



ORDINARY COUNCIL MEETING
14 JULY 2015

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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 14 July 2015.

1. DECLARATION OF OPENING/ANNOUNCEMENT OF VISITORS/DISCLAIMER

The Deputy 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

The Deputy Mayor read aloud the following statement:

Members of the public are cautioned against taking any action on Council decisions, on items on this evening's Minutes 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 Minutes 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 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

DEPUTY MAYOR

CR R MITCHELL
CR W BARRETT
CR J BROWN
CR D GOODE JP
CR P GRIFFITHS
CR R HOFFMAN
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
MS S MACGROTTY

PUBLIC GALLERY

Six

2.1 APOLOGIES

Cr G Dewhurst
Cr D Griffiths

2.2 LEAVE OF ABSENCE

Nil.

3. DISCLOSURE OF INTEREST

Nil.

**4. ANNOUNCEMENTS BY THE PRESIDING MEMBER
(without discussion)**

Nil.

5. REPORTS OF DELEGATES

(without discussion)

Cr R Hoffman provided an update on the South East Regional Energy Group (SEREG) and the Switch your thinking program, advising that the City will soon be in receipt of the *Switch your thinking!* five year business plan.

Cr Hoffman advised that a breakdown of the revenue streams for the *Switch your thinking!* program for the previous three years indicated that for every dollar the City invested in this program, an amount of \$4.38 was returned from other sources, such as grants and other Council money etc.

Cr Hoffman encouraged all Councillors to read this proposed business plan so that appropriate decisions can be made for the program to move forward.

Notation

Cr Hoffman tabled the 'Switch your thinking Business Plan 2015-16 to 2019-20', a copy of which is available for viewing.

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

Nil.

6.2 PUBLIC STATEMENTS

Nil.

7. CONFIRMATION OF MINUTES

STAFF RECOMMENDATION (1 OF 2) AND COUNCIL RESOLUTION

267 Moved Cr J Brown Seconded Cr D Goode

That the Minutes of the Ordinary Council Meeting held on 23 June 2015, as published and distributed be confirmed as an accurate record.

CARRIED 9/0

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

AGAINST: *Nil.*

STAFF RECOMMENDATION (2 OF 2) AND COUNCIL RESOLUTION

268 Moved Cr J Brown Seconded Cr D Goode

That the Minutes of the Special Council Meeting held on 7 July 2015, as published and distributed be confirmed as an accurate record.

CARRIED 9/0

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

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”.

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].

Nil.

12. REPORTS OF COMMITTEE MEETINGS

Nil.

13. REPORTS

13.1 CHIEF EXECUTIVE OFFICE

13.1.1 4 YEAR CORPORATE BUSINESS PLAN

Author: M McInnes
Author's Declaration Nil.
of Interest:
Previous Ref: OCM 11/11/2014
Appendix: 13.1.1A 4 Year Corporate Business Plan

PURPOSE OF REPORT

For Council to adopt an updated version of the City's 4 Year Corporate Business Plan.

BACKGROUND

All local governments are required to produce a plan for the future under Section 5.56 of the *Local Government Act 1995 (Act)*. The associated *Local Government (Administration) Regulations 1996* establish specific requirements to produce a corporate business plan. Council adopted the City's 4 Year Corporate Business Plan at the Ordinary Council Meeting held on 12 June 2012.

The City is required to review its 4 Year Corporate Business plan annually. The last review was presented to Council on 11 November 2014.

DISCUSSION

4 Year Corporate Business Plan

The City's 4 Year Corporate Business plan only required an internal review. The plan has been updated to include indicative costs for ongoing projects and operational activities until 2018/19. Information on the past financial year has also been deleted. Further, a number of projects have been removed as they are now complete or have been deferred as a result of limited external funding. These are:

- Leisure World Extension (complete)
- Duplication of Nicholson Road between Ranford Road and Clontarf Terrace (complete)
- Duplication of Burslem Drive between Olga Road and Canning River (lack of external funding).

Conclusion

The City's 4 Year Corporate Business Plan is viewed as meeting the goals, needs and aspirations of the City and the community. The 4 Year Corporate Business Plan will be reviewed and updated again in 2016.

Item 13.1.1 Continued

FINANCIAL IMPLICATIONS

Nil.

STATUTORY IMPLICATIONS

- Section 5.56 of the *Local Government Act 1995*
- Regulation 19DA of the *Local Government (Administration) Regulations 1996* requires Council to review its Corporate Business Plan every year and determine whether or not the Plan should be adopted or modified.

VOTING REQUIREMENTS

Absolute Majority required.

STAFF RECOMMENDATION AND COUNCIL RESOLUTION

269 Moved Cr R Lawrence Seconded Cr J Brown

That Council adopts the updated 4 Year Corporate Business Plan as detailed in Appendix 13.1.1A.

CARRIED BY ABSOLUTE MAJORITY 9/0

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

AGAINST: *Nil.*

13.2 PLANNING AND SUSTAINABILITY

13.2.1 CITY OF GOSNELLS - SUBMISSION - PERTH AND PEEL @ 3.5 MILLION

Director: C Terelinck

Author's Declaration Nil.

of Interest:

Appendix: 13.2.1A Draft South Metropolitan Peel Sub-regional
Structure Plan
13.2.1B West Martin Urban Area Plan

PURPOSE OF REPORT

For Council to consider a submission on the Draft Perth and Peel @ 3.5 Million Planning Framework.

BACKGROUND

The Draft Perth and Peel @3.5 Million Planning Framework was released by the Western Australian Planning Commission (WAPC) for public comment on 1 May 2015 and closes on 31 July 2015.

The framework will guide urban growth to the year 2050 and aims to create a liveable city that:

- Provides opportunities for residential development and local employment.
- Facilitates good accessibility for all modes of transport (including public transport).
- Ensures the conservation of regionally significant environmental attributes.
- Protects natural resources.

The Framework consists of a spatial plan (the Plan) which illustrates the existing urban environment and proposes future urban expansion areas and additional infrastructure requirements up to 2050. The plan shows:

- New Residential Growth Areas
- Location of Activity Centres (shopping centres)
- Extension of Regional Road Network
- Expansion of Rail Network (passenger and freight)
- New Industrial Areas (employment generators).

The spatial plan is supported by several broad objectives and the various key strategies and actions that will need to be progressed in order to implement the plan up to 2050.

Item 13.2.1 Continued

The driving force behind the plan's preparation is the realisation that urban growth is expanding in a linear manner along the coast, which is creating an unsustainable demand for public infrastructure such as the extension of rail networks both north and south. As such the plan proposes to terminate further urban growth at the northern and southern most urban fringes and focus on accommodating population growth within the land that is available. Within this land the focus will be on delivering dwelling targets to cater for population growth, developing activity centres and commercial/industrial precincts to generate employment in close proximity to where people reside, and redeveloping public transport links to better connect people from their place of residence to activity centres and their workplace.

To facilitate implementation of the broader spatial plan, several draft sub-regional structures plans have been prepared representing the following distinct geographical areas in the metropolitan area:

- North-west
- North-east
- Central
- South Metropolitan Peel.

These structure plans focus on the relevant sub-regional matters in achieving the objectives of the broader metropolitan wide spatial plan. It is estimated that approximately three quarters of all future growth will occur in the area covered by the Outer Metropolitan Growth Councils.

The City of Gosnells is within the South Metropolitan Peel Structure Plan (Peel Plan) which is attached at Appendix 13.2.1A. The Peel Plan includes the Council areas of Cockburn and Gosnells at its most northern point and as far as Mandurah and Waroona to the south.

DISCUSSION

There are eight broad objectives contained in the Peel Plan. Whilst all are important, some of these are more significant than others in the context of the future planning proposals illustrated in the Peel Plan for the City of Gosnells. These are discussed in more detail in the following sections.

Urban Growth

Urban Consolidation

Urban Expansion in the City of Gosnells can be broadly divided into two Categories, greenfield urban development and infill urban development.

Greenfields development relates to newer urban development areas such as Southern River. The City has substantially progressed structure planning for Southern River Precincts 2 and 3 and facilitated the assessment and construction of dwellings and associated community infrastructure. Continued planning is occurring on approximately 600ha of urban development proposed in Southern River Precinct 4 (SRP 4).

Item 13.2.1 Continued

Infill development relates to land contained within the already established suburbs of the City. Some of this land has not been developed in the past due to servicing constraints, whilst other land provides opportunities for development by increasing densities around train stations and shopping centres. The City of Gosnells has facilitated substantial infill development via several amendments to Town Planning Scheme No. 6 (TPS 6) which has increased residential densities in strategic locations around the City. In a similar manner, through the preparation of its Local Planning Policy 3.2 Coordination and Infill Policy, the City has facilitated development of pockets of residential land which historically have been constrained.

In terms of reaching dwelling targets set within the Peel Plan for both urban infill and greenfields development, the City of Gosnells is well advanced due to the significant amount of planning work undertaken over the last 10 years.

Urban Expansion

The Peel plan identifies two new localities where residential expansion can occur up to 2050. This includes a portion of Orange Grove, approximately 188 hectares and approximately 30 hectares of a portion of West Martin. These areas are zoned Rural under TPS 6. The Peel Plan envisages that the planning for West Martin is to be substantially progressed by 2031, whereas the planning for Orange Grove is to occur post 2031.

