

# Ordinary Council Meeting

8 November 2017

## Minutes



Members of the public who attend Council meetings should not act immediately on anything they hear at the meetings, without first seeking clarification of Council's position. Persons are advised to wait for written advice from the Council prior to taking action on any matter that they may have before Council.

Agendas and Minutes are available on the City's website [www.kwinana.wa.gov.au](http://www.kwinana.wa.gov.au)

## Vision Statement

***Kwinana 2030  
Rich in spirit, alive with opportunities,  
surrounded by nature – it's all here!***

## Mission

**Strengthen community spirit, lead exciting growth, respect the environment - create great places to live.**



## We will do this by –

- providing strong leadership in the community;
- promoting an innovative and integrated approach;
- being accountable and transparent in our actions;
- being efficient and effective with our resources;
- using industry leading methods and technology wherever possible;
- making informed decisions, after considering all available information; and
- providing the best possible customer service.

## Values

### We will demonstrate and be defined by our core values, which are:

- Lead from where you stand – Leadership is within us all.
- Act with compassion – Show that you care.
- Make it fun – Seize the opportunity to have fun.
- Stand Strong, stand true – Have the courage to do what is right.
- Trust and be trusted – Value the message, value the messenger.
- Why not yes? – Ideas can grow with a yes.

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## Present:

HER WORSHIP MAYOR C ADAMS  
DEPUTY MAYOR P FEASEY  
CR W COOPER  
CR M KEARNEY  
CR S LEE  
CR S MILLS  
CR M ROWSE  
CR D WOOD

MS J ABBISS	-	Chief Executive Officer
MR D MONTEIRO	-	Acting Director City Regulation
MRS B POWELL	-	Director City Engagement
MR D ELKINS	-	Director City Infrastructure
MR P NEILSON	-	Manager Planning and Development
MR T HOSSEN	-	Acting Corporate Lawyer
MS A MCKENZIE	-	Council Administration Officer

Members of the Press	0
Members of the Public	0

## 1 Declaration of Opening:

***Presiding Member declared the meeting open at 7:00pm and welcomed Councillors, City Officers and gallery in attendance and read the Welcome.***

“IT GIVES ME GREAT PLEASURE TO WELCOME YOU ALL HERE AND BEFORE COMMENCING THE PROCEEDINGS, I WOULD LIKE TO ACKNOWLEDGE THAT WE COME TOGETHER TONIGHT ON THE TRADITIONAL LAND OF THE NOONGAR PEOPLE”

## 2 Prayer:

***Councillor Sandra Lee read the Prayer***

“OH LORD WE PRAY FOR GUIDANCE IN OUR MEETING. PLEASE GRANT US WISDOM AND TOLERANCE IN DEBATE THAT WE MAY WORK TO THE BEST INTERESTS OF OUR PEOPLE AND TO THY WILL. AMEN”

## 3 Apologies/Leave(s) of Absence (previously approved)

### Apologies

Nil

### Leave(s) of Absence (previously approved):

Nil

#### **4 Public Question Time:**

Nil

#### **5 Applications for Leave of Absence:**

Nil

#### **6 Declarations of Interest by Members and City Officers:**

Mayor Carol Adams declared an impartiality interest in item 16.1, Request to Add Kwinana Beach Road and Port Road to the State Restricted Access Vehicle and Concessional Networks due to Coogee Chemicals being a member of the Kwinana Industries Council which Mayor Adam's husband is an employee of.

#### **7 Community Submissions:**

Nil

#### **8 Minutes to be Confirmed:**

##### **8.1 Ordinary Meeting of Council held on 25 October 2017:**

THE FOLLOWING ITEMS WERE CARRIED BY AN 'EN BLOC' RESOLUTION OF COUNCIL:

- 8.1
- 8.2

##### **COUNCIL DECISION**

**015**

**MOVED CR S LEE**

**SECONDED CR M ROWSE**

**That the Minutes of the Ordinary Meeting of Council held on 25 October 2017 be confirmed as a true and correct record of the meeting.**

**CARRIED  
8/0**

##### **8.2 Special Meeting of Council held on 23 October 2017:**

##### **COUNCIL DECISION**

**016**

**MOVED CR S LEE**

**SECONDED CR M ROWSE**

**That the Minutes of the Special Meeting of Council held on 23 October 2017 be confirmed as a true and correct record of the meeting.**

**CARRIED  
8/0**

**9 Referred Standing / Occasional / Management /Committee Meeting:**

Nil

**10 Petitions:**

Nil

**11 Notices of Motion:**

Nil

**12 Reports – Community**

Nil

**13 Reports – Economic**

Nil

**14 Reports – Natural Environment**

Nil

## 15 Reports – Built Infrastructure

### 15.1 Draft Local Planning Policy No. 3: Bollard Bulrush East Landscape Master Plan – Consideration of submissions and final adoption

#### SUMMARY

The *Draft Bollard Bulrush East Landscape Master Plan* (draft landscape master plan) (Attachment A) has been prepared for the City of Kwinana (City), by Emerge Associates.

The purpose of the draft landscape master plan is to ensure that open space abutting the eastern fringe of Bollard Bulrush Swamp is developed in a uniform and coordinated manner as residential development progresses. The draft landscape master plan has been incorporated into a draft local planning policy (Attachment B) for adoption under *Town Planning Scheme No. 2* (TPS2) in accordance with Part 4 of the *Planning and Development Regulations 2015* (P&D Regulations). This will ensure that the landscape master plan is given *due regard* during the City's assessment of local structure plans and subdivision applications.

The draft local planning policy and draft landscape master plan were presented at a Councillor Forum held on 2 May 2016, and the Ordinary Council Meeting held on 25 May 2016, where Council resolved to:

- a) *Advertise the draft local planning policy for a period of 42 days in accordance with Clause 4(1) and 4(2) of Division 2 of the P&D Regulations; and*
- b) *review the draft local planning policy in the light of any submissions in accordance with Clause 4(3) of the P&D Regulations.*

The City advertised the draft local planning policy and the draft landscape master plan between the 6 June and 15 July 2016. Ten submissions were received, including submissions from two State Government agencies, three planning consultants, one land developer and four local residents.

In response to the submissions, City Officers recommend that the advertised draft landscape master plan be modified as follows:

- define the required standards for revegetation;
- modify the alignment of the proposed dual use path to avoid remnant vegetation;
- delete the requirement for lighting within the public open space (POS);
- define the minimum standards for play equipment and furniture; and
- remove the requirement for POS from The Kings College site.

City Officers do not consider that these modifications significantly alter the advertised version of the draft local planning policy and draft landscape master plan and therefore re-advertising is not recommended.

The advertised versions of the draft landscape master plan *and* draft local planning policy are included in Attachment C and D, respectively.

City Officers recommend that the modified draft landscape master plan and draft local planning policy be adopted by Council.

**15.1 DRAFT LOCAL PLANNING POLICY NO. 3: BOLLARD BULRUSH EAST LANDSCAPE MASTER PLAN – CONSIDERATION OF SUBMISSIONS AND FINAL ADOPTION****OFFICER RECOMMENDATION**

That Council:

1. Note the *Schedule of Submissions* (Attachment E).
2. Adopt the modified *Local Planning Policy No. 3 – Bollard Bulrush East Landscape Master Plan* (Attachments B).
3. Publish a notice of the adoption of *Local Planning Policy No. 3 – Bollard Bulrush East Landscape Master Plan* in a local newspaper and on the City of Kwinana's website.

**BACKGROUND**

There is a unique opportunity for the City to prepare and adopt a landscape master plan for the eastern side of Bollard Bulrush Swamp prior to the development of the Bollard Bulrush east urban cell, to ensure that uniform and coordinated infrastructure and recreation facilities (including a dual use path) are provided during the planning and development process.

The urban land within the Bollard Bulrush east urban cell is contained within a number of landholdings under separate ownership. The City has already endorsed four local structure plans across a number of landholdings and it is anticipated that several more structure plans may be lodged with the City in the future.

**PROPOSAL**

The draft landscape master plan has been prepared to ensure that the following infrastructure and facilities are provided in a uniform and coordinated manner:

- a dual use path around the eastern side of Bollard Bulrush Swamp, including pedestrian/cycle bridges over the Peel Main Drain;
- playground equipment, fitness equipment and park benches;
- 'kick about' spaces;
- wetland revegetation;
- conservation fencing;
- stormwater detention areas that do not interfere with the function of POS; and
- fire access tracks.

The draft local planning policy and landscape master plan will be implemented during preparation of local structure plans and assessment of subdivision applications.

For now, the draft landscape master plan has been prepared for the landholdings on the eastern side of Bollard Bulrush Swamp. However, it is feasible that the landscape master plan could be amended to include the undeveloped landholdings on the western side of Bollard Bulrush Swamp once the current *Urban Deferred* zoning has been lifted. The City has not yet been approached by these landowners regarding their intentions to develop these landholdings.

The draft landscape master plan does not include matters concerned with the future management and maintenance of Bollard Bulrush Swamp.



### 15.1 DRAFT LOCAL PLANNING POLICY NO. 3: BOLLARD BULRUSH EAST LANDSCAPE MASTER PLAN – CONSIDERATION OF SUBMISSIONS AND FINAL ADOPTION

#### Local Planning Policy No. 3

The draft landscape master plan has been incorporated into a draft local planning policy to be adopted under TPS2. This will ensure that the landscape master plan is given *due regard* during the City's assessment of local structure plans and subdivision applications.

The draft local planning policy includes a provision that allows the policy to be varied if a local structure plan or subdivision application can be implemented in a uniform and coordinated manner that does not prejudice the implementation of the landscape master plan.

#### **CONSIDERATION OF SUBMISSIONS**

Ten submissions were received during the advertising period, between 6 June and 15 July 2016. Submissions were received from two state government agencies, three planning consultants, a land developer and four local residents.

Following the advertising period, City Officers met with representatives from two planning consultancies to discuss their concerns in relation to the landscape master plan. The consultants were representing landowners intending to develop land within the Bollard Bulrush east urban cell.

The submissions and City Officers comments on the submissions are summarised in the *Schedule of Submissions* (Attachment E). The main issues raised in the submissions are discussed below:

- a) Requirements in excess of *Liveable Neighbourhoods* minimum standards  
Several submissions raised concern that the advertised draft local planning policy and landscape master plan establish a standard of infrastructure and landscaping that is in excess of the minimum standards set by the Western Australian Planning Commission (WAPC) in *Liveable Neighbourhoods*.

City Officers acknowledge that the advertised draft landscape master plan includes infrastructure and facilities that are in excess of the minimum standards set out in *Liveable Neighbourhoods*. City Officers recommend that the landscape master plan be modified to delete the requirements for lighting and set minimum standards for revegetation, playground equipment and furniture in accordance with *Liveable Neighbourhoods*.

The landscape master plan does not preclude revegetation, playground equipment and furniture being provided to a higher standard by developers as often has occurred in other new residential areas within the City.

- b) Duplication of pathways and tracks  
A number of planning consultancies expressed concern in their submissions that the need for a fire access track and Dual Use Path (DUP) will cause an unnecessary duplication of tracks and the DUP should serve as the fire access track.

It is the view of City Officers that because a firebreak must be provided around the core of Bollard Bulrush Swamp, in accordance with the *Bush Fires Act 1999*, it should also serve, a dual function, as a fire access track. This will require the fire access track to be constructed of crushed limestone to enable vehicle access.

15.1 DRAFT LOCAL PLANNING POLICY NO. 3: BOLLARD BULRUSH EAST LANDSCAPE MASTER PLAN – CONSIDERATION OF SUBMISSIONS AND FINAL ADOPTION

However, a combined fire access track and DUP (as suggested in submissions) would need to be constructed to a higher standard than a separate limestone fire access track and DUP. It is the view of City Officers that the cost of constructing a combined fire access track / DUP would be greater than the cost of constructing a limestone fire access track and DUP separately.

City Officers are also of the view that a combined fire access track and DUP situated outside of the wetland buffer as suggested by the Department of Parks and Wildlife would not provide adequate access to the core of the wetland in the event of a bushfire or for bushfire management.

It is the view of City Officers that the alignment of the DUP as proposed in the landscape master plan also provides a hard boundary to areas within the wetland buffer that have been revegetated to different fire risk standards.

c) Additional recreational facilities should be provided

Several submissions from residents suggested that additional facilities such as universal toilets, barbecues, basketball courts, a mountain bike trail and flying fox should be included in the landscape master plan.

City Officers acknowledge that these facilities would add to the quality of the POS and the lifestyles of local residents, however, the primary purpose of the landscape master plan is to coordinate the facilities that are to be provided by developers during the planning and development process. The facilities requested are in excess of the minimum standards that are required to be provided by developers in accordance with *Liveable Neighbourhoods* and are not to be proposed to be included in the landscape master plan. For the same reason, City Officers recommend deleting lighting from the modified landscape master plan.

The additional facilities suggested in the submissions and those in excess of the minimum standards required by *Liveable Neighbourhoods* will need to be the subject of a future open space plan so that these items can be provided in a coordinated manner, as development progresses around Bollard Bulrush

Toilet facilities on the eastern fringe of Bollard Bulrush are not part of the City's current budgeting, however, these facilities may be considered as development progresses around Bollard Bulrush. Toilet facilities would then undergo normal budgetary considerations by Council.

d) Environment

The Department of Parks and Wildlife consider that full revegetation of the wetland buffer would optimise its effectiveness, but recognise that revegetation and landscape management of the wetland buffer should be determined by the City as the manager of the POS.

Several submissions from residents also raised concern about the potential environmental impact on Bollard Bulrush Swamp from the POS and recreational facilities shown in the landscape master plan.

City Officers are fully aware of the significant environmental value of Bollard Bulrush Swamp and will ensure that the abutting open space and facilities will be managed in a manner that protects the ecological processes that support the wetland.

15.1 DRAFT LOCAL PLANNING POLICY NO. 3: BOLLARD BULRUSH EAST LANDSCAPE MASTER PLAN – CONSIDERATION OF SUBMISSIONS AND FINAL ADOPTION

The proposed alignment of the DUP in the draft landscape master plan provides a hard boundary to areas within the wetland buffer that have been revegetated to minimise fire risks to future residential dwellings.

The draft landscape master plan includes the requirement for areas fringing the wetland to be revegetated and conservation areas to be fenced. It is the intention of City Officers that the POS be developed in a manner that enhances the environmental amenity of the wetland. City Officers have recommended realigning the DUP in the modified landscape master plan to avoid remnant vegetation in the wetland buffer area.

City Officers will also request the WAPC to impose subdivision conditions on landholdings within the Bollard Bulrush east urban cell that require preparation of water management plans and landscape management plans to enhance the environmental quality of the wetland.

e) POS on The Kings College site

The consultant acting on behalf of the Freeway Church expressed concern that the landscape master plan shows a requirement for POS on the school site and advised that the landowner has no intention of subdividing and developing the land for residential purposes, therefore, there would be no need for the provision of POS on The Kings College site.

City Officers recommend that the requirement for POS on the Kings College site be deleted from the modified landscape master plan. However, this will not preclude the requirement to provide POS as part of any future subdivision and/or development of the school site.

f) DUP on the Kings College site

The consultant acting on behalf of the Freeway Church also expressed concern that the landscape master plan shows a DUP traversing The Kings College site. The Freeway Church is concerned the DUP will impact on the safety and privacy of school students and staff. The Freeway Church also wish to retain direct frontage to the wetland area as part of the school's education programmes.

