

10 May 2023

# **Agenda**

Notice is hereby given of Ordinary Meeting of Council to be held in the Council Chambers, City of Kwinana Administration Centre commencing at 5.30pm.



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



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#### 1 OPENING AND ANNOUNCEMENT OF VISITORS

Presiding Member to declare the meeting open and welcome all in attendance.

Presiding Member to announce that the Ordinary Council Meeting is being live streamed and recorded in accordance with the City's Live streaming and Recording Council Meetings policy.

By being present at this meeting, members of the public consent to the City recording and livestreaming their image and/or voice.

#### 2 WELCOME TO COUNTRY AND ACKNOWLEDGEMENT OF COUNTRY

#### **Councillor Barry Winmar to present the Welcome to Country:**

"Ngullak nyinniny kooralong koora ngullak noitj nidja noongar boodjar. Noongar moort djoorapiny nyinniny nidja ngulla quopadok noongar boodjar kooralong.

From the beginning of time to the end, this is Noongar Country. Noongar people have been graceful keepers of our nation for many, many years.

Djinanginy katatjin djoorapiny nidja weern noongar boodjar ngalla mia mia boorda.

Look, listen, understand and embrace all the elements of Noongar Country that is forever our home.

Kaya wandju ngaany koort djoorpiny nidja Noongar boodjar daadjaling waankganinyj Noongar Boodjar.

Hello and welcome my heart is happy as we are gathered on country and meeting here on Noongar Country"

### Presiding Member to read the Acknowledgement of country:

"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 and we pay our respects to their Elders past and present."

# 3 DEDICATION

Councillor Barry Winmar to read the dedication:

"May we, the Elected Members of the City of Kwinana, have the wisdom to consider all matters before us with due consideration, integrity and respect for the Council Chamber.

May the decisions made be in good faith and always in the best interest of the greater Kwinana community that we serve."

# 4 ATTENDANCE, APOLOGIES, LEAVE(S) OF ABSENCE (PREVIOUSLY APPROVED)

**Apologies:** 

Leave(s) of Absence (previously approved):

Nil

# 5 PUBLIC QUESTION TIME

In accordance with the *Local Government Act 1995* and the *Local Government (Administration) Regulations 1996*, any person may during Public Question Time ask any question.

In accordance with Regulation 6 of the *Local Government (Administration) Regulations* 1996, the minimum time allowed for Public Question Time is 15 minutes.

A member of the public who raises a question during Question Time is to state his or her name and address.

Members of the public must provide their questions in writing prior to the commencement of the meeting. A public question time form must contain all questions to be asked and include contact details and the form must be completed in a legible form.

Please note that in accordance with Section 3.4(5) of the *City of Kwinana Standing Orders Local Law 2019* a maximum of two questions are permitted initially. An additional question will be allowed by the Presiding Member if time permits following the conclusion of all questions by members of the public.

# 6 RECEIVING OF PETITIONS, PRESENTATIONS AND DEPUTATIONS

#### 6.1 PETITIONS

A petition must –

be addressed to the Mayor;

be made by electors of the district;

state the request on each page of the petition;

contain at least five names, addresses and signatures of electors making the request; contain a summary of the reasons for the request;

state the name of the person to whom, and an address at which, notice to the petitioners can be given; and

be respectful and temperate in its language and not contain language disrespectful to Council.

The only motion which shall be considered by the Council on the presentation of any petition are –

that the petition be received;

that the petition be rejected; or

that the petition be received and a report prepared for Council.

#### 6.2 PRESENTATIONS

In accordance with Clause 3.6 of the *Standing Orders Local Law 2019* a presentation is the acceptance of a gift, grant or an award by the Council on behalf of the local government or the community.

Prior approval must be sought by the Presiding Member prior to a presentation being made at a Council meeting.

Any person or group wishing to make a presentation to the Council shall advise the CEO in writing before 12 noon on the day of the meeting. Where the CEO receives a request in terms of the preceding clause the CEO shall refer it to the presiding member of the Council committee who shall determine whether the presentation should be received.

A presentation to Council is not to exceed a period of fifteen minutes, without the agreement of Council.

# 6.3 **DEPUTATIONS**

In accordance with Clause 3.7 of the *Standing Orders Local Law 2019*, any person or group of the public may, during the Deputations segment of the Agenda with the consent of the person presiding, speak on any matter before the Council or Committee provided that:

the person has requested the right to do so in writing addressed to the Chief Executive Officer by noon on the day of the meeting.

setting out the agenda item to which the deputation relates;

whether the deputation is supporting or opposing the officer's or committee's recommendation; and

include sufficient detail to enable a general understanding of the purpose of the deputation.

A deputation to Council is not to exceed a period of fifteen minutes, without the agreement of Council.

#### 7 CONFIRMATION OF MINUTES

#### 7.1 MINUTES OF THE ORDINARY COUNCIL MEETING HELD ON 26 APRIL 2023

#### RECOMMENDATION

That the Minutes of the Ordinary Council Meeting held on 26 April 2023 be confirmed as a true and correct record of the meeting.

# 8 DECLARATIONS OF INTEREST (FINANCIAL, PROXIMITY, IMPARTIALITY – BOTH REAL AND PERCEIVED) BY MEMBERS AND CITY OFFICERS

Section 5.65(1) of the Local Government Act 1995 states:

A member who has an interest in any matter to be discussed at a council or committee meeting that will be attended by the member must disclose the nature of the interest —

in a written notice given to the CEO before the meeting; or at the meeting immediately before the matter is discussed.

Section 5.66 of the Local Government Act 1995 states:

If a member has disclosed an interest in a written notice given to the CEO before a meeting then —

before the meeting the CEO is to cause the notice to be given to the person who is to preside at the meeting; and

at the meeting the person presiding is to bring the notice and its contents to the attention of the persons present immediately before the matters to which the disclosure relates are discussed.

# 9 REQUESTS FOR LEAVE OF ABSENCE

# 10 ITEMS BROUGHT FORWARD FOR THE CONVENIENCE OF THOSE IN THE PUBLIC GALLERY

Nil

#### 11 ANY BUSINESS LEFT OVER FROM PREVIOUS MEETING

Nil

# 12 RECOMMENDATIONS OF COMMITTEES

Nil

# 13 ENBLOC REPORTS

#### 14 REPORTS – COMMUNITY

#### 14.1 ESTABLISHMENT OF ABORIGINAL CULTURAL ADVISORY COMMITTEE

#### SUMMARY

The City of Kwinana has strong relationships with the Aboriginal community and acknowledge Noongar people as the Traditional Custodians of the land. The City recognise their strong connection to land, local waterways, and the community. The City understand the significance of Aboriginal cultural heritage, beliefs, and relationships, and have an established close working relationship with Aboriginal and Torres Strait Islander communities to advance reconciliation within the City of Kwinana.

As at the 2021 Population Census, the City of Kwinana had the highest proportion of Aboriginal and Torres Strait Islander people at 4.4%. This is proportionally higher than the Greater Perth area of 3.3%.

The City commenced its reconciliation journey in 2019 with the launch of its first Reconciliation Action Plan (RAP) in 2019. After successfully implementing and delivering on its first 'Reflect' RAP, the City endorsed its 'Innovate' RAP in 2020 which continued to develop and strengthen the City's relationship with local Aboriginal and Torres Strait Islander communities.

Some of the key initiatives which have been delivered include:

- National Reconciliation Week
- NAIDOC Week
- Supported Sorry Day events.
- Dual naming of Ngook Boorn Mia Mia/Honeywood Pavilion
- Consulted with the community to identify employment initiatives.
- Cultural Camps
- Thomas Road Public Art
- Endorsed the dual naming Ngalang Moort Manjar/Our Families Meeting Place
- Internal Signage dual naming signage in the City administration building
- Acknowledgement of Country signage on all City owned buildings.
- Compulsory Aboriginal Cultural Awareness Training for all staff.

The City has maintained ongoing trusting relationship with the Aboriginal community, which has been built through numerous years of on-going engagement. The City established the Boola Maara (Many Hands) Advisory Group (BMAG) in May 2018. The BMAG was established to support, guide and monitor the implementation of the RAP and other matters relating to Aboriginal and Torres Strait Islander people.

As the City's relationship with the Aboriginal community matures, the City is now proposing that the BMAG formally become a committee pursuant to section 5.8 of the Local Government Act 1995 (Act) who support and advise Council in making decisions in a culturally appropriate, respectful, and informed manner, with specific relation to community matters.

The City is proposing to make additions to the BMAG's Terms of Reference to include new functions of providing advice and guidance into strategic matters and update the membership to include Aboriginal Elders who have gained recognition as a custodian of knowledge and lore, and who have permission to disclose cultural knowledge and beliefs.

This approach will provide an opportunity for on-going dialogue between Aboriginal people, Aboriginal peak bodies, and Council.

#### OFFICER RECOMMENDATION

#### That Council:

- 1. Approves the establishment of the Boola Maara Advisory Group as a committee of Council pursuant to section 5.8 of the *Local Government Act 1995* and clause 16.1 of the City of Kwinana *Standing Orders Local Law 2019*.
- 2. Approves City Officers to engage with Boola Maara Advisory Group on a revised Terms of Reference.
- 3. Directs the Chief Executive Officer to prepare and present a future report to Council to approve the proposed Terms of Reference as well as details of the intended membership.

NOTE: AN ABSOLUTE MAJORITY OF COUNCIL IS REQUIRED

#### **VOTING REQUIREMENT**

Absolute majority

#### **DISCUSSION**

The City's Boola Maara Advisory Group (BMAG) was established in May 2018 to support, guide and monitor the implementation of the RAP and other matters relating to Aboriginal and Torres Strait Islander people. The BMAG has proved a successful model for engagement with the Aboriginal Elders, Traditional Owners, and Aboriginal and Torres Strait Islander community representatives to facilitate proactive, two-way engagement on key topics relevant to the City of Kwinana.

As the City's relationship with the Aboriginal community matures, the City is requesting a greater level of engagement and consultation with cultural custodians (Aboriginal Elders and Traditional Owners) to discuss and seek input into Aboriginal community matters within the City of Kwinana.

The additional functions of the Boola Maara Advisory Group will include:

- Formally become a Committee who support and advise Council in making decisions in a culturally appropriate, respectful, and informed manner in relation to community matters.
- Provide input into policy development, planning and advice to Council across all areas where there is likely to be an impact on Aboriginal people and the local community.
- Support and advise Council on how services and events could be more relevant and accessible to Aboriginal people.
- Provide an opportunity for on-going dialogue between local Aboriginal people, Aboriginal peak bodies, and Council.

# **Local Government Practice**

The City has contacted numerous Local Governments on their current practice and whilst these other local governments cited some challenges with their models, the City's proposed model is viewed as the preferred approach to develop meaningful relationships with Aboriginal Elders and the Aboriginal and Torres Strait Islander community.

The prominent model within Western Australian Local Government is to take an internal focus on the implementation of their respective Reconciliation Action Plans, while the focus in the Eastern States and New Zealand takes a broader focus of working more collectively with the community on informing Council of the local needs and providing important cultural advice.

| Local Government                    | Comments  |
|-------------------------------------|---|
| City of Melville                    | The City of Melville have established the Walyalup Reconciliation Group including Aboriginal representation and senior staff to develop and implement the RAP. The City is also investigating an opportunity to establish an Aboriginal Reference Group to provide advice and inform Council.   |
| City of Cockburn                    | The Aboriginal Reference Group (ARG) meet every Nyungar season to support the City of Cockburn to strengthen their relationship with the Aboriginal community, sharing of information and providing leadership, advocacy, and advice to Council.  |
| City of Fremantle                   | The City of Fremantle have a RAP working group who have developed and oversee the implementation of the RAP. In addition to this, they hold a quarterly Elders Circle when the City engages with Elders on specific topics.   |
| City of Wanneroo                    | The City of Wanneroo have recently established a new Community Reference Group with the function of implementing their RAP. In addition, they are seeking to establish a Regional Elders Group in partnership with the City of Joondalup.   |
| Lismore City Council (NSW)          | The purpose of the Aboriginal Advisory Group (AAG) is to provide community representation and advice to Lismore City Council on local government matters. In particular, its policies, strategies and services affecting Aboriginal and Torres Strait Islander people living in the Lismore Local Government Area.  |
| Port Augusta City<br>Council (SA)   | To provide advice and guidance to the Council on the strategies and priorities that the Council should implement within the Port Augusta Aboriginal Community to ensure that positive outcomes are achieved that are consistent with the cultural requirements of the diverse Aboriginal Community.   |
| City of Darbin (Vic)                | The purpose of this Aboriginal Action Committee is to provide advice and recommendations (where appropriate) to Council in relation to issues and cultural barriers affecting Aboriginal and Torres Strait Islander community, Council's policy and decision-making processes, development and implementation of Aboriginal Action Plans.   |
| Nelson City Council (NZ)            | Council has a well establishment advisory group supported by iwi, involving governance representatives from Council and iwi. The role of the advisory group is to review the MOU, to develop an Iwi Engagement and Partnering Strategy, and to provide recommendations on progressing the Council-iwi partnership.  |
| Hawkes bay Regional<br>Council (NZ) | The Chair of the Māori Committee for Hawke's Bay Regional Council is an ex-officio member at council meetings with speaking rights only. There are two Māori appointees with full voting rights on the Environmental Management Committee, the Asset Management and Biosecurity Committee, and the Strategic Planning and Finance Committee. There is also one Māori appointee with full voting rights on the Hearings Committee and one to the full Council. |

The key findings of this review include:

- Western Australia Local Government' focus on implementation of RAP's.
- Local Government Authorities systems and practices create barriers for Aboriginal Engagement
- Eastern States/New Zealand cultural committees focus more broadly on informing Council of community impacts and needs.
- City proposed model viewed favourably to develop meaningful relationships with Aboriginal Elders and Community by reducing engagement barriers and elevating the strategic importance of Aboriginal Advisory Group.
- Having a clear definition of the role of new Aboriginal Corporations and Local Government Advisory Groups viewed as very important.

#### Impact of new Aboriginal Corporations

As part of the South-West Native Title Agreement, six Noongar Regional Corporations have been established and one Central Services Corporation. The City of Kwinana community will be represented by the Gnaala Karla Boodja Aboriginal Corporation.

The Gnaala Karla Booja region encompasses the towns of Capel, Donnybrook, Balingup, Wickepin, Narrogin, Williams, Mundijong, Kwinana, Brookton, Pingelly, Wagin, Harvey, Collie, Pinjarra, Mandurah, and Boddington. The approximate size of the Gnaala Karla Boodja region is 30,000 sq km.

The role of the regional corporations will include:

- manage and care for cultural land.
- develop a strategic plan based on regional priorities.
- develop key policies, such as a cultural advice policy, to guide cultural decision making.
- engage with government and relevant stakeholders to further Noongar community interests and priorities.
- maintain, protect, promote, and support their culture, customs, language, and traditions.
- manage and use the land and waters within the region to which they have a traditional connection; and
- manage their benefits and meet their obligations under the Settlement.

The Gnaala Karla Boodja Aboriginal Corporation has now held its first annual general meeting, appointed its Directors, Cultural Advice Committee and appointed the inaugural CEO. The City of Kwinana has requested a meeting with the new CEO to discuss potential opportunities for collaboration.

Local Government Authorities aren't required to have any formal agreements in place with the new Aboriginal Corporations, but it is suggested that all land and heritage matters are forwarded to the Gnaala Karla Aboriginal Corporation for advice, and that community matters are provided to the BMAG for advice and guidance.

#### Membership

The current membership of the BMAG includes 19 representatives made up of Aboriginal and Torres Strait Elders, Aboriginal and Torres Strait Community members, representatives from Aboriginal organisations, City of Kwinana Elected Members and City of Kwinana Staff. It is recommended to reduce the total number of members from 19, down to 10, enabling a greater focus on strategic advice to Council, as outlined below:

| Current Membership               | Proposed Membership        |
|----------------------------------|----------------------------|
| ATSI Elders (6)                  | ATSI Elders (4)            |
| ATSI Community Members (4)       | ATSI Community Members (4) |
| Aboriginal organisations Rep (6) | Elected Members (2)        |
| Elected Members (3)              |                            |

# **Attendance Fees**

The City currently provides an honorarium to elders and unemployed persons attending the meeting to the value of \$25. It is proposed that a consultation fee is included in the terms of reference to fall in-line with current best-practice. It is proposed that a fee of \$150 be set for elders and aboriginal community members.

# STRATEGIC IMPLICATIONS

This proposal will support the achievement of the following outcome/s and objective/s detailed in the Strategic Community Plan and Corporate Business Plan.

| Strategic Community Plan  |  |   |   |
|---|--|---|---|
| Outcome   | Strategic Objective  | Action in CBP (if applicable)   | How does this proposal achieve the outcomes and strategic objectives? |
| 4 – A unique,<br>vibrant and healthy<br>City that is safe,<br>connected and<br>socially diverse | 4.3 – Enhance opportunities for community to meet, socialise, recreate and build local connections | N/A – There is no specific action in the CBP, yet this report will help achieve the indicated outcomes and strategic objectives                   |   |
| 5 – Visionary<br>leadership<br>dedicated to acting<br>for its community                         | 5.3 – Provide a high<br>standard of customer<br>service with the<br>community as priority          | N/A – There is no<br>specific action in the<br>CBP, yet this report<br>will help achieve the<br>indicated outcomes<br>and strategic<br>objectives |   |

# **SOCIAL IMPLICATIONS**

This proposal will support the achievement of the following social outcome/s, objective/s and strategic priorities detailed in the Social Strategy.

| Social Strategy             |  |  |  |
|-----------------------------|--|--|--|
| Social<br>Outcome           | Objective  | Strategic Priority   | How does this proposal achieve the social outcomes, objectives and strategic priorities? |
| 2 – Connected and Inclusive | 2.0 – Equitable and inclusive social connection and engagement with community life | 2.1 – Facilitate improved stakeholder relationships and networks to enhance coordination and collaboration  2.3 – Value and support the importance of social connections and consider how new and existing programs and services can contribute to reducing social isolation  2.4 – Facilitate initiatives that encourage social interaction and connection at both a local and community wide level  2.7 – Promote and provide opportunities for civic participation in leadership, engagement and decision making  2.9 – Demonstrate organisational leadership and best practice in inclusion and diversity including meeting all requirements under relevant Acts and regulations |  |

|                               |  | 3.1 – Use diverse informing methods to improve community awareness of the full range of programs, events, services, infrastructure and information available |  |
|-------------------------------|--|--|--|
| 3 – Informed and<br>Capable   | 3.0 – Information,<br>learning and<br>development<br>opportunities enhance<br>individual and<br>community capacity | 3.3 – Develop programs and infrastructure that facilitate diverse learning opportunities and the exchange of information and knowledge                       |  |
|                               |  | 3.4 – Improve<br>education and training<br>outcomes and<br>promote a culture of<br>lifelong learning   |  |
|                               |  | 5.1 – Engage with atrisk community members proactively and connect them to relevant supports   |  |
| 5 – Caring and<br>Supported   | 5.0 – Challenges to<br>wellbeing are supported<br>by a caring community  | 5.3 – Advocate to responsible authorities and service providers for increased capacity to support community members facing barriers to their wellbeing       |  |
|                               |  | 5.6 – Enhance interagency coordination to reduce duplication and collaborate on support efforts  |  |
| 6 – Vibrant and<br>Celebrated | 6.0 – Vibrancy and creativity thrive and our unique identity and achievements are                                  | 6.3 – Support community activation and participation in arts, culture, events and heritage initiatives   |  |
|                               | celebrated   | 6.7 – Highlight and acknowledge community achievements   |  |

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

The Local Government Act 1995 sets out that a local government (by absolute majority) may establish committees to assist the Council and to exercise the powers and discharge the duties of local government. Members are to be appointed by Council and may be comprised of Councillors, employees, and other persons.

The City's Standing Orders Local Law 2019 shall apply to committees of Council with respect to the conduct of their meetings.

#### FINANCIAL/BUDGET IMPLICATIONS

To facilitate the Boola Maara Advisory Group, it will be proposed that a consultation fee of \$150 for Aboriginal Elders and Aboriginal community members is provided to fall in-line with current best-practice. It is proposed that a total budget of \$12,000 is included in the 2023/24 financial year to facilitate meetings.

#### **ASSET MANAGEMENT IMPLICATIONS**

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

#### **ENVIRONMENTAL/PUBLIC HEALTH IMPLICATIONS**

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

#### **COMMUNITY ENGAGEMENT**

The City has conducted consultation on the broad notion of establishing an Aboriginal Advisory Committee for the City with:

- Boola Maara Advisory Group
- Local Government Authorities
- WALGA
- Department of Premier and Cabinet

With the strategic importance of this committee, the City will be engaging with the community in greater detail on the Terms of Reference for the proposed committee as well as its operation. This information will be then provided to Council for endorsement, prior to making a formal decision to appoint the committee.

ATTACHMENTS Nil

# 15 REPORTS – ECONOMIC

Nil

# 16 REPORTS – NATURAL ENVIRONMENT

Nil

#### 17 REPORTS – BUILT INFRASTRUCTURE

# 17.1 DA10448 - DEVELOPMENT APPLICATION - DRIVE-IN TAKEAWAY FOOD SHOP AND LIQUOR STORE - LOT 219 ALBINA AVENUE, ANKETELL

#### **SUMMARY**

A development application has been received for a Drive-In Takeaway Food Shop and Liquor Store development at Lot 219 Albina Avenue, Anketell (refer to context map at Attachment A).

Lot 219 Albina Avenue (the subject lot) is zoned Service Commercial under the Anketell North Local Structure Plan (ANLSP). The subject lot is approximately 1,973m<sup>2</sup> in size and is part of a Service Commercial strip on the southern side of Anketell Road. The subject lot is bound by three public roads being Anketell Road (north), Albina Avenue (east) and Collerson Street (south).

The proposal is for a single building that is designed to have two separate tenancies being a 'Drive-In Takeaway Food Shop' and 'Liquor Store' - both having their own drive-thru facilities. Vehicle access for the development is proposed from a right of carriageway located to the west of the site, in accordance with the relevant Local Development Plan. The proposed building is designed to interact with all three public roads it abuts through the use and location of major openings, seating areas, pedestrian access, and articulation. The development plans are found in Attachment B.

The proposal was advertised for a period of 21 days with 48 submissions being received. Of these 43 supported the proposal and 5 objections were received during the advertising period. As objections were received, the application is referred to Council for determination. The application has also been assessed against relevant state and local planning provisions.