West Martin has previously been identified for residential growth. Originally it was anticipated that this area be much larger and extend further south-east. However due to issues arising from dust emanating from the nearby quarry and the 1 kilometre dust buffer, most of the area will remain rural. Land along Gosnells Road West will be urbanised. In terms of the possibility of Orange Grove being suitable for residential growth, this is a large undertaking requiring extensive investigations. The Peel Plan acknowledges it will not occur in the short-term.

It is recommended that Council support urban expansion for the portions of West Martin and Orange Grove.

Employment Growth

An important part of creating a liveable City is providing the growing population with opportunities for employment. The Peel Plan and the broader spatial plan advocate improved levels of self-sufficiency which means creating employment for people near to where they live.

The two areas of focus for employment generation are the proposed industrial area referred to as the Maddington Kenwick Strategic Employment Area (MKSEA) and Activity Centres.

The Planning for MKSEA has been substantially progressed in recent years. Precinct 1 has already undergone a Metropolitan Region Scheme amendment to have the land zoned for Industrial. The MRS amendments for the remaining Precincts 2 and 3 are currently progressing with the WAPC.

Item 13.2.1 Continued

An activity centre is a commercial shopping district such as the Maddington Centro Shopping Centre. Activity centres are important employment generators. It is proposed to develop these centres in a manner that provides a diverse mix of business and employment opportunities. Activity centres are also suitable locations for high density residential development for the purpose of achieving a higher proportion of residents within walkable distance to work and convenience retailing. An important part of Activity Centre development is ensuring there is a well-functioning public transport system that provides connections between Activity Centres and connects residents to other employment areas such as the MKSEA.

The City of Gosnells has undertaken a significant amount of planning for Activity Centres in that it has completed a draft Activity Centres Planning Strategy which identifies the shopping districts proposed for redevelopment. This will occur through the preparation of Activity Centres Structure Plans which will facilitate an appropriate mix of business and employment opportunities, higher residential densities and an integrated public transport network.

Notwithstanding the planning undertaken for the MKSEA, the City has been very proactive in the planning for the Maddington Town Centre and the Gosnells Town Centre (through the Lissiman Improvement Plan).

As such it is considered that the City of Gosnells is well advanced in the planning for providing employment opportunities as proposed in the Peel Plan.

Public Transport

The Peel Plan proposes significant public transport links for the City of Gosnells.

It is planned that the Thornlie Rail link will be extended to the Kwinana Freeway near to Cockburn Central. This will require a new railway station being constructed at Nicholson Road. It is anticipated that the planning will be substantially progressed for this rail link by 2025.

A potential longer term railway link is proposed between Thornlie and Forrestfield (Perth Airport link). This will be combined with the planning for transit priority routes along Warton Road and Ranford Road which will provide important local public transport connections for residents to Activity Centres and employment. It is anticipated that these connections will be planned for post 2031.

The Department of Transport is currently working on a new Transport Plan, titled "The Transport Plan for Perth at a population at 3.5 million". This transport plan will be aligned to the new spatial plan for Perth/Peel. This plan will play a pivotal role in achieving the objectives of the spatial plan by providing a well-functioning public transport system that is more sustainable in terms of linking people with their place of residence, to employment areas, and convenience retailing both at the local and regional level.

In view of the above, it will be recommended that the public transport projects proposed in the Peel Plan be supported, but that the City again stress the importance of the construction of the Nicholson Road station and the extension of the Thornlie spur line.

Item 13.2.1 Continued

District Open Space

One of the objectives of the Peel Plan is to ensure that adequate District Open Space (DOS) will be provided in future to cater for the sporting and recreational needs of the growing population. Currently the sporting and recreation facilities in the City of Gosnells are at capacity. With Sutherlands Park already at maximum patronage there is an urgent need for additional open space but there is limited land remaining in the City to accommodate the future sporting needs of the growing population. Future DOS (13 ha) proposed in the Southern River Precinct 3 (SRP 3) Local Structure Plan (LSP) has been recently compromised by the presence of environmental constraints. Investigations are currently underway to determine if other opportunities exist for DOS in Precinct 3.

Approximately 600ha of land in SRP 4 (Della-Vedova) proposed for future urban development lies immediately adjacent to SRP 3 which will have its own requirement for DOS to accommodate future population growth. Unfortunately this has not been reflected in the Peel Plan which notes some future areas for DOS by a green asterisk (Whitby, Canning Vale). With DOS in the City being in such short supply, it is important that the Peel Plan reflect a large area of DOS in SRP 4, at least for a functioning sporting recreation facility.

As such it is recommended that the WAPC modify the Peel Plan to include an asterisk on the land indicating this as the future DOS and including additional text that a large area of land is required for this purpose.

Implementation

The implementation of the broader spatial plan for the metropolitan area and the Peel Plan is a long term proposal anticipated to occur over the next 35 years to the year 2050. Whilst many would consider this to be a long period of time, it is reflective of the actual extent of planning involved in achieving on-ground development. Even after extensive planning has occurred there are often challenges to funding community infrastructure associated with urban growth, particularly public transport which is very expensive.

The implementation section of the Peel Plan recognises the mechanisms required to progress planning proposals (such as structure plans), the responsible authority, and proposes that the Peel Plan be monitored every five years to determine its effectiveness.

This section is the most important part of the Peel Plan and should contain more information as to how implementation is to occur. It is acknowledged that a plan at such a broad level does not require a high level of detail. That said, it is recommended that a commitment be made by all levels of government and servicing agencies to prepare Implementation/Monitoring Staging Plan (IMSP) to document and monitor the achievements of key milestones. It would be helpful if State Government develops a template for this.

Item 13.2.1 Continued

In the short term, monitoring and review should occur every two years initially for the first six years to determine the best template for IMSP's and provide a sound understanding of the starting point for each authority as the foundation to future planning. The major benefits for the preparation of an IMSP and initial short term monitoring, is to better understand the impediments to implementation such as lengthy approval processes, funding challenges especially from servicing authorities, and the level of private versus government assistance in progressing plan objectives.

CONCLUSION

It is recommended that a minor change be proposed that recognises SRP 4 land as a future location of DOS. Also, additional detail is recommended in the Implementation section of the Peel Plan in respect to the requirement for the preparation of IMSPs and propose an initial monitoring/review period of every two years for the first six years.

It is recommended that Council supports Perth and Perth @3.5 Million and the associated draft South Metropolitan Peel Sub-regional structure plan, subject to the modifications proposed above.

FINANCIAL IMPLICATIONS

The implementation of the Perth and Perth @3.5 Million and its associated draft South Metropolitan Peel Sub-regional structure plan represents long term funding challenges for the State Government and local government. These challenges and their costs can be considered in more detail and various planning projects as investigated in future.

STATUTORY IMPLICATIONS

- Town Planning Scheme No. 6
- Metropolitan Region Scheme.

VOTING REQUIREMENTS

Simple Majority required.

Item 13.2.1 Continued

STAFF RECOMMENDATION AND COUNCIL RESOLUTION

270 Moved Cr R Hoffman Seconded Cr P Griffiths

That Council advises the Western Australian Planning Commission that it supports the general planning principles and objectives of the Perth and Peel @3.5 Million planning framework and its associated draft South Metropolitan Peel Sub-regional structure plan subject to the following:

1. Modifying the relevant map and text of the Peel Plan to illustrate (in an asterisk) that a large area of District Open Space will be required in Southern River Precinct 4.
2. Modifying the Implementation section of the Peel Plan to include the requirement for the preparation of an Implementation Monitoring Staging Plan and initial monitoring review period every two years for the first six years.
3. Reinforce to State Government the critical importance of long-term funding commitments for the construction of infrastructure, such as the extension of the Thornlie railway line to the Kwinana Freeway and construction of the Nicholson Road station.

CARRIED 9/0

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

AGAINST: Nil.

13.2.2 DEVELOPMENT APPLICATION - SIGNAGE - 92 (LOT 107) KENWICK ROAD, KENWICK

Director: C Terelinck
Author's Declaration Nil.
of Interest:
Reference: 226521
Application No: DA15/00205
Applicant: Wilsons Sign Solution
Owner: Association For Christian Education Inc.
Location: 92 (Lot 107) Kenwick Road, Kenwick
Zoning: MRS: Urban
TPS No. 6: Residential R17.5
Review Rights: Yes. State Administrative Tribunal against any discretionary decision of Council.
Area: 49,719m²
Previous Ref: Nil.
Appendix: 13.2.2A Site and Elevation Plans