The purpose of the landscape master plan is to coordinate the long term alignment of a DUP across a number of landholdings around the fringe of Bollard Bulrush Swamp. City Officers consider it important to include the alignment of the DUP on the school site even though it may not be constructed for many years. City Officers will negotiate the final alignment of the DUP with The Kings College at an appropriate time in the future.

g) Inconsistency between the advertised landscape master plan and approved plans for Providence

Eastcourt Property Group advised in its submission that there is an approved structure plan, subdivision application and wetland management plan in place for Providence which differ to the advertised landscape master plan.

**15.1 DRAFT LOCAL PLANNING POLICY NO. 3: BOLLARD BULRUSH EAST LANDSCAPE MASTER PLAN – CONSIDERATION OF SUBMISSIONS AND FINAL ADOPTION**

The focus of the draft landscape master plan has been on the area to the east of Bollard Bulrush so Providence (which lies west of the Peel Main Drain) has been removed from the draft landscape master plan to avoid any inconsistencies arising between the approved structure plan and approved wetland management plans.

**CONCLUSION**

City Officers consider that the draft local planning policy will:

- ensure that the open space abutting the eastern fringe of Bollard Bulrush Swamp is developed in a uniform and coordinated manner;
- provide statutory weight and ensure that the landscape master plan will be given *due regard* during the City's assessment of local structure plans and subdivision applications.

City Officers recommend that the draft local planning policy (and the landscape master plan) be adopted by Council.

**LEGAL / POLICY IMPLICATIONS:**Legislation

- *City of Kwinana Town Planning Scheme No. 2*
- *Planning and Development Regulations 2015*

Policy

- *Liveable Neighbourhoods*(WAPC)

**FINANCIAL / BUDGET IMPLICATIONS:**

The City will be financially responsible for:

- a) Maintaining the POS.
- b) Managing bushfire fuel loads in POS and the 50m wetland buffer in accordance with the requirements for low threat vegetation listed in *Australian Standard S39459*.
- c) Department of Parks and Wildlife will be responsible for the management of the buffer area, subject to negotiations with the City.

The landscape master plan does not include matters concerned with the management and maintenance of Bollard Bulrush Swamp. The City will be seeking the WAPC's advice on initiating an amendment to the *Metropolitan Region Scheme* (MRS) to transfer Bollard Bulrush Swamp from 'Rural' zone to 'Parks and Recreation' reserve in the MRS.

**ENVIRONMENTAL IMPLICATIONS:**

The Environmental Protection Authority (EPA) formally assessed Amendment 1188/57 due to the potential for future residential development to impact on Bollard Bulrush Swamp.

**15.1 DRAFT LOCAL PLANNING POLICY NO. 3: BOLLARD BULRUSH EAST LANDSCAPE MASTER PLAN – CONSIDERATION OF SUBMISSIONS AND FINAL ADOPTION**

The EPA concluded that the alignment of the proposed 'Urban' zone boundary (adjacent to Bollard Bulrush Swamp) would ensure that the wetland would be protected and recommended that an additional 50m buffer be provided to separate the wetland from surrounding development.

The primary purpose of the *Bollard Bulrush East Landscape Masterplan* is to ensure that the open space area abutting the eastern fringe of Bollard Bulrush Swamp is developed for recreational purposes in a uniform and coordinated manner but the masterplan will also ensure that the 50m buffer is maintained to protect the ecological function of the wetland.

**STRATEGIC / SOCIAL IMPLICATIONS:**

This proposal will support the achievement of the following objectives and strategies detailed in the City's *Strategic Community Plan 2017 -2027* and *Corporate Business Plan 2016-2021*.

STRATEGIC COMMUNITY PLAN 2017-2027		CORPORATE BUSINESS PLAN 2016 – 2021
OBJECTIVE	STRATEGY	ACTION
3.2 Achieve high levels of environmental protection in new developments.	3.2.3 Ensure, where practicable, retention of remnant vegetation and natural systems within new residential subdivisions.	3.2.3.1 Ensure retention, where practicable, of remnant vegetation and encourage the retention of trees and other flora within new residential subdivisions above the 10% minimum required.
3.5 Encourage and exercise best practice water management.	3.5.1 Implement the City of Kwinana Water Conservation Plan, the Peel and Cockburn Catchment Regional Water Program and adopt Water Sensitive Urban Design Technical Guidelines in order to maximise water quality, recovery and reuse.	3.5.1.6 Implement the Water Conservation Plan
4.1 Residents are provided with a range of multifunctional community places and accessible recreation facilities.	4.1.1 Implement the City of Kwinana's Community Infrastructure Plan that identifies the location, nature and anticipated construction date of new community and recreation facilities.	4.1.1.2 Ensure Developer Contribution Schemes are aligned with the Community Infrastructure Plan.
		4.1.1.5 Reach a formal agreement with public and private education providers for shared use of facilities in accordance with the Community Infrastructure Plan.
4.2 The community has easy access to well equipped, quality parks and public open spaces.	4.2.1 In accordance with regulatory standards and the Community Infrastructure Plan, provide active recreation opportunities and develop public open space and infrastructure in new developments.	4.2.1.1 Implement the City's public open space development standards to ensure best practice standards are implemented and ongoing maintenance costs are minimised.
4.4 Create diverse places and spaces where people can enjoy a variety of lifestyles with high levels of amenity.	4.4.6 Ensure that an appropriate density of development is achieved that accommodates projected population growth and is balanced against community expectations.	4.4.2 Encourage and promote the design of places of activity and enjoyment
		4.4.6 Ensure that an appropriate density of development is achieved that accommodates projected population growth and is balanced against community expectations
		4.4.9 Engage with developers on infrastructure and sustainability issues.

15.1 DRAFT LOCAL PLANNING POLICY NO. 3: BOLLARD BULRUSH EAST LANDSCAPE MASTER PLAN – CONSIDERATION OF SUBMISSIONS AND FINAL ADOPTION

**RISK IMPLICATIONS:**

<b>RISK ANALYSIS</b>	<b>DESCRIPTION</b>
Risk Event	If a landscape master plan is not in place the likely outcome will be adhoc and uncoordinated provision of recreation facilities within the open space on the eastern side of the Peel Main Drain.
Risk Theme	Ineffective management of facilities
Risk Effect/Impact	Property
Risk Assessment Context	Operational
Consequence	Moderate
Likelihood	Possible
Rating (before treatment)	Moderate
Risk Treatment in place	Avoid - remove cause of risk
Response to risk treatment required/in place	The local planning policy and landscape master plan will have statutory weight and be given 'due regard' during the City's assessment of local structure plans and subdivision applications.
Rating (after treatment)	Low

**COUNCIL DECISION**

017

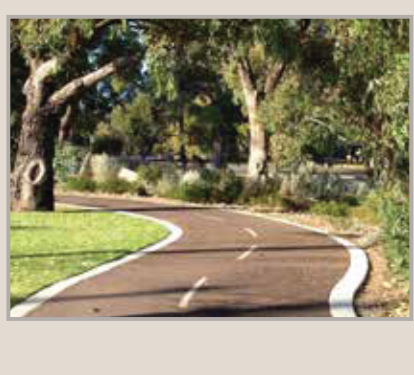
**MOVED CR D WOOD**

**SECONDED CR S LEE**

**That Council:**

1. **Note the *Schedule of Submissions* (Attachment E).**
2. **Adopt the modified *Local Planning Policy No. 3 – Bollard Bulrush East Landscape Master Plan* (Attachments B).**
3. **Publish a notice of the adoption of *Local Planning Policy No. 3 – Bollard Bulrush East Landscape Master Plan* in a local newspaper and on the City of Kwinana's website.**

**CARRIED  
8/0**



**DUAL USE PATH**  
 Provides secondary fire access between buffer and POS. Access points to core firebreak to be provided every 400m. DUP to align where possible with developers approved LSP plans. Path alignment adjacent existing trees where possible for shade and interest  
 DUP to link to future Tramway Trail and possible future trail along Peel Main Drain to create trail loops.  
 Themed elements will be incorporated into the DUP to indicate the main path of travel around the wetland for users

**PEEL MAIN DRAIN CROSSINGS**  
 Bridge crossings across Peel Main Drain at 2 locations, north and south of the wetland to create a trail loop.

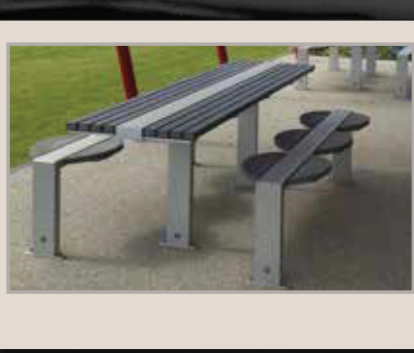


**CONSERVATION FENCE**  
 1.2m high reserve fence with ringlock mesh, top wire and galvanised steel picket posts to core edge. 3.5m wide access gates with treated timber posts every 400m.

**BUFFER ZONE**  
 Developers to create irregular, 'organic' batter from road to existing buffer/tree levels to create a more natural aesthetic and not to create an 'over-engineered' look.  
 Revegetation to be focused around areas of retained vegetation to assist with ongoing environmental management  
 Areas of mulch only to be considered where high quality revegetation provided by developer  
 Irrigated turf to be permitted within buffer adjacent POS.

**FIREBREAK**  
 3m wide firebreak and access track to be located adjacent existing vegetation line, internal of conservation fencing  
 Overtaking lane provided every 200m (4m wide).  
 Doubles as walking trail and located adjacent existing trees where possible for users comfort/shade.

**PLAY ELEMENTS**  
 A variety of styles and colours to be used to complement the surrounding environment.  
 Multi user/ age, interpretive and inclusive play opportunities.



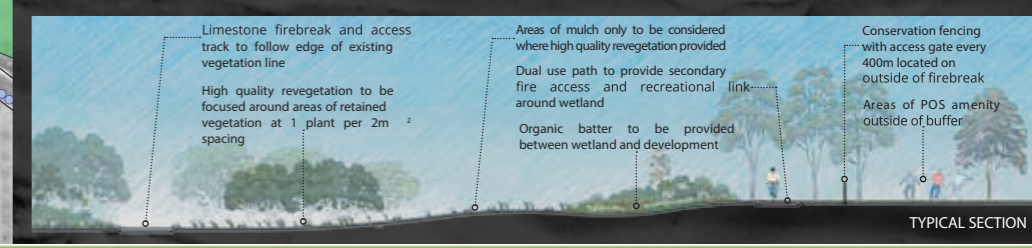
**FURNITURE**  
 Clear - anodised aluminium furniture elements.  
 Mid Grey/Cedar colours to complement the natural environment rather than contrast.



- LEGEND**
- WETLAND CORE BOUNDARY
  - 50m BUFFER ZONE
  - VEGETATION COMMUNITIES
    - Eucalyptus rudis ssp. rudis
    - Melaleuca raphiophylla
    - Low woodland of Melaleuca raphiophylla, Eucalyptus rudis ssp. rudis
    - Low Open Forest of Melaleuca raphiophylla, Melaleuca preissiana, Eucalyptus rudis ssp. rudis and Bauma articulata
  - CONSERVATION FENCE - 1.2m HEIGHT
  - FIREBREAK - 3m WIDE LIMESTONE
  - PATH - RED ASPHALT DUAL USE PROVIDES SECONDARY FIRE ACCESS
  - FUTURE BRIDGE LINK
  - PLAYGROUND
  - FITNESS EQUIPMENT
  - TRAIL HEAD
  - FUTURE TRAIL LINKS
  - STORMWATER DETENTION AREAS
  - KICKABOUT SPACE
  - PUBLIC OPEN SPACE AREA
  - REVEGETATION PLANTING 'B' WITHIN BUFFER ZONE, AVERAGE DENSITY OF 1 PLANT PER 2M<sup>2</sup> BUT CLUMPED AROUND EXISTING VEGETATION INSPERSED WITH AREAS OF THICK WOODCHIP TO SUPPRESS WEEDS
  - REVEGETATION PLANTING 'A' TO WETLAND SIDE, DENSITY OF 1 PLANT PER m
  - 400m WALKABLE CATCHMENT BETWEEN JUNIOR PLAYGROUNDS
  - WETLAND FIREBREAK ACCESS LINK AND GATE



**SIGNAGE**  
 Trail heads to include interpretive and directional signage.  
 Interpretive signage themes include: vegetation communities, wetland / Peel Main Drain history, native fauna, cultural history.



# Attachment B Final Version

## Local Planning Policy No. 3 Bollard Bulrush East Landscape Masterplan

The purpose of this local planning policy is to:

- a) ensure that a range of recreation facilities and activities are provided in a uniform and coordinated manner within the open space situated in the Bollard Bulrush East Urban Cell; and
- b) guide the preparation of landscape plans for the open space in the Bollard Bulrush East Urban Cell.

Adopted:	
Last reviewed:	
Legal Authority	Division 2 of Schedule 2 of the <i>Planning and Development (Local Planning Schemes) Regulations 2015</i>

### 1. APPLICATION

Local Planning Policy No. 3 (LPP 3) applies to all land within the Bollard Bulrush East Urban Cell that is zoned 'Development' under *Town Planning Scheme No. 2*.

This policy is to be applied during the preparation and assessment of:

- local structure plans; and
- subdivision applications.

LPP 3 should be read in conjunction with the *Bollard Bulrush East Landscape Masterplan* (Attachment 1).

The City of Kwinana (the City) acknowledges that *Bollard Bulrush East Landscape Masterplan* includes elements that exceed the requirements for the treatment of POS specified in *Liveable Neighbourhoods* (WAPC). The purpose of LPP 3 is not to enforce the provision of facilities in excess of the minimum standard specified by *Liveable Neighbourhoods*. The purpose of LPP 3 is to ensure that recreation facilities and activities are provided in a uniform and coordinated manner throughout the Bollard Bulrush East Urban Cell in the event they are provided in excess of the minimum requirements of *Liveable Neighbourhoods*.

### 2. POLICY

The City's requirements at each stage of the land use planning framework, in relation to the implementation of the *Bollard Bulrush East Landscape Masterplan*, are as follows:

#### LOCAL STRUCTURE PLANNING



**Landscape Strategy**

A landscape strategy is to be submitted to Council with the local structure plan.

The location and design of the following matters are to be included in the landscape strategy consistent with the *Bollard Bulrush East Landscape Masterplan*:

- a uniform dual use path around the eastern side of Bollard Bulrush Swamp, including pedestrian/cycle connections over the Peel Main Drain;
- uniform playground equipment, fitness equipment and park benches;
- 'kick about' spaces;
- uniform conservation fencing;
- stormwater detention areas that do not interfere with the function of public open space (POS);
- fire breaks; and
- wetland revegetation.

**SUBDIVISION APPROVAL**

When a subdivision application within the Bollard Bulrush east urban cell is received for comment, the City shall recommend the following conditions to the Western Australian Planning Commission:

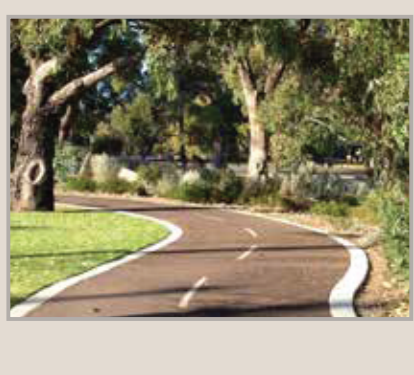
1. A fence restricting vehicle and pedestrian access to [INSERT VALUE] is to be constructed in accordance with the approved *Bollard Bulrush East Landscape Masterplan* (Dated \_\_), to protect native vegetation. (Local Government)
2. The proposed reserve(s) shown on the approved plan of subdivision being shown on the diagram or plan of survey (deposited plan) as reserve(s) for [INSERT VALUE] and vested in the Crown under Section 152 of the *Planning and Development Act 2005*, such land to be ceded free of cost and without any payment of compensation by the Crown. (Insert clearing agency as applicable)
3. Arrangements being made for the proposed public open space to be developed by the landowner/applicant to a minimum standard and maintained for two summers through the implementation of an approved landscape strategy providing for the development and maintenance of the proposed public open space in accordance with the requirements of *Liveable Neighbourhoods*, the approved *Bollard Bulrush East Landscape Masterplan* (Dated \_\_), and to the specifications of the local government. (Local Government)

**3. DISCRETION TO VARY THE POLICY**

The City may vary the provisions of this policy when it is satisfied that a proposed local structure plan or subdivision application can be implemented in a coordinated and uniform manner that does not prejudice the implementation of the Landscape Masterplan.