One key objection was received on behalf of the proponents of the future District Centre at Wandi (located directly across Anketell Road) with the argument being that approval of the Café/Takeaway Food Shop and Liquor Store uses could prejudice the viability of the district centre which is intended to be developed in the short to medium term. City Officers sought advice on this matter from retail consultants, Pracsys (who prepared the City's recently adopted draft Local Commercial and Activity Centres Strategy - LCACS). Pracsys concluded that the scale of the development is not of a sufficient scale to impact on the Wandi District Centre (Wandi DC).

City Officers are recommending the application be approved subject to conditions.

#### OFFICER RECOMMENDATION

That Council approve the application for a Drive-In Takeaway Food Shop and Liquor Store at Lot 219 Albina Avenue, Anketell, as seen in Attachment B, subject to the following conditions and advice:

#### Conditions:

- 1. Prior to the lodgement of a building permit application, detailed drawings shall be submitted to the City of Kwinana detailing the design of the stormwater drainage system. The stormwater drainage system shall be designed, constructed, and managed in accordance with the Stormwater Management Manual for Western Australia (DWER, May 2022) to the satisfaction of the City of Kwinana on advice from the Department of Water and Environmental Regulation.
- 2. The applicant shall implement dust control measures for the duration of site works to the satisfaction of the City of Kwinana.
- 3. Prior to occupation of the development, landscaping shall be installed on the site in accordance with the approved Landscaping Plans and maintained thereafter to the satisfaction of the City of Kwinana.
- 4. Prior to occupation of the development, the development must be connected to a gazetted road via a constructed public access easement, to the satisfaction of the City of Kwinana.
- 5. Prior to occupation of the development, all trafficable areas are to be sealed and drained as per the City of Kwinana 'Trafficable Areas' Specifications and maintained thereafter to the satisfaction of the City of Kwinana.
- 6. Prior to occupation of the development, vehicle parking bays are to be constructed in accordance with AS2890, clearly marked on the ground and drained to the satisfaction of the City of Kwinana.
- 7. A minimum of 50% of each window facing Albina Avenue is to be clear glazing, and maintained to this standard at all times, to the satisfaction of the City of Kwinana.
- 8. The landowner must maintain the premises, including boundary walls and fences, in a state of good repair and free from unsightly matter including graffiti at all times, to the satisfaction of the City of Kwinana
- 9. The recommendations of the Acoustic Report prepared by ND Engineering and dated 30 September 2022 shall be implemented to the satisfaction of the City of Kwinana.
- 10. The development shall at all times comply with the requirements and recommendations of the Bushfire Management Plan prepared by Bushfire Smart (BPAD: Nathan Peart) and dated 12 October 2021, to the satisfaction of the City of Kwinana.

#### **Advice Notes:**

- 1. In relation to the Acoustic Report, the owner/applicant is advised that the recommendations include the preparation of a second Acoustic Report when detailed plans have been completed as part of the Building Permit submission.
- 2. If the development the subject of this approval is not substantially commenced within a period of two (2) years, or another period specified in the approval after the date of the determination, the approval will lapse and be of no further effect.
- 3. Where an approval has so lapsed, no development must be carried out without the further approval of the local government having first been sought and obtained.
- 4. Pursuant to clause 26 of the Metropolitan Region Scheme, this approval is deemed to be an approval under clause 24(1) of the Metropolitan Region Scheme.
- 5. The applicant should ensure that the proposed development complies with all other relevant legislation, including but not limited to, the *Environmental Protection Act* 1986 and Regulations, *Health (Miscellaneous Provisions) Act* 1911 and associated Regulations, the *Environmental Protection (Noise) Regulations* 1997 and the National Construction Code.
- 6. The applicant is advised that this conditional development approval is not a building permit giving authority to commence construction. Prior to any building work commencing on site, a building permit must be issued, and penalties apply for failing to adhere to this requirement.
- 7. If an applicant or owner is aggrieved by this determination, there is a right of review by the State Administrative Tribunal in accordance with the *Planning and Development Act 2005* Part 14. An application must be made within 28 days of the determination.

#### **VOTING REQUIREMENT**

Simple majority

# **DISCUSSION**

# **Proposal**

The proposal is for the development and use of a Drive-In Takeaway Food Shop and Liquor Store at Lot 219 Albina Avenue, Anketell. The key elements of the proposal are:

- A single building with two separate tenancies, being:
  - Drive-In Takeaway Food Shop (144m<sup>2</sup> NLA) with outdoor seating and drive-thru facilities: and
  - Liquor Store (265m<sup>2</sup> NLA) with drive-thru facilities.
- Carparking to the west of the building (including access from a private internal laneway); and
- Landscaping areas distributed across the site.

The proposed building is located to the east of the site, abutting Albina Avenue. The building is designed to incorporate openings that orientate to all three road frontages and includes pedestrian access from the footpath along Albina Avenue. Parking and vehicle access is proposed from the laneway to the east of the site in accordance with relevant planning and design requirements. Operating hours for the two land uses are as follows:

Drive-In Takeaway Food Shop: 6am to 2pm daily

• Liquor Store: 10am to 10pm daily

Development plans can be seen in Attachment B.

#### **Draft Local Planning Strategy**

This proposal is considered to be in alignment with the City's adopted draft Local Planning Strategy through the following Strategic Directions:

- To create diverse employment opportunities for local residents and maintain sustained economic growth by ensuring that suitable serviced employment land is available.
- To create a well-connected community with a safe, high-quality, integrated, multi-modal transport network that makes it easy, safe, and convenient for our community to access activity centres, schools, services, recreation, and entertainment facilities.

# **Site Context and Zoning**

| Region Scheme               | Metropolitan Region Scheme                          |
|-----------------------------|---|
| Region Scheme -             | Urban   |
| Zone/Reserve                |   |
| Local Planning Scheme       | Local Planning Scheme No.2                          |
| Local Planning Scheme -     | Development   |
| Zone/Reserve                |   |
| Local Structure Plan        | Anketell North Local Structure Plan                 |
| Local Structure Plan - Land | Service Commercial                                  |
| Use Designation             |   |
| Proposed Land Uses          | 'Drive-In Takeaway Food Shop' and 'Liquor Store'    |
| Use Class and               | 'SA' – Discretionary + Advertising Required (Drive- |
| permissibility:             | In Takeaway Food Shop)                              |
| -                           | 'AA' – Discretionary (Liquor Store)                 |
| Existing Land Use:          | Vacant Land   |
| Bushfire Prone Area         | Yes – A Bushfire Management Plan (BMP) was          |
|                             | provided in accordance with relevant planning       |
|                             | policy. A condition of approval is recommended to   |
|                             | ensure compliance with the findings of the BMP.     |

The subject site is currently vacant and forms part of the current entrance into Albero Estate, Anketell. The site has a total area of 1,973m<sup>2</sup> – refer to Attachments A and B. Adjacent to the north of the subject site, Anketell Road is a key arterial east-west road that is planned to become a major highway connecting the future container port in Kwinana. Vehicles accessing the proposed development will be via a reciprocal right of carriageway (laneway) to the west of the site, that connects to the wider estate road network.

The subject site and its immediate surrounds are currently in the process of urbanisation being zoned Development under the City of Kwinana Local Planning Scheme No.2 (LPS2). The ANLSP has designated the subject site to be zoned Service Commercial. This is further discussed below.

#### **Land Use**

As outlined above, the proposal includes two separate land uses as listed in LPS2:

- Drive-In Takeaway Food Shop
- Liquor Store

The proposal falls under these land uses as discussed in the table below:

| Land Use Definition   | Justification for Land Use   |
|---|--|
| Drive-In Takeaway Food Shop: means any building or part thereof which is used or is adapted for use for the sale of cooked food for consumption off the premises and which provides driveways and car parking spaces for customers. | <ul> <li>The proposal is for a business that primarily sells coffee and is designed around drive-thru facilities. The 'seating area' component of the development that is useable for sitting down (excluding access/egress areas) is approximately 60m² and considered to be on the smaller scale.</li> <li>The proposal is for fast food and is similar design to most common fast-food outlets.</li> <li>The drive-thru facility is considered a key component of the development and the land use definition does not exclude a seated component.</li> </ul> |
| Liquor Store means premises in respect of which a liquor store licence has been granted under the Liquor Act 1970.  | <ul> <li>The proposal is for a premise that sells liquor, including various storerooms and cool rooms, and will require a license under the relevant legislation.</li> <li>The proposal includes drive thru facilities which work alongside the store component. The land use definition does not exclude drive thru function.</li> </ul>  |

#### Site History

The history of the subject site (as relevant to the application) is listed below:

#### Anketell North Local Structure Plan

A Local Structure Plan for the Anketell North development area was initially approved by the Western Australian Planning Commission (WAPC) on 6 November 2017. Since this time, multiple amendments have been undertaken, although these amendments have generally not affected the subject lot. The current applicable ANLSP can be seen in Attachment C. The ANLSP nominates lots fronting onto Anketell Road (including the subject lot) to be zoned Service Commercial. It also sets out the subdivision conditions to be imposed by the WAPC on subdivision approvals, including the provision of Local Development Plans and an easement for reciprocal right of carriageway across the Service Commercial zoned lots.

#### Approved Subdivision Application:

The WAPC approved a subdivision application over the subject site in April 2019 (subdivision reference S155343) – refer to Attachment D. The proposed development is located on Lot 219 as denoted on the subdivision plan. The proposed development is consistent with this subdivision and facilitates public access to the subject site.

#### Approved Local Development Plan:

A Local Development Plan (LDP) was approved in 2021 for the Service Commercial zoned lots that abut Anketell Road as per the approved LSP – refer to Attachment E. This LDP sets out development provisions that seek to guide the design of commercial development and promote better outcomes that reduce impacts on the surrounding area. The LDP also sets out the vehicle access arrangements to the site, including that no vehicle access is permitted directly onto Anketell Road. The proposed development has been assessed against the provisions of the LDP as discussed under the 'Planning Assessment' section below.

# **Consultation**

#### **Public Consultation**

The application was advertised to all landowners within 100 metres of the development site for a period of 21 days). A total of 48 submissions were received from residents within this area – (predominantly from Wandi south residents) during the advertising period with 43 in support and 5 objecting to the proposal.

Support for the proposal centred around local community benefit as there is limited opportunity for residents in the area at present to access services.

The key planning matters outlined in the objections are as follows:

- The proposal is inconsistent with the objectives of the Service Commercial Zone.
- The proposal will adversely impact the viability of the future Wandi DC; and
- The proposal will instigate adverse social impacts.

These key planning matters are further discussed in the planning assessment below. A schedule of submissions and City Planning Officer's responses can be seen in Attachment F.

# **Referral to Government Agency**

The application was referred to the Department of Planning, Lands & Heritage (DPLH) considering the site abuts Anketell Road, which is an Other Regional Road regional reserve. As per the relevant WAPC delegations, any development abutting a road classified as an 'Other Regional Road' is to be forwarded to the DPLH for comment. A response was received outlining no objection to the proposal.

No further referrals to external agencies were considered necessary.

# **Planning Assessment**

Considering the land is zoned Service Commercial under the ANLSP, the assessment has regard to the planning provisions that apply to the Service Commercial zone. An assessment has been undertaken against the relevant planning provisions of the ANLSP in addition the following:

- Planning and Development (Local Planning Schemes) Regulations 2015 (the Regulations)
- City of Kwinana Local Planning Scheme No.2 (LPS2)

The following key planning matters that were identified in the assessment of the application, and through the submissions received as part of public consultation, are discussed below:

- Objectives of the Service Commercial Zone
- Impacts on the future Wandi DC
- Community Benefit
- Vehicular Access and Parking
- Building Design
- Noise

# **Objectives of the Service Commercial Zone**

A significant element of the planning assessment involves the understanding of the proposal and how it aligns with the overall objectives of the zone within which it is located. A detailed objection from Rowe Group (on behalf of the landowner of the future Wandi DC site) argues that the proposed land uses are inconsistent with the objectives of the Service Commercial zone as identified in the following planning documents (see the full submission in Attachment I):

- LPS2; and
- ANLSP.

An assessment against the relevant objectives of the Service Commercial zone as set out in these documents is provided in the table below:

# Provision/Objective

LPS2 - CI 5.5.2

The Council's intention in controlling development within the Service Commercial Zone is to;

- (a) Promote in the Service Commercial Zone Showroom uses.
- (b) Not permit in the Service Commercial Zone Shop uses

#### Assessment

It is acknowledged the proposal is not for a 'Showroom' land use. At the same time, the proposal is not for a 'Shop' land use either. Rather, the proposal is for a set of land uses that provide services and convenience for the local community. It should be noted that other land uses such as an 'Eating House', 'Fish Shop' and 'Local Shop' are also discretionary uses in the Service Commercial zone.

Furthermore, while showroom uses are certainly promoted, the proposed development is located on a lot with three road frontages. The three roads that abut the site have access restrictions (as outlined in the LDP) and therefore development is required to be designed to interact with these streets and provide for a pedestrian environment. It is considered that the proposed land uses facilitate a design that achieves this requirement, that a traditional showroom style development may not achieve to the same degree.

# ANLSP - 3.3.2 (Part 2)

The introduction of Service Commercial land abutting Anketell Road provides for complementary commercial land uses to the proposed Wandi District Commercial Activity Centre (as identified in SPP 4.2) and the South Metropolitan Sub-Regional Planning Framework.

The proposed Service Commercial land is strategically located adjacent Anketell Road which has been identified as a future freight route and therefore will appropriately accommodate the associated traffic generated by the Service Commercial land uses.

The proposed land uses are considered complementary to the future Wandi District Centre for the following reasons:

- The proposed land uses are small scale uses that are primarily built around their drive-thru capabilities.
- The proposed land uses are considered to provide a convenience opportunity for the local community. The core purpose of a District Centre is to provide daily and weekly needs of residents, rather than small scale convenience offerings.

The proposed development and land uses are designed appropriately to accommodate traffic generated by Anketell Road:

- The proposed land uses are designed around the drive-thru facilities they provide.
- The proposed development will likely benefit from high commercial exposure offered by passing traffic. The building is

|   | designed to orientate to the entrance into the Anketell North residential area and incorporates landscaping on all sides between the building and the road reserve. Pedestrian access is also taken from the existing footpath network into both the Liquor Store and Drive-In Take Away Food Shop. |
|---|---|
| ANLSP (Amendment 1 Executive              | This element outlines the intent of the Service   |
| Summary) – Cl 1.2                         | Commercial zone in terms of land uses.  |
| ""  |   |
| The ANLSP proposes approximately 1.36     | The proposed land uses are consistent with the  |
| hectares of Service Commercial use        | intent of the zone and range of land uses listed  |
| adjacent to Anketell Road, which would    | under this element of the ANLSP:  |
| prohibit residential uses and provide for | The proposed land uses have a drive-thru  |
| development of a range of uses including: | component and are considered non-   |
| • Showroom                                | sensitive uses.   |
| Medical Clinic                            | The land uses are similar to a local shop   |
| Office and Professional Office            | land use that is recommended as they offer  |
| Local Shop (i.e., offering goods of a     | convenience and goods of a domestic   |
| domestic nature for sale and              | nature and that are intended for day-to-day   |
| intended for day-to-day                   | consumption for the local residents and   |
| consumption or use by persons             | passers-by.   |
| living or working in the locality); and   |   |
| <ul> <li>Licensed Restaurant</li> </ul>   |   |

As outlined above, the proposal is generally consistent with the intent of the ANLSP and objectives of LPS2. LPS2 provides broad guidance for the Service Commercial zone, while the ANLSP provides further detail as to what is expected in terms of land uses in the zone. It should be noted that across both planning instruments, the clear message is to prohibit Shop land uses. The proposed land uses do not fall under the Shop land use definition and are considered to provide a convenience service centred around drive thru facilities for both passers-by and the local community.

# **Impacts on the future Wandi District Centre**

A key matter of concern that was noted in Rowe Groups submission is in relation to adverse impacts the proposed land uses might have on the viability of the future Wandi DC, located directly north of the proposal.

In this respect, the City is keen to see the Wandi DC developed and successful as it is the key activity centre for the suburbs of Wandi, Anketell, Mandogalup and beyond for the northern parts of the municipality.

As such, City Officers sought advice on this matter from retail consultants, Pracsys who prepared the City's adopted draft LCACS which was adopted by Council at its Ordinary Meeting held on the 12 April 2023 for the purposes of advertising as part of the City's draft Local Planning Strategy.

Pracsys provided the City with its advice in respect to the Rowe Groups Submission which is shown as Attachment J. In brief, Pracsys concluded that the scale of the proposed development is not of a sufficient scale to impact on the future Wandi DC. It advised that the "proposed development can be approved by the City and will not have a material impact on the future of the Wandi DC".

Pracsys do note that "while the proposed level of shop retail development will not impact the activity centre hierarchy, future development of neighbouring service commercial area should be monitored to ensure that the cumulative scale of shop retail uses does not move beyond what would be expected at a local level to meet the needs of users within a walkable catchment".

# **Community Benefit**

Several submissions raised concerns in relation to the proposed land use versus community need. Several submissions identified the need for a supermarket with others noting the negative social impacts the proposed drive-in takeaway food shop and liquor store will have on the community.

City Officers have been supportive of the subject site being zoned Service Commercial under the ANLSP and the draft LCACS. A range of land uses can be considered in the Service Commercial zone under LPS2 and it is envisaged the market will ultimately determine uses for the site. Furthermore, several submissions outlined support for the proposed land uses, citing the fact that convenience type land uses are lacking in the local area. City Officers are also of the view that the café component of the Drive-In Takeaway Food Shop will provide for a local community meeting space, having a positive social impact.

It should be noted that while City Officers understand the current lack of land uses such as a local shop or café in the area, it is envisaged that this will change over time. As previously discussed in this report, the future Wandi DC will provide for a hub of shop land uses that work together and would otherwise not be permitted in the Service Commercial zone.

# **Vehicular Access & Parking**

A key consideration in assessing the application is in relation to vehicular access to, from and within the site. A Traffic Impact Statement (TIS) was provided to support the proposed vehicular access arrangements. The key matters that were considered in relation to access to and within the site are outlined and discussed in the table below. It should be noted that the provisions outlined below are taken from the LDP (as seen in Attachment E) and LPS2.

| LDP/LPS2 Provision  | Planning Assessment  |
|---|--|
| RROC: Vehicular Access to be provided via Reciprocal Right of Carriageway - (RROC) in accordance with the LDP                   | Complies The proposed site plan indicates the RROC (referred to as: 'Laneway') to the west of the site. This is generally consistent with the approved LDP.                                    |
| Provision of Easement: An Easement in Gross is to provide for the RROC for vehicles and pedestrians in accordance with the LDP. | Complies An Easement in Gross has been provided for the portion of the RROC abutting the subject development. The Deposited Plan shows the easement as seen in the image below (noted as 'P'): |
|   | 51<br>DP 411749  219 B. P DP 416998  DC 270. 16.502 20.  The 225 46 COLLERSON STREET   |

| Location of Parking: Parking to be in the indicative location as per the LDP. | Complies Parking areas are proposed to the rear (west) of the proposed building adjacent to the RROC. This is consistent with the intent of the LDP. |
|---|--|
| Car Parking:  | Non-Complies   |
| Car parking spaces shall be provided as follows:                              | Liquor Store: 14 bays required (277m² of floor area)   |
|   | Drive-in Takeaway Food Shop: 30 bays required  |
| Liquor Store = 1/20m <sup>2</sup> of GFA                                      | (120m² of café seating area)   |
| Drive-Thru Takeaway Food  | Total required bays = 44 (14+304)  |
| Shop/Café = 1/4m <sup>2</sup> of GFA  | Proposed number of bays = 23   |
|   | Proposed shortfall = 21  |
|   |  |

As outlined above, the proposed development includes a parking shortfall of 21 bays. A TIS was provided to support the application that further explains the parking on site and how it is appropriate for this development – see Attachment G.

It should be noted that the applicant calculated the required parking to be 19 bays, which is incorrect – the methodology used for calculating under LPS2 was incorrect. Notwithstanding, City Officers are of the view that the proposed development will adequately function with the proposed 23 parking bays for the following reasons:

- The proposed land uses operate with different opening hours. The Drive-In Take Away Food Shop has its peak demand in the morning and is closed by 2pm, while the peak demand for the liquor store is in the afternoon/evening. Thus, the peak user times for each land use does not overlap, reducing any adverse impacts in relation to parking.
- Whilst the Drive-In Takeaway Food Shop requires 30 bays under the requirements of LPS2, City Officer's consider this business will primarily operate around its drive-thru service. Accordingly, the majority of vehicles using the site will not be required to park as they will primarily use the drive-thru facilities only.
- The location of the site and the local structure planning of the area indicates that there may be a significant number of patrons arriving at the development on foot or by bicycle. The main entrances into each tenancy are designed to connect with the existing pedestrian infrastructure, encouraging this mode of transport.

As shown in the development plans, seven parking bays (Nos. 1 to 5, 9 & 10) are marked for staff only, whilst 16 bays (including one ACROD bay) are reserved for patrons. Additionally, four bicycle racks are located next to the ACROD bay shared area, plus one mobility scooter parking bay for patrons on bikes and scooters.

#### **Building Design**

In relation to the design of the proposed development, the application was assessed against various planning provisions that seek to provide for better built form outcomes, including those in the LDP:

# **LDP Requirement**

Orientation of development is to address the street as per the LDP through:

- Appropriate articulation.
- Well defined building entry points.
- Variation in materials/colours/textures.
- Substantial clear glazing; and
- Blank walls not permitted.

# **Planning Assessment**

Complies

The proposed design meets these requirements as follows:

- The building is designed with appropriate articulation including varied roof heights. The entrance ways for pedestrians are elevated and well-articulated.
- The entry points are well defined being designed with significant door entrances.
- More than six materials and colours are proposed on the front façade of the building. This variation in colours and materials provides for greater visual interest, also when coupled with the proposed landscaping.
- A variety of openings are distributed across the design, with every elevation that faces a public road including at least one window or a café area. There are minimal areas of blank wall. A condition is recommended to ensure the windows on Albina Avenue are at minimum 50% clear glazing.
- The design is such that there are no expansive blank walls provided on the façades. Varying roof heights are proposed in addition to various materials (and colours) ensures no adverse impacts in terms of amenity.
- Considering the site fronts 3x public roads, the proposed design has done very well in seeking to address each frontage and avoid extensive areas of blank walls.
- Landscaping across the site will further assist in providing for a good amenity outcome.