PURPOSE OF REPORT

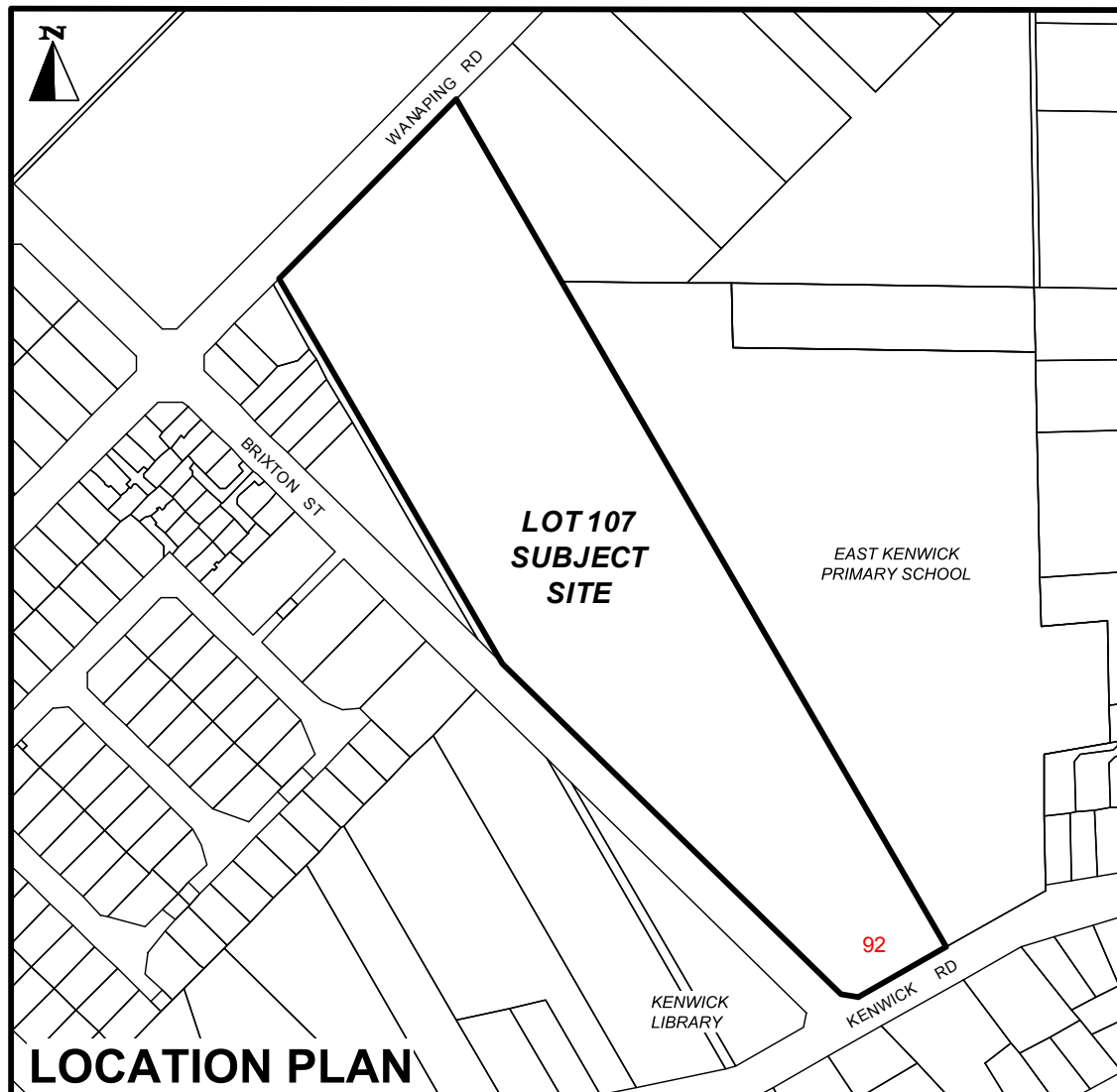
For Council to consider an application for planning approval for signage at 92 (Lot 107) Kenwick Road, Kenwick, as the proposal is outside the authority delegated to staff due to non-compliance with Local Planning Policy 4.9 - Signage and Flags.

BACKGROUND**Site Description and Planning Framework**

The subject site is bound by Kenwick Road, Brixton Street, Wanaping Road and East Kenwick Primary School. The site is zoned Residential R17.5, but accommodates an existing approved commercial use, being Rehoboth Christian College.

A map identifying the location of the subject site follows.

Item 13.2.2 Continued

**Proposal**

The application involves the following:

- Two "monolith" signs with a maximum width of 1.8m, a height of 5.39m, and a depth of 0.5m.
- The signs include the provision for a 1.2m x 0.6m embedded LED screen.
- One sign is proposed to front Brixton Street, and the other to front Kenwick Road.

The site and elevation plans are contained as Appendix 13.2.2A.

Consultation

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

Item 13.2.2 Continued

DISCUSSION

Town Planning Scheme No. 6

The erection of signage is defined as development under TPS 6 and as the proposal is not exempt by Clause 9.2 (f) of TPS 6, it requires planning approval.

Local Planning Policy 4.9 - Signage and Flags

LPP 4.9 states that where a commercial activity (specifically excluding a Home Business, Home Occupation, Home Store or Home Office) has been approved on land zoned Residential under Town Planning Scheme No. 6, signage proposals shall be assessed against the criteria set out under a Commercial Zone in Table 2 of the Policy.

Considering the above, the proposal complies with all relevant provisions of LPP 4.9, with the exception of the provision detailed below.

Signage	LPP 4.9 Pylon Sign Standards	Assessment
Monolith Sign	Maximum number of monolith signs per property is one; however, no such sign is permitted if there are any pylon signs on the same site.	The proposal includes the provision for two monolith signs on the same site. It is noted that the site does not contain any pylon signage.

The policy provisions provide guidance for assessment but may be varied if the proposal is considered acceptable.

In this instance, it is noted that:

- The proposed monolith signs are located on differing street frontages, one on Brixton Street, and one on Kenwick Road.
- The sign fronting Brixton Street is approximately 130m from the Brixton Street, Kenwick Road intersection. Further, the sign fronting Kenwick Road is approximately 24m from the same intersection. There is approximately 168m between the two proposed locations.
- The subject site is within close proximity to the Kenwick Shopping Village, East Kenwick Primary School, and the Kenwick Library in which signage of a similar nature is present. Therefore, in the context of the surrounding area, the proposal is unlikely to have any negative impacts on existing amenity.
- The applicant has advised that two signs are required as the two existing entry points do not interconnect.

CONCLUSION

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

FINANCIAL IMPLICATIONS

Nil.

Item 13.2.2 Continued

STATUTORY IMPLICATIONS

- Town Planning Scheme No. 6
- Local Planning Policy 4.9 - Signage and Flags.

VOTING REQUIREMENTS

Simple Majority required.

STAFF RECOMMENDATION AND COUNCIL RESOLUTION

271 Moved Cr W Barrett Seconded Cr P Yang

That Council approves the application for signage at 92 (Lot 104) Kenwick Road, Kenwick, dated 8 June 2015, subject to the signage not containing reflective or retro-reflective colours or materials.

CARRIED 9/0

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

AGAINST: *Nil.*

13.2.3 DEVELOPMENT APPLICATION - TRANSPORT DEPOT/STORAGE (INCLUDING HARDSTAND) - 61 (LOT 252) CLIFFORD STREET, MADDINGTON

Director: C Terelinck
Author's Declaration Nil.
of Interest:
Reference: 227640
Application No: DA15/00020
Applicant: Rowe Group
Owner: A Teh, E Teh and Y Teh
Location: 61 (Lot 252) Clifford Street Maddington
Zoning: MRS: Industrial
TPS No. 6: Business Development
Review Rights: Yes. State Administrative Tribunal against any discretionary decision of Council.
Area: 4.198ha
Previous Ref: Nil.
Appendices: 13.2.3A Site Plan, Floor Plan and Elevations
13.2.3B Schedule of Submission

PURPOSE OF REPORT

For Council to consider an application for planning approval for a Transport Depot/Storage (including Hardstand) at 61 (Lot 252) Clifford Street, Maddington as the proposal is outside the authority delegated to staff due to the requirement for an approved Outline Development Plan (ODP) prior to any development being undertaken.

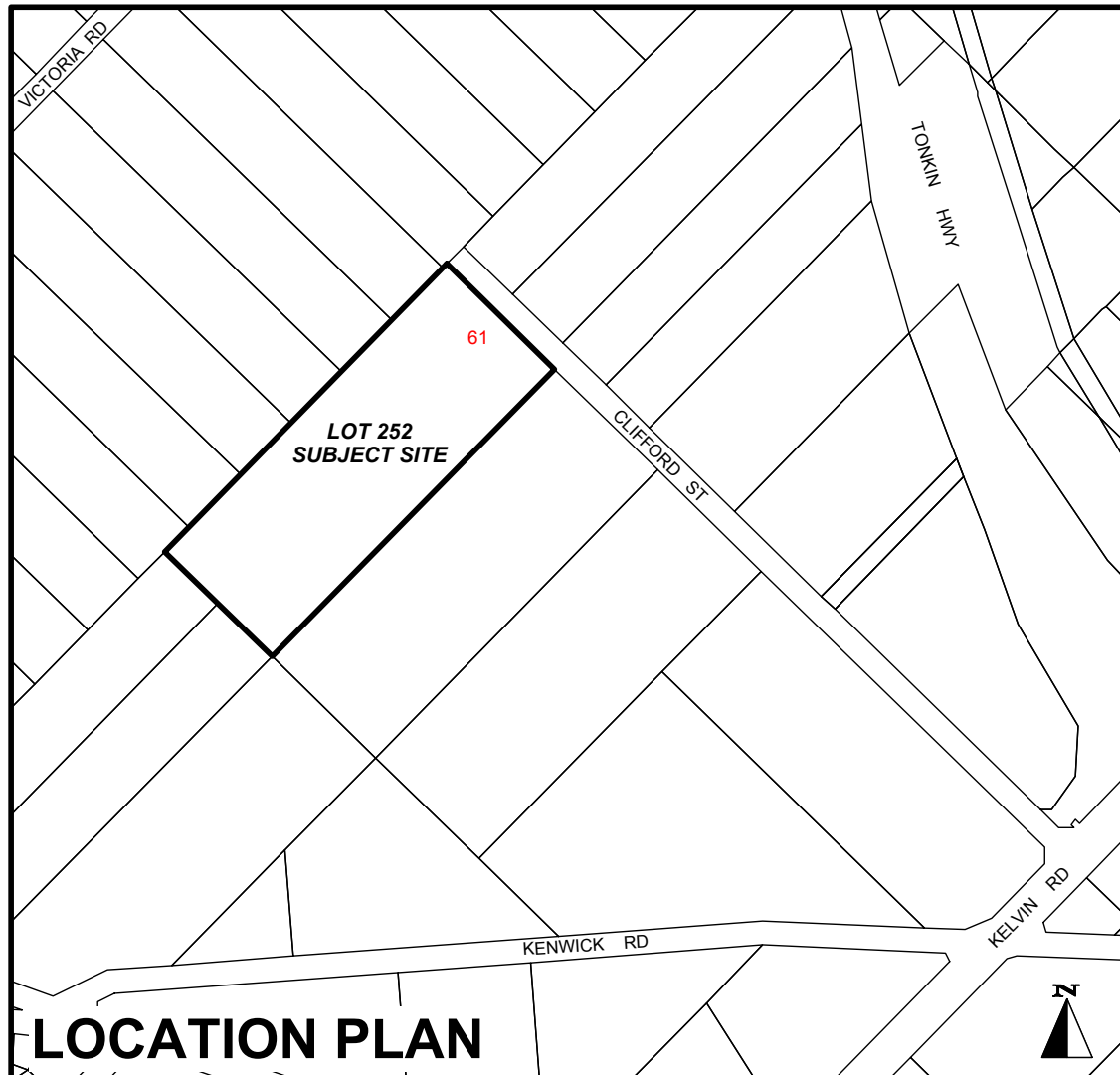
BACKGROUND**Site Description and Planning Framework**