**4. PROCEDURE FOR AMENDING LOCAL PLANNING POLICY NO. 3**

This policy may be amended by the City of Kwinana in accordance with Clause 4 of Schedule 2 of the *Planning and Development Regulations 2015*.



**DUAL USE PATH**  
 Provides secondary fire access between buffer and POS.  
 Access points to core firebreak to be provided every 400m.  
 DUP to align where possible with developers approved LSP plans.  
 Path alignment adjacent existing trees where possible for shade and interest  
 DUP to link to future Tramway Trail and possible future trail along Peel Main Drain to create trail loops.  
 Themed elements will be incorporated into the DUP to indicate the main path of travel around the wetland for users

**PEEL MAIN DRAIN CROSSINGS**  
 Bridge crossings across Peel Main Drain at 2 locations, north and south of the wetland to create a trail loop.

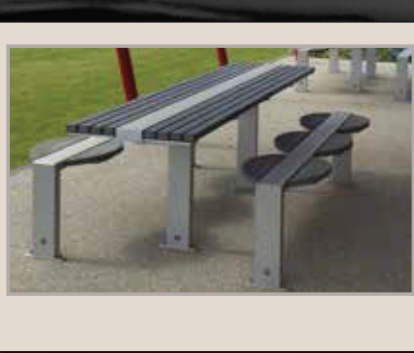


**CONSERVATION FENCE**  
 1.2m high reserve fence with ringlock mesh, top wire and galvanised steel picket posts to core edge. 3.5m wide access gates with treated timber posts every 400m.

**BUFFER ZONE**  
 Developers to create irregular, 'organic' batter from road to existing buffer/tree levels to create a more natural aesthetic and not to create an 'over-engineered' look.  
 Revegetation to be focused around areas of retained vegetation to assist with ongoing environmental management  
 Areas of mulch only to be considered where high quality revegetation provided by developer  
 Irrigated turf to be permitted within buffer adjacent POS.

**FIREBREAK**  
 3m wide firebreak and access track to be located adjacent existing vegetation line, internal of conservation fencing  
 Overtaking lane provided every 200m (4m wide).  
 Doubles as walking trail and located adjacent existing trees where possible for users comfort/shade.

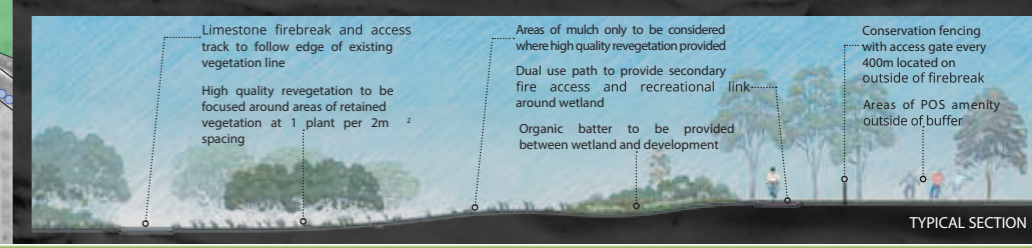
**PLAY ELEMENTS**  
 A variety of styles and colours to be used to complement the surrounding environment.  
 Multi user/ age, interpretive and inclusive play opportunities.



**FURNITURE**  
 Clear - anodised aluminium furniture elements.  
 Mid Grey/Cedar colours to complement the natural environment rather than contrast.



**SIGNAGE**  
 Trail heads to include interpretive and directional signage.  
 Interpretive signage themes include: vegetation communities, wetland / Peel Main Drain history, native fauna, cultural history.



DWG · COK01-L01  
 REV · G  
 DATE · FEB 2017  
 SCALE · 1:6000 @ A3

**BOLLARD BULRUSH EAST**  
 LANDSCAPE MASTER PLAN





**DUAL USE PATH**  
 Provides secondary fire access between buffer and POS.  
 Access points to core firebreak to be provided every 400m.  
 DUP to align where possible with developers approved LSP plans.  
 Path alignment adjacent existing trees where possible for shade and interest  
 DUP to link to future Tramway Trail and possible future trail along Peel Main Drain to create trail loops.  
 Themed elements will be incorporated into the DUP to indicate the main path of travel around the wetland for users.

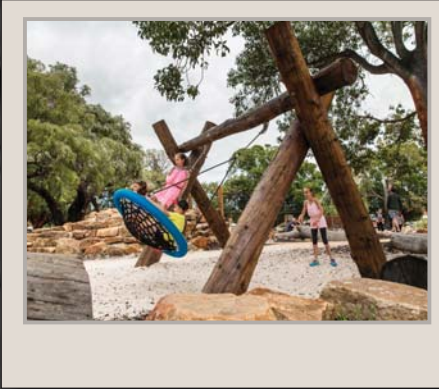
**PEEL MAIN DRAIN CROSSINGS**  
 Bridge crossings across Peel Main Drain at 2 locations, north and south of the wetland to create a trail loop.



**CONSERVATION FENCE**  
 1.2m high reserve fence with ringlock mesh, top wire and galvanised steel picket posts to core edge. 3.5m wide access gates with treated timber posts every 400m.

**BUFFER ZONE**  
 Developers to create irregular, 'organic' batter from road to existing buffer/tree levels to create a more natural aesthetic and not to create an 'over-engineered' look.  
 High quality revegetation to be focused around areas of retained vegetation to assist with ongoing environmental management  
 Areas of mulch only to be considered where high quality revegetation provided by developer  
 Irrigated turf to be permitted within buffer adjacent POS where adjacent provided amenity

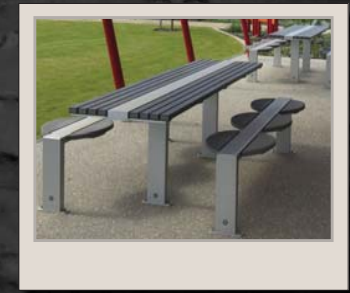
**FIREBREAK**  
 3m wide firebreak and access track to be located adjacent existing vegetation line, internal of conservation fencing  
 Overtaking lane provided every 200m (4m wide).  
 Doubles as walking trail and located adjacent existing trees where possible for users comfort/shade.



**PLAY ELEMENTS**  
 Natural style and colours to be used to complement the surrounding environment.  
 Multi user/ age, interpretive and inclusive play opportunities.  
 Nature play elements are encouraged to be provided where possible.



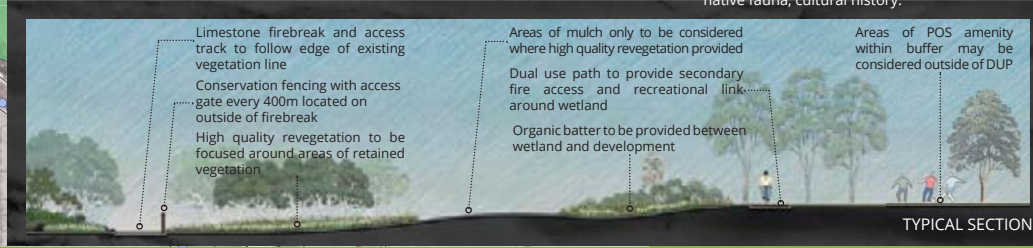
- LEGEND**
- WETLAND CORE BOUNDARY
  - 50M BUFFER ZONE
  - VEGETATION COMMUNITIES
    - *Eucalyptus rudis* ssp. *rudis*
    - *Melaleuca raphiophylla*
    - Low woodland of *Melaleuca raphiophylla*, *Eucalyptus rudis* ssp. *rudis*
    - Low Open Forest of *Melaleuca raphiophylla*, *Melaleuca prestantia*, *Eucalyptus rudis* ssp. *rudis* and *Baumea articulata*
  - WEST SIDE SUBJECT TO FURTHER MASTER PLANNING
  - CONSERVATION FENCE - 1.2M HEIGHT
  - FIREBREAK - 3M WIDE LIMESTONE
  - PATH - RED ASPHALT DUAL USE PROVIDES SECONDARY FIRE ACCESS
  - FUTURE BRIDGE LINK
  - PLAYGROUND
  - FITNESS EQUIPMENT
  - LIGHTING
  - TRAIL HEAD
  - FUTURE TRAIL LINKS
  - STORMWATER DETENTION AREAS
  - KICKABOUT SPACE
  - PUBLIC OPEN SPACE AREA
  - POTENTIAL PUBLIC OPEN SPACE AREA WITHIN BUFFER
  - REVEGETATION TO WETLAND SIDE
  - REVEGETATION IN BUFFER ZONE
  - 400M WALKABLE CATCHMENT BETWEEN JUNIOR PLAYGROUNDS
  - WETLAND FIREBREAK ACCESS LINK AND GATE



**FURNITURE**  
 Clear - anodised aluminium furniture elements from Cox Urban furniture Urban Edge range.  
 Mid Grey/Cedar colours to complement the natural environment rather than contrast.



**SIGNAGE**  
 Trail heads to include interpretive and directional signage.  
 Interpretive signage themes include; vegetation communities, wetland / Peel Main Drain history, native fauna, cultural history.



## Local Planning Policy No. 3 Bollard Bulrush East Landscape Masterplan

The purpose of this local planning policy is to ensure that a range of well designed uniform recreation facilities and a variety of recreational activities are provided in a uniform and coordinated manner within the open space in the Bollard Bulrush east urban cell.

Adopted:

Last reviewed:

Legal Authority

Division 2 of Schedule 2 of the *Planning and Development (Local Planning Schemes) Regulations 2015*

### 1. APPLICATION

Local Planning Policy No. 3 applies to all land within the Bollard Bulrush east urban cell that is zoned 'Development' under City of Kwinana Town Planning Scheme No. 2.

This policy is to be applied during the preparation and assessment of:

- local structure plans
- subdivision applications.

### 2. POLICY

The City's requirements in relation to the implementation of the *Bollard Bulrush East Landscape Masterplan* (Attachment 1) at each stage of the land use planning framework are as follows:

#### LOCAL STRUCTURE PLANNING

##### Landscape Strategy

A landscape strategy is to be submitted to Council with the local structure plan.

The location and design of the following matters are to be included in the landscape strategy consistent with the *Bollard Bulrush East Landscape Masterplan*:

- a uniform dual use path around the eastern side of Bollard Bulrush Swamp, including pedestrian/cycle connections over the Peel Main Drain;
- uniform playground equipment, fitness equipment, park benches and lighting;
- 'kick about' spaces;
- uniform conservation fencing;
- stormwater detention areas that do not interfere with the function of public open space (POS);
- fire breaks and fire access tracks; and
- wetland revegetation.

**SUBDIVISION APPROVAL**

When a subdivision application within the Bollard Bulrush east urban cell is received for comment, the City shall recommend the following conditions to the Western Australian Planning Commission:

1. A fence restricting vehicle and pedestrian access to [INSERT VALUE] is to be constructed in accordance with the approved *Bollard Bulrush East Landscape Masterplan* (Dated \_\_), to protect native vegetation. (Local Government)
2. The proposed reserve(s) shown on the approved plan of subdivision being shown on the diagram or plan of survey (deposited plan) as reserve(s) for [INSERT VALUE] and vested in the Crown under Section 152 of the *Planning and Development Act 2005*, such land to be ceded free of cost and without any payment of compensation by the Crown. (Insert clearing agency as applicable)
3. Arrangements being made for the proposed public open space to be developed by the landowner/applicant to a minimum standard and maintained for two summers through the implementation of an approved landscape plan providing for the development and maintenance of the proposed public open space in accordance with the requirements of Liveable Neighbourhoods, the approved *Bollard Bulrush East Landscape Masterplan* (Dated \_\_), and to the specifications of the local government. (Local Government)
4. Prior to the commencement of subdivisional works, a Wetland Management Plan for [INSERT VALUE] is to be prepared in accordance with the approved *Bollard Bulrush East Landscape Masterplan* (Dated \_\_) and approved to ensure the protection and management of the sites environmental assets with satisfactory arrangements being made for the implementation of the approved plan. (Local Government)

**3. DISCRETION TO VARY THE POLICY**

Council may vary the provisions of this policy when it is satisfied that a proposed local structure plan or subdivision application can be implemented in a coordinated and uniform manner that does not prejudice the implementation of the landscape masterplan.

**4. PROCEDURE FOR AMENDING LOCAL PLANNING POLICY NO. 3**

This policy maybe amended by the City of Kwinana in accordance with Clause 4 of Schedule 2 of the *Planning and Development Regulations 2015*.

SCHEDULE OF SUBMISSIONS  
Local Planning Policy No. 3  
Bollard Bulrush East Landscape Master Plan

SUBMITTER	SUMMARY OF SUBMISSION	CITY COMMENT
<p><b>Taylor Burrell Barnett</b> (on behalf of LWP Wellard Pty Ltd Lot 503 – 505 Johnson Road)</p>	<p><u>Validity</u> The validity of preparing a local planning policy which is inconsistent with operational policy of the WAPC.</p> <p>LPP3 seeks to enable the imposition of a standard of infrastructure and landscaping of POS areas that is greater than that set under <i>Liveable Neighbourhoods</i>. LWP strongly objects to LPP3 establishing a minimum standard of infrastructure and landscaping of POS above the minimum standard set under <i>Liveable Neighbourhoods</i>.</p> <p>Some of the elements on the landscape master Plan which are in excess of the minimum standards include:</p> <ul style="list-style-type: none"> <li>• playground and fitness equipment</li> <li>• lighting</li> <li>• high quality vegetation</li> <li>• furniture</li> <li>• signage</li> <li>• future trail inks</li> <li>• future bridge link</li> </ul> <p>Placing a greater cost imposition on the landowner for no justified gain is not a sound town planning principle. The minimum standards have been set by <i>Liveable Neighbourhoods</i> as a state wide policy to ensure consistency between all residential subdivisions.</p> <p>Applying a subdivision approval condition which would require the development of POS to a standard in excess of the minimum required by <i>Liveable Neighbourhoods</i>.</p> <p><u>Insufficient detail in the landscape master plan</u> Insufficient detail addressing the minimum standards of infrastructure (revegetation, lighting playground and fitness equipment)</p> <p>The landscape master Plan does not make specific reference to the standard of infrastructure. LWP does not support the excessive application of certain infrastructure should it wish to include certain infrastructure within the POS.</p> <p>Details in the form of a schedule should be provided to landowners for comment which establishes the City's expectations in terms of additional infrastructure should a developer choose to incorporate this into its POS development.</p> <p>No reference is made within the landscape master plan to the standard of revegetation to be undertaken within the wetland buffer areas, other than a statement referring to it being of high quality. LWP does not support the revegetation of buffer areas to an excessive standard and requests the City to provide details of its expectations to allow an informed response. In addition, the standard of revegetation to be undertaken should not increase the already existing fire hazard.</p>	<p>In response to the submissions which raised concerns that the facilities required in the advertised landscape master plan are above the minimum standards required by <i>Liveable Neighbourhoods</i>. The City has modified the advertised landscape master plan so that it aligns with the WAPC's minimum standards. The landscape master plan has been modified as follows:</p> <ul style="list-style-type: none"> <li>• clearly defined the required standards for revegetation;</li> <li>• modified the alignment of the proposed dual use path to avoid remnant vegetation;</li> <li>• deleted the requirement for lighting with the POS;</li> <li>• defined the minimum standards for play equipment and furniture; and</li> <li>• removed the requirement for POS from The Kings College site.</li> </ul>