Landmark Locations -

Built form at the areas indicated as 'red stars' is to be provided to present as a gateway into the area. Design of buildings is to include an emphasis in these areas in terms of articulation, feature landscaping, distinct roof forms, additional façade height etc.



A 2 metre Landscaping Strip is to be provided along the Anketell Road boundary.

### Complies

The entrance points to the Liquor Store and Drive-In Takeaway Food Shop café are the gateway locations. The elevated entrances with feature cladding (and a range of) is appropriate.

An observation of the western elevation of the proposal clearly delineates and shows the 2x landmark features:



#### Complies

A 2-metre landscaping strip is provided to the north of the site as per the LDP.

The subject site is a very unique site in that it abuts three public roads, with the remaining boundary fronting onto a reciprocal right of carriageway. This factor presents challenges for design. However, City Officers are comfortable that the proposal has been designed such that the development will provide a good outcome for such a challenging site. The design of the building, alongside the supplementary landscaping across the site makes for an attractive design and streetscape outcome.

# <u>Noise</u>

Noise impacts on future residential areas to the south of the development have been considered as part of the application. There are two components of noise that have been considered and discussed below.

1. Impacts of traffic noise from Anketell Road on future residential development to the south of the service commercial zoned lots:

As seen in the ANLSP, the land south of the proposed development is for future residential development. The ANLSP considered vehicular noise impacts from Anketell Road on the proposed residential development to the south. A Transport Noise Assessment was therefore submitted and recommended that buildings within the Service Commercial zone fronting onto Anketell Road (including the subject site) be designed to provide "a significant barrier to the residential lots behind, hence reducing the requirement for noise amelioration".

The proposed design with zero lot side boundaries and adequate building height will provide adequate noise amelioration for future residential. The ANLSP also seeks to restrict noise sensitive land uses being located adjacent to the Anketell Road reserve. The proposed development is not considered to be noise sensitive. The objectives of the noise assessment are therefore considered to be adequately addressed.

2. Impacts of the proposed development on nearby future residential development:

The applicant has provided an Acoustic Assessment to determine any potential impacts the development may have on its surrounds (see Attachment H). The report includes a number of recommendations to ensure the development reduces noise impacts and meets relevant requirements of the *Environmental Protection (Noise) Regulations 1997*. Considering the nature of the development and its operating hours, the development is considered to have minimal impacts in terms of noise on the surrounding area. It should be noted that the site is bound by roads, with majority of the development being located to the east of the site, away from the nearest residential development.

A condition of approval is recommended to ensure the recommendations of the Acoustic Assessment are implemented. Standard advice is also recommended for the development to comply with the noise regulations.

# Conclusion

The proposal is considered to be consistent with the objectives of the relevant planning framework and provide for an attractive development and set of land uses that will benefit the local community. The development abuts a future major road, in Anketell Road, and the proposal, to design land uses around drive-thru facilities, is logical. At the same time, this development is designed to contribute to an attractive streetscape while also providing services to the local community.

City Officer have sought advice in respect to the impact the land uses will have on the Wandi DC to the north and are satisfied that the approval of the land uses will not adversely impact on the viability of the District Centre.

# STRATEGIC IMPLICATIONS

This proposal will support the achievement of the following outcome/s and objective/s detailed in the Strategic Community Plan and Corporate Business Plan.

| Strategic Community Plan   |   |   |   |  |
|--|---|---|---|--|
| Outcome  | Strategic Objective   | Action in CBP (if applicable)   | How does this proposal achieve the outcomes and strategic objectives?         |  |
| 2 – A resilient and<br>thriving economy<br>and exciting<br>opportunities                               | 2.1 – Enable a thriving and sustainable local economy that supports and sustains quality jobs and economic opportunities                            | N/A – There is no specific action in the CBP, yet this report will help achieve the indicated outcomes and strategic objectives                   | The proposal is for land uses that will support the local economy.            |  |
| 3 – Infrastructure<br>and services that<br>are affordable and<br>contribute to health<br>and wellbeing | 3.2 – Provide for an accessible and well connected City by integrating public transport and improving safe streets for driving, walking and cycling | N/A – There is no specific action in the CBP, yet this report will help achieve the indicated outcomes and strategic objectives                   | The proposed development is well connected to various modes of transport.     |  |
| 4 – A unique,<br>vibrant and healthy<br>City that is safe,<br>connected and<br>socially diverse        | 4.3 – Enhance opportunities for community to meet, socialise, recreate and build local connections  | N/A – There is no<br>specific action in the<br>CBP, yet this report<br>will help achieve the<br>indicated outcomes<br>and strategic<br>objectives | The proposal includes a small café component for the local community to meet. |  |

# **SOCIAL IMPLICATIONS**

This proposal will support the achievement of the following social outcome/s, objective/s and strategic priorities detailed in the Social Strategy.

| Social Strategy                |  |  |   |  |
|--------------------------------|--|--|---|--|
| Social<br>Outcome              | Objective  | Strategic Priority   | How does this proposal achieve the social outcomes, objectives and strategic priorities?  |  |
| 6 – Vibrant and<br>Celebrated  | 6.0 – Vibrancy and creativity thrive and our unique identity and achievements are celebrated | 6.6 – Provide opportunities to establish a thriving creative economy   | The proposal includes land uses that have capacity to support local business operators.   |  |
| 2 – Connected and<br>Inclusive | 2.0 – Equitable and inclusive social connection and engagement with community life           | 2.4 – Facilitate initiatives that encourage social interaction and connection at both a local and community wide level | The proposal for a small café component will provide a local community interaction space. |  |

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

For the purpose of Councillors considering a financial or impartiality interest only, the landowner is the Desi Brothers Equity Pty Ltd and the applicant is Puneet Singh.

The following strategic and policy-based documents were considered in assessing the application:

#### Legislation

Planning and Development Act 2005
Planning and Development (Local Planning Schemes) Regulations 2015
Planning and Development (Development Assessment Panels) Regulations 2011

#### **Schemes**

City of Kwinana Local Planning Scheme No.2

# State Government Policies

State Planning Policy 3.7 – Planning in Bushfire Prone Areas State Planning Policy 4.2 – Activity Centres for Perth and Peel State Planning Policy 5.4 – Road and Rail Noise State Planning Policy 7.0 – Design of the Built Environment Local Structure Plans
Anketell North Local Structure Plan

#### **Local Policies**

Local Planning Policy No.8 - Designing Out Crime

# FINANCIAL/BUDGET IMPLICATIONS

There are no financial/budget implications as a result of this proposal.

### **ASSET MANAGEMENT IMPLICATIONS**

There are no asset management implications as a result of this proposal.

### **ENVIRONMENTAL/PUBLIC HEALTH IMPLICATIONS**

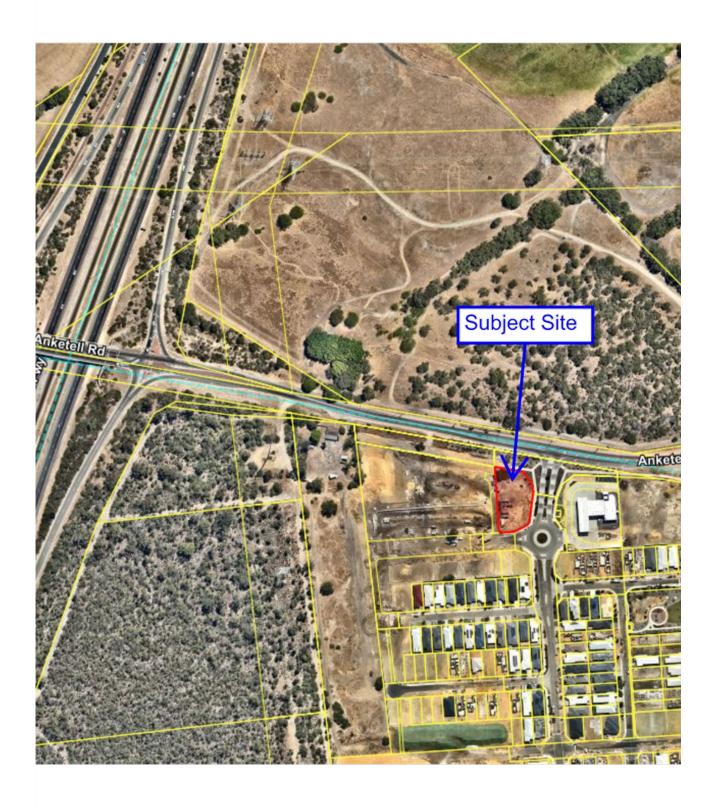
The environmental and public health implications as a result of this development are considered to be minor. The subject site is currently vacant, and the proposal includes landscaping to be distributed across the site.

#### **COMMUNITY ENGAGEMENT**

The application was advertised to all landowners within 100 metres of the development site for a period of 21 days. 48 submissions were received during the advertising period, with five objecting to the proposal. The content of each submission can be found in Attachment F and key planning matters are discussed in this report.

# **ATTACHMENTS**

- A. Location Plan
- B. Development Plans
- C. Anketell North Local Structure Plan
- D. Subdivision Plan
- E. Local Development Plan
- F. Schedule of Submissions
- G. Traffic Impact Statement
- H. Acoustic Report
- I. Rowe Group Submission
- J. Pracsys Response to Rowe Group Submission



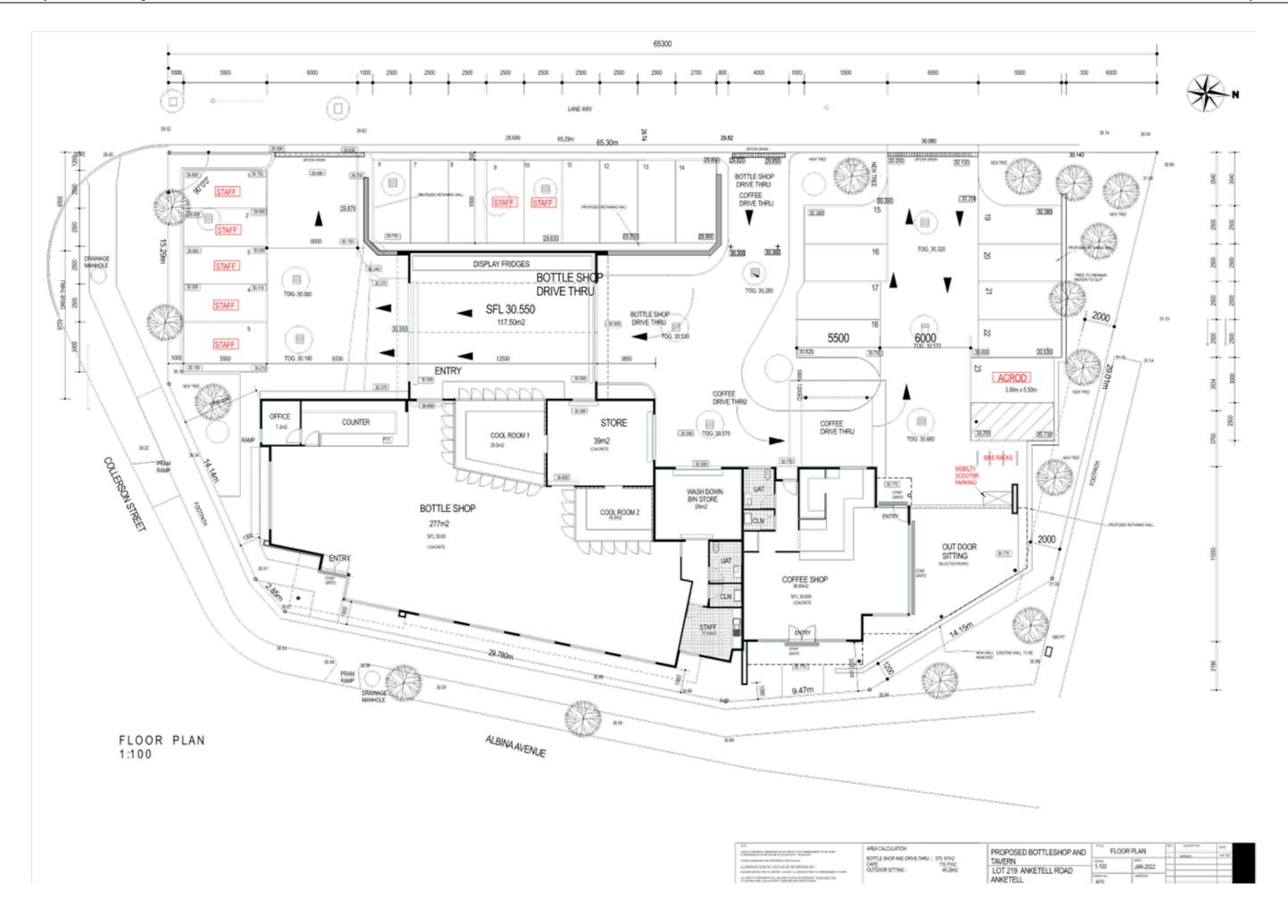
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Item 17.1 - Attachment B

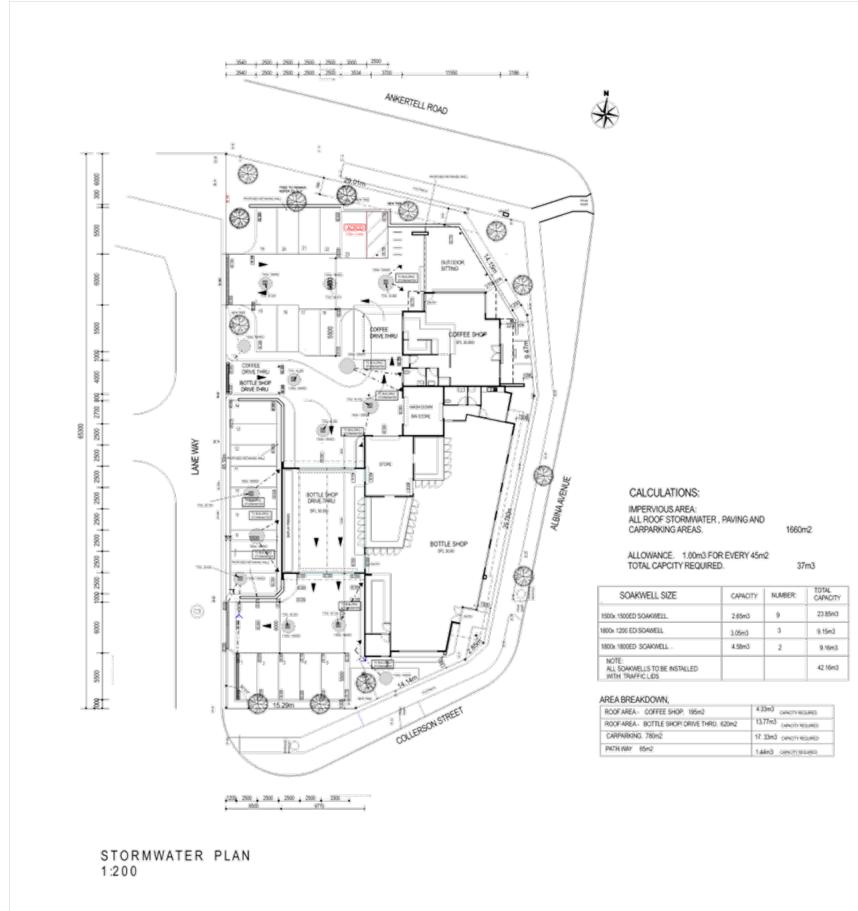


Item 17.1 - Attachment B



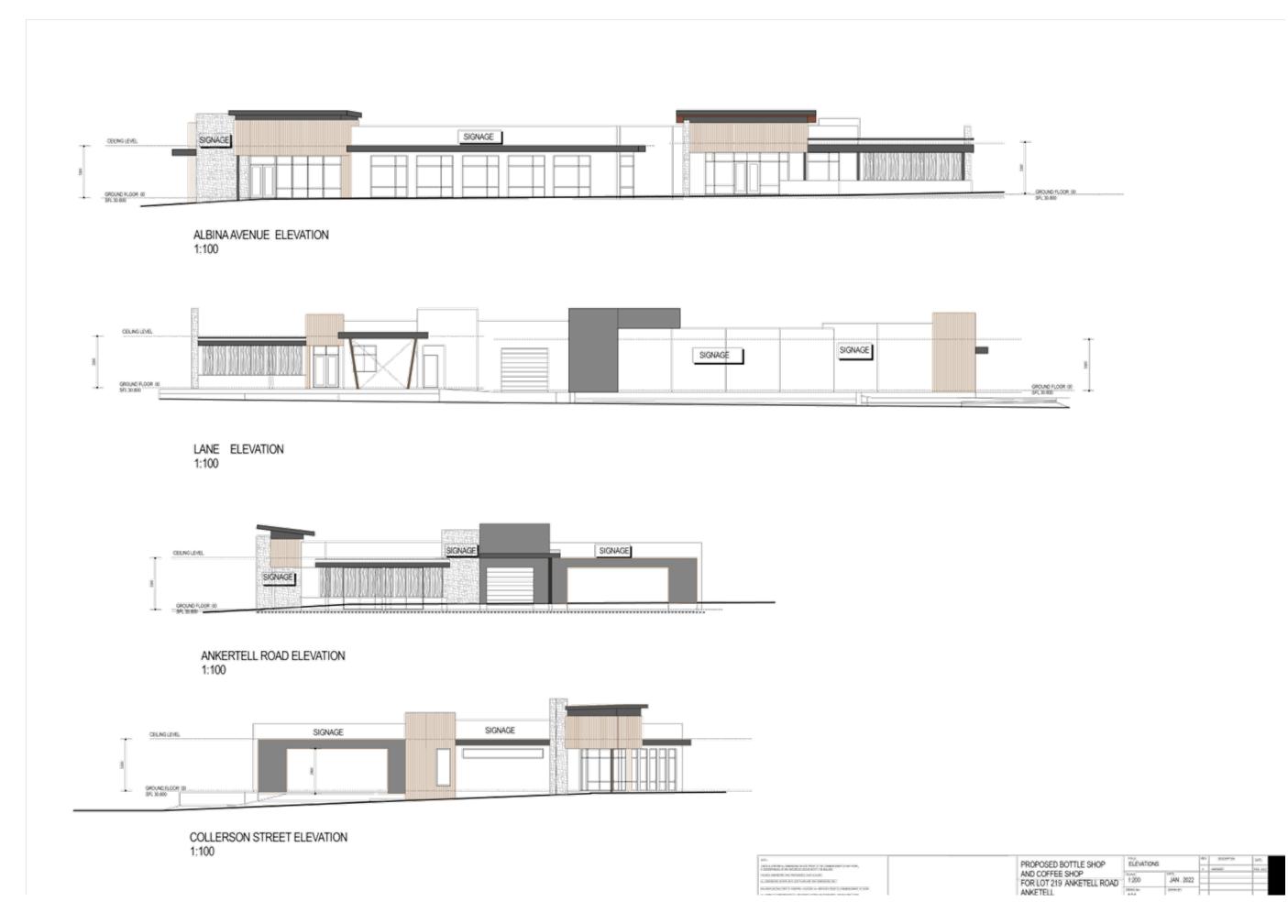
Item 17.1 - Attachment B

Ordinary Council Meeting



PROPOSED BOTTLESHOP AND
STORMMATER PLAN
MINE DESCRIPTION
STORMMATER PLAN
MINE DESCRIPTION
M

Ordinary Council Meeting

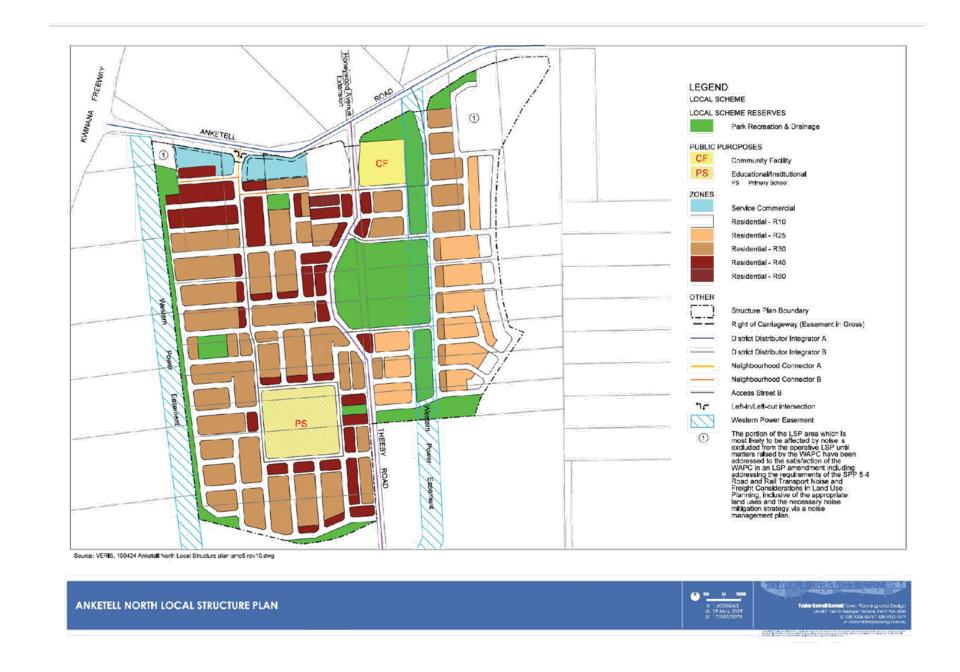


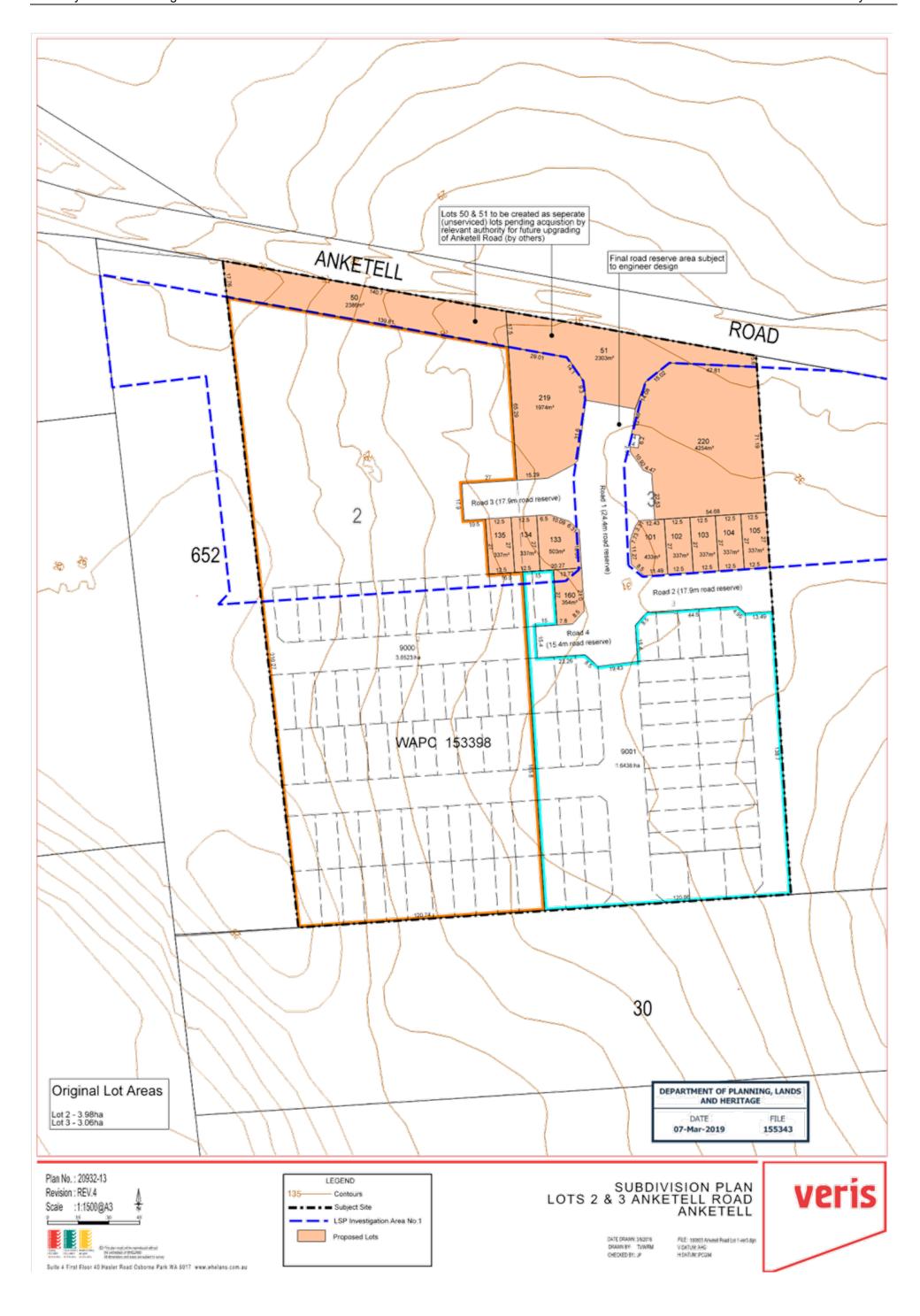




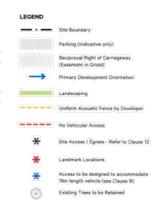












#### Local Development Plan (LDP) Provisions

The provisions of the City of Kwinana Town Planning Scheme No. 2 are varied in the following manner:

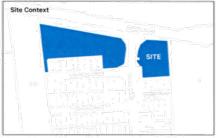
- Service commercial development to prevent adverse impacts on abutting residential development from noise, odour and light emissions through appropriate built form design, orientation and adequate setback of development from residential use.
- Uniform fencing to provide for noise initigation between service commercial and abutting, residential development as shown on the LDP in accordance with the recommendations of the Transport Noise Assessment Report prepared by Herring Storier Acoustics and dated June 2020.
- Vehicular access to service commercial is to be provided via Reciprocal Right of Carriageway (Easement in Gross) as shown on this LDP.
- Reciprocal Right of Carriageway (Easement in Gross) is to be provided as shown on the LDP providing adequate vehicular and pedestrian connection with neighbouring lots.
- 5. Noise Impac
  - a) Any application for development on the subject sites shall include a noise impact assessment prepared by a suitably qualified acoustic consultant to determine the impacts of the proposed development on the nearest sensitive premises to ensure compliance with the Environmental Protection (Voise) Regulations 1997.
  - b) Any application for development on the subject sites shall demonstrate compliance with the recommendations of the Transport Noise Assessment Report prepared by Herring Storer Acoustics and dated June 2020 to ensure compliance with the requirements of SPP 5.4 - Road and Rail Noise.

- 6. A minimum 2m landscaping strip is to be provided generally at the location shown in the LDP. Additional landscaping may be required along other street frontages or in areas as determined by the City for streetscape amenity.
- Areas for parking shall generally be in accordance with the indicative location shown in the LDP.
- Service commercial built form shall not directly abut residential lots.
- Design of service commercial access to be adequate to accommodate 19m length vehicle sweep paths.

For Lots 221 - 223 the following specific development requirements shall apply:

- a) the reciprocal right of carriageway at the rear of Lots 221 223 shall only be used by maximum 12m length vehicles, and
- for vehicles greater than 12m length, deliveries shall be limited to after-hours, so as not to conflict with staff/customer parking.
- 10. Orientation of development shall address the streets as shown in this LDP through
  - appropriate building articulation:
  - well defined building entry points;
  - variation in materials / colours / textures;
  - substantial clear glazing; and
  - · the use of blank walls is not permitted

- Built form at the landmark location(x) identified on the Local Development Plan shall present as a gateway into the area and built form shall be treated with additional emphasis such as building articulation, feature landscaping, distinctive roof forms, additional facade height and a contrast in colours and materials.
- Slank walls visible from adjacent residential lots shall be treated through the use of architectural features / textures / painting to provide variation and interest to the laid form.
- 13. The design of the site access / egress to provide for acceptable vehicle manoeuvring supplemented with on-site traffic management to the City's satisfaction. Examples of on-site traffic management are shown in the stached concept movement drawings, of which such designs shall not be limited to these drawings. Where the site access / egress design is not able to be achieved to the City's satisfaction, restrictions to directions of movement at the intersection may be imposed by the City.
- 14. "The land subject to this LDP is within a bushfire prone area, as designated by the Department of Fire and Emergency Services. Lots 219:423 are subject to a Bushfire. Management Plan and require a Bushfire Attack Level Assessment and certification prior to construction, in accordance with Australian Standard 3959;



# Approval This Local Development Plan has been approved by the Council under the provisional of the City of Kwinana Town Planning Scheme No. 2. Warsa Cooks 12 March 2021 Director City Development and Sustainability: Date:

# **Local Development Plan**

Lots 219-223 Anketell Road, Anketell



Date: 11 Feb 2021 | Scale 11000 (j) A3 | File: 19-370 CP-1 A | Statil IP GW | Checked JP



| Submitter Address          | Submission   | City Officer Response  |
|----------------------------|--|--|
| Robinson Rd, Wandi         | Support.   | Noted  |
|                            | The proposal will benefit the community.             |  |
| Lill Place, Anketell       | Support.   | Noted  |
| Scovell Crescent, Anketell | Support.   | Noted  |
|                            | Coffee shop and Bottle shop would be very convenient |  |
| Narran Street, Anketell    | Support.   | Noted  |
|                            | The proposal is well designed.                       |  |
| Darling Chase, Wandi       | Support.   | Noted  |
|                            | The proposal will benefit the community.             |  |
| Aquila Drive, Wandi        | Support.   | Noted  |
| Leslie Road, Wandi         | Support.   | Noted  |
| Idalia Tce, Wandi          | Support.   | Noted  |
|                            | The proposal will benefit the new estate             |  |
|                            | development but also the existing Honeywood          |  |
|                            | estate to the north.                                 |  |
| Cassowary Chase, Wandi     | Support.   | Noted  |
|                            | I believe this would be a great asset to the         |  |
|                            | surrounding communities.                             |  |
| Casella Place, Wandi       | Support.   | Noted  |
| Aquila Drive, Wandi        | Support.   | Noted  |
| Brampton Road, Wandi       | Support.   | Noted  |
|                            | The proposal will benefit the community.             |  |
| Honeywood Avenue, Wandi    | Support.   | Noted  |
|                            | The proposal will benefit the community –            |  |
|                            | there are limited services in the area.              |  |
| Battersby Road, Anketell   | Object.  | The applicant has undertaken a feasibility study to consider |
|                            | The proposed land uses are not viable in the         | the viability of the proposed Bottle shop and Café land uses |
|                            | area and could harm the local community.             | in the proposed location. The proposed uses have good        |
|                            |  | exposure to passing traffic along Anketell Road. The         |
|                            |  | proposed uses have a wide catchment servicing the local      |
|                            |  | community in addition to the growing regional population in  |
|                            |  | Anketell and surrounding suburbs.                            |

|                            |   | · ·  |
|----------------------------|---|--|
|                            |   | The notion that the proposed uses can 'harm' the local community are unsubstantiated. The proposed uses will offer a service to the community through providing convenience land uses and drive thru options that will benefit the local community.  |
| Kentia Road, Wandi         | Support. The proposal will benefit the community.   | Noted  |
| Darling Chase, Wandi       | Support. The proposal will benefit the community.   | Noted  |
| Kentia Road, Wandi         | Support. The proposal will benefit the community.   | Noted  |
| Atalaya Loop, Wandi        | Object. The proposed land uses are not suitable for the area which is dominated by young families – other land uses such as a supermarket or those that are suitable for families should be considered. | The proposed Bottle shop and drive thru and Café and drive thru are both compatible uses for nearby residential land uses. The proposed uses are designed to cater for vehicles accessing the site from Anketell Road in addition to being connected via the pedestrian network for the local community to benefit.  While the request for other land uses such as a supermarket are noted, shop land uses are not permitted in the Service Commercial zone. The intent is for supermarket development to occur in the designated (future) Wandi |
|                            |   | North District Centre – to be located directly to the north, over Anketell Road.   |
| Litchfield Circle, Wandi   | Support. The proposal will benefit the community.   | Noted  |
| Kenby Chase, Wandi         | Support. The proposal will benefit the community.   | Noted  |
| Mornington Crescent, Wandi | Support. The proposal will benefit the community. It will enhance the social element of the area.   | Noted  |

| Halbert Rise, Anketell    | Neutral. The community would benefit more from a supermarket.   | While the request for other land uses such as a supermarket are noted, shop land uses are not permitted in the Service Commercial zone. The intent is for supermarket development to occur in the designated (future) Wandi North District Centre – to be located directly to the north, over Anketell Road. |
|---------------------------|---|--|
| Honeywood Avenue, Wandi   | Support. The proposal will benefit the community.   | Noted  |
| Mornington Cres, Wandi    | Support. The proposal will benefit the community.   | Noted  |
| Littabella Avenue, Wandi  | Support.  | Noted  |
| Lyon Road, Wandi          | Support.  | Noted  |
| Littabella Avenue, Wandi  | Support.  | Noted  |
| Hartz Way, Wandi          | Support.  | Noted  |
| Tiliqua Crescent, Wandi   | Support. The proposal is supported subject to ensuring the café is provided with both indoor and outdoor seating with adequate shade. | Noted  |
| Tiliqua Crescent, Wandi   | Support.  | Noted  |
| Honeywood Ave, Wandi      | Support.  | Noted  |
| Cascade Rd, Wandi         | Support. The proposal will attract much needed business for the area.   | Noted  |
| Davenport Approach, Wandi | Support.  | Noted  |
| Narran St, Anketell       | Support.  | Noted  |
| Drysdale Gardens, Wandi   | Support. The proposal will benefit the community.   | Noted  |
| Wandi                     | Support. The proposal will benefit the community.   | Noted  |
| Mirima Way Wandi          | Support.  | Noted  |
| Honeywood Ave, Wandi      | Support.  | Noted  |

|                      | The proposal will benefit the community.  |   |
|----------------------|---|---|
| Bruny Meander, Wandi | Support.  | Noted   |
| Kenby Chase, Wandi   | Object. The proposed land uses have potential to cause anti-social behaviour.  The area is not supported by any form of public transport which is critical for the proposed land uses. The proposal could impact on traffic safety. | The proposal is for two different land uses. The Liquor Store operates as a drive thru, with customers entering and exiting in short time.  The Drive-In Takeaway Food Shop (café) will provide an opportunity for people in the local community to meet and engage in socialising in a comfortable environment.  The proposed development is supported by appropriate traffic reporting which demonstrates the surrounding road network can service the proposal. The proposed development will have no abnormal impact to local traffic in the area.  The Department of Transport and Transperth are aware of the developing areas and will look to extend public transport throughout the area in accordance with their transport network. |
| Honeywood Ave, Wandi | Support. The proposal will benefit the community.   | Noted   |
| Aquila Drive, Wandi  | Support. The proposal will benefit the community.   | Noted   |
| Towarri Way, Wandi   | Object The bottle shop component is not necessary in the area – this land use is available in proximity of the area.  | The applicant has undertaken their own commercial feasibility into the need for a Liquor Store in the estate. The feasibility supported the need for a bottle shop in the area, which is growing in population. The closest bottle shop is several kilometres away in the Hammond Park estate.  The proposed bottle shop will service the Anketell area and will provide convenience shopping for the local community.  |

| Honeywood Ave, Wandi     | Support.  | Noted   |  |  |
|--------------------------|---|---|--|--|
|                          | The proposal will benefit the community.  |   |  |  |
| Willandra Pwy, Wandi     | Support.  | Noted   |  |  |
| 1 Saltbush Street, Wandi | Support.  | Noted   |  |  |
| Saltbush Street, Wandi   | Support.  | Noted   |  |  |
| Anketell Road, Wandi     | 1. The development site is located outside of, but adjoining the Wandi DC, for which a Precinct Structure Plan is currently being prepared. Approval of commercial and retail land uses outside of the Wandi DC has the potential to compromise the ability to deliver a viable and sustainable activity centre at this location.   | 1. It is noted that the subject development is located opposite the future Wandi District Centre (DC) site. The proposed land uses are not considered to negatively impact on the viability of the future district centre – the land uses are designed to interact with the service commercial, car dominated character of the area being design with drive thru components. The City sought advice from retail consultants Pracsys who advised the City that the "proposed development can be approved by the City and will not have a material impact on the future of the Wandi DC". |  |  |
|                          | <ol> <li>The approval of commercial and retail land uses outside of a designated activity centre should be by exception only and subject to an appropriate level of economic impact analysis. This is particularly important in the case of new or emerging District Centres, such as Wandi, where the population base is still growing and has not yet reached a critical mass to support a wide range of land uses.</li> <li>The 'Service Commercial' area is noted in</li> </ol> | <ol> <li>Draft SPP4.2 provides guidance with regards to 'out of centre developments. The City's retail consultants are of the view that the proposed development is well under the 500m² NLA threshold and is "not of a sufficient scale to be able to impact the activity centre hierarchy; an Impact Test is not necessary". The proposed development is seen to align with the 'Out of Centre' requirements of the draft SPP4.2</li> <li>The proposed land uses are primarily seen as</li> </ol>   |  |  |
|                          | the ANSP as providing "complementary<br>land uses to support the Wandi District<br>Centre". The proposed Café and Bottle  | convenience land uses that are complementary to the surrounding land uses and the local community. The proposal is therefore considered to be consistent with   |  |  |

> Shop uses will replicate and compete with the Wandi DC rather than provide a complementary role hence the proposal is inconsistent with the ANSP.

- 4. The land uses proposed are not permitted within the Service Commercial Zone under LPS2 unless Council exercises its discretion by granting approval. Council's position on the suitability of shop land uses in the Service Commercial Zone under LPS2 ought to be considered in the context of determining whether or not the proposed discretionary land uses are acceptable on this site. It is our view that these types of land use are not suitable within the Service Commercial Zone and are more appropriately located within the adjoining Wandi DC.
- 5. Economic analysis undertaken by Taktics4 5. It should be noted that the advice provided by Taktics4 in 2019 raised concerns about the sustainability of Service Commercial activity on Anketell Road on the basis of its potential economic impact on the viability of the Wandi DC. The advice recommended that all activity should be contained primarily within the Wandi DC site and that the extent of Service Commercial land along Anketell Road should be limited to the 'eastern' half.
- 6. In the process of exercising its discretion in | 6. the determination of the proposal, the City is required to have 'due regard' to the

- the intent of the ANLSP and objectives of the zone. As noted above, independent expert retail consultant advice advises that the proposals are not of a sufficient scale to be able to impact the activity centre hierarchy.
- Whilst both uses are discretionary and public notice is required for the selected uses, the proposed land uses are in-keeping with the 'Service Commercial' land use by providing a service that would support the surrounding local community. The addition of a liquor store and a café would be a complementary land use that enables the local community walkable access to a liquor store and café with drive-thru options for passersby along Anketell Road.

- was based on opinion presented in 2019 ahead of Westport was confirmed for the Trade Coast. The ANSLP, adopted by the WAPC disagreed with the Taktics4 Assessment and maintained that the proposed Service Commercial 'strip' along Anketell Road. The planning benefits are wider and include buffering and o mitigating noise impacts from Anketell Road to the nearby Residential zone to the south.
- The advice from Taktics4 regarding freight transport related land uses is subjective and refers to the eastern part of the service commercial strip, not this subject site.

provisions of the adopted ANSP. The economic analysis undertaken by Taktics4 forms part of the adopted ANSP and as such forms part of the planning framework. The Taktics4 report indicates that any Service Commercial land uses should take the form of freight transport related commercial activities only. The proposed Café and Bottle Shop uses clearly do not meet this criterion.

- Approval of the proposed development would be contrary to Clause 5.1(2) of SPP 4.2 which states that a responsible authority should not support development proposals that are likely to undermine the established and planned activity centre hierarchy.
- Land uses of a commercial and retail nature are preferably located within an identified activity centre, consistent with the objectives and principles of SPP 4.2.
- Approval of the proposed development would be contrary to the City's LCACS which advocates for the consistent implementation of the hierarchy of mixeduse activity centres and floorspace quantity controls to ensure that the centres hierarchy is maintained.
- The sale of liquor is regulated and limited by the Liquor Licencing Board. Approval for the establishment of the Bottle Shop will

Irrespective, the land uses are clearly focussed on attracting vehicles to pass through the site. This is characteristic of land uses along a freight route.

- 7. As noted above, The City does not take the view that the proposed development undermines the future Wandi District Centre. The land uses can be considered in the Service Commercial zone and will provide much needed convenience needs for the local community.
- It is not considered that the proposal adversely impacts the activity centre heirachrchy for the locality.
- There is no evidence to suggest the proposed development is contrary to the City's LCACS.
   Furthermore, the proposal will not change the floorspace designated for the future district centre. The proposal is consistent with the ANLSP which has considered implications in relation to the LCACS.
- Regulations regard Liquor Licensing are not considered planning matters. There are many examples of liquor stores being located in proximity of each other across the Perth metropolitan area.

severely impact the ability for the provision of a liquor outlet within the area that has been designated for these uses being the Wandi DC.

- 11. A Traffic and Pedestrian Management Plan has not been prepared in support of the proposed development, as required under Part One of the ANSP. Submission of a TPMT ought to be provided prior to the proposed development being determined.
- 11. It is acknowledged a Traffic and Pedestrian Management Plan has not been prepared in support of the proposed development, as required under Part One of the ANLSP. City Officers have considered this requirement and note the development has been well designed to integrate with the local pedestrian network. The requirement for the plan has therefore been waived in this instance.



March 2023 Final Rev 1

Lot 219 Anketell Road, Anketell

Prepared For:

Desi Brothers Equity Pty Ltd

Transport Impact Statement Report



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### DOCUMENT ISSUE AUTHORISATION

| Issue | Rev | Date       | Description             | Prepared<br>By | Checked<br>By | Approved<br>By |
|-------|-----|------------|-------------------------|----------------|---------------|----------------|
| 0     | 0   | 14/04/2022 | Draft Report            | SGY            | CHS           | DNV            |
| 1     | 0   | 14/07/2022 | Final Report            | SGY            | LMV           | DNV            |
| 1     | 1   | 14/03/2023 | Final Report Revision 1 | SGY/KL         | DNV           | DNV            |

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# **Donald Veal Consultants Pty Ltd**

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# 1. INTRODUCTION

#### 1.1 BACKGROUND

Desi Brothers Equity Pty Ltd has commissioned Donald Veal Consultants (DVC) to prepare this Transport Impact Statement report to support a Development Application for a bottle shop and coffee shop located on Lot 219 Anketell Road, Anketell.

#### 1.2 SCOPE OF THIS REPORT

The structure and scope of this Transport Statement are in accordance with Volume 4 (Individual Developments) of the Western Australian Planning Commission's Transport Impact Assessment Guidelines (2016).

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# 2. EXISTING SITE CONDITIONS

# 2.1 LOCATION

The development site is located south of Anketell Road, in the north west corner of the intersection of Albina Avenue with Collerson Street. The general locality is shown in **Figure 2.1**, with the site location shown in more detail in **Figure 2.2**.



Figure 2.1: General Locality Plan

Source: Metromaps

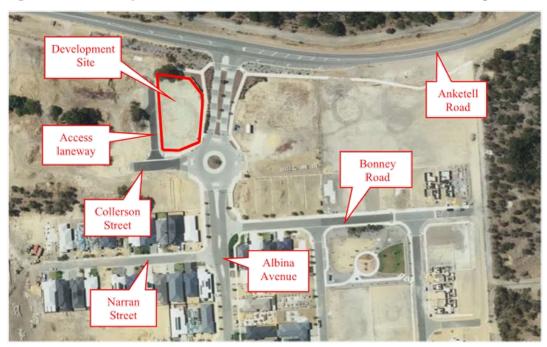


Figure 2.2: Site Location

Source: Metromaps

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#### 2.2 CURRENT LAND USES

The subject site is part of a new subdivision, and is presently unoccupied. Other land uses in the immediate vicinity will be a mixture of residential and retail/commercial premises. See **Photo 1**.



Photo 1: The recently sub-divided site is presently unoccupied.

# 2.3 ACCESS ARRANGEMENTS

The site does not currently have any formal access points, although the flush kerbs along the adjacent access laneway allow direct access at any point. See Photo 2.



Photo 2: The site is bounded on the west by flush kerbing.

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#### 2.4 ADJACENT ROAD NETWORK

The road network adjacent the site consists primarily of Anketell Road to the north, Albina Avenue to the east and Collerson Street to the south. An access laneway (Right of Way) bounds the site to the west.

Anketell Road is constructed as a two-way single carriageway road, with one lane in each direction. It has both edge lines and a centreline. A right turning lane is provided at the Albina Avenue intersection.

Anketell Road is classified as a Regional Distributor Road in Main Roads WA's (MRWA) Metropolitan Road Hierarchy and has a posted speed limit of 80 km/h through the Albina Avenue intersection. The other adjacent roads are classified as Access Roads, and are subject to the default urban speed limit of 50km/hr. See Figure 2.3.