The subject site contains a single dwelling to the rear of the lot and is located within Precinct 1 of the Maddington Kenwick Strategic Employment Area (MKSEA). Clifford Street is a no-through road with all traffic exiting this street via Kelvin Road.

Land within MKSEA Precinct 1 is zoned Business Development under TPS 6 and accommodates a mix of rural/residential and industrial land uses.

A map identifying the location of the subject site follows.

Item 13.2.3 Continued

**Proposal**

The application involves the following:

- 45.5m² demountable office/ablution block and hardstand (which incorporates clearing of the stage 1 area as shown on the site plan), with access to the site via a crossover to Clifford Street.
- It is anticipated that the site will store plant machinery, sea containers, and equipment related to the mining and construction industry, however the future tenancy is yet to be confirmed.
- A perimeter cyclone wire fence and lockable double gates at the site entry is proposed.
- The storage/transport depot is expected to generate 15-20 truck movements per week by 12.5m rigid trucks and, on occasion, by 19m semi-trailers.

Item 13.2.3 Continued

- One full-time employee (being an on-site Manager to be located in the demountable office) is proposed. Additional staff will briefly attend the site during the delivery and collection of stored items, with four car parking bays being provided.
- The hours of operation will be from 7am to 6pm Monday to Friday and 8am to 5pm Saturday.

The existing dwelling located within the rear portion of the lot (shown on the site plan within the stage 2 area) will remain on the subject site and will be subject to a future Development Application.

The site, floor and elevation plans are contained as Appendix 13.2.3A.

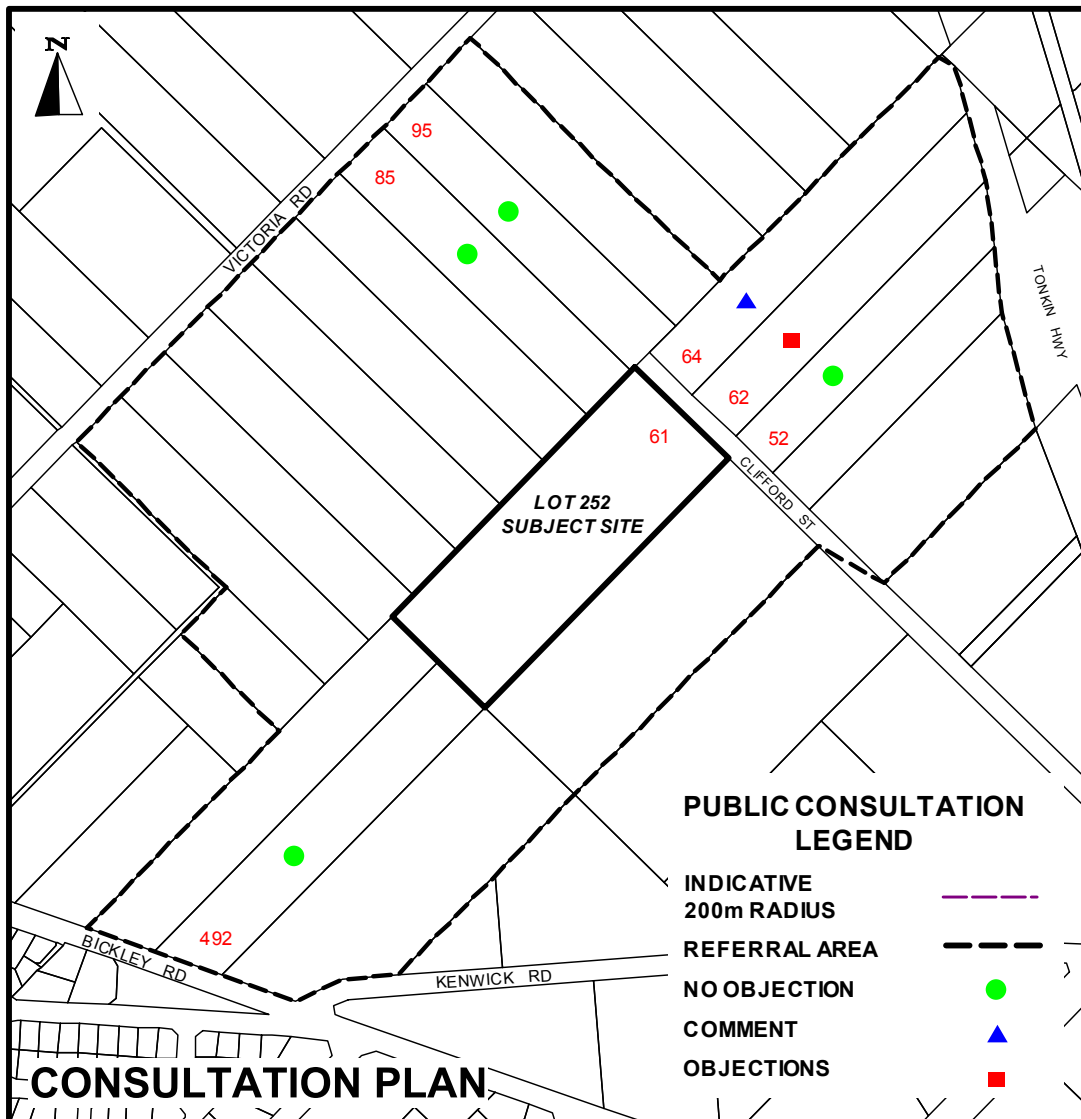
Consultation

The proposal was required to be advertised for public comment in accordance with Council Policy. The consultation was for a period of 14 days, being from 14 April 2015 to 29 April 2015. Letters were sent to the owners of 13 properties within the consultation area, and in addition, 6 occupiers of properties were also invited to comment.

In response, six submissions were received; one objecting to the proposal, four raising no-objection and one which provided comment. A summary of these submissions and comments thereon are provided in Appendix 13.2.3B.

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

Item 13.2.3 Continued



The main issues raised in the submissions are as follows:

- Amenity
- Traffic
- Items proposed to be stored
- Hours of operation
- Drainage.

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

Item 13.2.3 Continued

Referrals

The application was also referred to the following State Government agencies:

- Main Roads Western Australia (MRWA), due to the intersection of Clifford Street and Kelvin Road being located within the regional road reserve.
- Department of Environment Regulation, in respect to the clearing of vegetation.

In response, the City received the following advice:

- Main Roads has no objections to the proposed transport depot/storage subject to conditions in relation to road and intersection upgrades.
- The Department of Environment Regulation advised that a decision on the clearing permit application for the site will not be finalised until the City determines the current planning application.

DISCUSSION

Town Planning Scheme No. 6

Land Use Permissibility

The subject site is zoned Business Development under TPS 6. Table 1 of TPS 6 does not specify land use permissibility for the Business Development zone. Rather, it states that development and use of land is to be in accordance with an ODP. Clause 7.2.1 of TPS 6 states:

"Unless otherwise determined in accordance with Clause 7.2.5, the Council requires an Outline Development Plan for land zoned Development, Residential Development or Business Development before recommending subdivision or issuing planning approval for the development or the use of any land."

To date, an ODP has not been approved for Precinct 1. Clause 7.2.5 of TPS 6 provides Council with the opportunity to support subdivision or approve development in the absence of an ODP, where:

"... it is satisfied that such a proposal will not prejudice the orderly and proper future planning and development of the surrounding area."

The assessment of applications against Clause 7.2.5 is guided by Local Planning Policy 5.6 - MKSEA Precinct 1 (LPP 5.6).

Car Parking

There are no parking requirements under TPS 6 for Storage. In the context of considering car parking requirements for the proposal, the proposal is assessed against the TPS 6 requirements for Transport Depot as shown below.