SCHEDULE OF SUBMISSIONS  
Local Planning Policy No. 3  
Bollard Bulrush East Landscape Master Plan

	<p><u>Infrastructure duplication</u> LWP does not support the provision of both a DUP and firebreak/ access track as detailed on the landscape master Plan. The fire access could be combined as part of the DUP system as a maximum rather than two separate infrastructures. The <i>Bushfire Management Plan</i> (ICS Group), which forms part of the LSP, did not detail the requirement for specific fire access in the form of a track or path within the wetland and buffer area, with the exception of a small area adjacent to lots directly abutting POS in the south west corner of the development.</p> <p><u>Potential fire implications and hazard creation due to revegetation works.</u> LWP does not support revegetation of the wetland buffer which would result in increasing fire hazards, placing the potential for greater separation distances and higher dwelling construction standards to address resulting higher <i>Bushfire Attack Level</i> ratings. Under no circumstances will LWP support a higher standard and density of revegetation which will place further imposition on its development area.</p> <p>Why has red asphalt been chosen for the DUP as this is more expensive than standard black asphalt and is not considered to provide any notable benefits.</p> <p>Additional turf to be provided within the wetland buffer should be optional and not mandatory. It is questionable as to whether planting turf on the low areas associated with the wetland buffer would be effective.</p>	<p>The City discussed the issue of infrastructure duplication with Taylor Burrell Barnett and explained that a combined fire access track and DUP would need to be constructed to a higher standard than a separate limestone fire access track and DUP so that it can accommodate fire emergency vehicles.</p> <p>A combined fire access track and DUP situated outside of the wetland buffer as suggested by the Department of Parks and Wildlife would not provide adequate access to the core of the wetland in the event of a bushfire or for the purposes of bushfire management.</p> <p>The proposed alignment of the DUP in the landscape master plan also provides a hard boundary to areas within the wetland buffer that have been revegetated to different fire risk standards.</p> <p>The City estimates that the cost of constructing a combined fire access track and DUP would be higher than the combined cost of constructing a separate limestone fire access track and DUP.</p> <p>The advertised landscape master plan has been modified to describe different standards of revegetation around Bollard Bulrush in recognition of the need to comply with Bushfire Attack Levels.</p> <p>Red asphalt is intended to differentiate the DUP from pedestrian footpaths and also to give it a similar appearance to other DUPs in the Perth metropolitan area.</p> <p>The City will not permit turf to be planted within the wetland buffer area.</p> <p>The standards of revegetation and mulching that the City will require within the buffer are described in landscape master plan.</p>
<p><b>Development Works</b>  (on behalf of Ascari Developments Pty Ltd Lot 502 Tamblyn Place)</p>	<p><u>Conflicts with WAPC Policy</u> Ascari does not support LPP3 establishing a mandatory standard for the development of POS which is greater than the existing WAPC policy. The minimum standard under <i>Liveable Neighbourhoods</i> includes full earthworks, basic reticulation, grassing of key areas, pathways that form part of the overall pedestrian and or cycle network. The infrastructure required under the landscape master plan exceeds the WAPC minimum standards and there is no justification provided by the City to support the additional cost imposed on the developer.</p> <p>A local authority must prepare its local planning policies based on sound town planning principles as defined by the <i>Planning and Development Regulations</i>. Given the obvious inconsistency with WAPC policy. Ascari question whether the City can impose such onerous standards on the developer via this LPP.</p> <p>The City's intent is for a recreational facility with associated infrastructure that far exceeds what is fair and reasonable for a developer to provide at its cost.</p> <p>The development of such facilities should be funded by the City or by a local authority wide</p>	<p>In response to the submissions which raised concerns that the facilities required in the advertised landscape master plan are above the minimum standards required by <i>Liveable Neighbourhoods</i>. The City has modified the advertised landscape master plan so that it aligns with the WAPC's minimum standards. The landscape master plan has been modified as follows:</p> <ul style="list-style-type: none"> <li>• clearly defined the required standards for revegetation;</li> <li>• modified the alignment of the proposed dual use path to avoid remnant vegetation;</li> <li>• deleted the requirement for lighting with the POS;</li> <li>• defined the minimum standards for play equipment and furniture;</li> <li>• removed the requirement for POS from The Kings College site; and</li> <li>• deleted Providence from the advertised landscape master plan</li> </ul>

SCHEDULE OF SUBMISSIONS  
Local Planning Policy No. 3  
Bollard Bulrush East Landscape Master Plan

	<p><i>Community Infrastructure Development Contribution Plan.</i></p>	
	<p><u>Landscape Master Plan Detail</u> The requirement for the provision of playground and other furniture is not mandatory and cannot be imposed under current WAPC policy as part of the subdivision process. However, should the City wish to apply a set of standards for the developer to use as guidance for the purposes of developing their POS (if they wish to exceed the WAPC's minimum standard) then we recommend the City prepare this detail for the developers to provide comment.</p>	<p>In response to the submissions which raised concerns that the facilities required in the advertised landscape master plan are above the minimum standards required by <i>Liveable Neighbourhoods</i> (WAPC). The City has modified the advertised landscape master plan so that it aligns with the WAPC's minimum standards. The landscape master plan has been modified as follows:</p> <ul style="list-style-type: none"> <li>• clearly defined the required standards for revegetation;</li> <li>• modified the alignment of the proposed dual use path to avoid remnant vegetation;</li> <li>• deleted the requirement for lighting with the POS;</li> <li>• defined the minimum standards for play equipment and furniture; and</li> <li>• removed the requirement for POS from The Kings College site.</li> </ul>
	<p><u>Revegetation Standards</u> The landscape master plan references revegetation being undertaken in the wetland buffer to a high quality. However, this standard is not defined. This is ambiguous and not supported. It is unreasonable for further onerous requirements to be placed on the developer for the purposes of revegetation.</p> <p>Ascari only supports the landscaping of its POS areas to a standard which will not increase the fire hazard which already exists and the Bushfire Attack Level standards as recommended by its Fire Management consultant. Ascari does not support revegetation and landscaping works which would increase BAL ratings for homes and which creates additional buffer separation distances into its developable area.</p>	<p>The advertised landscape master plan has been modified to describe different standards of revegetation around Bollard Bulrush in recognition of the need to comply with Bushfire Attack Levels.</p>
	<p><u>Limitations on access to groundwater supplies</u> Ascari encountered difficulties obtaining access to groundwater supplies from the Department of Water for the purposes of reticulating landscaping within the POS. It is understood that the area is at, or, is likely to exceed its groundwater extraction allocation limit which could impact on other developers surrounding Bollard Bulrush Swamp.</p> <p>It is recommended that the City undertake an audit to understand how much groundwater is available prior to committing to a minimum standard of landscaping and setting areas aside for turf on the landscape master plan.</p>	<p>Noted</p> <p>Long term maintenance of POS is a core function of local government. The primary purpose of the landscape master plan is to coordinate the alignment of the DUP, fencing, fire access track and recreation facilities, across a number of landholdings, when the POS is developed at the time of subdivision.</p> <p>Access to groundwater for unrestricted POS areas will be considered in more detail at subdivision stage. However, the broad intentions, coordination and location of POS on the landscape management plan is still considered valid.</p>
	<p><u>Infrastructure</u> The landscape master plan depicts a DUP in the wetland buffer plus a 3m wide firebreak and access track. Ascari does not support the duplication of access tracks and paths when a single multi-purpose access path/track can be provided by the DUP.</p>	<p>A combined fire access track and DUP would need to be constructed to a higher standard than a separate limestone fire access track and DUP so that it can accommodate fire emergency vehicles.</p> <p>The City estimates that the cost of constructing a combined fire access track and DUP would be higher than the combined cost of constructing a separate limestone fire access track and DUP.</p>



SCHEDULE OF SUBMISSIONS  
Local Planning Policy No. 3  
Bollard Bulrush East Landscape Master Plan

		<p>The proposed alignment of the DUP in the landscape master plan also provides a hard boundary to areas within the wetland buffer that have been revegetated to different fire risk standards.</p>
<p><b>Eastcourt Property Group</b>  (Providence)</p>	<p><u>Statutory Requirement</u> The landscape master plan goes beyond its intent to provide guidance to ensure consistency with infrastructure and landscaping between subdivisions. The landscape master plan seeks to mandate a higher minimum standard than required. The higher minimum standards are in excess of the developers obligations under existing WAPC policy.</p> <p>If the City wishes to impose these additional infrastructure items for the wider enjoyment of the community, the cost burden should be covered by the City or form part of a developer contribution plan across the wider area in accordance with State Planning Policy 3.6 <i>Developer Contributions for Infrastructure</i>.</p> <p><u>Inconsistency with existing approvals</u> Providence has an approved structure plan, subdivision application and wetland management plan in place which differs to the details provided with the landscape master plan.</p> <p>Eastcourt requests the draft policy is updated to reflect the approvals already in place in Providence with the major conflicts being:</p> <ul style="list-style-type: none"> <li>• Alignment of the conservation fence within the landscape master plan does not align to the approved Providence Wetland Management Plan.</li> <li>• The ‘kickabout’ space is actually the main infiltration basin for the northern portion of Providence as per the approved Providence Local Water Management Strategy.</li> <li>• Locations of the wetland firebreak access links and gates differ to the Providence Landscape Master Plan.</li> </ul> <p>The southern bridge link should be moved further north into the Bollard Bulrush wetland to help integrate the structure with nature and activate the area.</p> <p>No drainage provisions have been identified within Providence or Lot 506, as outlined within the approved Local Water Management Plan</p>	<p>In response to the submissions which raised concerns that the advertised landscape master plan required facilities above the minimum standards required by <i>Liveable Neighbourhoods</i> (WAPC), the City has modified the advertised landscape master plan so that it aligns with the WAPC’s minimum standards. The advertise landscape master plan has been modified as follows:</p> <ul style="list-style-type: none"> <li>• clearly defined the required standards for revegetation;</li> <li>• modified the alignment of the proposed dual use path to avoid remnant vegetation;</li> <li>• deleted the requirement for lighting with the POS;</li> <li>• defined the minimum standards for play equipment and furniture; and</li> <li>• removed the requirement for POS from The Kings College site.</li> </ul> <p>The focus of the draft landscape master plan has been on the area to the east of Bollard Bulrush. Providence (which lies west of the Peel Main Drain) has been removed from the draft landscape master plan to avoid any inconsistencies arising between the approved structure plan and approved wetland management plans.</p> <p>The future bridge link identified on the landscape master plan is situated so that it is outside of the wetland buffer to minimise impact on the wetland and is able to provide direct access to the Providence estate.</p> <p>The City will consult with local residents before the bridge link is constructed.</p> <p>The focus of the draft landscape master plan has been on the area to the east of Bollard Bulrush, so Providence (which lies west of the Peel Main Drain) has been removed from the draft landscape master plan to avoid any inconsistencies arising between the approved structure plan and approved wetland management plans.</p>

SCHEDULE OF SUBMISSIONS  
Local Planning Policy No. 3  
Bollard Bulrush East Landscape Master Plan

	Why was red asphalt selected for the DUP, as opposed to grey concrete and black asphalt. Red asphalt is more expensive than the norm to install and maintain.	Red asphalt is intended to differentiate the DUP from less formal pedestrian footpaths and give it a similar appearance to other DUPs in the Perth metropolitan area.
	Why is the 3m wide firebreak track within the wetland required, as it appears to be a duplication of infrastructure with the DUP. These could be collocated to save significant costs.	A combined fire access track and DUP would need to be constructed to a higher standard than a separate limestone fire access track and DUP.  The City estimates that the cost of a combined fire access track path and DUP would be higher than the combined cost of a separate limestone fire access track and DUP.
<b>MW Urban Planning and Development</b>  (on behalf of The Freeway Church)	The draft landscape master plan shows public open space, including <i>kickabout</i> space, within Lot 680, abutting the wetland buffer zone. Given the owners have no intention of subdividing and developing the land for residential purposes, the provision of POS as shown on the draft landscape master plan is most unlikely.	In response to this submission the advertised landscape master plan has been modified and the POS (including the <i>kickabout</i> space) has been removed from Lot 680.
	<p>The owners have some concerns about the proposed DUP traversing Lot 680, in regard to maintaining the safety and privacy of school students and staff. The owners also wish to retain direct frontage to the wetland area as part of the school's education programmes.</p> <p>Whilst we acknowledge the objective of providing a continuous circuit for public access around the wetland, it is important to ensure there are no adverse security impacts for the school. The detailed design of this interface needs to be carefully considered, and as such the owners wish to collaborate with the City to ensure an acceptable outcome for all.</p>	<p>The purpose of the landscape master plan is to coordinate the alignment of a DUP across a number of landholdings.</p> <p>It is envisaged that a DUP path may be constructed across Lot 680 as depicted in the landscape master plan at some point in the future when the school is extended. The City considers that it is important that this alignment for the DUP remains on the landscape master plan so there will eventually be a fully connected DUP around Bollard Bulrush Swamp.</p> <p>The City will consult regarding the final alignment of the DUP with the school if and when it is constructed.</p>
	The owners wish to ensure their land is not affected by post development drainage/stormwater from adjoining sites, including the POS areas shown on the draft landscape master plan.	Preparation and implementation of water management plans are embedded within the structure planning and subdivision approval processes. The purpose of these processes is to manage drainage and prevent flooding.
<b>Department of Health</b>  Dr Andrew Jardine Medical Entomology Environmental Health Hazards	<p>The subject land is in a region that regularly experiences considerable problems with nuisance and disease carrying mosquitoes. Previous mosquito monitoring near Bollard Bulrush Swamp has demonstrated that <i>Culex annulirostris</i> are present in significant numbers during summer months. This mosquito species can disperse several kilometres from breeding sites and is a known carrier of both Ross River (RRV) and Barmah Forest (BFV) viruses. Locally acquired human cases of RRV and BFV diseases occur annually in this general locality. In addition to mosquitoes, chironomid midges may also present a severe nuisance to future visitors.</p> <p>Increased nutrient inflows may increase due to the further development in close proximity to the swamp, leading indirectly to the increased need for effective mosquito and midge control.</p> <p>Emergent and invasive vegetation may increase in area and density in response to the readily available nutrients which may lead to increased insect populations and the need for mosquito and midge control activities. Insect control itself may become problematic, due to the difficulty of application of larvicides to the vegetation choked wetland.</p>	<p>The City is aware that Bollard Bulrush Swamp is situated in an area where there are problems with nuisance and disease carrying mosquitoes.</p> <p>In its consideration of LSPs surrounding Bollard Bulrush, that have already been adopted by the City it has been noted that a mosquito management plan will be requested as a condition of the WAPC's subdivision approval.</p> <p>Nutrient export is a matter that is considered during the preparation of urban water management plans and wetlands management plans during the local structure planning and subdivision stages of the planning process.</p>

SCHEDULE OF SUBMISSIONS  
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Bollard Bulrush East Landscape Master Plan

