOUS NOTICE HAS BEEN GIVEN

Nil.

15. URGENT BUSINESS
(by permission of Council)

Nil.

16. CONFIDENTIAL MATTERS

Nil.

17. CLOSURE

The Mayor declared the meeting closed at 8.29pm.