Item 13.2.3 Continued

Use Class	Car Parking Standards (Scheme Requirements)	Car Parking Required (Scheme Requirements)	Car Bay Provided
Transport Depot	1 space for every 100m ² gross floor area, or 1 space for every employee whichever is the greater. Minimum 4 spaces.	There is one on-site employee associated with the proposal. A minimum of 4 spaces is required.	The application proposes 4 car parking bays.

Given that the proposal includes more than 3.0ha of hardstand there will be ample land available for parking.

Based on the above information the proposed car parking provision is considered acceptable.

Local Planning Policy 5.6 - MKSEA Precinct 1

On 22 October 2013, Council resolved (Resolution 416) to adopt Local Planning Policy 5.6 - MKSEA Precinct 1 (LPP 5.6) to guide Council's decision-making on appropriate land uses in the precinct during the interim period before an ODP is finalised. In this regard, Clause 3.4 of LPP 5.6 states:

"Council will not support applications 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 subject land and the surrounding area..."

In considering an application, Council is to have regard to the following matters:

Policy Requirements		Assessment/Comment
3.4 (a)	Whether the scale and extent of the proposed development will 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 August 2014 Indicative Local Structure Plan for the MKSEA depicts a number of new road connections, however, none of those connections will affect the subject site. If the application is approved, it will be recommended that a condition be imposed limiting the validity of the approval until 31 December 2018. The imposition of such a condition would ensure that the proposal would not prejudice the future road planning of the broader area.
3.4 (b)	Whether the scale and extent of the proposed development will impede the provision of essential services to the site or surrounding area.	The proposed development will not impede the provision of essential services.
3.4 (c)	Whether the scale and extent of the proposed development will 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.

Item 13.2.3 Continued

Policy Requirements		Assessment/Comment
3.4 (d)	Whether the nature and extent of the proposed development will compromise the value or wellbeing of any environmental feature.	The proposed development will not compromise the wellbeing of any environmental feature.
3.4 (e)	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.	The ability for Developer Contributions to be sought to facilitate implementation of a future ODP will be preserved by virtue of any approval being time limited until December 2018. Should the applicant wish to renew the approval after this date, it is anticipated that the requisite ODP for MKSEA Precinct 1 would be in place. Should this be the case, any new approval could be conditioned requiring the payment of any requisite Developer Contributions. If the required ODP is not finalised by December 2018 a further time limited approval could be considered by Council.
3.4 (f)	What impact, if any, the proposed development is likely to have on nearby residential and/or rural zoned properties. Such impacts include, but are not limited to, noise, dust, odour, vibration and traffic.	<u>Amenity</u> Two submissions received raise concerns in relation to the integration between the rural residential uses in this street and the industrial uses. In relation to the visual amenity, a 3m wide landscaping strip has been provided along the front boundary of the site. Refer to the Traffic and Hours of Operation section of the report for additional amenity issues.
3.4 (g)	Whether the proposed development will impede the orderly and efficient provision of planned water and wastewater services to the MKSEA.	The proposed development will not impede the provision of water and wastewater services to the MKSEA.

As detailed above, the proposal is considered to comply with the relevant criteria of the Policy.

Traffic and Access

Clifford Street currently accommodates a narrow, rural-style road pavement. Both the existing pavement and the existing Clifford Street/Kelvin Road intersection are considered unsuitable for accommodating large commercial vehicles. As such, if the application is approved, it will be recommended that Council imposes conditions requiring the existing pavement and intersection to be upgraded so as to accommodate large commercial vehicles of the type referred to in the application.

Hours of Operation

One of the submissions received specifically objects to the use of the site on the weekend, suggesting it would impinge on the existing residential amenity of the local area. Given that an ODP for the precinct (which is expected to address the issue of any direct industrial/residential interface) has not yet been progressed, it may not be appropriate to support the use of the subject site for industrial purposes on the weekend.

Item 13.2.3 Continued

In considering the matter, it should be noted that Council has previously allowed Saturday operation within Precinct 1, however, only where it either involved static storage or where the application was supported by an acoustic report. Given that the current application involves Transport Depot/Storage and it was not supported by an acoustic report, it is considered inappropriate to allow the activity to occur on the weekend. Furthermore, two recently approved applications in Clifford Street for industrial uses were also restricted to Monday to Friday operation.

CONCLUSION

The proposal is supported for the following reasons:

- Subject to the imposition of appropriate conditions, it is considered that the proposal would not unduly impede the orderly and proper planning or a future ODP for the area.
- The proposal is considered to be temporary in nature and would not pose an issue if the improvements to the land were required to be removed at the end of the approval period.

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
- Local Planning Policy 5.6 - MKSEA Precinct 1.

VOTING REQUIREMENTS

Absolute Majority required

STAFF RECOMMENDATION AND COUNCIL RESOLUTION
--

272 Moved Cr R Hoffman Seconded Cr W Barrett

That Council approves the application for Transport Depot/Storage (including associated hardstand) at 61 (Lot 252) Clifford Street, Maddington dated 20 January 2015 subject to the following conditions:

Condition to be satisfied prior to the commencement of development:

1. The applicant shall submit a drainage design to the City's satisfaction prior to the commencement of development, prescribing a functional drainage system, including detailed engineering drawings, and necessary technical information to demonstrate functionality of the design. The design is to be implemented to the satisfaction of the City of Gosnells.

*Item 13.2.3 Continued***Conditions to be satisfied prior to the commencement of use/occupancy of building(s):**

2. All crossovers are to be located and constructed to the City's specifications.
3. The proposed hardstand and carparking area is to be paved, sealed and drained to the City's satisfaction.
4. Satisfactory arrangements being made with the City for the upgrading and widening of Clifford Street and the upgrading of the Clifford Street/Kelvin Road intersection to enable long vehicles to safely access Kelvin Road.
5. The Clifford Street road works being undertaken prior to the occupation and use of the site.
6. In relation to the proposed access at Clifford Street/Kelvin Road, the developer shall be responsible for all costs involved in land acquisition, design and construction of the intersection and access, with Main Roads approval for the construction drawings being required before any work is undertaken within the Kelvin Road reservation.
7. A landscape plan for the development site and the adjoining road verge is to be submitted in accordance with the City's Local Planning Policy LPP 4.5 - Development - Landscaping, and approved by the City.
8. 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.
9. The proposed carparking bays are to be provided, prior to the occupation of the building, and maintained to the satisfaction of the City. The driveways, accessways and carbays are to be paved, drained and marked to City's standards in accordance with the approved plan and Table 3B of Town Planning Scheme No. 6.
10. An approved on-site effluent disposal system adequate to the proposed use of the premises is to be installed to the satisfaction of the City.

Conditions to be satisfied for the life of the development:

11. The hours of operation (including the movement of any vehicles or equipment to and from the site) are limited to between 7am and 6pm Monday to Friday.
12. Development may only be carried out in accordance with the conditions of the application as approved herein, any annotations shown in red (if applicable) and any approved plans.

Item 13.2.3 Continued

13. The approval for 'Storage' relates to storing plant machinery, sea containers, and equipment relating to the mining and construction industry, and does not include the maintenance of stored plant machinery/vehicles nor the storage of industrial waste.
14. This approval is valid until 31 December 2018, after which time the land shall not be used for this purpose and the land returned to its original state unless a new application for planning approval has been submitted and approved.

CARRIED BY ABSOLUTE MAJORITY 9/0

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

AGAINST: *Nil.*

13.2.4 REVIEW OF OPERATIONAL DEVELOPMENT CONTRIBUTION PLANS

Director:	C Terelinck
Author's Declaration of Interest:	Nil.
Previous Ref:	OCM 25 June 2013 (Resolutions 262 and 263) - Canning Vale OCM 11 June 2013 (Resolutions 224-226) - Homestead Road OCM 27 November 2012 (Resolutions 583 and 584) - West Canning Vale
Appendices:	13.2.4A Draft modified Canning Vale Outline Development Plan Development Contribution Plan Report 13.2.4B Draft modified West Canning Vale Outline Development Plan Development Contribution Plan Report 13.2.4C Draft modified Homestead Road Outline Development Plan Development Contribution Plan Report

PURPOSE OF REPORT

For Council to review the Development Contribution Plan Reports (DCPR) associated with the Canning Vale, West Canning Vale and Homestead Road Outline Development Plans (ODP), as required by Part 6 of Town Planning Scheme No. 6 (TPS 6).

BACKGROUND

The City administers Development Contribution Plans (DCP) for the shared provision of infrastructure and land for public purposes in the Canning Vale, West Canning Vale and Homestead Road ODP areas, and is required to review the associated DCPRs.

A summary of the most recent history of each DCP follows:

Area	Most recent Council adoption	Infrastructure Contribution Rate	Public Open Space Contribution Rate
Canning Vale	8 July 2014 (review)	\$59,049/hectare	12.74% @ \$1,750,000/hectare
West Canning Vale	8 July 2014 (review)	\$292,039/hectare	10.70% @ \$1,750,000/hectare
Homestead Road	8 July 2014 (review)	\$168,000/hectare	10.06% @ \$1,200,000/hectare

DISCUSSION

Each of the three DCPs have two separate contribution obligations, as follows:

- Public Open Space (POS), which is payable as part of residential development
- General Infrastructure, which is payable as part of any development.

These matters are discussed below.

*Item 13.2.4 Continued***Public Open Space**

Land valuation rates must be set to ensure that adequate funds are collected to acquire the land identified by the ODPs for POS and to determine the amount of reimbursement payable to landowners for the acquisition of such land.