	<p>Education of visitors is of particular importance in reducing the risk of disease transmission, particularly in situations where visitors could be exposed to mosquitoes and mosquito-borne disease is known to occur. The proponent shall install signage to raise awareness of reducing the risk of exposure to mosquito-borne diseases including:</p> <ul style="list-style-type: none"> <li>- Avoidance of biting mosquitoes</li> <li>- Use of appropriate clothing (long sleeved, light, loose fitting clothing)</li> <li>- Use of personal insect repellents or appropriate alternatives</li> </ul>	<p>The City will ensure that signage is placed around the wetland advising patrons that mosquitoes and mosquito-borne disease is known to occur in the area and that appropriate clothing and insect repellent should be used at appropriate times of the day.</p>
<p><b>Department of Parks and Wildlife</b>  (Stefan de Haan, Regional Manager - Letter dated 15 March 2017)</p>	<p>Parks and Wildlife considers that full vegetation would optimise the effectiveness of the wetland buffer, it is recognised that the revegetation and landscape management prescription for the wetland buffer / restricted POS should primarily be determined by the City as the manager of the POS. It is noted that the wetland buffer may revegetate naturally over time and the City may wish to modify management priorities in the future.</p>	<p>Noted</p>
<p><b>City of Kwinana's Access and Inclusion Committee</b>  (William Toon)</p>	<p>As part of the City's <i>Access and Inclusion Committee</i> I wish to submit that male/female disabled toilets be allocated to this recreation space. This area is kilometres away from community facilities and people who are elderly or have disabilities would find this area difficult to visit without proper facilities.</p>	<p>The City acknowledges that the facilities suggested in this submission would add to the quality of the POS and quality of life for local residents. However, the primary purpose of the landscape master plan is to coordinate the facilities (alignment of the DUP, conservation fencing, fire access track and other recreational facilities) that are to be provided by developers in accordance with conditions of subdivision. The WAPC's policy (<i>Liveable Neighbourhoods</i>) generally requires that only the following facilities are to be provided to a minimum standard:</p> <ul style="list-style-type: none"> <li>• basic reticulation;</li> <li>• grassing of key areas; and</li> <li>• pathways that form part of the overall pedestrian and cycle network.</li> </ul> <p><i>Liveable Neighbourhoods</i> (WAPC) does not specify that community toilet facilities are to be funded and constructed by developers as a condition of subdivision. For this reason community toilet facilities have not been shown on the landscape master plan.</p> <p>Universally accessible community toilet facilities on the eastern fringe of Bollard Bulrush are not part of the City's current budgeting, however, they may be considered as development progresses around Bollard Bulrush. Toilet facilities would undergo the normal budgetary consideration by the City.</p>
<p><b>Resident</b>  (Lisa Doomen)</p>	<p>Leave it as it is. We have plenty of bush that has been partially developed so people can enjoy. Let's leave this one bit for animals to enjoy in peace. As a conservationist and wildlife biologist and a proud resident of the City of Kwinana, it makes me ashamed to see how we have gone from having such a high value on nature to the level of clearing that has and still is occurring in the past decade.</p>	<p>The land abutting the eastern side of Bollard Bulrush Swamp has been rezoned for urban development. The potential environmental impacts of the rezoning were assessed by the EPA before the Ministers for the Environment and Planning endorsed the MRS amendment. The purpose of the landscape master plan is to</p>

SCHEDULE OF SUBMISSIONS  
Local Planning Policy No. 3  
Bollard Bulrush East Landscape Master Plan

	<p>Please leave it be, The Spectacles have already been modified for human enjoyment, leave this one alone for animals to breed in and have a safe haven.</p>	<p>coordinate the alignment of a DUP and recreational facilities, across a number of landholdings, when the urban land is developed for residential purposes.</p> <p>Bollard Bulrush Swamp will not be directly impacted by the proposed landscape master plan. A 50m buffer around the core of the wetland will be revegetated to enhance the environmental value of the wetland.</p>
<p><b>Resident</b> (Pete Olds)</p>	<p>I hope that you seek some balanced inputs, and seek to balance the superficial/material requirements of public playgrounds and recreational activities, with considered and sufficient means to help protect wildlife areas, contamination of water ways (rubbish as a result of closer human penetration to the wetlands – as can be seen at The Spectacles board walk and bird hide at times for example). Keeping sufficient buffer zones from human access, along with preservation of indigenous native species in the area to help preserve the heritage and significance of local flora is important for future generations as it is our own.</p> <p>I hope that there can be an amicable balance between the local residents enjoyment, increased awareness of the beauty and significance of the local water ways and wetlands, and a means to help further engage them, and bring them to be advocates and guardians to help ensure the area is taken care of in the future.</p>	<p>The City is fully aware of the significance of the environmental values of Bollard Bulrush Swamp and will ensure that the abutting open space will be managed in a manner that protects the ecological processes that support these values.</p> <p>The landscape management plan includes requirements for areas fringing the wetland to be revegetated and conservation areas to be fenced. It is the City's intention that the POS be developed in a manner that enhances the environmental amenity of the wetland.</p> <p>The City will also request the WAPC to impose subdivision conditions that require preparation of water management plans and landscape management plans on landholdings surrounding Bollard Bulrush Swamp that will enhance the environmental quality of the wetland.</p>
	<p>Mixed use facilities, and focus on preservation, education (information boards and the like), would be a worthy addition to the area, along with any structures paying respect and reference to the natural surrounds and the history/heritage of the area.</p> <p>Is there even the potential for a bird hide and the like, to encourage appreciation of the local birdlife.</p> <p>With the right consultation, I am sure you can even add to the local flora, and perhaps even make some room for a native bushfoods area (as Bulrush itself once was), some reference to the past local traditional owners and their use of the land and the bush tucker, along with reference to more recent land use (I understand there may be a plaque for the old farm house site for example).</p> <p>Due to the lack of mountain bike facilities in the area (as many mountain bike enthusiast youth would attest to, and local homemade tracks in bushland highlight), perhaps there is the option to mixing nature and play together also, and incorporating some casual bike tracks for families and children, along with some more active single track areas for those wishing to use it for cross country sport exercise (considering some means of removing access to motorbikes of course – an eternal challenge there).</p>	<p>The City acknowledges that the facilities suggested in this submission would add to the quality of the POS and quality of life for local residents. However, the primary purpose of the landscape master plan is to coordinate the facilities (alignment of the DUP and other recreational facilities) that are to be provided by developers in accordance with conditions of subdivision. The WAPC's policy (<i>Liveable Neighbourhoods</i>) generally requires that the following facilities are to be provided to a minimum standard:</p> <ul style="list-style-type: none"> <li>• basic reticulation;</li> <li>• grassing of key areas; and</li> <li>• pathways that form part of the overall pedestrian and cycle network.</li> </ul> <p>The facilities suggested in this submission exceed the minimum standards that the City can reasonably require the developer to provide as a condition of subdivision under the WAPC's <i>Liveable Neighbourhoods</i> policy and will not be shown on the landscape master plan.</p>
	<p>It would also be wise to consider any impacts of standing water and mosquitoes in such and area, and to deal with it in the most natural way possible perhaps, I have lived in Singapore, and don't suggest regular spraying as that is also not good for the humans sharing the same space.</p>	<p>The City is aware that Bollard Bulrush Swamp is in an area where there are problems with nuisance and disease carrying mosquitoes.</p> <p>In its consideration of the LSP on landholdings surrounding Bollard Bulrush the City has requested that mosquito management plans be required as a condition of subdivision.</p>

**SCHEDULE OF SUBMISSIONS**  
**Local Planning Policy No. 3**  
**Bollard Bulrush East Landscape Master Plan**

<p><b>Resident</b>  (Sarah Rose Butler)</p>	<p>Regarding the proposed development of the public open space surround the Bollard Bulrush in Wellard - I would like to put forward the below listed points worth considering in an attempt to truly 'future proof' the area:</p> <ul style="list-style-type: none"> <li>a) Public bathrooms - there appears to be no provision for public bathrooms on the landscape master plan - but these should be considered, given number of playgrounds. By erecting public bathrooms at two to 3 sites around the area, this should decrease the incidence of the public entering the Bulrush (disturbing wild life and vegetation) and the waste issue.</li> <li>b) Adequate public parking on Bertram/Mortimer Road should be included in the plan to ensure safety of public and decrease the incidence of illegal parking (ruining restored vegetation).</li> <li>c) Barbecue areas (near playgrounds) on Bertram/Mortimer Road with plenty of waste collection points dotted around the walkway/path.</li> <li>d) Chairs/look out points, for resting around the paths and future trails</li> <li>e) A ban on dogs at certain points around the Bulrush (to minimize waste and possible wild life impacts) - More specific to the "future" train that runs through the center.</li> <li>f) Basketball Courts on Bertram/Mortimer Road</li> <li>g) Playgrounds that are safe and accessible for all - a liberty swing, flying foxes, safe climbing forts - that incorporate natural surrounds (chips - in lieu of sand) and soft fall mats. The playground (climbing structure) in Providence is not a great example of this, given the potential for falls from heights, a better example is the fourth image below.</li> </ul>	<p>The City acknowledges that the facilities suggested in this submission would add to the quality of the POS and quality of life for local residents. However, the primary purpose of the landscape master plan is to coordinate the facilities (alignment of the DUP, conservation fencing, fire access track and other recreational facilities) that are to be provided by developers in accordance with conditions of subdivision. The WAPC's policy (<i>Liveable Neighbourhoods</i>) generally requires that the following facilities to be provided are to a minimum standard:</p> <ul style="list-style-type: none"> <li>• basic reticulation;</li> <li>• grassing of key areas; and</li> <li>• pathways that form part of the overall pedestrian and cycle network.</li> </ul> <p>The facilities suggested in this submission exceed the minimum standards that the City can reasonably require the developer to provide as a condition of subdivision under the WAPC's <i>Liveable Neighbourhoods</i> policy and will not be shown on the landscape master plan.</p>
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## 16 Reports – Civic Leadership

### 16.1 Request to Add Kwinana Beach Road and Port Road to the State Restricted Access Vehicle and Concessional Networks

#### **SUMMARY:**

An application has been received from Main Roads Western Australia (MRWA) Heavy Vehicle Services on behalf of Directhaul Pty Ltd requesting approval to add two roads owned by the City of Kwinana to the Restricted Access Vehicle (RAV) Network 7 and Concessional Loading Network 7.3. The application is to obtain approval for heavy vehicle combinations up to 36.5m long with a total gross vehicle mass of up to 122.5 tonnes to access these roads.

The following roads have been requested to be added to the networks for RAV access;

- Kwinana Beach Road between Patterson Road and Coogee Chemicals west exit (south of Port Road); and
- Port Road from Kwinana Beach Road to Coogee Chemicals west terminal entrance.

It is recommended that Council decline the application.

#### **OFFICER RECOMMENDATION:**

That Council decline to approve the application from Main Roads WA Heavy Vehicle Services to add Kwinana Beach Road and Port Road to the Tandem Drive RAV 7 and Concessional Loading 7.3 Networks.

#### **DISCUSSION:**

The City of Kwinana has received an application from Main Roads WA requesting approval to add the section of Kwinana Beach Road between Patterson Road and Coogee Chemicals west exit, and Port Road from Kwinana Beach Road to Coogee Chemicals west terminal entrance, to Tandem Drive Restricted Access Vehicle (RAV) Network 7 and Concessional Loading Network 7.3. This application is to obtain approval from the City of Kwinana to operate road train combinations that are up to 36.5m long with a total gross vehicle mass of up to 122.5 tonnes along Kwinana Beach Road and Port Road. The operator, Directhaul, is proposing to operate the concessionally loaded road trains twice per week transporting fuel for Puma Energy. This operation will result in overloading of the road trains by up to an additional 22 tonnes each trip over and above the standard axle loadings.

The Commissioner of Main Roads is empowered under the Road Traffic (Vehicles) Act 2012 to approve RAV access on the public road network. The Commissioner has delegated these powers to Heavy Vehicle Services. As part of the RAV access assessment and approval by MRWA, the Heavy Vehicle Services section currently obtain the road owner's endorsement to add a Local Government owned road to a RAV network.

**16.1 REQUEST TO ADD KWINANA BEACH ROAD AND PORT ROAD TO THE STATE RESTRICTED ACCESS VEHICLE AND CONCESSIONAL NETWORKS**

Kwinana Beach Road currently forms part of several tandem drive RAV networks up to RAV4, concessional loading networks up to 4.3, tri drive RAV networks up to RAV3 and concessional loading networks up to 3.3. Port Road is currently not part of any RAV or Concessional Loading network.

At the Ordinary Council Meeting held on 23 November 2016, Council resolved to approve the use of Kwinana Beach Road for the proposed trial of 36.5m long road trains to access Coogee Chemicals and CSBP in Kwinana Beach. This trial has concluded. The two transport operators who took part in the MRWA trial of 36.5m long road trains still continue to operate 36.5m long concessionally loaded combinations along the section of Kwinana Beach Road between Patterson Road and CSBP entrance. Following the completion of Main Roads WA 36.5m long road train trial, the section of Kwinana Beach Road used during the trial was inspected for structural integrity and surface condition. During the inspection, it was found that the condition of the road surface had deteriorated substantially requiring immediate repair and treatment. This section of Kwinana Beach Road was resurfaced less than 4 years ago in November 2013 and appearance of major cracking so soon after resurfacing is of concern. Resurfacing of similar roads generally lasts for at least 10 to 15 years before requiring any repairs.

In order to better understand the cause of the premature deterioration of the road surface and to determine remediation methodology, pavement engineering consultants have been engaged to undertake testing and further investigation. The result of the investigations is that concessionally loaded trucks have been one of the contributing factors to early deterioration of the pavement wearing course. Accordingly, any further increase in the number of concessionally loaded trucks operations will exacerbate the rate of road surface deterioration leading to extensive pavement damage.

During the six month MRWA trial of 36.5m long road trains, a road maintenance contribution fee was collected from the participating operators to compensate for the additional road maintenance cost due to concessional loading. This fee was based on a \$/tonne/km unit rate calculated by MRWA. Following the completion of the trial period, this rate was assessed and found to be inequitable. In order to collect an appropriate and equitable road maintenance cost to compensate for the accelerated pavement depreciation due to concessional loading, it is necessary to develop a funding model and methodology together with a unit rate which is more reflective of the whole of life cost of the road pavement. City Officers are in the process of obtaining quotes to engage consultants to develop the funding model and applicable fee structure. The City Officer's have approached other stakeholders who would benefit in developing an evidence based fee such as the Western Australian Local Government Association, MRWA and other Councils that have concessional loading road networks. It is anticipated that it will take some months before this work is completed.

In addition to the above, the City of Kwinana has formally requested MRWA to consider taking over the ownership of Kwinana Beach Road as this road is considered to be a road of regional significance carrying a substantial amount of heavy traffic. MRWA has undertaken an assessment to determine if Kwinana Beach Road can be reclassified and be taken over as an asset. It is understood that a recommendation is currently being progressed to senior management within MRWA.

**16.1 REQUEST TO ADD KWINANA BEACH ROAD AND PORT ROAD TO THE STATE RESTRICTED ACCESS VEHICLE AND CONCESSIONAL NETWORKS**

Given there are several outstanding issues to be resolved as outlined above, it is recommended that no new concessional loading applications be approved until either MRWA agrees to take over the ownership of Kwinana Beach Road or a road maintenance cost recovery mechanism is implemented to recover the cost of accelerated depreciation of pavement due to concessional loading.

**LEGAL/POLICY IMPLICATIONS:**

There are no legal/policy implications identified.

**FINANCIAL/BUDGET IMPLICATIONS:**

In the event that additional concessional loading applications are approved, the pavement wearing course deterioration rate will increase resulting in additional road maintenance costs. The cost of resurfacing the section of Kwinana Beach Road between Patterson Road and Port Road is estimated to be around \$500,000. In the short term, some immediate surface treatment work is required to resurface some localised areas and crack seal some of the cracks to extend the asset life. The estimated cost of this work will be around \$40,000.

**ASSET MANAGEMENT IMPLICATIONS:**

In the event that additional concessional loading applications are approved, the pavement wearing course deterioration rate will increase resulting in reduced useful asset life of the road pavement.