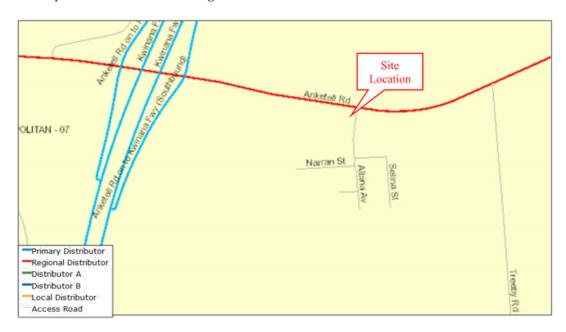


Figure 2.3: MRWA Functional Road Hierarchy

#### 2.5 EXISTING TRAFFIC VOLUMES

No traffic data was immediately available for the local subdivision roads, as they are still being constructed. However, MRWA's Traffic Map shows the 2020/21 Average Annual Daily Traffic (AADT) for Anketell Road was 7,144 vpd, just east of the Kwinana Freeway ramps.

#### 2.6 CRASH HISTORY

The MRWA Crash Map system was interrogated for crash data along Anketell Road, within a 100m radius of the Albina Avenue intersection, for the latest five-year period from January 2016 to December 2020.

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The crash data reveals that there has been only 1 recorded crash within the vicinity during this period. This was a rear end crash, resulting in major property damage only. See **Figure 2.4**.



Figure 2.4: Only one crash has been recorded near the site in the last 5 years.

## 2.7 PLANNED CHANGES TO THE ROAD NETWORK

Other than the continuation of the subdivision works, DVC is only aware of planned changes to the road network in the immediate vicinity of the site associated with the Westport project.

Westport is the State Government's long-term program to investigate, plan and build a future port in Kwinana with integrated road and rail transport networks.

As part of this project, the early concept design for the Anketell-Thomas Road Corridor connects the future container terminal in Kwinana's Outer Harbour (Westport) with Tonkin Highway.

More specifically, the Anketell – Thomas Road freight Corridor early concept plan shows that the intersection of Anketell Road with Albina Avenue may be restricted to left in left out movements only at some future stage.

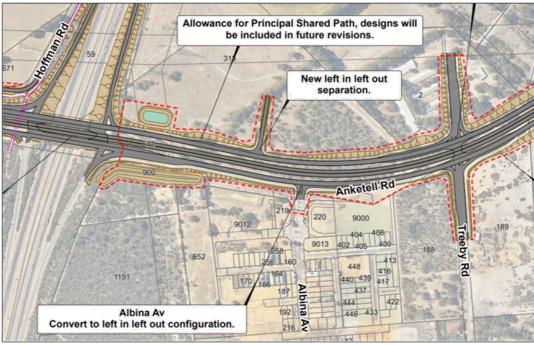
The latest concept plans do not, however, show whether alternative access is likely to be provided, perhaps via a link between Albina Avenue and Treeby Road.

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Whilst there is currently no specific timeline for the construction of the harbour, or the associated infrastructure at this stage, an excerpt from the latest concept plan can be seen in **Figure 2.5** below. Further details can be obtained from the westport.wa.gov.au website.



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Figure 2.5: Potential impact of Westport project on Albina Avenue intersection

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# 3. PROPOSAL

# 3.1 LOCAL STRUCTURE PLAN

The development is part of the Anketell North Local Structure Plan area. See Figure 3.1.





Figure 3.1: Extract from LSP for Anketell North.

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### 3.2 PROPOSED DEVELOPMENT

The ground floor layout is shown in Figure 3.2, with additional drawings attached in Appendix A.

The proposed development will consist of a single storey building incorporating a bottle shop and a coffee shop, both with drive thru facilities. The coffee shop will have an outdoor seating area.

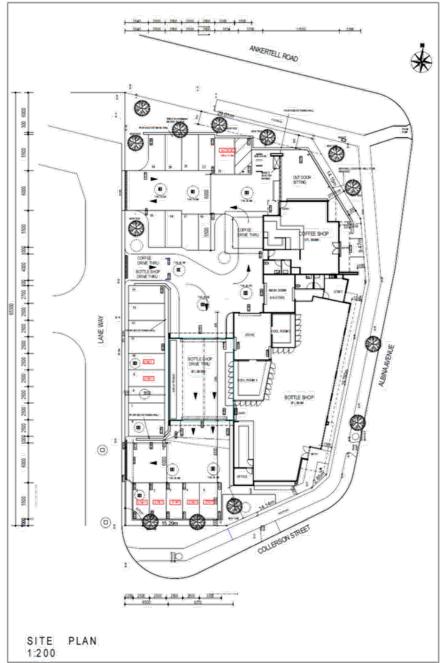


Figure 3.2: Proposed ground floor plan

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#### 3.3 PROPOSED ACCESS

The site will have three vehicular crossovers from the adjacent laneway. See Figure 3.3 and Photo 3.

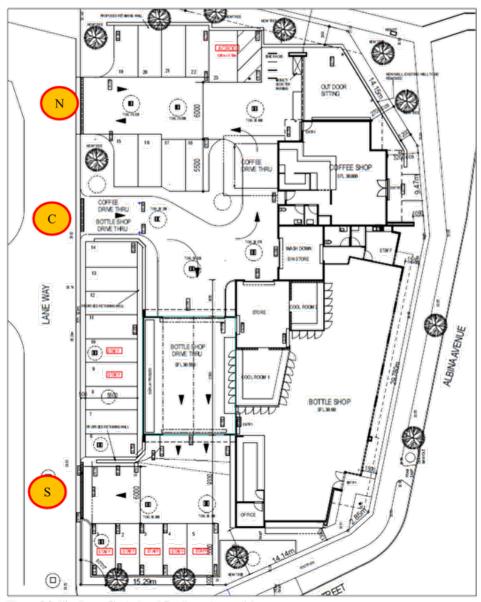


Figure 3.3: Northern, Central and Southern Access driveways.

As can be seen in **Figure 3.3**, the southern crossover (S) will be one-way, providing egress from the bottle shop drive-thru, and egress for staff parking bays 1 to 5.

The central crossover (C) will be one-way entry, providing access to the coffee and bottle shop drivethrus and internal staff parking bays (1 to 5) in addition to access for delivery and waste collection service vehicles.

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Photo 3: Proposed vehicular crossover locations onto the access laneway

The northern crossover (N) will be two-way, providing access to customer parking bays 15 to 23 and egress from the coffee shop drive-thru.

Parking bays 6 to 14 will be accessed directly from the laneway with two bays reserved for staff and the remainder for customers.

#### 3.4 PARKING

Parking requirements for the site have been identified from the provisions identified in *Table III – Car Parking Requirements*, in the Town of Kwinana Local Planning Scheme No. 2 (LPS2). See **Figure 3.4**.

**TABLE III - CAR PARKING REQUIREMENTS** 

| USE  | PARKING  |
|------|--|
| Shop | 1 for every 20m² gross floor area.  Within the Kwinana Town Centre Zone 1 for every 50m² gross floor area for shops less than 3,000m² gross floor area.  For shops in excess of 3,000² gross floor area - as determined by Council |

Figure 3.4: Extract from Table III from LPS2.

Whilst neither 'Coffee shop' nor 'Bottle shop' are specifically listed as land uses within *Table III*, using 'Shop' for both areas gives a total parking requirement of **19 bays**, made up as follows:-

- Coffee shop (90.8m²) = 91/20 = 5 bays;
- Bottle shop  $(277m^2) = 277/20 = 14$  bays.

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The proposed layout plan for the development shows a total of 22 parking bays plus an ACROD bay being provided within the site. This more than adequately meets the requirement for 19 bays. An ACROD bay is provided at bay 23 to service both outlets.

We note the two land uses would generally operate with different opening hours. Whilst a coffee shop is normally at its busiest first thing in the morning, bottle shops do not generally open until 9am at the earliest, with no significant AM peak demand. On the other hand, the majority of coffee shops will close by mid-afternoon with the bottle shop trade increasing through to the evening period. Thus, the peak parking demand for the two businesses typically do not overlap, and the overall requirement for the development will be less than the sum of the two parts.

In addition, the location of the site, and the proposed adjacent land uses, indicate that there may be a significant number of patrons, arriving at the coffee shop on foot or by bicycle, from local residences or businesses.

As shown in **Figure 3.2**, seven bays (Nos. 1 to 5, 9 & 10) are marked for staff only, whilst 16 bays (including one ACROD bay) are reserved for patrons. Additionally, four bicycle racks are located next to the ACROD bay shared area, plus one mobility scooter parking bay for patrons on bikes and scooters.

DVC has been advised that a maximum of two bottle shop staff and four café shop will be on site any given time, in which case seven staff bays should be reduced to six and another customer bay designated.

Ultimately, Council may exercise LPS2 Clause 6.1 (b) and itself specify the number of bays to be included on site, having regard to the nature of the businesses. Based on the above assessment, we recommend that adequate parking has been included to meet the likely demand.

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#### 4. TRAFFIC IMPACT

#### 4.1 TRIP GENERATION

There is a lack of standard published trip generation rates for bottle shops or liquor stores, with or without drive thru facilities. Hence, we have used information from a NSW study from 2019, which reported 74 PM peak hour trips on a Friday / Saturday. (Reference: 94 Carrington Road, 203-209 and 223-227 Bronte Road, Waverley, TIA Report, GTA, 2019). See

https://apps.planningportal.nsw.gov.au/prweb/PRRestService/DocMgmt/v1/PublicDocuments/DATA-WORKATTACH-FILE%20PEC-DPE-EP-WORK%20RR-2020-41!20200912T081841.733%20GMT

Unfortunately, as the counts were only required to assess the number of existing trips being generated, rather than to determine a land use rate, no GFA data was recorded for the bottle shop. Nonetheless, this data gives some indication of the likely trips to be generated by a typical suburban bottle shop.

DVC has previously studied traffic generation at free-standing coffee drive-thru outlets offering two drive-thru service windows. Whilst the detailed survey information is commercially sensitive, the following summary findings are provided. At capacity, the outlet served up to 60 drive-thru customers in an hour, and at no time were there more than four vehicles queueing to be served. The longest time for a customer to be on site, that is queuing time plus serving time, was 11 minutes and 25 seconds.

More typically, demand is much lower, especially where there is less exposure to passing trade. In this situation, only one drive-thru window is proposed and the coffee shop is tucked away off a lane way. At capacity, the outlet is likely to generate no more 40 trips (20 patrons) during the morning peak hour. On average, a customer may queue for about 80 seconds and take about 140 seconds to be served, meaning the whole process takes about 3 minutes and 40 seconds to complete. This level of demand is not expected to give rise to more than three queued vehicles, which can be accommodated on site.

Theoretically, if demand were to significantly exceed 20 patrons per hour then the operator should consider closing the drive-thru for those periods in order to avoid queues extending onto the lane way. A demand of 25 patrons per hour may result in queues reaching six vehicles with two stopped in the lane way. It is worth noting that the vehicle at the end of such a queue would be waiting for over 25 minutes for their cup of coffee. This is more than double the maximum time observed at previous site surveys. Customers are likely to either park up or drive away in such circumstances and therefore queue lengths are likely to be curtailed in practice.

It is generally accepted that the majority of peak hour trips to drive thru coffee facilities are passing traffic.

The 'sit down' element of the coffee shop is not expected to attract as many trips during peak periods, being used more during off-peak times. It is also expected that a larger proportion of 'sit down' clientele will choose to walk or cycle to the premises from the adjacent residential and commercial developments.

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With the bottle shop only generating any significant demand during the PM peak period, and the coffee shop attracting mainly AM peak hour trips, there is likely to be little overlap, resulting in lower overall peak hour trip rates than simply summing the two peak levels. Assuming a maximum of 20 drive thru coffee customers in the AM peak hour, and zero bottle shop trips, plus allowing for say 20 'sit down' customers, this would generate at most, some 80 trips in the peak hour.

Similarly, in the PM peak, likely to occur after the coffee shop has closed, the relevant trips would consist of those from the bottle shop, and based on the GTA counts identified above (74 trips), would not exceed 100 peak hour trips.

Thus, the level of peak hour trip generation is likely to be 10>100, which is only considered to represent a 'moderate impact', and no further technical analysis is therefore required.

#### 4.2 SERVICE VEHICLES

It is not expected that many service vehicle trips will be generated by the development, with only occasional delivery trucks and the weekly refuse collection.

Deliveries will need to be made at off-peak periods, preferably whilst the bottle shop is closed. The largest vehicle needing to visit the site is expected to be an 8.8m Medium Rigid Vehicle (MRV).

As can be seen in the swept path plots in **Appendix B**, the MRV would be able to enter the site via the central access. On exit it would pass through the Bottle Shop drive thru and turn onto the lane way via the southern crossover. The design of the drive thru will need to account for the height and required clearance for the delivery and waste collection design vehicles.

A separate waste management plan has been prepared for this development proposal. Bins would be kept in the enclosure shown on the layout plan.

The second swept path in **Appendix B** shows a small, front loading refuse collection vehicle entering the site through the central access, picking up the bin and manoeuvring within the site before leaving through the southern access.

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# 5. SUSTAINABLE TRANSPORT ACCESS

# 5.1 PEDESTRIANS AND CYCLISTS

Footpaths are provided on three sides of the site, to the north, east and south. There is no footpath along the access road to the west. See **Photo 4**.



Photo 4: Footpaths are provided along three sides of the site.

# 5.2 PUBLIC TRANSPORT

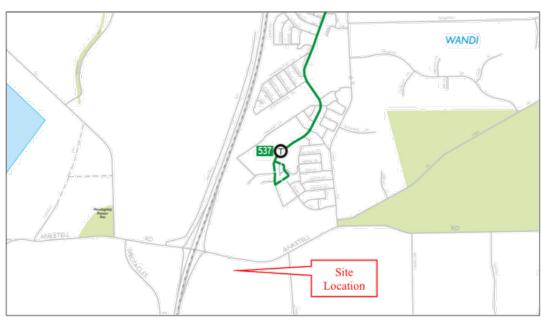


Figure 5.1: Nearest Public Transport facilities.

Source: TransPerth

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There are no public transport services currently within walking distance of the site. The nearest Transperth bus route is 537, which connects to Aubin Grove station via Cordata Avenue. Its nearest point to the site as the crow flies is some 720m almost directly to the north.

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## 6. SUMMARY AND CONCLUSION

#### 6.1 SUMMARY

Desi Brothers Equity Pty Ltd has commissioned Donald Veal Consultants to prepare this Transport Impact Statement report to support a Development Application for a bottle shop and coffee shop located on Lot 219 Anketell Road, Anketell.

The road network adjacent the site consists primarily of Anketell Road to the north, Albina Avenue to the east and Collerson Street to the south. An access laneway bounds the site to the west and provides the only direct access to the site.

The development is part of the Anketell North Local Structure Plan area and will consist of a single storey building incorporating a bottle shop and a coffee shop, both with drive thru facilities. The coffee shop will also have an outdoor seating area.

Parking requirements for the site have been based on the Town of Kwinana Local Planning Scheme No. 2 (LPS2) *Table III - Car Parking Requirements*, for 'Shop' for both areas resulting in a requirement for some 19 bays. The proposed layout plan for the development shows a total of 22 parking bays plus an ACROD bay being provided within the site. This more than adequately meets this requirement. A significant number of patrons, are expected to access the coffee shop on foot or by bicycle from local residences or businesses.

We note the two land uses would generally operate with different opening hours. Whilst a coffee shop is normally at its busiest first thing in the morning, bottle shops do not generally open until 9am at the earliest, with no significant AM peak demand. On the other hand, the majority of coffee shops will close by mid-afternoon with the bottle shop trade increasing through to the evening period. Thus, the peak parking demand for the two businesses typically do not overlap, and the overall requirement for the development will be less than the sum of the two parts.

As access to the coffee shop drive-thru window is tucked away off a lane way, we anticipate the outlet is likely to generate no more 40 trips (20 patrons) during the morning peak hour. On average, a customer for such outlets may queue for about 80 seconds and take about 140 seconds to be served, meaning the whole process takes about 3 minutes and 40 seconds to complete. This level of demand is not expected to give rise to more than three queued vehicles, which can be accommodated on site.

The 'sit down' element of the coffee shop is not expected to attract as many trips during peak periods, being used more during off-peak times. It is also expected that a larger proportion of 'sit down' clientele will choose to walk or cycle to the premises from the adjacent residential and commercial developments.

With the bottle shop only generating any significant demand during the PM peak period, and the coffee shop attracting mainly AM peak hour trips, there is likely to be little overlap, resulting in lower overall peak hour trip rates than simply summing the two peak levels. Assuming a maximum of 20

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Client: Desi Brothers Equity Pty Ltd Project: Lot 219 Anketell Road, TIS



drive thru coffee customers in the AM peak hour, and zero bottle shop trips, plus allowing for say 20 'sit down' customers, this would generate at most, some 80 trips in the peak hour.

Similarly, in the PM peak, likely to occur after the coffee shop has closed, the relevant trips would consist of those from the bottle shop, and based on the GTA counts (74 trips), unlikely to exceed 100 peak hour trips.

Deliveries will need to be made at off-peak periods, preferably whilst the bottle shop is closed. The largest vehicle needing to visit the site is expected to be an 8.8m Medium Rigid Vehicle (MRV).

Footpaths are provided along the three boundary roads, enabling customers to readily access the site on foot or by bicycle. There is no significant public transport provision serving this location.

## 6.2 CONCLUSION

The development is not expected to generate a significant number of peak hour trips, and has sufficient on-site parking and queueing space to meet peak demands for both land uses.

We therefore support the development application in terms of its traffic and road safety impact and recommend its approval.

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Client: Desi Brothers Equity Pty Ltd Project: Lot 219 Anketell Road, TIS



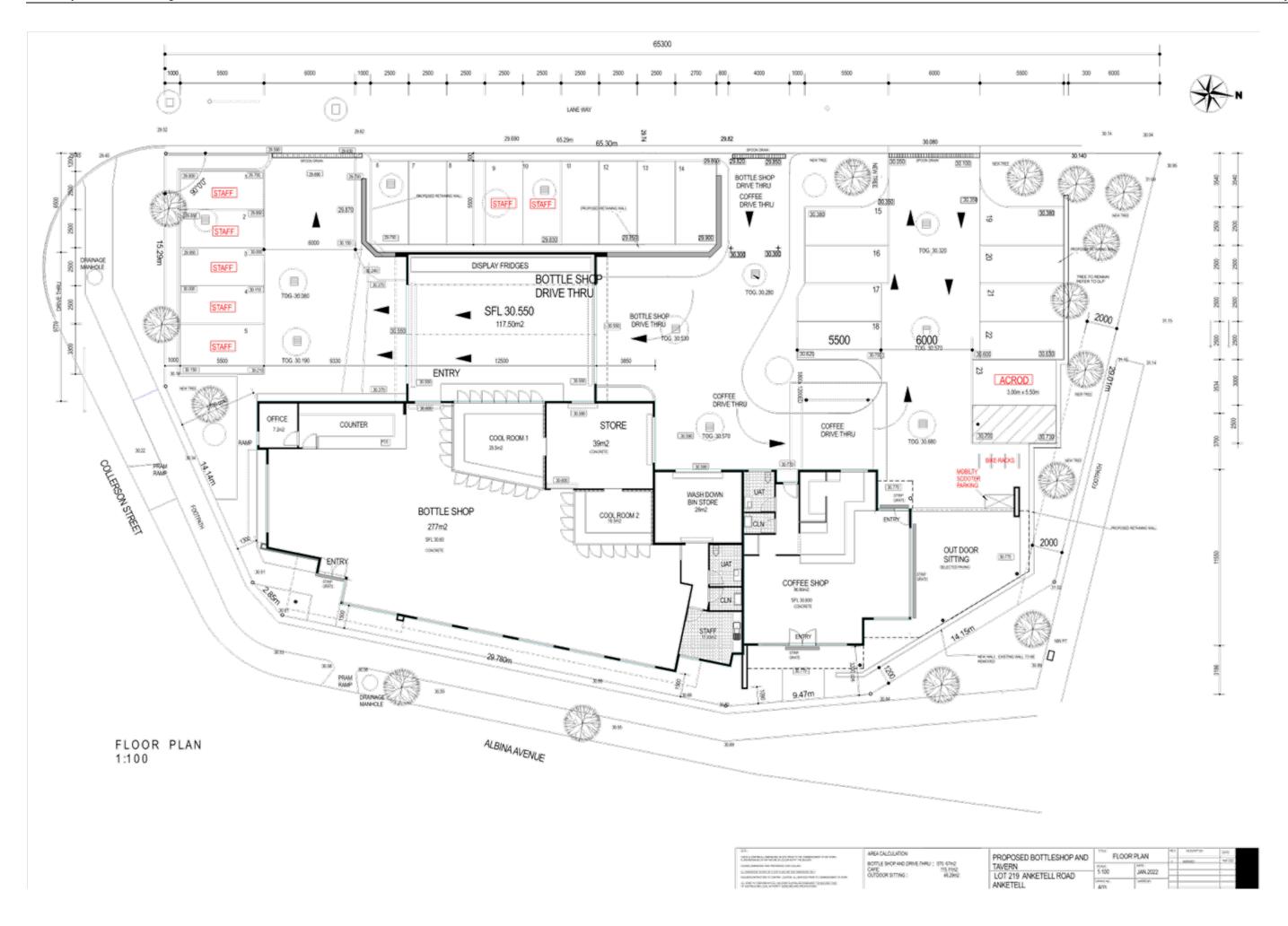
# APPENDIX A: DEVELOPMENT PLANS

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Ordinary Council Meeting



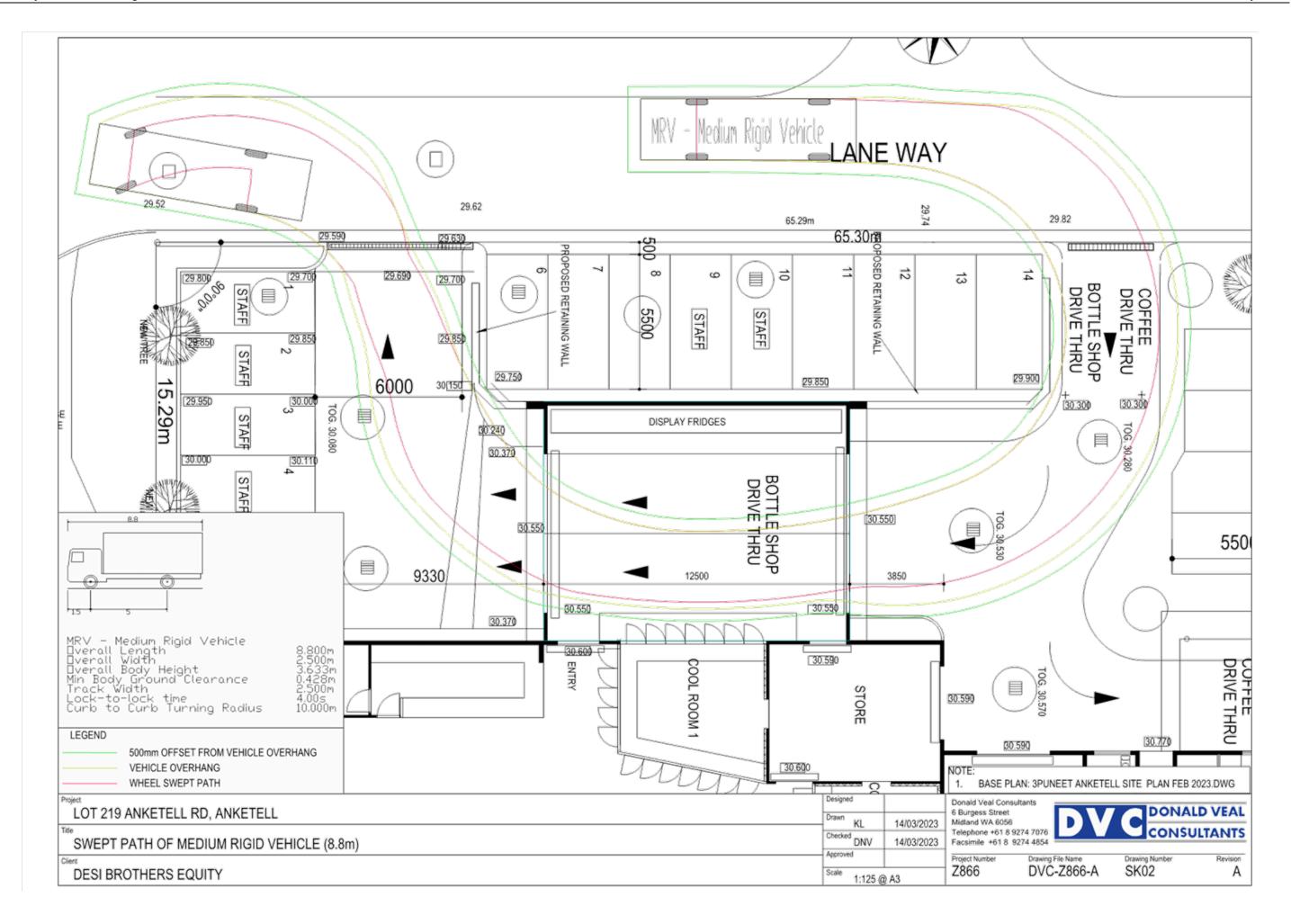
Client: Desi Brothers Equity Pty Ltd Project: Lot 219 Anketell Road, TIS