Previous adjustments have been adopted on the basis of valuation advice from Propell National Valuers. Propell was engaged to provide valuation reports based on current market conditions in the three areas.

Propell's latest valuations were undertaken in May 2015, with the recommended values, as at 1 June 2015, being as follows. It should be noted that two values are provided for West Canning Vale. One relates to residential land while the other covers conservation category wetlands (CCWs).

Area	Previously adopted land valuation (2014)	May 2015 land valuation
Canning Vale	\$1,750,000/hectare	\$2,000,000/hectare
West Canning Vale (residential for POS)	\$1,750,000/hectare	\$2,000,000/hectare
West Canning Vale (rural for CCW)	\$600,000/hectare	\$625,000/hectare
Homestead Road	\$1,200,000/hectare	\$1,300,000/hectare

It is recommended that Council modify the respective DCPRs accordingly.

General Infrastructure

General infrastructure costs are effectively comprised of two elements, land infrastructure (being primarily land for drainage, road widening and conservation purposes) and physical infrastructure (including drainage construction, POS development, path construction, road construction, traffic management devices, service relocation and general administration).

Adjustments to the value of land infrastructure are based on the same valuation information as is used for POS. Adjustments to the value of physical infrastructure are determined on the basis of increases to the general construction price index, changes to infrastructure unit cost rates and other inflationary measures.

A recent review of data released by the Australian Bureau of Statistics indicates that an appropriate adjustment for physical infrastructure (those items not based on a land value component) would be an increase of 1.6%. The use of that index and the Propell land valuations (as discussed above) would result in the following changes to the DCPRs.

Area	Previously adopted infrastructure rate	Current recommended infrastructure rate
Canning Vale	\$59,049/hectare	\$60,802/hectare
West Canning Vale	\$292,039/hectare	\$315,300/hectare
Homestead Road	\$168,000/hectare	\$171,000/hectare

It is recommended that Council modifies the respective DCPRs accordingly.

Item 13.2.4 Continued

CONCLUSION

TPS 6 requires Council to review the three cost sharing arrangements operating within the district. It is recommended that Council adopts revised Development Contribution Plan Reports as contained in Appendices 13.2.4A, 13.2.4B and 13.2.4C.

FINANCIAL IMPLICATIONS

The proposed changes to the contributions rates will have an impact on the contributions payable by developing landowners and the amount of money that can be reimbursed to developing landowners for infrastructure provided.

STATUTORY IMPLICATIONS

Town Planning Scheme No. 6.

VOTING REQUIREMENTS

Simple Majority required.

STAFF RECOMMENDATION (1 OF 4) AND COUNCIL RESOLUTION
--

273 Moved Cr R Lawrence Seconded Cr P Griffiths

That Council adopts a revised Development Contribution Plan Report for the Canning Vale Outline Development Plan, which includes a contribution rate of \$60,802/ha for common infrastructure works and a revised land value of \$2,000,000/ha for public open space contributions and the acquisition of other land, as contained in Appendix 13.2.4A.

CARRIED 9/0

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

AGAINST: Nil.

STAFF RECOMMENDATION (2 OF 4) AND COUNCIL RESOLUTION
--

274 Moved Cr R Lawrence Seconded Cr P Griffiths

That Council adopts a revised Development Contribution Plan Report for the West Canning Vale Outline Development Plan, which includes a contribution rate of \$315,300/ha for common infrastructure works and a revised land value of \$2,000,000/ha for public open space contributions and \$625,000/ha for the acquisition of Conservation Category Wetland, as contained in Appendix 13.2.4B.

CARRIED 9/0

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

AGAINST: Nil.

Item 13.2.4 Continued

STAFF RECOMMENDATION (3 OF 4) AND COUNCIL RESOLUTION
--

275 Moved Cr R Lawrence Seconded Cr P Griffiths

That Council adopts a revised Development Contribution Plan Report for the Homestead Road Outline Development Plan, which includes a contribution rate of \$171,000/ha for common infrastructure works and a revised land value of \$1,300,000/ha for public open space contributions and the acquisition of other land, as contained in Appendix 13.2.4C.

CARRIED 9/0

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

AGAINST: *Nil.*

STAFF RECOMMENDATION (4 OF 4) AND COUNCIL RESOLUTION
--

276 Moved Cr R Lawrence Seconded Cr P Griffiths

That Council informs all landowners with outstanding contribution obligations within the Canning Vale, West Canning Vale and Homestead Road Outline Development Plan areas, of Council's decision.

CARRIED 9/0

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

AGAINST: *Nil.*

13.3 INFRASTRUCTURE

13.3.1 TENDER 06/2015 - TYRE MANAGEMENT SERVICES

Author: D Denton
 Author's Declaration of Interest: Nil.
 Previous Ref: Nil.
 Appendix: 13.3.2A Pricing Schedule

PURPOSE OF REPORT

To advise Council of submissions received in relation to Tender 06/2015 - Tyre Management Services and recommend the most advantageous tender for the purpose of awarding a contract.

BACKGROUND

Tyres are available through the WALGA Preferred Supply Contracts and Business Services Scheme. The range of tyre makes and types is extremely comprehensive, however the scheme currently does not include a tyre condition reporting service that is considered suitable for the City's requirements. It was therefore decided to issue a request for tender for tyre management services that would encompass the purchase of truck and plant tyres and provide an inspection and reporting service in order that Fleet Services can monitor the fleet's tyre usage.

Tenders were advertised in The West Australian newspaper on Wednesday 6 May 2015 and closed at 2pm on 28 May 2015 to select a contractor to provide tyre management services for a period of three years commencing 16 July 2015.

Submissions were received from the following companies:

Company Name	Address
Bridgestone Australia Ltd	196 Greenhill Road, Eastwood SA 5063
Epiha Tyre Service	Unit 1, 2A Malcolm Road, Maddington WA 6109
Taylor Tyres	31 Bickley Street, Naval Base WA 6165
Tyres4u Pty Ltd	102 Welshpool Road, Welshpool WA 6106

The tender received from Bridgestone Australia Ltd and Tyres4u Pty Ltd did not meet all of the compliance requirements of this tender. Therefore, these tender submissions were excluded from further assessment due to the potential risk to the City.

The City's current tyre management service is provided by Taylor Tyres and for 2014/15 approximately \$130,000 has been expended on this service.

DISCUSSION

The "whole-of-life" cost needs to be evaluated when determining which type of tyre is most advantageous for the City to use. The cheapest tyres generally do not last as long as the more expensive tyres and they can only be recapped a limited number of times.

Item 13.3.1 Continued

Recapped tyres represent approximately 80% of the City's expenditure on tyres and it is therefore important that the City obtains and uses the most appropriate and suitable tyres it can procure. For many years the City has specified Michelin tyres for its trucks as they have proved to be the most beneficial tyre for the City's needs. Michelin truck tyres outlast most other brands of tyres by almost twice the kilometreage and they can be recapped five to six times before the casing is rejected, whereas other brands of tyres can only be recapped two to three times. Also, the recapped Recamic tyres use Michelin rubber, therefore the recap material is the same as the casing and tends to provide a stronger bond.

The price assessment was based on the number of new tyres and recaps provided for the rubbish trucks, plus the number of truck tyres disposed of during an average year.

It also has to be noted that the City's domestic waste trucks operate on weekends and public holidays, therefore a reliable tyre management service with excellent response times is essential.

Tender submissions have been assessed by the Evaluation Panel against the evaluation criteria defined within the tender specification: Relevant Experience, Key Personnel, Skills and Resources, Demonstrated Understanding and Price.

The following table details the Panel's assessment of each conforming tender against the qualitative evaluation criteria.

Tenderer	Relevant Experience	Key Personnel, Skills and Resources	Demonstrated Understanding	Total Qualitative Score
Weighting	15%	15%	10%	40%
Epiha Tyre Service	9	9	6	24
Taylor Tyres	9	9	6	24

The prices submitted are documented in Appendix 13.3.2A. Only the most frequently used products are included in the assessment of price and this is highlighted in Appendix 13.3.2A.

The following table details the assessment of each conforming tender against the price submitted.

Tenderer	Price
Weighting	60%
Epiha Tyre Service	60.00
Taylor Tyres	58.33

The following table details the combined assessment of each conforming tender against both qualitative criteria and price and ranks each tender.

Tenderer	Qualitative Criteria %	Price %	Total %	Overall Ranking
Epiha Tyre Service	24	60.00	84.00	1
Taylor Tyres	24	58.33	82.33	2

Item 13.3.1 Continued

The assessed submissions received were professional, 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.

Referees were contacted for the preferred tenderer and all referees have provided a satisfactory reference.

Following the assessment of tenders against the criteria detailed in the tender specification, the tender submitted by Epiha Tyre Service was assessed as being the most advantageous for the City.

FINANCIAL IMPLICATIONS

The services associated with this contract are included in the 2015/16 budget and will be included in the relevant budgets for the life of the contract. The amount budgeted for 2015/16 is \$194,685.

STATUTORY IMPLICATIONS

Section 3.57 (1) of the *Local Government Act 1995* requires a local government to invite tenders before it enters a contract of a prescribed kind under which another person is to supply the goods or services.

VOTING REQUIREMENTS

Simple Majority required.