**ENVIRONMENTAL IMPLICATIONS:**

There are no environmental implications that have been identified as a result of this report or the recommendations.

**STRATEGIC/SOCIAL IMPLICATIONS:**

There are no strategic/social implications that have been identified as a result of this report or the recommendations.

**RISK IMPLICATIONS:**

There are no risk implications that have been identified as a result of this report or the recommendations.



16.1 REQUEST TO ADD KWINANA BEACH ROAD AND PORT ROAD TO THE STATE RESTRICTED ACCESS VEHICLE AND CONCESSIONAL NETWORKS

**COUNCIL DECISION**

018

**MOVED CR S MILLS**

**SECONDED CR M ROWSE**

**That Council decline to approve the application from Main Roads WA Heavy Vehicle Services to add Kwinana Beach Road and Port Road to the Tandem Drive RAV 7 and Concessional Loading 7.3 Networks.**

**CARRIED  
8/0**



## Application and Road Owner Support to Add or Amend a Road on a Restricted Access Vehicle Network

Main Roads Heavy Vehicle Services will consider adding a road to the Restricted Access Vehicle (RAV) Network provided support from the relevant road owner is obtained. This application must be completed by the applicant and forwarded to Main Roads who will liaise directly with the relevant road owner to ensure they have no objections to the access.

### Applicant Details

<b>Operator Name / Company</b>	DIRECTHAUL PTY LTD		
<b>Contact Name</b>	Stuart Beyer	<b>Contact Phone Number</b>	08 8935 1846
<b>Mobile Phone Number</b>	0418880845	<b>Contact Fax Number</b>	08 8935 1866
<b>eMail Address</b>	stuart.beyer@directhaul.com.au		

### RAV Networks to be assessed

**Tandem Drive RAV Categories 2-10** Refer to the [Prime Mover, Trailer](#) or [Truck, Trailer](#) operating conditions for approved combinations on our website.

**Tri Drive Categories 1-5** Refer to the [Tri Drive Prime Mover, Trailer](#) or [Tri Drive Truck, Trailer](#) operating conditions for approved combinations on our website.

**Other Categories** (i.e. Oversize Road Train) Refer to the operating conditions of the particular [Permit Product](#) for approved combinations on our website

### Concessional Networks to be assessed

Please tick if Concessional Network Level 1 is required

Vehicle combinations operating on Level 1 must only operate on the relevant RAV Network that is permitted for the equivalent vehicle combination under the [Prime Mover, Trailer](#) or [Truck, Trailer](#) Combinations.

For Concessional Levels 2 and 3 please select the relevant category below

Requested Axle Mass Level		
	Tandem Axle Group	Tri Axle Group
Level 1	17.0t	21.5t
Level 2	17.0t	22.5t
Level 3	17.5t	23.5t

**Tandem Drive Concessional RAV Categories 2-10** Refer to the [AMMS Page](#) for approved combinations.

**Tri Drive Concessional Categories 1-5** Refer to the [AMMS Page](#) for approved combinations.

### Roads to be assessed

Please list all requested roads where RAV Access is required (including start and end points) and attach maps.

RAV Category 7 - Kwinana Beach Rd (1050196) from Melville Mandurah Hwy (H002) intersection to Port Rd. Port Rd for 200met to the entrance of Coogee Chemicals West Terminal. Access is also required to the Coogee Chemicals South Terminal entrance. Empty travel.

N7.3 - Kwinana Beach Rd (1050196) from the exit of Coogee Chemicals West Terminal to the intersection of Melville Mandurah Hwy (H002). Access is also required onto Kwinana Beach Rd from the Coogee Chemicals South Terminal exit gate.

Please refer to the attached map.



# Application and Road Owner Support to Add or Amend a Road on a Restricted Access Vehicle Network

**Main Roads will liaise directly with the relevant road owner to complete this section.**

## Road Owner Details

Road Owner			
Contact Name		Position	
Contact Phone Number		Contact Fax Number	
Mobile Phone Number		eMail Address	

## Preliminary Assessment Checklist (Required only for roads that are not already approved on the Tandem Drive Network)

As the road owner you are required to conduct a preliminary assessment of the requested road/s to ensure there are no obvious issues that would deem RAV access unsuitable. The preliminary check should be carried out using the criteria outlined in the [Framework for Applying to have a Local Government Road Added to a Restricted Access Vehicle Network](#). Please tick each of the boxes below to confirm that the road has been assessed and meets each of the criteria for the level of access requested.

- The road width meets Guideline requirements
- There are no evident steep grades
- All railway crossings have adequate stacking distance
- All sight distances meet Guideline requirements

**Roads Conditions** If RAV access is endorsed, as the road owner please specify any access conditions that you would like Main Roads to consider (i.e. No operation on unsealed road when wet, No operation during school bus hours etc.) **If RAV access is not endorsed please provide reasoning behind your decision.**

**NOTE - If condition CA07 (All operators must carry written support from the Local Government authority permitting use of the road) is required, please specify an expiry date in the condition box above. The road owner is responsible for the administration of condition CA07. If Condition CA07 applies, then this support must be carried in the vehicle and produced upon request.**

**To prevent any assessment delays, please attach any current traffic counts along with relevant roman data for newly constructed roads.**

I, <input style="width: 300px; height: 25px;" type="text"/>	On behalf of <input style="width: 300px; height: 25px;" type="text"/>
Signature _____	Date <input style="width: 300px; height: 25px;" type="text"/>

endorse the above decisions, subject to Main Roads final approval.

**eMail completed form to:** [hvsrouteassessments@mainroads.wa.gov.au](mailto:hvsrouteassessments@mainroads.wa.gov.au)

**Heavy Vehicle Services Main Roads WA**

PO Box 374 | WELSHPOOL DC | WA 6986 | Telephone 138 HVO (486) | Fax (08) 9475 8455

[www.mainroads.wa.gov.au](http://www.mainroads.wa.gov.au)

<b>OFFICE USE ONLY</b>	Application TRIM Reference <input style="width: 90%; height: 20px;" type="text"/>
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## **16.2 Request for Support to Add Postans Road to the State Restricted Access Vehicle and Concessional Network**

### **SUMMARY:**

An application has been received from Main Roads Western Australia (MRWA) Heavy Vehicle Services on behalf of Sutherland Transport WA Pty Ltd requesting approval to add the full length of Postans Road within the boundaries of the City of Kwinana to the Restricted Access Vehicle (RAV) Tandem Drive Concessional Network 4.3. The application is seeking approval to operate heavy vehicle combinations up to 27.5m long with a total gross vehicle mass of up to 99 tonnes on this road.

It is recommended that Council decline the application

### **OFFICER RECOMMENDATION:**

That Council decline to approve the application from MRWA Heavy Vehicle Services to add Postans Road to the RAV Concessional Network 4.3.

### **DISCUSSION:**

Postans Road currently forms part of the Tandem Drive RAV Networks up to RAV 4. The full length of Postans Road within this network is around 1.3km, of which approximately 1km is located within the City of Kwinana and 300m in the City of Cockburn. Postans Road provides access for heavy vehicle combinations of up to 27.5m in length with a total gross vehicle mass of up to 80.5 tonnes in accordance with the standard RAV axle loading limits to transport raw materials from extractive industries in the area. These vehicles do not require approval of the City of Kwinana.

The applicant, Sutherland Transport WA is proposing to operate one concessionally loaded heavy vehicle per day, to transport raw materials from Stoneridge Quarries at Lot 569 on Postans Road. MRWA Heavy Vehicle Services on behalf of Sutherland Transport WA are requesting approval from the City of Kwinana to add Postans Road to the Tandem Drive Concessional Network Level 3 to allow access to heavy vehicle combinations up to 27.5m in length with a total gross vehicle mass up to 99 tonnes in accordance with the Accredited Mass Management Scheme (AMMS). This would mean an additional 18.5 tonnes of load per heavy vehicle than is currently permitted.

Following the receipt of the application, Postans Road was inspected by the City of Kwinana officers to determine if Postans Road meets the requirements for safe access of concessionally loaded RAVs. The suitability of the road geometry was analysed and found to be in accordance with the guidelines for RAV combinations up to 27.5m long. However, the road pavement was found to be in poor condition with surface cracking, potholing and edge break requiring major repairs. The results of a traffic survey conducted in 2015 indicate that 62% of the traffic along Postans Road consists of heavy vehicles. Postans Road has not been constructed for such high volumes of heavy traffic and it is evident from the locations where deterioration is mostly occurring that heavy vehicles are the main contributing factor of the road pavement deterioration. It is also evident that approving access to concessionally loaded heavy vehicles is exacerbating the deterioration rate of pavements as these vehicles transport up to an additional 18.5 tonnes of cargo over and above the standard loads. As a result, additional funding will be required to maintain Postans Road in comparison to other similar roads without concessional loading access.

**16.2 REQUEST FOR SUPPORT TO ADD POSTANS ROAD TO THE STATE RESTRICTED ACCESS VEHICLE AND CONCESSIONAL NETWORK**

In order to collect an appropriate and equitable road maintenance cost to compensate for the accelerated pavement depreciation due to concessional loading, it is necessary to develop a funding model and methodology together with a unit rate which is more reflective of the whole of life cost of the road pavement. City Officers have commenced discussions with the preferred consultants to develop the funding model and applicable fee structure. The City Officers are discussing the project with the Western Australian Local Government Association who will also benefit in developing an evidence based fee for concessionally loaded road networks and have expressed that they could contribute to the proposed work. It is anticipated that it will take some months before this work is completed.

Given the development of the road maintenance cost recovery model is still in progress and the financial burden to the City of Kwinana due to rapid deterioration of the pavement as a result of concessionally loaded vehicles operations, it is recommended that Council decline the approval of the application pending development and implementation of the road maintenance cost recovery model.

**LEGAL/POLICY IMPLICATIONS:**

There are no legal/policy implications identified.

**FINANCIAL/BUDGET IMPLICATIONS:**

In the event that concessionally loaded RAVs are approved to operate on Postans Road, the pavement deterioration rate will be accelerated resulting in reduced useful asset life of the road pavement and increased road maintenance cost. Postans Road pavement rehabilitation project will be submitted for funding approval as part of the City of Kwinana's 2018/19 capital budget.

**ASSET MANAGEMENT IMPLICATIONS:**

The deteriorated pavement is a result of repetitive axle group loadings referred to as Equivalent Standard Axles (ESAs). A standard axle is defined as a dual tyre single axle transmitting a load of 80kN (8.2 tonne) to the pavement. While the gross weight of a vehicle is important when considering infrastructure it is the individual axle loading that damages the pavement. ESAs are directly related to pavement wear and therefore allowing access to concessionally loaded vehicles with increased axle loadings will dramatically increase the amount of ESAs per axle group leading to reduced pavement life. Reduced pavement life will lead to increased costs to the City of Kwinana and accelerate the deterioration rate of the pavement.

**ENVIRONMENTAL IMPLICATIONS:**

There are no environmental implications that have been identified as a result of this report or the recommendations.

**16.2 REQUEST FOR SUPPORT TO ADD POSTANS ROAD TO THE STATE RESTRICTED ACCESS VEHICLE AND CONCESSIONAL NETWORK**

**STRATEGIC/SOCIAL IMPLICATIONS:**

There are no strategic/social implications that have been identified as a result of this report or the recommendations.

**RISK IMPLICATIONS:**

There are no risk implications that have been identified as a result of this report or the recommendations.

**COUNCIL DECISION**

**019**

**MOVED CR W COOPER**

**SECONDED CR S MILLS**

**That Council decline to approve the application from MRWA Heavy Vehicle Services to add Postans Road to the RAV Concessional Network 4.3.**

**CARRIED  
8/0**



## Application and Road Owner Support to Add or Amend a Road on a Restricted Access Vehicle Network

Main Roads Heavy Vehicle Services will consider adding a road to the Restricted Access Vehicle (RAV) Network provided support from the relevant road owner is obtained. This application must be completed by the applicant and forwarded to Main Roads who will liaise directly with the relevant road owner to ensure they have no objections to the access.

### Applicant Details

<b>Operator Name / Company</b>	Sutherland Transport (WA) Pty Ltd		
<b>Contact Name</b>	Megan Pellow-Hales	<b>Contact Phone Number</b>	
<b>Mobile Phone Number</b>	0457 034 154	<b>Contact Fax Number</b>	
<b>eMail Address</b>	megan@cropline.com.au		

### RAV Networks to be assessed

**Tandem Drive RAV Categories 2-10** Refer to the [Prime Mover, Trailer](#) or [Truck, Trailer](#) operating conditions for approved combinations on our website.

RAV Category 4 (27.5m)

**Tri Drive Categories 1-5** Refer to the [Tri Drive Prime Mover, Trailer](#) or [Tri Drive Truck, Trailer](#) operating conditions for approved combinations on our website.

**Other Categories** (i.e. Oversize Road Train) Refer to the operating conditions of the particular [Permit Product](#) for approved combinations on our website

### Concessional Networks to be assessed

Please tick if Concessional Network Level 1 is required

Vehicle combinations operating on Level 1 must only operate on the relevant RAV Network that is permitted for the equivalent vehicle combination under the [Prime Mover, Trailer](#) or [Truck, Trailer](#) Combinations.

For Concessional Levels 2 and 3 please select the relevant category below

Requested Axle Mass Level		
	Tandem Axle Group	Tri Axle Group
Level 1	17.0t	21.5t
Level 2	17.0t	22.5t
Level 3	17.5t	23.5t

**Tandem Drive Concessional RAV Categories 2-10** Refer to the [AMMS Page](#) for approved combinations.

Tandem Drive Concessional N4.3 (27.5m)

**Tri Drive Concessional Categories 1-5** Refer to the [AMMS Page](#) for approved combinations.

**Roads to be assessed** Please list all requested roads where RAV Access is required (including start and end points) and attach maps.

- 1) WATTLEUP RD, from intersection Rockingham Rd to Postans Rd.
- 2) POSTANS RD, from intersection Wattleup Rd to Ashley Rd.

Purpose is to allow AMMS Level 3 Loading from Stoneridge Quarries, Lot 569 Postans Rd, Hope Valley back to Rockingham Rd.



# Application and Road Owner Support to Add or Amend a Road on a Restricted Access Vehicle Network

**Main Roads will liaise directly with the relevant road owner to complete this section.**

## Road Owner Details

Road Owner	<input type="text"/>		
Contact Name	<input type="text"/>	Position	<input type="text"/>
Contact Phone Number	<input type="text"/>	Contact Fax Number	<input type="text"/>
Mobile Phone Number	<input type="text"/>	eMail Address	<input type="text"/>

## Preliminary Assessment Checklist (Required only for roads that are not already approved on the Tandem Drive Network)

As the road owner you are required to conduct a preliminary assessment of the requested road/s to ensure there are no obvious issues that would deem RAV access unsuitable. The preliminary check should be carried out using the criteria outlined in the [Framework for Applying to have a Local Government Road Added to a Restricted Access Vehicle Network](#). Please tick each of the boxes below to confirm that the road has been assessed and meets each of the criteria for the level of access requested.