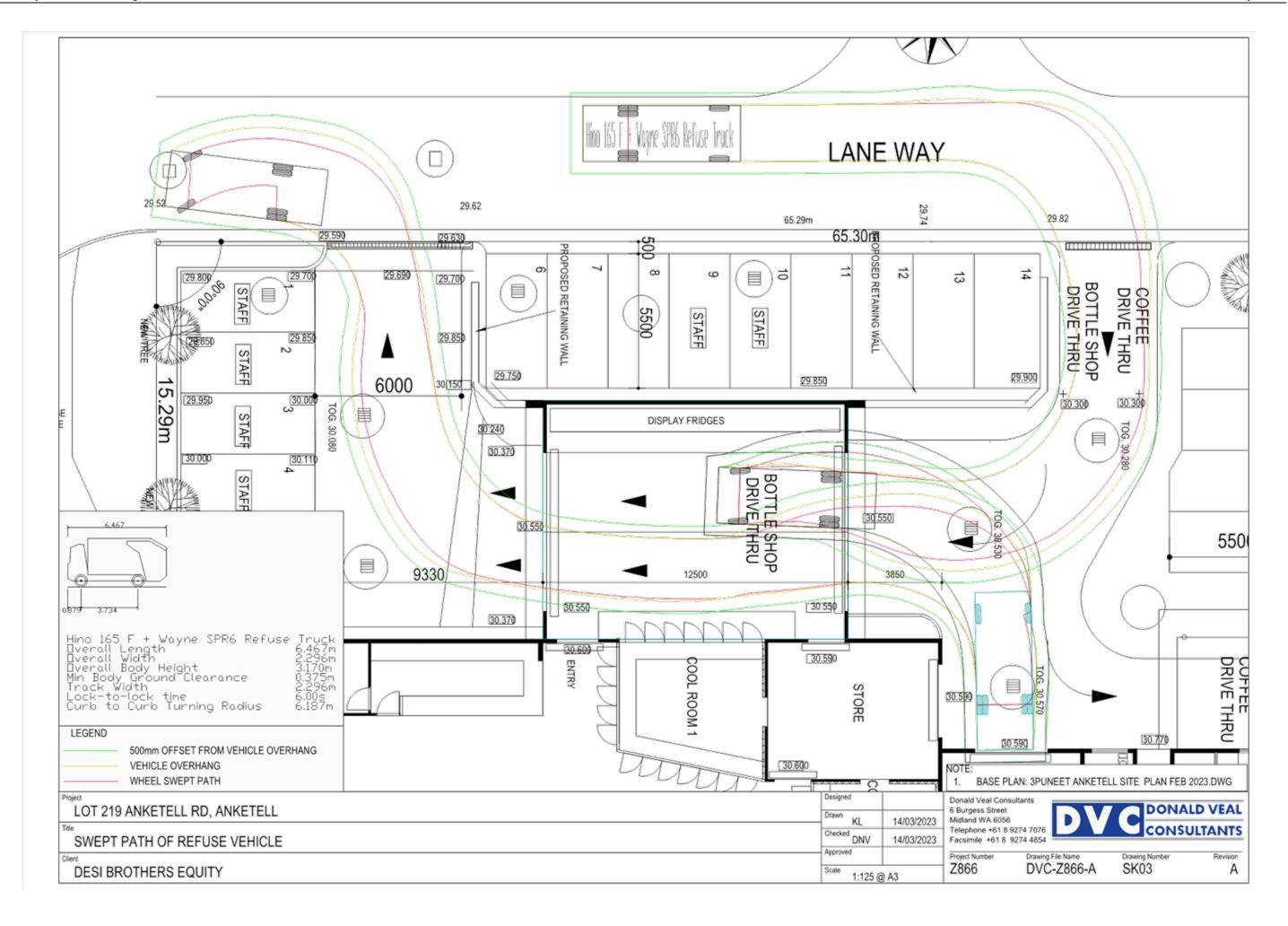
# APPENDIX B: SWEPT PATHS

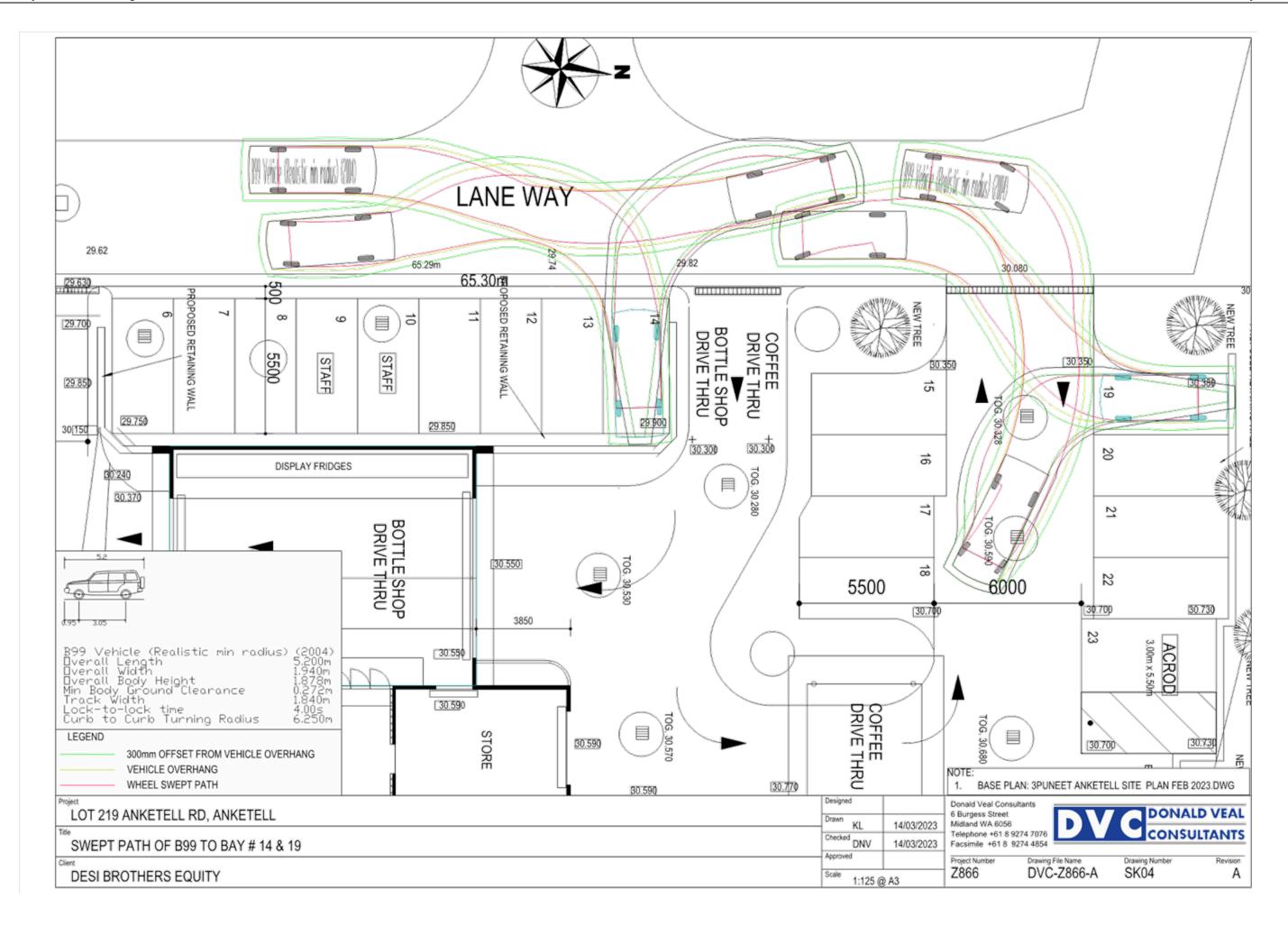
DVC Z866 Anketell Road TIS final Rev1

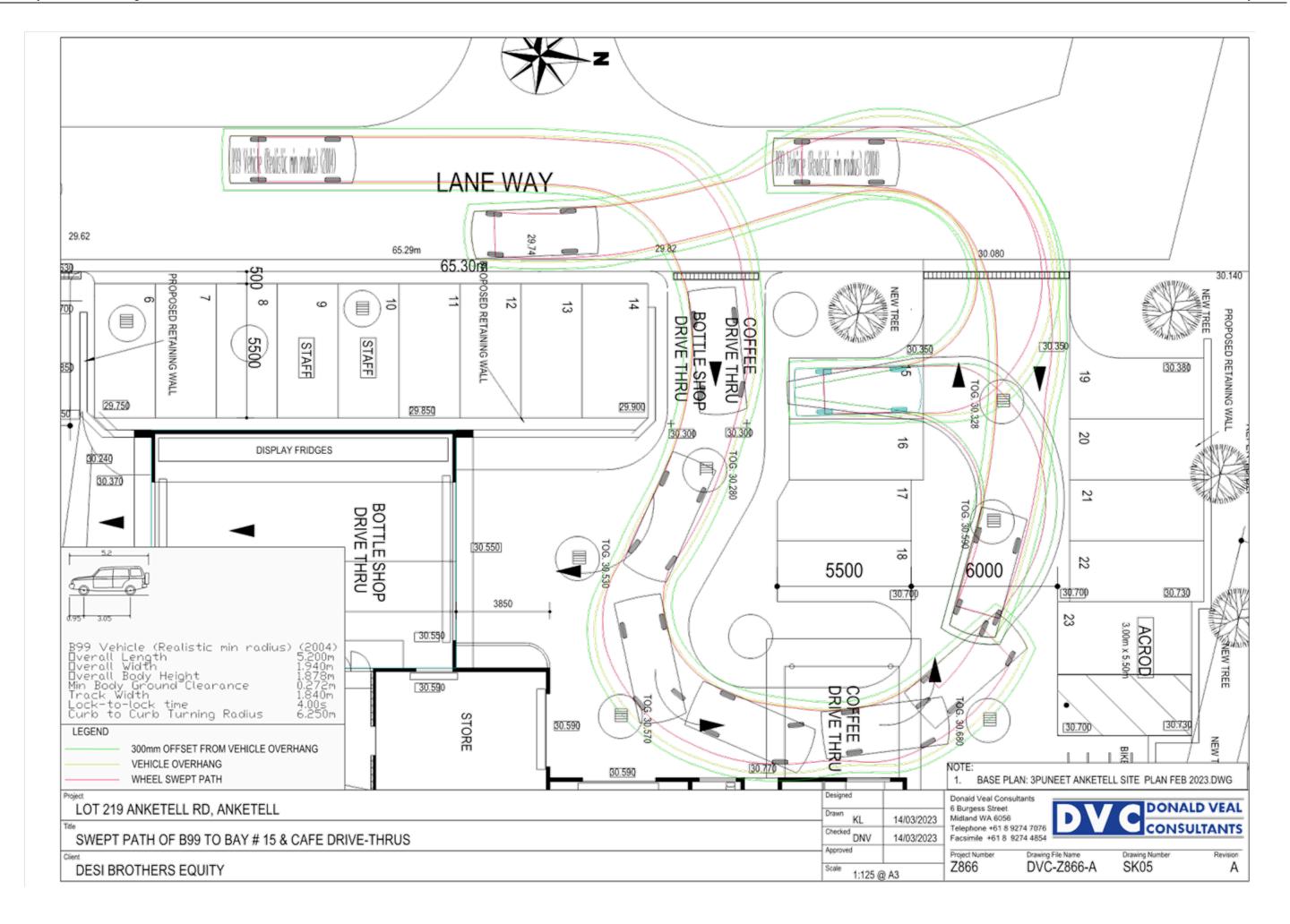
20

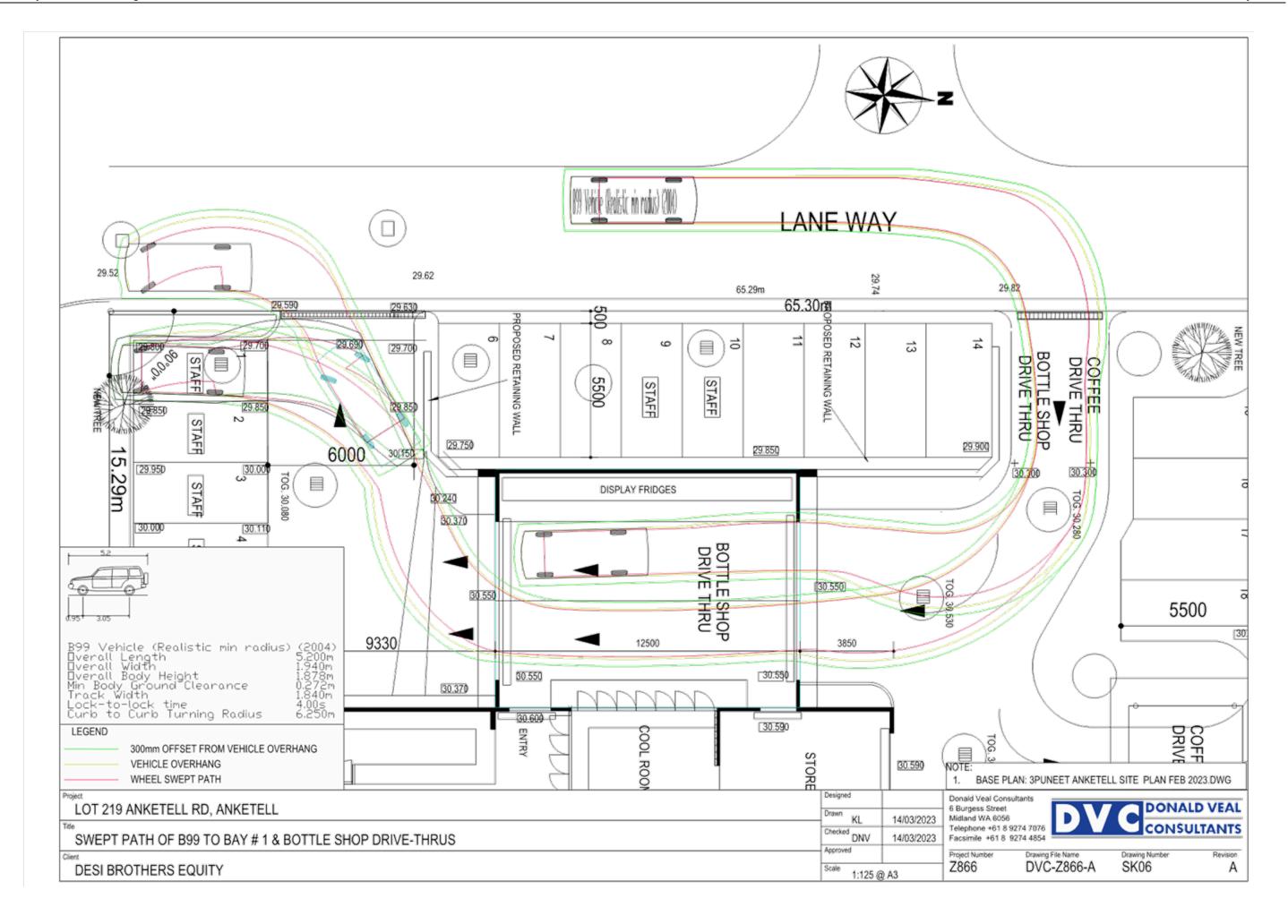
March 2023











# ACOUSTIC (DA) REPORT 2110102 Revision 0

# PROPOSED BOTTLE SHOP AND COFFEE SHOP LOT 219 ANKETELL ROAD ANKETELL WA 6167



PO Box 2124, Malaga WA 6944 <u>ndengine@bigpond.net.au</u> T: (08) 9249 9619 M: 0412 679 431





28 YEARS 1994 - 2022

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#### References

#### Revisions

#### **Author**

### Section

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- Assumptions, Limitations and Exclusions
- Assessment
- Conclusion
- Recommendations

#### Annexes:

- ASSIGNED NOISE LEVELS.
- B. BUILDING DRAWINGS.
- C. COFFEE SHOP.
- F. FUTURE OPERATORS (NB preliminary advice only).
- MA. MECHANICAL SERVICES AIR-CONDTIONING & VENTILATION.
- MR. MECHANICAL SERVICES REFRIGERATION.
- VL. VEHICLE LOADING AREAS.
- VPQ. VEHICLES PARKING & QUEUING.



## REFERENCES:

- A. Environmental Protection Act (Noise) Regulations 1997
- B. EPA Guidance for the Assessment of Environmental Factors Environmental Noise No 8 draft, dated May 2007, page 19 Default Meteorological Conditions (re CONCAWE).
- C. State Planning Policy 5.4 Road and Rail Noise SEP 2019 & SPP 5.4 Implementation Guidelines SEP 2019.
- D. C B A Designs, 4x DA drawings, dated JAN 22.

## **REVISIONS:**

| Revision N°: | Date      | Comment                      | Status  |
|--------------|-----------|------------------------------|---------|
| 0            | 30 SEP 22 | Development Application (DA) | CURRENT |

#### AUTHOR:



## **EXECUTIVE SUMMARY**

- 0.1 ND Engineering's opinion is that the proposed redevelopment can comply with Reference A subject to the 'Assumptions, Limitations and Exclusions' and the implementation of the 'Recommendations'.
- 0.2 The outcomes of the assessments are contained in the annexes.
- 0.3 FUTURE OPERATORS will each require acoustic assessments to be provided at fitout to assess their particular requirements. Preliminary advice has been provided in Annex F. Also some of the recommendation for the mechanical services (Annex MA) and refrigeration (Annex MR) can be utilised.
- 0.4 A second acoustic report shall be undertaken at the time of preparing documentation for Building Permit Application once the proposed details of the development are more fully documented.
- 0.6 Further details are contained in the recommendations in the report including the relevant annexes.

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## INTRODUCTION

- 1.1 This report covers noise emissions from the site that could affect both residential and commercial premises both on the surrounding areas. Typical noise emissions comprise air-conditioning, ventilation equipment, refrigeration equipment and vehicles using the site.
- 1.2 A second acoustic report shall be undertaken at the time of preparing documentation for Building Permit Application once the proposed details of the redevelopment are more fully documented.
- 1.3.1 The site location is near the Western corner of Anketell Road, Albina Avenue and Collerston Street Anketell WA.
- 1.3.2 The nearest noise sensitive premises, for the purposes of this acoustic assessment, are the noise sensitive 'Residential' premises:
- a. On site being Apartment Buildings A (Stage 3) and B (Stage 2); and
- b. To the South across Yirrigan Drive at about 130 metres; and
- c. To the West across Mirrabooka Avenue at about 265 metres; and
- To the North East across Chesterfield Road at about 300 metres.

## **ASSUMPTIONS, LIMITATIONS AND EXCLUSIONS**

- 2.1 The following assumptions, known limitations and conditions are made:
- The proposed building is correctly constructed, and maintained in good ongoing condition, in accordance with the Building Code of Australia and State Regulations, and
- That building components are fabricated and installed in accordance with suppliers and/or manufacturer's requirements; and
- That equipment and plant are installed and operated in accordance with suppliers and/or manufacturers requirements; and
- Reversing beepers on loading dock vehicles is a mandatory work related safety requirement and are therefore excluded from the noise regulations assessment; and
- e. The assessment is limited to the generic mechanical services details as per Annex M; and
- f. The assessment is limited to generic refrigeration equipment details as per Annex R; and
- g. Other assumptions, limitations and exclusions contained within the annexes; and

### **ASSESSMENT**

- 3.1 Please note that where ND Engineering provides advice or expresses an opinion with regards to compliance with all or part of Reference A the Noise Regulations this advice/opinion is always subject to the 'Assumptions, Limitations and Exclusions' and the implementation of the 'Recommendations'.
- 3.2 The assessments are contained within the annexes.