STAFF RECOMMENDATION AND COUNCIL RESOLUTION

277 Moved Cr J Brown Seconded Cr O Searle

That Council awards Tender 06/2015 - Tyre Management Services to Epiha Tyre Service of Unit 1, 2A Malcolm Road, Maddington WA 6109 for a three-year period commencing 16 July 2015 at the prices detailed in Appendix 13.3.2A, subject to yearly rise and fall provisions.

CARRIED 9/0

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

AGAINST: Nil.

13.3.2 SPEED CUSHIONS - WESTFIELD STREET, MADDINGTON

Author:	P Balley
Author's Declaration of Interest:	Nil.
Previous Ref:	Nil.
Appendix:	13.3.4A Speed Cushion Concept and Location Plan

PURPOSE OF REPORT

For Council to approve the installation of speed cushions on Westfield Street (between Nola Place and Haffner Court), Maddington.

BACKGROUND

In recent times, residents from Westfield Street, between Nola Place and Haffner Court, have made several complaints to the City about hooning and vehicles missing the bend at the western approach to Barford Street and crashing into houses along Westfield Street. Affected residents have requested the implementation of traffic calming treatments to assist in controlling the problem.

The speeding concerns were validated by traffic count data with the 85th percentile speed 14.5km/h over the design speed limit of 50km/h and a number of recent crashes at 53 and 54 Westfield Street.

DISCUSSION

The request for traffic calming was assessed using a system which analyses a combination of factors such as speed, crash data, road function and activity generators. This analysis determined that a speed reduction measure in the form of speed cushions on Westfield Street is warranted. The best locations for the speed cushions has been identified as midway between Nola Place and Barford Street and midway between and Haffner Court and Barford Street.

The purpose of this localised speed reduction is to facilitate road safety improvement on an acute bend in the road at the intersection of Barford Street and Westfield Street.

Support from residents was sought through a mailed out survey form. The survey asked residents if they agree or disagree with the installation of speed cushions in Westfield Street. 10 survey forms were mailed out to residents. No written objections were received after the closing day for submissions, but one verbal submission was received advising agreement with the proposal. The lack of response to the survey indicates that those surveyed do not object to the proposal.

FINANCIAL IMPLICATIONS

The works can be funded through the 'Minor Works – Various Road Improvements' capital budget at an estimated cost of \$30,000.

Item 13.3.2 Continued

STATUTORY IMPLICATIONS

Section 3.53 of the *Local Government Act 1995* - Control of Certain Unvested Facilities assigns responsibility for the control and management of local roads to local governments.

VOTING REQUIREMENTS

Simple Majority required.

STAFF RECOMMENDATION AND COUNCIL RESOLUTION
--

278 Moved Cr R Hoffman Seconded Cr O Searle

That Council approves the installation of anti-hoon speed cushions on Westfield Street, between Nola Place and Haffner Court, as indicated on the concept and location plan attached as Appendix 13.3.4A.

CARRIED 9/0

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

AGAINST: *Nil.*

13.4 COMMUNITY ENGAGEMENT

13.4.1 HISTORY AND HERITAGE ADVISORY GROUP MEETING - 4 JUNE 2015

Author: A du Boulay
Author's Declaration Nil.
of Interest:
Previous Ref: Nil.
Appendix: 13.4.1A Minutes of the History and Heritage Advisory Group Meeting held on Thursday 4 June 2015

PURPOSE OF REPORT

For Council to receive the Minutes of the City of Gosnells History and Heritage Advisory Group (the Group) Meeting held on 4 June 2015 and to consider staff recommendations in relation to the Group's proposed actions.

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 of the meeting of the Group held on 4 June 2015 are attached as Appendix 13.4.1A.

DISCUSSION

There were two Proposed Actions from the Group meeting held on 4 June 2015 which require Council consideration. The first is Proposed Action 4 which relates to Maddington Homestead and reads:

PROPOSED ACTION 4: *That the City of Gosnells write to the Minister for Planning John Day MLA and request him to ask WA Planning Commission (WAPC) to urgently consider the declaration of a "Planning Control Area" under the Planning & Development Act as an interim step to the reservation of the place as a "Parks & Recreation Reserve" as an addition to the river park in the Metropolitan Region Scheme with acquisition by WAPC using the Metropolitan Region Improvement Fund.*

Advice was sought from Western Australia Planning Commission (WAPC) Secretary, Tim Hillyard who identified that for Maddington Homestead to be accepted for classification as a Parks and Recreation Reserve, there would have to be a Parks and Recreation benefit. Classification as a Parks and Recreation Reserve would not prevent further deterioration of the homestead buildings from occurring and any future development would need to be focused on having Parks and Recreation outcomes. Mr Hillyard also stated that a request for the site to be purchased under the Metropolitan Region Improvement Fund would, in his opinion, be unlikely to be successful as the WAPC has a long list of places they would consider to be of higher priority.

Item 13.4.1 Continued

Maddington Homestead is currently in private ownership and pre-lodgement meetings with the current owners and the City regarding development of the site are ongoing. Generally, pre-lodgement meetings are held before a formal development application is lodged; these meetings sometimes result in a formal application being submitted, sometimes not. As there has not been a formal development application submitted to the City, the History and Heritage Advisory Group has not been advised of the pre lodgement meeting discussion details. When a formal development proposal is submitted, the proposal will be referred to the Group. While pre-lodgement discussions are ongoing and from the advice received from WAPC Secretary, it is not considered appropriate for the City to proceed with Proposed Action 4 at this time.

The second Proposed Action which requires Council consideration is Proposed Action 5 which reads:

PROPOSED ACTION 5: *That if the WAPC accepts the proposal to acquire the homestead then the City of Gosnells will take on the management of caring and conserving Maddington Homestead and determine a usage that will be compatible with the recreation space that the heritage listed place sits in.*

As the property is currently in private ownership and its development is the subject of preliminary discussion with the City, it would be premature to address this proposed action. In addition, initial contact with the WAPC has indicated that the WAPC would be unlikely to support the proposal. Any future consideration of this proposed action would need to be considered within the City's Public Open Space Strategy and assessment of the associated financial and resource implications.

It should be noted that the Heritage Council of WA placed a Conservation Order on Maddington Homestead, signed by the Minister for Heritage on the 22 September 2009. The conservation order "*prohibits the demolition, damage or alteration of the place or any portion of the place, or any building or structure on the place; and the carrying out of any activity that may detrimentally affect the cultural heritage characteristics of the place, including the removal of any object or artefact from the place.*" Any act which contravenes this order will incur penalties under sections 61 and 62 of the *Heritage of Western Australia Act 1990*. The power to prosecute for these contraventions lies with the State Government.

FINANCIAL IMPLICATIONS

Nil.

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.

Item 13.4.1 Continued

STAFF RECOMMENDATION (1 OF 2) AND COUNCIL RESOLUTION
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279 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 4 June 2015 attached as Appendix 13.4.1A.

CARRIED 9/0

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

AGAINST: Nil.

STAFF RECOMMENDATION (2 OF 2) AND COUNCIL RESOLUTION
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280 Moved Cr J Brown Seconded Cr R Lawrence

That Council notes Proposed Actions 4 and 5 of the City of Gosnells History and Heritage Advisory Group Meeting held on Thursday 4 June 2015 and the Group be informed that, as the property is currently in private ownership and its future development is the subject of preliminary discussion with the City, that neither Proposed Action 4 or Proposed Action 5 will be acted upon at this time, and that Council await the lodgement of a development application from the owners.

CARRIED 9/0

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

AGAINST: Nil.

13.5 CORPORATE SERVICES

Nil.

13.6 GOVERNANCE

13.6.1 PROPOSED AMENDMENT TO DOG EXERCISE AREA

Author:	A Brighthouse
Author's Declaration of Interest:	Nil.
Previous Ref:	OCM 14 April 2015 (Resolution 109) OCM 12 May 2015 (Resolutions 184, 185, 186)
Appendix:	13.6.1A Map of consultation area 13.6.1B Summary of Submissions 13.6.1C Details of Submissions

PURPOSE OF REPORT

For Council to determine whether or not Teakwood Loop Reserve, Thornlie should be designated as a dog exercise area.

BACKGROUND

At the Ordinary Council Meeting held on 12 May 2015, Council received a report in relation to a petition instigated by Roll Goddard and Len Williams, residents of Forrest Lakes Lifestyle Village requesting that a portion of Teakwood Loop Reserve be designated as a dog exercise area.

At this meeting Council determined (Resolution 185) that consultation with owners and occupiers of properties surrounding Teakwood Loop Reserve should occur to ascertain their views on the appropriateness of Teakwood Loop Reserve being designated as a dog exercise area.

DISCUSSION

Consultation

As a result of Council's determination, on 15 May 2015 a letter was sent to the owners and occupiers of 345 properties surrounding Teakwood Loop Reserve, including properties within the Forrest Lakes Lifestyle Village, seeking feedback on whether or not the reserve should be designated as a dog exercise area. A map of the consultation area is attached as Appendix 13.6.1A. The City received 84 submissions and a summary of these is attached as Appendix 13.6.1B. Details of each submission is attached as Appendix 13.6.1C.

Twenty nine submissions supported the reserve being designated as a dog exercise area. Of these submissions, 13 were from residents of the Forrest Lakes Lifestyle Village. The main reasons provided in the submissions supporting the reserve being designated as a dog exercise area are discussed below.