- |  |  |
|--|--|
| <input type="checkbox"/> The road width meets Guideline requirements           | <input type="checkbox"/> There are no evident steep grades               |
| <input type="checkbox"/> All railway crossings have adequate stacking distance | <input type="checkbox"/> All sight distances meet Guideline requirements |

**Roads Conditions** If RAV access is endorsed, as the road owner please specify any access conditions that you would like Main Roads to consider (i.e. No operation on unsealed road when wet, No operation during school bus hours etc.) **If RAV access is not endorsed please provide reasoning behind your decision.**

**NOTE - If condition CA07 (All operators must carry written support from the Local Government authority permitting use of the road) is required, please specify an expiry date in the condition box above. The road owner is responsible for the administration of condition CA07. If Condition CA07 applies, then this support must be carried in the vehicle and produced upon request.**

**To prevent any assessment delays, please attach any current traffic counts along with relevant roman data for newly constructed roads.**

I <input type="text"/>	On behalf of <input type="text"/>
endorse the above decisions, subject to Main Roads final approval.	
Signature _____	Date <input type="text"/>

eMail completed form to: [hvsrouteassessments@mainroads.wa.gov.au](mailto:hvsrouteassessments@mainroads.wa.gov.au)

**Heavy Vehicle Services Main Roads WA**

PO Box 374 | WELSHPOOL DC | WA 6986 | Telephone 138 HVO (486) | Fax (08) 9475 8455

[www.mainroads.wa.gov.au](http://www.mainroads.wa.gov.au)

<b>OFFICE USE ONLY</b>	Application TRIM Reference <input type="text"/>
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**POSTANS RD** – from intersection Wattleup Rd to Ashley Rd

**i Tandem Drive 4.1 Without Conditions** Postans Rd ✕

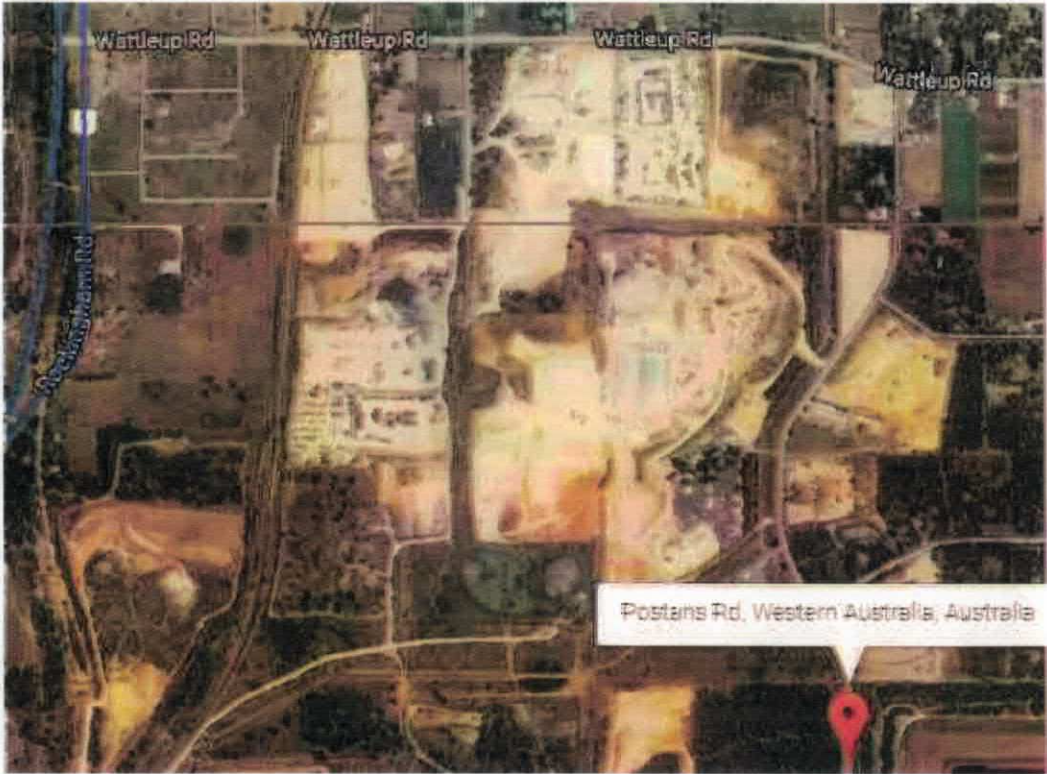
<b>OBJECTID</b>	1676
<b>Road</b>	1030349
<b>Road Name</b>	Postans Rd
<b>Start SLK</b>	0
<b>End SLK</b>	0.32
<b>Network Type</b>	Local Road
<b>Local Government</b>	Cockburn (C)
<b>Network</b>	Tandem Drive Network 4.1
<b>From Intersection</b>	Wattleup Rd
<b>To Intersection</b>	Kwinana (C) LGA Boundary

**i Tandem Drive 4.1 Without Conditions** Postans Rd ✕

<b>OBJECTID</b>	1677
<b>Road</b>	1050169
<b>Road Name</b>	Postans Rd
<b>Start SLK</b>	0
<b>End SLK</b>	1.11
<b>Network Type</b>	Local Road
<b>Local Government</b>	Kwinana (C)
<b>Network</b>	Tandem Drive Network 4.1
<b>From Intersection</b>	Cockburn (C) LGA Boundary
<b>To Intersection</b>	Ashley Rd



Allow AMMS Level 3 Loading from Stoneridge Quarries, Lot 569 Postans Rd, Hope Valley back to Rockingham Rd.



<http://www.stoneridge.net.au/contact>

### **16.3 Amendment to Council Appointment of Officers – Local Government to Officers 2017**

#### **SUMMARY:**

A local government is authorised to exercise powers and duties under various Acts and Regulations, whereby they must appoint particular Officers to carry out the duties of the local government. These appointments are reflected in the 'Council Appointment of Officers - Local Government to Officers 2017'.

At its 26 July 2017 meeting, Council resolved to appoint Officers as Authorised Officers to undertake functions of the Control of Vehicles (Off-road Areas) Act 1978, as detailed in Attachment A.

It is recommended that the current Council Appointment of Officers – Local Government to Officers be amended as listed below with the change of title for Ms Michelle Bell, the inclusion of Ms Sandra Ross and Ms Sharna Freeman and the removal of Rodney De San Miguel because of a change of role, as detailed in the Attachment A:

- 1.3 Control of Vehicles (Off-road Areas) Act 1978 – Appointment of authorised officers

#### **OFFICER RECOMMENDATION:**

That Council, effective from 14 November 2017, amend the Appointment of Officers – Local Government to Officers 2017 to include a change of title for Michelle Bell, the inclusion of Sandra Ross and Sharna Freeman and the removal of Rodney De San Miguel as Authorised Officers for the purposes of the Control of Vehicles (Off-road Areas) Act 1978, as detailed in Attachment A.

NOTE – AN ABSOLUTE MAJORITY OF COUNCIL IS REQUIRED

#### **DISCUSSION:**

Section 38(3)(a) of the Control of Vehicles (Off-road Areas) Act 1978 allows a local government to appoint Authorised Officers for the purposes of that Act. The Register titled Council Appointment of Officers – Local Government to Officers 2017 details the Acts and Regulations that require Council to make a direct appointment to a person or class of persons.

It is recommended that the change of title for Michelle Bell to Director City Legal, the inclusion of City Assist Officers Sandra Ross and Sharna Freeman, and the removal of Rodney De San Miguel as Authorised Officers, effective from 14 November 2017 be approved, to allow those Officers appointed to undertake functions in respect to the Control of Vehicles (Off-road Areas) Act 1978.

**16.3 AMENDMENT TO COUNCIL APPOINTMENT OF OFFICERS – LOCAL GOVERNMENT TO OFFICERS 2017****LEGAL/POLICY IMPLICATIONS:****Control of Vehicles (Off-road Areas) Act 1978****38. Authorised officers, who are, functions of etc.**

(3) A local government may by resolution appoint —

(a) any employee of the local government;

to be an authorised officer for the purposes of this Act either in respect of the whole of its district or any part thereof defined in the appointment.

**FINANCIAL/BUDGET IMPLICATIONS:**

There are no direct financial implications related to this report.

**ASSET MANAGEMENT IMPLICATIONS:**

There are no direct asset management implications related to this report.

**ENVIRONMENTAL IMPLICATIONS:**

There are no direct environmental implications related to this report.

**STRATEGIC/SOCIAL IMPLICATIONS:**

This proposal will support the achievement of the following objectives and strategies detailed in the Corporate Business Plan 2016 - 2021.

<b>Plan</b>	<b>Objective</b>	<b>Strategy</b>
Corporate Business Plan 2016 - 2021	6.5 Apply best practice principles and processes to maximise efficiencies and quality.	6.5.1 Ensure internal organisational policies and procedures are aligned to the achievement of the community and corporate vision.

**COMMUNITY ENGAGEMENT:**

There are no community engagement implications as a result of this report.

**16.3 AMENDMENT TO COUNCIL APPOINTMENT OF OFFICERS – LOCAL GOVERNMENT TO OFFICERS 2017****RISK IMPLICATIONS:**

The risk implications in relation to this proposal are as follows:

Risk Event	Officers undertaking functions for which they have not been lawfully appointed.
Risk Theme	Failure to fulfil statutory regulations or compliance requirements
Risk Effect/Impact	Compliance
Risk Assessment Context	Operational
Consequence	Minor
Likelihood	Likely
Rating (before treatment)	Moderate
Risk Treatment in place	Avoid - remove cause of risk
Response to risk treatment required/in place	Provide officers with appointments as required by legislation.
Rating (after treatment)	Low

**COUNCIL DECISION**

020

**MOVED CR S LEE****SECONDED CR D WOOD**

**That Council, effective from 14 November 2017, amend the Appointment of Officers – Local Government to Officers 2017 to include a change of title for Michelle Bell, the inclusion of Sandra Ross and Sharna Freeman and the removal of Rodney De San Miguel as Authorised Officers for the purposes of the Control of Vehicles (Off-road Areas) Act 1978, as detailed in Attachment A.**

**CARRIED BY AN ABSOLUTE MAJORITY OF COUNCIL**  
8/0

**ATTACHMENT A**

<p><b>1.3</b></p>	<p><b>Control of Vehicles (Off-Road Areas) Act 1978- Appointment of authorised officers</b></p>																												
<p><b>Function to be performed:</b></p>	<p>Appointment of such persons to be Authorised Officers for the purposes of this Act.</p>																												
<p><b>Power to appoint:</b></p>	<p>Control of Vehicles (Off-Road Areas) Act 1978 s38(3)(a) employees of Local Government</p>																												
<p><b>Date of Appointment:</b></p>	<table border="0"> <tr> <td>24 June 2015</td> <td>Resolution #500</td> </tr> <tr> <td>10 February 2016</td> <td>D16/1305</td> </tr> <tr> <td>13 April 2016</td> <td>Resolution #158</td> </tr> <tr> <td>14 December 2016</td> <td>Resolution #408</td> </tr> <tr> <td>14 June 2017</td> <td>Resolution #513</td> </tr> <tr> <td>26 July 2017</td> <td>Resolution #552</td> </tr> </table>	24 June 2015	Resolution #500	10 February 2016	D16/1305	13 April 2016	Resolution #158	14 December 2016	Resolution #408	14 June 2017	Resolution #513	26 July 2017	Resolution #552																
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<p><b>Appointment of:</b></p>	<table border="0"> <tr> <td>Joanne Abbiss</td> <td>Chief Executive Officer</td> </tr> <tr> <td>Michelle Bell</td> <td>Director City Legal</td> </tr> <tr> <td><del>Michelle Bell</del></td> <td><del>A/Director City Regulation</del></td> </tr> <tr> <td>Bruce Mentz</td> <td>Manager Essential Services</td> </tr> <tr> <td>Kieran Togher</td> <td>Senior City Assist Officer</td> </tr> <tr> <td>Christoph Matzen</td> <td>City Assist Officer</td> </tr> <tr> <td>Geoff Copley</td> <td>City Assist Officer</td> </tr> <tr> <td><del>Rodney De San Miguel</del></td> <td><del>City Assist Officer</del></td> </tr> <tr> <td>Trevor Jones</td> <td>City Assist Officer</td> </tr> <tr> <td>Ian Abel</td> <td>City Assist Officer</td> </tr> <tr> <td>Hayley Goodwin</td> <td>City Assist Officer</td> </tr> <tr> <td>Paul Lucas</td> <td>City Assist Officer</td> </tr> <tr> <td>Sandra Ross</td> <td>City Assist Officer</td> </tr> <tr> <td>Sharna Freeman</td> <td>City Assist Officer</td> </tr> </table>	Joanne Abbiss	Chief Executive Officer	Michelle Bell	Director City Legal	<del>Michelle Bell</del>	<del>A/Director City Regulation</del>	Bruce Mentz	Manager Essential Services	Kieran Togher	Senior City Assist Officer	Christoph Matzen	City Assist Officer	Geoff Copley	City Assist Officer	<del>Rodney De San Miguel</del>	<del>City Assist Officer</del>	Trevor Jones	City Assist Officer	Ian Abel	City Assist Officer	Hayley Goodwin	City Assist Officer	Paul Lucas	City Assist Officer	Sandra Ross	City Assist Officer	Sharna Freeman	City Assist Officer
Joanne Abbiss	Chief Executive Officer																												
Michelle Bell	Director City Legal																												
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Hayley Goodwin	City Assist Officer																												
Paul Lucas	City Assist Officer																												
Sandra Ross	City Assist Officer																												
Sharna Freeman	City Assist Officer																												
<p><b>Special Requirements:</b></p>	<p>Control of Vehicles (Off-Road Areas) Act 1978 s38(4) A person who is appointed as an authorised officer pursuant to subsection (2) or subsection (3) — (d) shall be issued with a certificate of his appointment as an authorised officer in the prescribed form, evidencing the area of jurisdiction entrusted to him under this Act, which he shall, on reasonable demand, produce for inspection by any person.</p>																												



## 16.4 Accounts for Payment up to 30 September 2017

### SUMMARY:

This is the List of Accounts paid by the City of Kwinana for the period ended 30 September 2017.

### OFFICER RECOMMENDATION:

That the List of Accounts paid for the period ended 30 September 2017 be noted.

### DISCUSSION:

The following list of accounts summarises all cheques and electronic funds transfer (EFT) drawn for the period 30 September 2017. It is in agreement with the attached List of Accounts.

<b>PAYMENT DETAILS</b>	<b>AMOUNT</b>
<i>Automatic Payment Deductions</i>	\$ 28,107.16
<i>Cheque Payments</i> Cheque# 200780 to 200811	\$ 49,925.03
<i>EFT Payments</i> EFT# 3552 to 3564	\$4,952,351.63
<i>Payroll Payments</i> 13/09/2017, 27/09/2017	\$1,198,615.05
<b>TOTAL PAID</b>	<b>\$6,228,998.87</b>

### LEGAL/POLICY IMPLICATIONS:

In accordance with Local Government (Financial Management) Regulations 1996, Regulation 13 where the power has been delegated to the Chief Executive Officer (CEO), a list of accounts paid by the CEO is to be prepared and presented to Council each month. The list is to show each payment, payee's name, payment amount and date of payment and sufficient information to identify the transaction.

### FINANCIAL/BUDGET IMPLICATIONS:

Various, but understood to be consistent with budget/budget review position and allowable variations therein.

### ASSET MANAGEMENT IMPLICATIONS:

No asset management implications have been identified as a result of this report or recommendation.

## 16.4 ACCOUNTS FOR PAYMENT UP TO 30 SEPTEMBER 2017

**ENVIRONMENTAL IMPLICATIONS:**

No environmental implications have been identified as a result of this report or recommendation.

**STRATEGIC/SOCIAL IMPLICATIONS:**

Plan	Objective	Strategy
Corporate Business Plan	6.1 Ensure the financial sustainability of the City of Kwinana into the future.	6.1.2 Implement sound revenue and expenditure policies, seek additional revenue sources and optimise financial management systems.

**COMMUNITY ENGAGEMENT:**

There are no community engagement implications as a result of this report or recommendation.

**RISK IMPLICATIONS:**

There are no risk implications that have been identified as a result of the report or recommendation.