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## CONCLUSION

4. ND Engineering's opinion is that the proposed development can comply with Reference A subject to the 'Assumptions, Limitations and Exclusions' and the implementation of the 'Recommendations' contained within this report including the relevant annexes.

#### RECOMMENDATIONS

- 5.1 The recommendations are:
- a. Contained within the annexes to this report; and
- A second acoustic report be undertaken at the time of preparing documentation for Building Permit Application for each STAGE once the proposed details of the redevelopment are more fully documented.
- 5.2 The recommendations presented in this report are in outline format only and require:
- Detailed final design of components by appropriately experienced persons in accordance with the current relevant editions of Australian Standards, Regulations, Gas Code/s and the NCC/BCA.
- b. Completion of minor details on site by competent and qualified tradesmen and technicians.
- New materials and equipment: shall be installed in accordance with the manufacturer's and/or supplier's instructions; and shall also comply and be installed in accordance with the NCC/BCA.
- d. Installer of materials and/or equipment shall comply with: Regulatory safety requirements. The safety procedures on the relevant Materials Safety Data Sheets (MSDS). The site safety requirements including the wearing of protective clothing such as safety boots, safety glasses, safety goggles and hard hats.
- e. A site inspection to fully determine the extent of the work and the nature of the site.
- f A professional Structural Engineer shall be engaged to provide structural advice on any recommendations that impose additional loads on the building structure.
- g. A Building Designer and/or Builder shall be engaged to arrange for development application, building licence and any documentation and submissions required by the local government authority.

## ANNEXES: A. ASSIGNED NOISE LEVELS.

- B. BUILDING DRAWINGS.
- C. COFFEE SHOP.

  APPENDIX C1 COFFEE SHOP MUSIC

  APPENDIX C2 COFFEE SHOP PATRONS
- F. FUTURE OPERATORS

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## ANNEX A - ASSIGNED NOISE LEVELS

- A1. The nearest noise sensitive premises, for the purposes of this acoustic assessment, are the noise sensitive 'Residential' premises listed below and shown in FIGURE A1:
  - (1) Residence to WEST on North side of Collerson St; and
  - (2) Residence to SOUTH on NE corner of Collerson St & Albina Ave; and
  - (3) Residence to SOUTH East on SW corner of Bonney Rd & Albina Ave.



FIGURE A1 - LOCATION OF RESIDENTIAL NOISE

- A2. The Assigned Noise Level (ANL) in TABLE A2.2 comprises a Base Noise Level (BNL) in TABLE A2.1 and Influencing Factor (IF) in TABLES A1 calculated in order to account for increases over the BNL associated with the local environment associated with roads, commercial and industrial premises. The IF is based on the planning scheme zoning. The assessment of the Assigned Noise Levels are contained in the following tables TABLE A1.1, TABLE A1.2 and TABLE A1.3.
- A3. The Assigned Noise Levels, TABLE A2.2, do not contain any adjustments for special characteristics associated with Tonality, Modulation and Music. The following comments are made about the adjustments:
- a. Tonality is usually applied to machinery including air-conditioning, fans and refrigeration units; and
- b. Modulation is unlikely to be applied at this site; and
- Music requires a mandatory adjustment with an additional adjustment required if the music is impulsive (bass guitars, drums and other percussion instruments).

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| INFLUENCING FACTOR CRITERIA ASSESSMENT |                      |               |                             |                  |                         |
|--|----------------------|---------------|-----------------------------|------------------|-------------------------|
| Item                                   | Criteria             | Value         | Criteria                    | Value            | Totals                  |
| Major Road within the                  |                      |               |                             |                  | 2                       |
| - 100 m radius inner circle            | veh/day > 15000      | 6 dB          |                             | -                |                         |
| 450 m radius outer circle              |                      | 2 dB          | -                           | -                | (Transpor               |
| Secondary (Minor) Road                 | within the           |               |                             |                  | Factor ≤ 6              |
| - 100 m radius inner circle            |                      | 2 dB          | Anketell Rd                 | 2                |                         |
| Гуре A 'Industrial and Ut              | ility premises' with |               |                             |                  | 1.8                     |
| - 100 m radius inner circle            |                      | ≤ 10          | 0 %                         | 0                |                         |
| 450 m radius outer circle              | 1/10 x Area%         | <u>≤</u> 10   | 0 %                         | 0                | ( ≤ 30 )                |
| Type B 'Commercial prer                |                      |               |                             |                  |                         |
| 100 m radius inner circle              |                      | <u>&lt;</u> 5 | 29.8 %                      | 1.5              |                         |
| 450 m radius outer circle              | 1/20 x Area%         | <u>≤</u> 5    | 6.0 %                       | 0.3              |                         |
|  |                      |               | INFLUENCING                 | FACTO            | R = 4 dB(A<br>rounded u |
|  |                      | 11            | LEG:                        | ND               |                         |
|  |                      |               | STRUCTURE PLAN BOUNDARY     |                  | Ĭ.                      |
|  |                      | 1             | ① LOCAL SCHEME RESERVES     |                  |                         |
|  | W                    |               | PARKS, RECREATION AND DRAF  | BMS              |                         |
|  |                      |               | COMMUNITY FACILITY          |                  |                         |
|  |                      | 165           | EDUCATIONAL / INSTITUTIONAL | (PRIMARY SCHOOL) |                         |
|  |                      |               | ZONES                       |                  |                         |
| HIA                                    |                      |               | RESIDENTIAL - R10           |                  |                         |
|  |                      |               | RESIDENTIAL - R25           |                  |                         |

PARKS. RECREADER AND DOPONCE.

PORTOR PROPOSES

COMMANDY FACURY

RECRECIONAL - PRETITIONAL OPENANY SCHOOL.

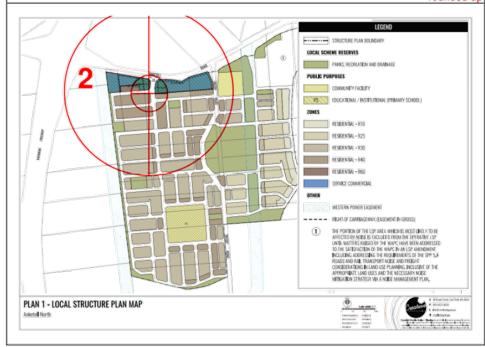
RESIDENTIAL - PROD

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| NFLUENCING FACTOR C         | RITERIA              |        | ASSESSMENT  |       |                   |
|-----------------------------|----------------------|--------|-------------|-------|-------------------|
| Item                        | Criteria             | Value  | Criteria    | Value | Totals            |
| Major Road within the       |                      |        |             |       | 2                 |
| - 100 m radius inner circle | veh/day > 15000      | 6 dB   | -           |       | ]                 |
| - 450 m radius outer circle |                      | 2 dB   | -           | -     | (Transpor         |
| Secondary (Minor) Road      |                      | 0 4D   | Anketell Rd |       | Factor <u>≤</u> 6 |
|                             |                      |        | Anketeli Ru |       |                   |
| Type A 'Industrial and Ut   | ility premises' with | in the |             |       | 1.6               |
| - 100 m radius inner circle | 1/10 x Area%         | ≤ 10   | 0 %         | 0     | ]                 |
| - 450 m radius outer circle | 1/10 x Area%         | ≤ 10   | 0 %         | 0     | (≤30)             |
| Type B 'Commercial pre      | mises' within the    |        |             |       |                   |
|                             | 1/20 x Area%         | < 5    | 25.3 %      | 1.3   | 1                 |
| - 100 m radius inner circle | 1/20 X Alea 70       |        | 20.0 /0     | 1.0   | 1                 |

# INFLUENCING FACTOR = 4 dB(A) rounded up

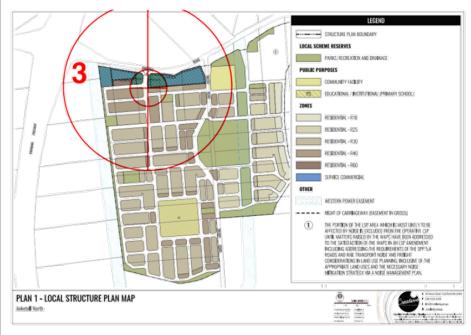


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| NFLUENCING FACTOR C                                 | RITERIA            |             | ASSESSMENT  |       |                   |
|---|--------------------|-------------|-------------|-------|-------------------|
| Item  | Criteria           | Value       | Criteria    | Value | Totals            |
| Major Road within the                               |                    |             |             |       | 2                 |
| - 100 m radius inner circle                         | veh/day > 15000    | 6 dB        | -           | 6     | ]                 |
| 450 m radius outer circle                           |                    | 2 dB        | -           | -     | (Transpor         |
| Secondary (Minor) Road within the                   |                    |             |             |       | Factor <u>≤</u> 6 |
| - 100 m radius inner circle                         | 15k > veh/day > 6k | 2 dB        | Anketell Rd | 2     |                   |
| Type A 'Industrial and Utility premises' within the |                    |             |             |       | 1.8               |
| - 100 m radius inner circle                         | 1/10 x Area%       | <u>≤</u> 10 | 0 %         | 0     | ]                 |
| - 450 m radius outer circle                         | 1/10 x Area%       | ≤ 10        | 0 %         | 0     | (≤30)             |
| Type B 'Commercial premises' within the             |                    |             |             |       |                   |
| - 100 m radius inner circle                         | 1/20 x Area%       | ≤ 5         | 30.4%       | 1.5   | ]                 |
| - 450 m radius outer circle                         | 1/20 x Area%       | < 5         | 6.0 %       | 0.3   | 1                 |
|   |                    |             | INFLUENCING | FACTO | R = 4 dB(A        |



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| NOISE<br>SENSITIVE          |           | TIME OF DAY                           | BASE NOISE LEVELS dB(A) |                 |                   |
|-----------------------------|-----------|---------------------------------------|-------------------------|-----------------|-------------------|
| PREMISES at locations       |           |                                       | L <sub>A10</sub>        | L <sub>A1</sub> | L <sub>Amax</sub> |
| within 15 m of a building   | Day       | 0700-1900 hrs Monday to Saturday      | 45 + IF                 | 55 + IF         | 65 + IF           |
| directly<br>associated      |           | 0900-1900 hrs Sunday, Public holidays | 40 + IF                 | 50 + IF         |                   |
| with a noise sensitive use. | Evenings  | 1900-2200 hrs all days                |                         |                 | 55 + IF           |
|                             | Night     | 2200-0700 hrs Monday to Saturday      | 35 + IF                 | 45 + IF         |                   |
|                             |           | 2200-0900 hrs Sunday, Public holidays |                         |                 |                   |
| Commercial<br>Premises      | All Hours |                                       | 60                      | 75              | 80                |

## TABLE A2.2 – ASSIGNED NOISE LEVELS (ANL) (ANL = BNL+ IF) (IF = 4)

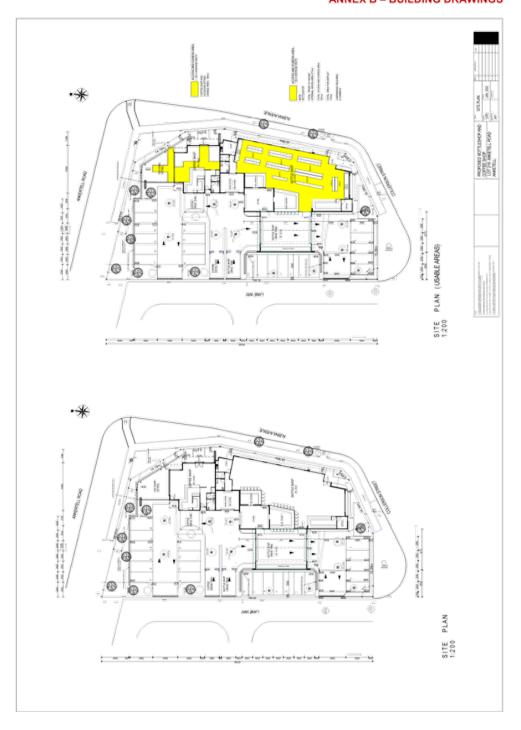
- (1) RESIDENCE to the WEST on the North side of Collerson St
- (2) RESIDENCE to the SOUTH on the NE corner of Collerson St & Albina Ave
- (3) RESIDENCE to the SOUTH East on the SW corner of Bonney Rd & Albina Ave

| NOISE<br>SENSITIVE                     |           | TIME OF DAY                           | ASSIGNED NOISE LEVELS dB(A) |                 |                   |
|--|-----------|---------------------------------------|-----------------------------|-----------------|-------------------|
| PREMISES at locations                  |           |                                       | L <sub>A10</sub>            | L <sub>A1</sub> | L <sub>Amax</sub> |
| within 15 m of<br>a building           | Day       | 0700-1900 hrs Monday to Saturday      | 49                          | 59              | 69                |
| directly<br>associated<br>with a noise |           | 0900-1900 hrs Sunday, Public holidays | 44                          | 54              |                   |
| sensitive use.                         | Evenings  | 1900-2200 hrs all days                |                             |                 | 59                |
|  | Night     | 2200-0700 hrs Monday to Saturday      | 39                          | 49              |                   |
|  |           | 2200-0900 hrs Sunday, Public holidays |                             |                 |                   |
| Commercial<br>Premises                 | All Hours |                                       | 60                          | 75              | 80                |

**End Annex A** 

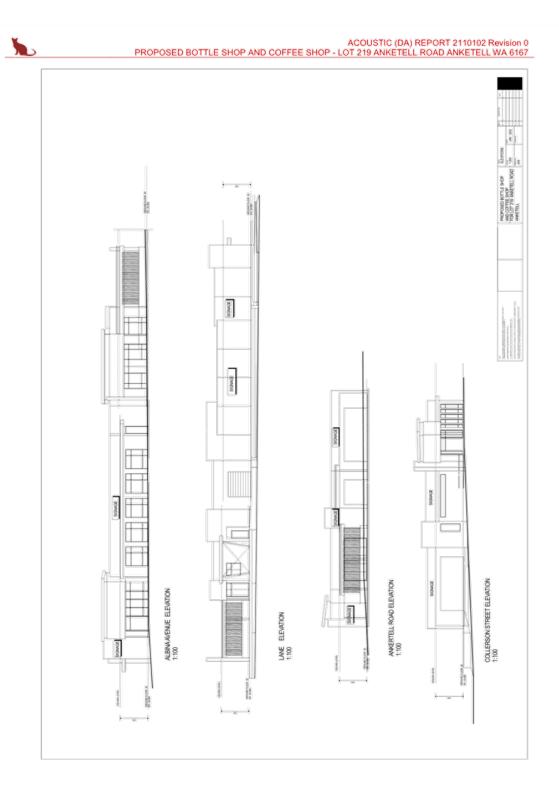


## ANNEX B - BUILDING DRAWINGS



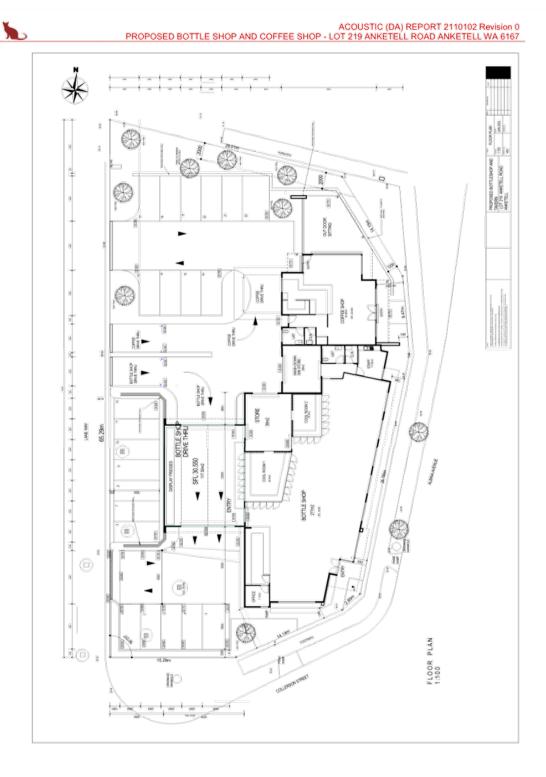
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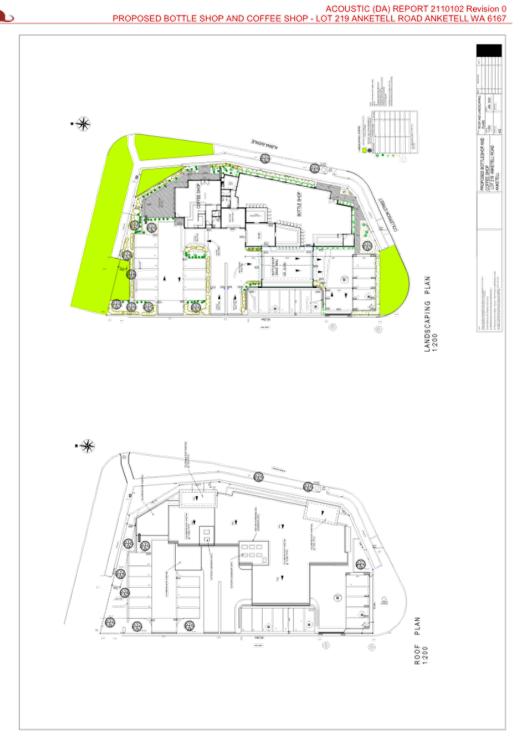


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End Annex B

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## ANNEX C - COFFEE SHOP

- C1. This part of the assessment deals with the Coffee Shop noise emissions comprising music and people talking.
- C2. The issues assessed are primarily associated with music and patron noise exiting to ambient via the West and East entry doors and the outdoor seating area.
- C3. The music noise within the Coffee Shop and Outdoor Sitting is assumed to be set at 70 dB(A) at all locations by means of either:
- a. Manual calibration of the sound system; or
- b. An inhouse calibrated sound system coupled with a sound system power cut out noise monitoring system (Technology, Sound & Vision CSM-N2).
- C4. The noise modelling outcomes are contained in:
- a. Appendix C1 COFFEE CHOP MUSIC; and
- Appendix C2 COFFEE SHOP PATRONS.
- C5. A second acoustic report shall be undertaken at the time of preparing documentation for Building Permit Application once the proposed details of the redevelopment are more fully documented.

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## APPENDIX C1 - COFFEE SHOP MUSIC

- AC1.1 This part of the assessment deals with the coffee shop MUSIC emanating from the two West/East entry doors and the outdoor sitting. Noise emissions from these areas comprises that due to music and people talking. The music is set at 70 dB(A) due to the need for people to converse without raising their voices.
- AC1.2 Essentially the noise modelling shows that with the external doors open, and after the application of non-impulsive music penalties as required by Reference A (Noise Regulations) that compliance is not achievable with the Noise Regulations during the night times which also includes up to 9am on Sunday and Public Holidays.
- AC1.3 Therefore the two external West/East doors are required to be kept closed during the playing of music prior to 9am and after 10pm unless music is played at a lower level than what was modelled, and onsite testing is conducted and an inhouse sound system is provided, calibrated and secured.

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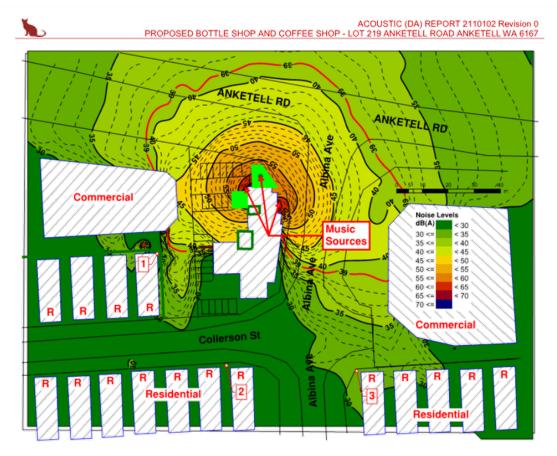


FIGURE AC1.1 – NOISE LEVELS LA10 dB(A)

DAY Monday to Saturday 7am to 7pm

ANL 49 dB(A), contour 39 dB(A) with 10 dB(A) non- impulsive music adjustment

## Notes:

- North top of page;
- Concawe conditions adopted;
- Noise contours 1.4m above ground level;
- d. All doors assumed to be open.
- e. Patronage: Indoors 44 persons with 22 talking; and Outdoors 32 persons with 16 talking.

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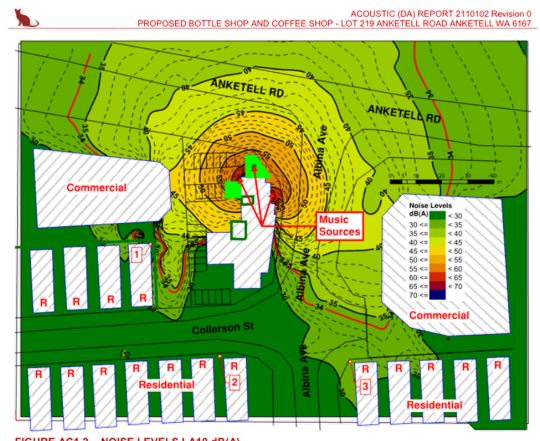


FIGURE AC1.2 - NOISE LEVELS LA10 dB(A)

DAY Sunday & Public Holidays 9am to 7pm EVENINGS: All Days 7pm to 10pm

ANL 44 dB(A), contour 34 dB(A) with 10 dB(A) non-impulsive music adjustment

## Notes:

- North top of page;
- b. Concawe conditions adopted;
- c. Noise contours 1.4m above ground level;
- All doors assumed to be open.
- e. Patronage: Indoors 44 persons with 22 talking; and Outdoors 32 persons with 16 talking.