Item 13.6.1 Continued

REASON FOR SUPPORT	STAFF COMMENT
Little impact due to responsible dog owners	Evidence from Ranger Services indicates that the current dog exercise areas generate a slightly higher number of complaints than reserves that are not designated as off lead areas, with the main complaint being dogs wandering onto properties, dog attacks and people feeling intimidated when a dog off-lead approaches them.
Social aspect with other dog owners	A number of submissions stated that the park is a good way to meet other dog owners and increase the social network for these people, which may also assist to socialise their dogs. (This also must be balanced with those people who responded that current users of the park would lose access to their local park to undertake other activities such as sport.)
Convenience and proximity of reserve	The majority of respondents who supported the change stated that Teakwood Loop Reserve would be a much more convenient location than the two nearest dog exercise areas located at Ailsworth Reserve Thornlie and Bracadale Way Reserve in Canning Vale. The two current designated dog exercise areas are approximately 1.2km from Teakwood Loop Reserve. The majority of submissions that supported the change of status to the reserve live in the Forrest Lakes Lifestyle Village and as such, travelling to the other locations without driving may be an issue for some of those residents.

Whilst 35% of respondents to the survey supported the change, the City also received 55 submissions from the owners and occupiers of 44 properties opposing the designation of the reserve as a dog exercise area. The main reasons provided for their objections are discussed below.

REASON FOR OPPOSITION	STAFF COMMENT
Dog attacks	A high number of people believed that designating the reserve as a dog exercise area would increase the risk of dog attacks, with particular concern for the safety of children, and dog fights. Whilst dog attacks cannot be predicted, it is reasonable to assume that allowing dogs to be off lead where other activities are occurring may increase the risk of dog attacks.
Risks to health due to increased excrement left on the reserve	A number of responses raised concern that designating the reserve as a dog exercise area would result in increased excrement on the reserve. The City provides litter bags at Teakwood Loop Reserve for dog owners to clean up after their pets. In general terms, current dog exercise areas do not present significant problems for the City in regards to complaints about dog faeces not being collected.
Illegal parking, increased noise and traffic	Over 30 submissions were received that raised illegal parking, noise and traffic as issues for residents. The main concern focussed on the lack of available parking to cater for what some residents believe would be an influx of vehicles if the reserve becomes an off-lead area. Respondents were concerned that illegal parking and increased traffic in the surrounding streets

Item 13.6.1 Continued

REASON FOR OPPOSITION	STAFF COMMENT
	<p>would create noise and safety issues. The consultation area shown in Appendix 13.6.1A shows that a number of roads in close proximity to Teakwood Loop Reserve are small cul-de-sacs, and there are no dedicated car parking areas around the reserve.</p> <p>The City does not experience problems with illegal parking, noise or traffic problems around existing dog exercise areas and it is considered unlikely that these issues would develop at Teakwood Loop Reserve.</p>
Barking dogs	<p>A number of submissions raised concerns about possible increased levels of noise due to barking. The City has no records of complaints about barking dogs on existing dog exercise areas and as such, there is no reason to believe that dog barking would be a significant issue if Teakwood Loop Reserve is designated as a dog exercise area. Indeed, the majority of barking dog complaints received by the City relate to dogs being left at home alone. Regularly exercising dogs tends to lead to a decrease in nuisance barking.</p>
Appropriateness of dog exercise area with other activities	<p>Concerns were expressed about dogs off-lead interfering with other recreational activities such as sport, families utilising the reserve for picnics, walking, and children playing in the playground. It is acknowledged that dogs off-lead would likely interfere with other park users. Whilst the City's Rangers can take action where an owner fails to effectively supervise their dog, it is acknowledged that such action relies on Rangers witnessing a dog being out of control and it is rare that this occurs.</p>
Loss of recreational space for current users of the reserve	<p>Submissions received suggested changing the status of the reserve to a dog exercise area would result in current users losing access to their local park to conduct their recreational activities. The majority of the City's current dog exercise areas are concentrated around the river foreshore and therefore are used for few activities other than walking. However there are a number of other dog exercise areas within residential areas and there is no evidence that dogs in these areas cause disruption to other reserve users.</p> <p>Whilst designating the reserve as a dog exercise area would not preclude people from continuing to use the reserve, it is acknowledged that some residents may be reluctant to use the area if it is designated as a dog exercise area. That being the case, the nearest reserve that is not designated as a dog exercise area is Kurrajong Drive Reserve which is approximately 500m from Teakwood Loop Reserve.</p>
Negative affect on property prices	<p>A number of residents believed that for the reasons highlighted above, designating Teakwood Loop Reserve as a dog exercise area would adversely affect the value of their property. There is no evidence to suggest that the designation of a park as a dog exercise area has any effect on the value of surrounding properties.</p>

Item 13.6.1 Continued

Conclusion

The majority of people who responded to the survey and support a change in status of the reserve live in the Forrest Lakes Lifestyle Village with some of those citing mobility restraints as reasons for this support. However, consultation with residents in the area surrounding the reserve indicates that there is not majority support for the proposal. Concerns about dog attacks, cleanliness of the park, incompatible uses of the park and traffic related matters were cited as reasons why the reserve should not become a dog exercise area.

Given the lack of majority community support for the proposal and that people can still utilise the reserve to walk dogs on a leash, it will be recommended that Teakwood Loop Reserve remains as an area in which dogs must be on leads.

FINANCIAL IMPLICATIONS

Nil, however if Council is of the view that Teakwood Loop Reserve should be designated as a dog exercise area there will be costs associated with advertising the proposal in a local newspaper.

STATUTORY IMPLICATIONS

Section 31(3A) and (3C) of the *Dog Act 1976* is relevant.

VOTING REQUIREMENTS

Simple Majority required.

STAFF RECOMMENDATION (1 OF 2) AND COUNCIL RESOLUTION

281 Moved Cr W Barrett Seconded Cr R Lawrence

That Council receives this report in relation to consultation with owners and occupiers of properties surrounding Teakwood Loop Reserve, Thornlie seeking their views on the appropriateness of Teakwood Loop Reserve being designated as a dog exercise area.

CARRIED 9/0

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

AGAINST: Nil.

STAFF RECOMMENDATION (2 OF 2) AND COUNCIL RESOLUTION

282 Moved Cr W Barrett Seconded Cr R Lawrence

That Council does not designate Teakwood Loop Reserve, Thornlie as a dog exercise area due to a lack of community support for such a proposal.

CARRIED 9/0

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

AGAINST: Nil.

14. MOTIONS OF WHICH PREVIOUS NOTICE HAS BEEN GIVEN

Nil.

15. URGENT BUSINESS
(by permission of Council)

RECOMMENDATION AND COUNCIL RESOLUTION

283 Moved Cr D Goode Seconded Cr J Brown

That Council, in light of the consent of the Presiding Member, grant permission to present an item of Urgent Business to the minutes relating to - 15.1 - Nomination for Honorary Freeman of the City, to this Ordinary Council Meeting in accordance with Clause 4.14 of the City of Gosnells Standing Orders Local Law 2012.

CARRIED 9/0

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

AGAINST: Nil.

15.1 NOMINATION FOR HONORARY FREEMAN OF THE CITY

Author: I Cowie
 Author's Declaration Nil.
 of Interest:
 Previous Ref: Nil.
 Appendix: 15.1A Confidential Appendix - Nomination Honorary Freeman of the City

PURPOSE OF REPORT

For Council to consider the nomination for Honorary Freeman of the City as detailed in Confidential Appendix 15.1A.

BACKGROUND

A nomination for the honour of Honorary Freeman of the City has been received by the Chief Executive Officer. Council Policy 5.4.26 - Freeman of the City requires that at least one third of the number of offices of Member of Council sign a nomination for this honour. This requirement has been satisfied in respect of the nomination received.

A copy of the nomination is attached as Confidential Appendix 15.1A.

Council Policy 5.4.26 - Freeman of the City states:

"Council may bestow the honorary title of Freeman of the City upon a person who has served the community on a continuous basis for greater than 15 years in an outstanding and meritorious manner that stands above contributions of most other persons in assisting in both the advancement of the City's strategic direction and the provision of benefits for the greater community."

Item 15.1 Continued

Further Council Policy 5.4.26 permits that only four living people may hold the title of Honorary Freeman of the City at any one time. The honour cannot be bestowed upon a person who holds the office of Councillor at the City.

DISCUSSION

As required by Council Policy 5.4.26, the nomination for Honorary Freeman of the City was distributed to all Councillors on 24 June 2015 for consideration and comment. No objections to the nomination were received from Councillors.

FINANCIAL IMPLICATIONS

Bestowing the honour of Freeman of the City has negligible financial implications for the City. A recipient of the honour is provided with a name badge, trophy and certificate, which are presented at the City's Annual Dinner.

An Honorary Freeman of the City is also presented with a nominal gift each year at the Annual Dinner.

STATUTORY IMPLICATIONS

Council Policy 5.4.26 - Freeman of the City determines the process and criteria for bestowing the honour of Freeman of the City.

VOTING REQUIREMENTS

Absolute Majority required.

STAFF RECOMMENDATION AND COUNCIL RESOLUTION

284 Moved Cr R Lawrence Seconded Cr P Yang

That Council bestows the honour of Freeman of the City upon the nominee described in Confidential Appendix 15.1A and that the name of the nominee remains confidential until the honour is presented at the City's 2015 Annual Dinner.

CARRIED BY ABSOLUTE MAJORITY 9/0

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

AGAINST: *Nil.*

16. CONFIDENTIAL MATTERS

Nil.

17. CLOSURE

The Deputy Mayor declared the meeting closed at 7.46pm.