**COUNCIL DECISION**

021

MOVED CR W COOPER

SECONDED CR S LEE

**That the item be deferred to the Ordinary Council Meeting scheduled to be held on 22 November 2017, due to the attachment being omitted from the agenda.**

**CARRIED  
8/0**

**NOTE – That the Officer Recommendation has been amended to defer the item due to the attachment being omitted from the agenda and the Elected Members not having the opportunity to fully review the item.**

## 16.5 Charitable Rates Exemption – Mosaic Community Care Inc. and Bethanie Housing Limited

### SUMMARY:

Three applications for charitable rates exemptions have been received by the City and assessed under the Charitable Rates Exemption Policy.

### OFFICER RECOMMENDATION:

That Council, pursuant to section 6.26(2)(g):

1. grant an exemption to Mosaic Community Care Inc for Assessment 3119;
2. grant an exemption to Mosaic Community Care Inc for Assessment 11403;
3. grant an exemption to Bethanie Housing Limited for Assessment 6877.

### DISCUSSION:

Under section 6.26(2)(g) of the Local Government Act 1995, an organisation may apply for a Charitable Rate Exemption for land used exclusively for charitable purposes. In 2012/13 Council introduced a Charitable Rate Exemption Policy as guidelines to Council for the approval of such exemptions.

The charitable organisation's activities and purposes must:

- Provide relief of the poor, the distressed, or the underprivileged.
- Provide advancement of religion open to all members of the public and not subject to invitation.
- Aid in the fight against community deterioration and juvenile delinquency.
- The activities must not be of a commercial venture.
- The entity must be a not for profit or charitable organisation.

### **Mosaic Community Care Inc. – Assessment 3119 and 11403**

Mosaic Community Care Inc. has applied for rates exemptions for two properties listed as Assessment 3119 and 11403. Mosaic Community Care Inc. is a not-for-profit organisation that provides group housing for persons with a physical or intellectual disability. Mosaic Community Care Inc. is an incorporated organisation and because of their not-for-profit status, they also receive the following tax concessions from the Australian Taxation Office:

- GST Concession
- FBT Exemption
- Income Tax Exemption

Assessment 3119 and 11403 are owned by the Department of Housing and are leased to Mosaic Community Care Inc. Mosaic Community Care Inc. are required through their lease agreement with the Department of Housing to pay any local government rates, taxes and charges for both properties.

**16.5 CHARITABLE RATES EXEMPTION – MOSAIC COMMUNITY CARE INC. AND BETHANIE HOUSING LIMITED**

Both of the aforementioned properties are used for the purpose of providing accommodation and support services for disabled persons in a group home environment. Tenants are charged by Mosaic Community Care Inc. a boarding/lodging fee for this accommodation and the amount is calculated as a proportion of their Centrelink payments.

**Bethanie Housing Limited – Assessment 6877**

Bethanie Housing Limited has applied for a rates exemption for Assessment 6877. Bethanie Housing Limited is a not-for-profit organisation that provides accommodation for aged persons and disabled persons for those who are deserving of assistance by virtue of their circumstances. Assistance includes the provision of facilities for physical and mental health, relieving poverty, distress or sickness or any objects which are benevolent.

Bethanie Housing Limited also receive the following tax concessions from the Australian Taxation Office:

- GST Concession
- Income Tax Exemption
- FBT Exemption

Assessment 6877 is owned by Bethanie Housing Limited and therefore Bethanie Housing Limited is responsible for paying the local government rates and charges. This property includes 8 units where each of the tenants' rent is heavily subsidised by Bethanie Housing Limited, dependent on the tenants' individual situations.

**Exemption of Rates**

Both Mosaic Community Care Inc. and Bethanie Housing Limited have applied to Council to request an exemption under section 6.26(2)(g) of the Local Government Act 1995 which states that land is not rateable if it is used exclusively for charitable purposes.

The exemption is applicable from the date Council resolves to grant the exemption, therefore the exemption for the 2017/18 rates would be proportionate to the days left in the financial year after granting the exemption. The following tables show the details of the exemptions:

<b>Organisation</b>	<b>Assessment no.</b>	<b>2017/18 Rates (for full year)</b>	<b>Exemption of Rates (effective 8/11/2017)</b>
Mosaic Community Care Inc.	A3119	\$1,433.45	\$922.91
Mosaic Community Care Inc.	A11403	\$1,356.99	\$873.68
Bethanie Housing Limited	A6877	\$6,804.09	\$4,380.72
<b>TOTALS</b>		<b>\$9,594.53</b>	<b>\$6,177.31</b>

**16.5 CHARITABLE RATES EXEMPTION – MOSAIC COMMUNITY CARE INC. AND BETHANIE HOUSING LIMITED**

<b>Organisation</b>	<b>Assessment no.</b>	<b>2017/18 Environmental Levy</b>	<b>Exemption of Environmental Levy (effective 8/11/2017)</b>
Mosaic Community Care Inc.	A3119	\$63.00	\$40.56
Mosaic Community Care Inc.	A11403	\$63.00	\$40.56
Bethanie Housing Limited	A6877	\$63.00	\$40.56
<b>TOTALS</b>		<b>\$189.00</b>	<b>\$121.68</b>

**LEGAL/POLICY IMPLICATIONS:**

The Charitable Rate Exemption Policy defines the City of Kwinana's commitment in supporting charitable organisations within the City to enable them to provide services and support to all members of the community.

Local Government Act 1995 section 6.26(2)(g) states:

*6.26. Rateable land*

(2) *The following land is not rateable land -*

(g) *land used exclusively for charitable purposes*

**FINANCIAL/BUDGET IMPLICATIONS:**

The rate exemption is effective from the date of the Council meeting. The financial implications for the 2017/18 financial year are:

Budget Item Name:	300022.1928.10 Rates – Interim	300099.1653.30 Environmental Levy
Budgeted Amount:	\$850,000	\$1,124,155
Proposed Cost:	(\$6,177)	(\$121)
Balance:	\$843,823	\$1,124,034

\*NOTE: All figures are exclusive of GST

**ASSET MANAGEMENT IMPLICATIONS:**

No asset management implications have been identified as part of this report or recommendation.

**ENVIRONMENTAL IMPLICATIONS:**

No environmental implications have been identified as part of this report or recommendation.

**16.5 CHARITABLE RATES EXEMPTION – MOSAIC COMMUNITY CARE INC. AND BETHANIE HOUSING LIMITED****STRATEGIC/SOCIAL IMPLICATIONS:**

The granting of these exemptions is in accordance with the following objectives and strategies in the Corporate Business Plan:

<b>Plan</b>	<b>Objective</b>	<b>Strategy</b>
Corporate Business Plan	6.1 Ensure the financial sustainability of the City of Kwinana into the future	6.1.4 Monitor the City's rating system to ensure it is responsive to the cost of living and provides flexibility and fairness for all

**RISK IMPLICATIONS:**

Risk Event	Applicant may apply to State Administrative Tribunal for rate exemption
Risk Theme	Failure to apply internal policy objectively resulting in financial consequence to Council
Risk Effect/Impact	Financial Reputation Compliance
Risk Assessment Context	Operational
Consequence	Minor
Likelihood	Unlikely
Rating (before treatment)	Low
Risk Treatment in place	Reduce (mitigate the risk)
Response to risk treatment required/in place	Review every application on its own merit against adopted policy requirements for exemption
Rating (after treatment)	Low

**COUNCIL DECISION**

022

**MOVED CR M ROWSE****SECONDED CR M KEARNEY**

That Council, pursuant to section 6.26(2)(g):

1. Grant an exemption to Mosaic Community Care Inc for Assessment 3119;
2. Grant an exemption to Mosaic Community Care Inc for Assessment 11403;
3. Grant an exemption to Bethanie Housing Limited for Assessment 6877.

**CARRIED**  
**8/0**

## **16.6 Reschedule of the November 2017 Audit Committee Meeting**

### **SUMMARY:**

At the Ordinary Council Meeting held on 11 October 2017, Council approved the reschedule of the November 2017 Audit Committee Meeting from 13 November 2017 commencing at 6pm, to be held on 27 November 2017, commencing at 5:30pm. Following this resolution of Council, City Officers advertised the change in a local public notice and on the City of Kwinana public notice boards.

Several members of the Audit Committee have a prior Council engagement on the 27 November 2017 and are unable to attend the scheduled meeting. To ensure that the Audit Committee has a quorum, it is recommended that the Audit Committee Meeting be rescheduled from 27 November 2017 commencing at 5:30pm, to be held on 28 November 2017, commencing at 5:30pm.

### **OFFICER RECOMMENDATION:**

That Council,

1. Approve the reschedule of the November 2017 Audit Committee Meeting from 27 November 2017 commencing at 5:30pm, to be held on 28 November 2017, commencing at 5:30pm.
2. Provide local public notice and advertise the changes on the City of Kwinana public notice boards.

### **DISCUSSION:**

The original date of the Audit Committee Meeting was scheduled to be held on 13 November 2017. It is anticipated that the auditors report will not be finalised before the 20 November 2017 and therefore the 13 November 2017 would not be a suitable date. The Audit Committee must endorse the Auditors Report before it is presented to Council and therefore the November Audit Committee Meeting requires this item to be included in the agenda.

At the Ordinary Council Meeting held on 11 October 2017, Council resolved to move the Audit Committee Meeting to Monday 27 November 2017. It has now been identified that several Audit Committee members have a prior Council engagement at the Western Australian Local Government Association (WALGA) Zone Meeting and due to it being the first zone meeting following the Local Government Elections, items on the agenda will include voting on positions of Representative and Deputy Representative of State Council, Zone Chair and Zone Deputy Chair (Attachment A).

### **LEGAL/POLICY IMPLICATIONS:**

Section 5.25(1)(g) of the Local Government Act 1995 states that regulations may make provision in relation to the giving of public notice of the date and agenda for Council or Committee meetings.

**16.6 RESCHEDULE OF THE NOVEMBER 2017 AUDIT COMMITTEE MEETING**

Regulation 12(1) of the Local Government (Administration) Regulations 1996 states:

12. Meetings, public notice of (Act s. 5.25(1)(g))
- (1) At least once each year a local government is to give local public notice of the dates on which and the time and place at which —
    - (a) the ordinary council meetings; and
    - (b) the committee meetings that are required under the Act to be open to members of the public or that are proposed to be open to members of the public, are to be held in the next 12 months.
  - (2) A local government is to give local public notice of any change to the date, time or place of a meeting referred to in subregulation (1).

Section 5.19 of the Local Government Act 1995 states

5.19. Quorum for meetings

The quorum for a meeting of a council or committee is at least 50% of the number of offices (whether vacant or not) of member of the council or the committee.

**FINANCIAL/BUDGET IMPLICATIONS:**

Cost of advertising in local papers is allocated within the Marketing Advertising budget.

**ENVIRONMENTAL IMPLICATIONS:**

No environmental implications have been identified as a result of this report or recommendation.

**STRATEGIC/SOCIAL IMPLICATIONS:**

This proposal will support the achievement of the following objectives and strategies detailed in the Corporate Business Plan.

<b>Plan</b>	<b>Objective</b>	<b>Strategy</b>
Corporate Business Plan 2016-2021	5.1 An Active and engaged Local Government, focussed on achieving the community's vision	5.1.1 Ensure that the City's strategic direction, policies, plans, services and programs are aligned with the community's vision

**COMMUNITY ENGAGEMENT:**

There are no community engagement implications as a result of this report.



## 16.6 RESCHEDULE OF THE NOVEMBER 2017 AUDIT COMMITTEE MEETING

**RISK IMPLICATIONS:**

The risk implications in relation to this proposal are as follows:

Risk Event	Public notice is not given for changes to dates for Council and Committee Meetings
Risk Theme	Failure to fulfil statutory regs or compliance requirements
Risk Effect/Impact	Compliance
Risk Assessment Context	Operational
Consequence	Moderate
Likelihood	Rare
Rating (before treatment)	Low
Risk Treatment in place	Avoid - remove cause of risk
Response to risk treatment required/in place	Prepared Council Report to receive Council approval of the proposed reschedule. Arrangements for public notice will be made immediately following, as required by the Local Government (Administration) Regulations 1996.
Rating (after treatment)	Low

Risk Event	There will not be a quorum at the Audit Committee Meeting
Risk Theme	Failure to fulfil statutory regs or compliance requirements
Risk Effect/Impact	Compliance
Risk Assessment Context	Operational
Consequence	Moderate
Likelihood	Rare
Rating (before treatment)	Low
Risk Treatment in place	Avoid - remove cause of risk
Response to risk treatment required/in place	Prepared Council Report to receive Council approval of the proposed reschedule. Arrangements for public notice will be made immediately following Council resolution, as required by the Local Government (Administration) Regulations 1996.
Rating (after treatment)	Low

16.6 RESCHEDULE OF THE NOVEMBER 2017 AUDIT COMMITTEE MEETING

**COUNCIL DECISION**

**023**

**MOVED CR W COOPER**

**SECONDED CR D WOOD**

**That Council,**

- 1. Approve the reschedule of the November 2017 Audit Committee Meeting from 27 November 2017 commencing at 5:30pm, to be held on 28 November 2017, commencing at 5:30pm.**
- 2. Provide local public notice and advertise the changes on the City of Kwinana public notice boards.**

**CARRIED  
8/0**

## 17 Urgent Business

Nil

## 18 Councillor Reports

### 18.1 Councillor Sandra Lee

Councillor Sandra Lee reported that she attended the Medina Residents Association Media Community Festival and it was a fantastic occasion.

Councillor Lee advised that she attended a Fun Day Out at the Kwinana Adventure Playground hosted by 'Wine with friends' and explained that the event was to honour and support The CREW, a community group who help and provide support for homeless people in and around the Kwinana and Rockingham areas.

Councillor Lee mentioned that she attended the Homestead Ridge Association Annual General Meeting.

### 18.2 Councillor Dennis Wood

Councillor Dennis Wood reported that he attended the Medina Residents Association Media Community Festival.

Councillor Wood advised that he attended the Joint Development Assessment Panel (JDAP) which had been very long and difficult.

## 19 Response to Previous Questions

*Questions taken on notice at the Ordinary Council Meeting held on 11 October 2017*

### 19.1 Mr Trent Shaw, Parmelia

#### Question 1

Can the lights at the Edge Skate Park be extended to turn off later than 10pm?

#### Response

The Mayor took the question on notice.

#### Further response from the City of Kwinana

The timer for the lights has been re-programmed to allow for the lights to operate until 11pm. This is an extension of the operating time from 10pm to 11pm.

#### Question 2

Can the button that turns the lights on in the carpark be checked as it is not working?

#### Response

The Mayor took the question on notice.

#### Further response from the City of Kwinana

The light switch button has been tested and found to be in sound condition, no repairs were required.

## **20 Mayoral Announcements (without discussion)**

Mayor Carol Adams passed on her thanks to Deputy Mayor Peter Feasey for holding the fort whilst she was on Leave of Absence.

The Mayor mentioned it is a busy few weeks which includes the following upcoming events of note –

- Seniors morning tea tomorrow
- Civic Recognition dinner on Friday evening
- RSL Remembrance Day Ceremony
- Bertram Punjabi club Multicultural Festival on Sunday
- Westport Freight Forum next Wednesday with Taskforce Chairperson, Nicole Lockwood and Minister Rita Saffiotti in attendance.

The Mayor advised with sadness that she will be attending the funeral of Mrs Gail Critchley tomorrow afternoon and again pass on our sincere condolences to Freeman Ian Critchley and family.

## **21 Matters Behind Closed Doors**

Nil

## **22 Meeting Closure**

The Mayor declared the meeting closed at 7:15pm.

Chairperson:

22 November 2017