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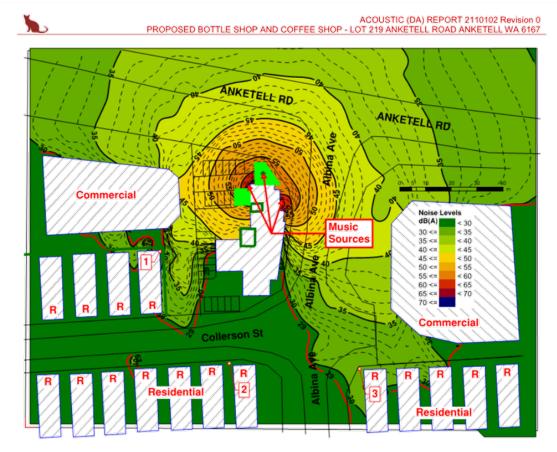


FIGURE AC1.3.1 – NOISE LEVELS LA10 dB(A) with West/East DOORS OPEN
NIGHT: Monday to Saturday 10pm to 7am.
Sunday & Public Holidays 10pm to 9am.
ANL 39 dB(A), contour 29 dB(A) inclusive of 10 dB(A) music adjustment

## Notes:

- North top of page;
- Concawe conditions adopted;
- c. Noise contours 1.4m above ground level;
- d. All doors assumed to be open.
- e. Patronage: Indoors 44 persons with 22 talking; and Outdoors 32 persons with 16 talking.

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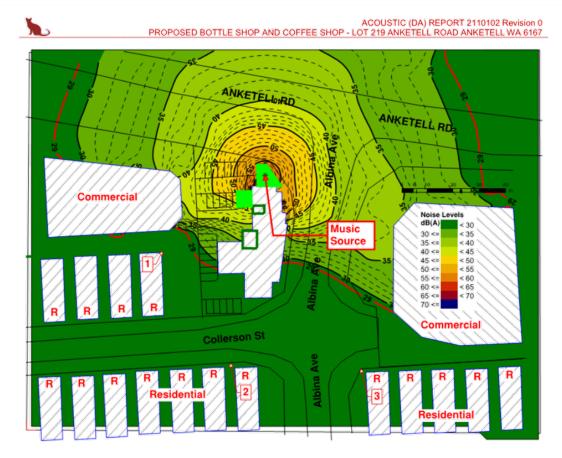


FIGURE AC1.3.2 – NOISE LEVELS LA10 dB(A) with West/East DOORS CLOSED

NIGHT: Monday to Saturday 10pm to 7am;

Sunday & Public Holidays 10pm to 9am

ANL 39 dB(A), contour 29 dB(A) inclusive of 10 dB(A) music adjustment

## Notes:

- North top of page;
- Concawe conditions adopted;
- c. Noise contours 1.4m above ground level;
- d. All doors assumed to be open.
- e. Patronage: Indoors 44 persons with 22 talking; and Outdoors 32 persons with 16 talking.

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## APPENDIX C2 – COFFEE SHOP PATRONS

AC1.1 This part of the assessment deals with the coffee shop patrons voices emanating from the two West/East entry doors and the outdoor sitting. Noise emissions from these areas comprises that due to people talking only.

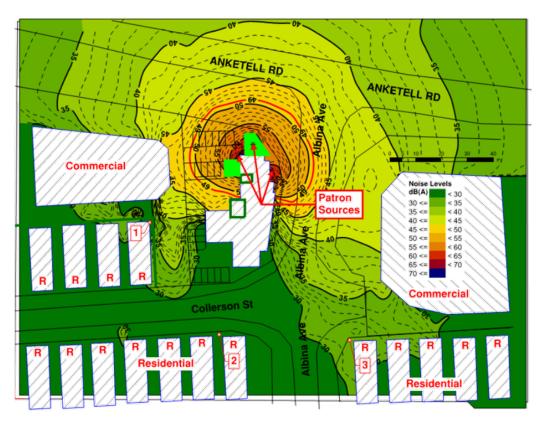


FIGURE AC2.1 – NOISE LEVELS LA10 dB(A)
DAY Monday to Saturday 7am to 7pm
ANL 49 dB(A), contour 49 dB(A)

## Notes:

- a. North top of page;
- b. Concawe conditions adopted;
- c. Noise contours 1.4m above ground level;
- All doors assumed to be open.
- e. Patronage: Indoors 44 persons with 22 talking; and Outdoors 32 persons with 16 talking.

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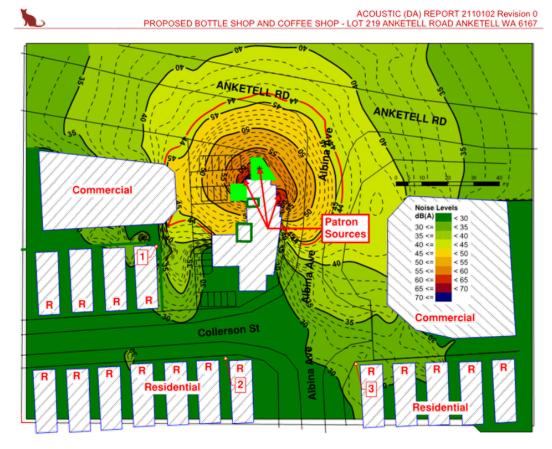


FIGURE AC2.2 - NOISE LEVELS LA10 dB(A)

DAY Sunday & Public Holidays EVENINGS All Days ANL 44 dB(A), contour 44 dB(A) 9am to 7pm. 7pm to 10pm.

## Notes:

- a. North top of page;
- Concawe conditions adopted;
- c. Noise contours 1.4m above ground level;
- d. All doors assumed to be open.
- e. Patronage: Indoors 44 persons with 22 talking; and Outdoors 32 persons with 16 talking.

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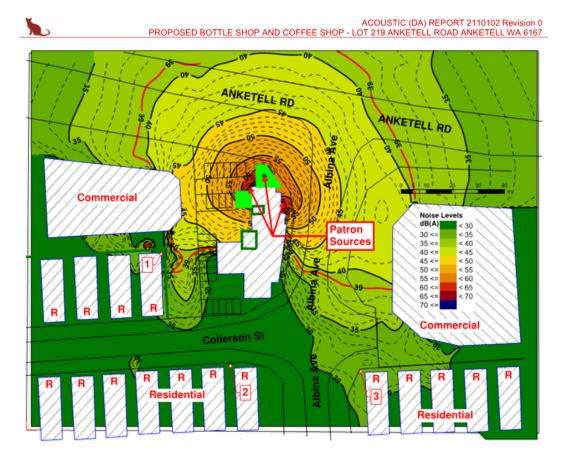


FIGURE AC2.3 - NOISE LEVELS LA10 dB(A)

NIGHT: Monday to Saturday Sunday & Public Holidays

ANL 39 dB(A), contour 39 dB(A)

10pm to 7am. 10pm to 9am.

Notes:

- a. North top of page;
- b. Concawe conditions adopted;
- c. Noise contours 1.4m above ground level;
- d. All doors assumed to be open.
- e. Patronage: Indoors 44 persons with 22 talking; and Outdoors 32 persons with 16 talking.
- f. Early morning trade prior to 9am on Sunday and Public Holidays is of interest.

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#### **ANNEX F - FUTURE OPERATORS**

- F1.1 The assessments contained in this report are also intended to be applied to future operators.
- F1.2 All future operators will require their own acoustic assessment to be done as part of their fitout and future operators will also need a Noise Management Plan.
- F1.3 Future operators include the following:
  - Derive Through Bottle Shop;
  - Coffee Shop;
- F2.1 The following preliminary advice is provided:
- Air-conditioning & Ventilation systems refer to this report including ANNEX M MECHANICAL SERVICES and:
  - (1) Any mechanical services if they cannot be placed on the central platforms or designated areas, such as fans, they shall be positioned as far away as possible from the perimeter parapet walls with a low profile (minimal height) fan; and
  - (2) Kitchen exhaust fans will need to be vertical discharge, low fan speed below 960 RPM, have two speed operation with fans located on the roof; and
  - (3) Sound power levels have currently been set a 70 dB(A) for Air-Conditioning units for the purposes of noise modelling with indicative noise contours are contained in Annex M – Mechanical Services.
- b. Refrigeration systems refer to this report including ANNEX R REFRIGERATION and:
  - (1) Refrigeration equipment will need to be low noise type suitable for use in a residential environment, vertical condenser fan discharge, variable speed condenser fans' head pressure controlling all condenser fans simultaneously, reciprocating compressors are not permitted, compressors shall be rotary type but not piston type;
- Alfresco areas will require a Noise Management Plan to include addressing music and patron behaviour in particular for usage as permitted by the Local Government Authority and/or Liquor Licencing; and
- d. Use of the Loading Areas shall comply with ANNEX L LOADING AREAS.

End of Annex F

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#### ANNEX MA - MECHANICAL SERVICES AIR-CONDTIONING & VENTILATION

- MA1. The assessment is carried out in the following figures:
- a. TABLE MA1.1 GENERIC MECHANICAL SERVICES AIR-CONDTIONING EQUIPMENT DATA.
- b. TABLE MA1.2 GENERIC MECHANICAL SERVICES VENTILATION EQUIPMENT DATA.
- MA2. ND Engineering's opinion is that the generic mechanical services currently assessed comply with the Reference A the Noise Regulations at all times subject to 'Assumptions, Limitations and Exclusions' and 'Recommendations':
- MA3. The following MECHANICAL SERVICES recommendations are made:
- a. Central platforms shall be provided with an acoustic wall, typically constructed from cool room panels, with the top of the walls to be 300 mm higher than the tallest piece of mechanical equipment, with a minimum height of 1600 mm, so that there is no direct line of sight to the roof top mounted equipment from any of the noise sensitive premises (residences) to the equipment; and
- All roof top condenser fans for air conditioning equipment shall be continuously modulating variable speed drive or inverter drive; and.
- c. Two step speed or Multi step speed or On/Off condenser fan speed control is not permitted; and
- All roof top air conditioning equipment shall be resiliently mounted to minimise the transmission of noise and vibration into the supporting roof structure; and
- All roof top ventilation fans be either variable speed drive or two step speed or multi step speed all
  under thermostatic or timer control or manual control; and
- f. Single speed On/Off ventilation fans' speed control is not permitted; and
- g. Sound Power Levels shall not exceed that contained in Table MA1.1 and MA1.2; and
- A second acoustic report shall be undertaken at the time of preparing documentation for Building Permit Application once the proposed details of the redevelopment are more fully documented.
- MA4. The mechanical services data, based on a generic design, and associated comments are contained in following tables MA1.1 Air-conditioning and MA1.2 Ventilation.

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| DESCRIPTION  | MECHANICAL SERVICES <u>AIR-CONDTIONING</u> EQUIPMENT DATA  COMMENTS   |
|--|---|
| All exhaust fans                                       | Exact details unknown at Development Application Stage with details to be fully developed at Building Permit Application Stage.  ND Engineering recommends that a second acoustic report be undertaken at the time of Building Permit Application once the proposed details of the development are more fully documented. |
| Liquor Store - 277 m <sup>2</sup><br>Excludes driveway | 6x 14 kW horizontal discharge AC units Sound Power Level (Lw or SWL) 70 dB(A) each. All located within a roof mounted solid acoustic screened enclosure with 1600mm high walls located over the Store.  |
| Coffee Shop - 90 m <sup>2</sup>                        | 2x 14 kW horizontal discharge AC units Lw or SWL 70 dB(A) each. All located within a roof mounted solid acoustic screened enclosure located over the UAT/Cleaners/corridor.   |

| TABLE MA1.2 – GENERIC MECHANICAL SERVICES <u>VENTILATION</u> EQUIPMENT DATA  |  |  |  |  |
|--|--|--|--|--|
| DESCRIPTION  | COMMENTS   |  |  |  |
| All exhaust fans   | Exact details unknown at Development Application Stage with details to be fully developed at Building Permit Application Stage.  ND Engineering recommends that a second acoustic report be undertaken at the time of Building Permit Application once the proposed details of the development are more fully documented.  |  |  |  |
| Minor Exhaust Fans:  UATs x2 fans ~ 75 /s each Cleaners x2 fans ~ 25 l/s each Staff kitchenette x1 fan ~ 50 l/s Washdown Bin Store ~ 130 l/s | Minor exhaust fans are expected to be low risk fans exhausting via the roof with either:  - Ceiling fans ducted to roof mounted china hat cowls; and/or - Ducted inline fans located within the roof space; and/or - Ducted roof mounted fans with fan speeds below 960 RPM.   |  |  |  |
| Major Exhaust Fans:  Coffee Shop Kitchen x1 fan ~ exhaust air quantity needs to be assessed as per AS 1668.2 for a commercial canopy         | Major exhaust fans are higher risk and would require a separate assessment but essentially would require fans to be located below parapet wall height within an enclosure, multi or variable speed operation, fan speeds 6 pole ~960 rpm or lower.  All located within a roof mounted solid acoustic screened enclosure with 1600mm high walls located over either the UAT/Cleaners/corridor or Liquor Shop Store. |  |  |  |

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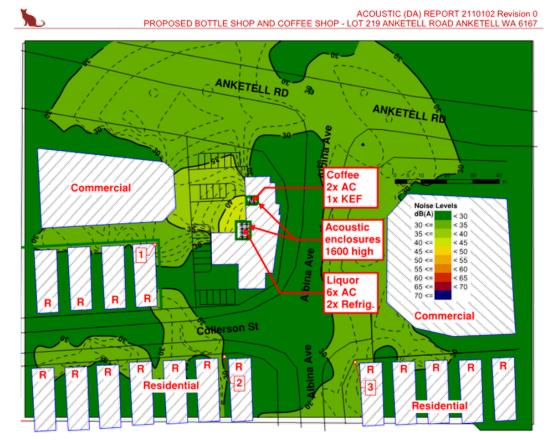


FIGURE MA1.1 – NOISE LEVELS LA10 dB(A)

DAY Monday to Saturday 7am to 7pm.

ANL 49 dB(A), contour 44 dB(A) inclusive of 5 dB(A) tonality adjustment.

# Notes:

- a. North top of page;
- b. Concawe conditions adopted;
- c. Noise contours 1.4m above ground level;
- d. Equipment operated at rated conditions;
- Acoustic enclosures on all four sides 1600mm high constructed from minimum 50mm thick cool room panels. Provide plug door access with 4x SS sash clamps.

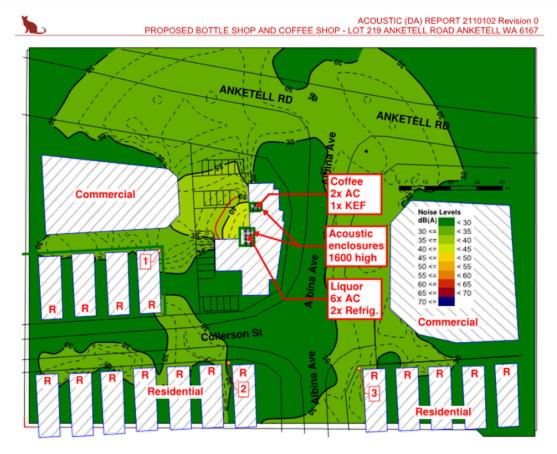


FIGURE MA1.2 - NOISE LEVELS LA10 dB(A)

DAY Sunday & Public Holidays 9am to 7pm EVENINGS 7pm to 10pm

ANL 44 dB(A), contour 39 dB(A) inclusive of 5 dB(A) tonality adjustment

#### Notes:

- North top of page;
- b. Concawe conditions adopted;
- c. Noise contours 1.4m above ground level;
- d. Equipment operated at rated conditions;
- Acoustic enclosures on all four sides 1600mm high constructed from minimum 50mm thick cool room panels. Provide plug door access with 4x SS sash clamps.

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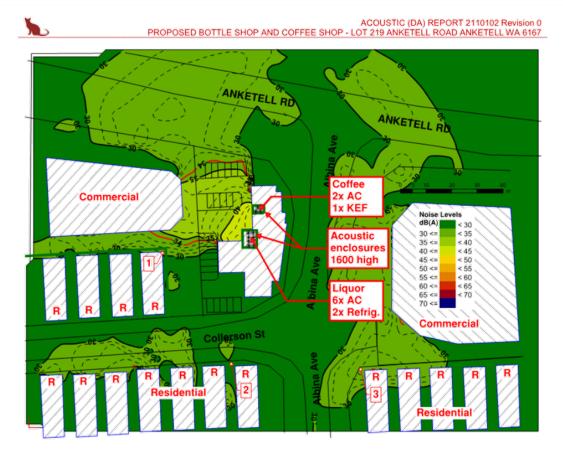


FIGURE MA1.3.1 - NOISE LEVELS LA10 dB(A) with West/East DOORS OPEN

NIGHT: Monday to Saturday 10pm to 7am. Sunday & Public Holidays 10pm to 9am.

ANL 39 dB(A), contour 34 dB(A) inclusive of 5 dB(A) tonality adjustment.

#### Notes:

- a. North top of page;
- b. Concawe conditions adopted;
- Noise contours 1.4m above ground level;
- d. Equipment operated at rated conditions but can be operating 15 dB(A) lower than contour 34 dB(A).;
- Acoustic enclosures on all four sides 1600mm high constructed from minimum 50mm thick cool room panels. Provide plug door access with 4x SS sash clamps.

End of Annex MA

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#### **ANNEX MR - MECHANICAL SERVICES REFRIGERATION**

- MR1. The assessment is carried out in the following figures:
- a. TABLE MR1 GENERIC REFRIGERATION EQUIPMENT DATA.
- MR2. ND Engineering's opinion is that the generic refrigeration services currently assessed comply with the Reference A the Noise Regulations at all times subject to 'Assumptions, Limitations and Exclusions' and 'Recommendations':
- MR3. The following REFRIGERATION EQUPMENT recommendations are made:
- The refrigeration services, collocated with the mechanical air-conditioning & ventilation services, shall be located on nominally central platforms over the tavern and liquor store drive through; and
- b. The platforms shall each be provided with an acoustic wall, typically constructed from cool room panels, with the top of the walls to be 300 mm higher than the tallest piece of mechanical equipment, with a minimum height of 1800 mm, so that there is no direct line of sight to the roof top mounted equipment from any of the noise sensitive premises (residences) to the equipment; and
- c. Two step speed or Multi step speed or On/Off condenser fan speed control is not permitted; and
- Provide head pressure controls to all condenser fans so that all fans on each condenser set operate simultaneously (in unison) via a variable speed drive;
- All roof top refrigeration equipment shall be resiliently mounted to minimise the transmission of noise and vibration into the supporting roof structure; and
- e. Sound Power Levels shall not exceed that contained in Table MR1; and
- Refrigeration compressors shall be of a variable speed rotary type. Reciprocating refrigeration compressors are not acceptable; and
- g. A second acoustic report shall be undertaken at the time of preparing documentation for Building Permit Application once the proposed details of the redevelopment are more fully documented.
- MR4. The refrigeration equipment data, based on a generic design, and associated comments are contained in Table MR1.
- MR5. The refrigeration equipment platform section preliminary details are contained in Annex M Mechanical Services.
- MR6. The outcomes of the noise modelling assessment are shown in this annex.

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| DESCRIPTION                         | COMMENT   |
|-------------------------------------|---|
| All refrigeration systems           | Exact details unknown at Development Application Stage with details to be fully developed at Building Permit Application Stage.   |
|                                     | ND Engineering recommends that a second acoustic report be undertaken at the time of Building Permit Application once the proposed details of the development are more fully documented.  |
| Coffee Shop<br>Refrigeration Units  | Refrigeration units are expected to collocated with dispay cabinets such as under bench type or fridge top.   |
| Liquor Store<br>Refrigeration Units | The radiated Sound Pressure Level (SPL or Lp), and equivalent Sound Power Level (SWL or Lw), of each of these equipment's is as follows:-   |
|                                     | Refrigeration compressor rack;<br>SPL = 59 dB(A) at 3 meters;<br>SWL = 76.5 dB(A).  |
|                                     | The compressor rack is typically tailor made equipment. The compressor rack includes a double insulated enclosure which is specifically designed for application and has been installed in many stores the roof or machine rooms. |
|                                     | Refrigeration condenser with variable fan speed control condenser; SPL = 56 dB(A) @ 3 meter; SWL = 73.5 dB(A).  |
|                                     | Refrigeration switchboards;<br>SPL = Nil dB(A) @ 3 meter;<br>SWL = Nil dB(A).   |

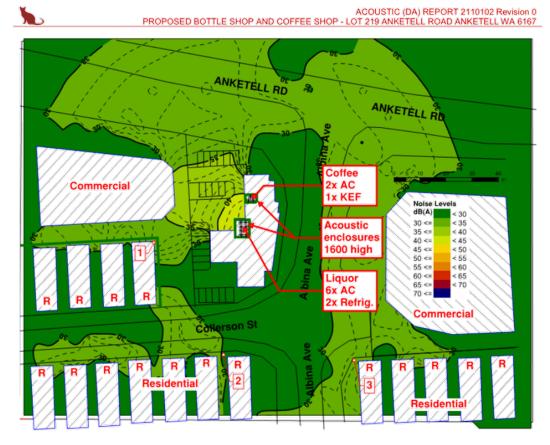


FIGURE MR1.1 – NOISE LEVELS LA10 dB(A)

DAY Monday to Saturday 7am to 7pm.

ANL 49 dB(A), contour 44 dB(A) inclusive of 5 dB(A) tonality adjustment.

# Notes:

- North top of page;
- b. Concawe conditions adopted;
- Noise contours 1.4m above ground level;
- d. Equipment operated at rated conditions;
- Acoustic enclosures on all four sides 1600mm high constructed from minimum 50mm thick cool room panels. Provide plug door access with 4x SS sash clamps.

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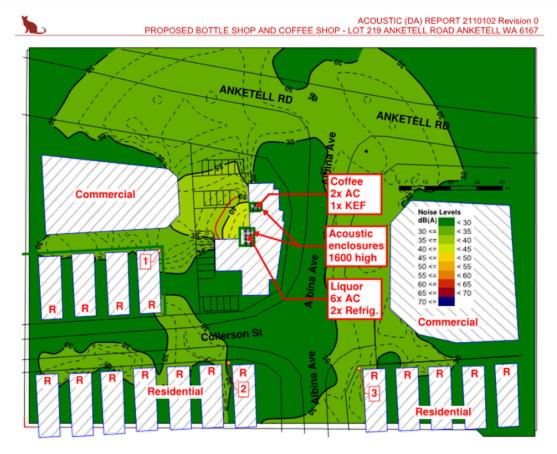


FIGURE MR1.2 – NOISE LEVELS LA10 dB(A) REFRIGERATION
DAY Sunday & Public Holidays 9am to 7pm
EVENINGS 7pm to 10pm
ANL 44 dB(A), contour 39 dB(A) inclusive of 5 dB(A) tonality adjustment

#### Notes:

- North top of page;
- Concawe conditions adopted;
- c. Noise contours 1.4m above ground level;
- Equipment operated at rated conditions;
- Acoustic enclosures on all four sides 1600mm high constructed from minimum 50mm thick cool room panels. Provide plug door access with 4x SS sash clamps.

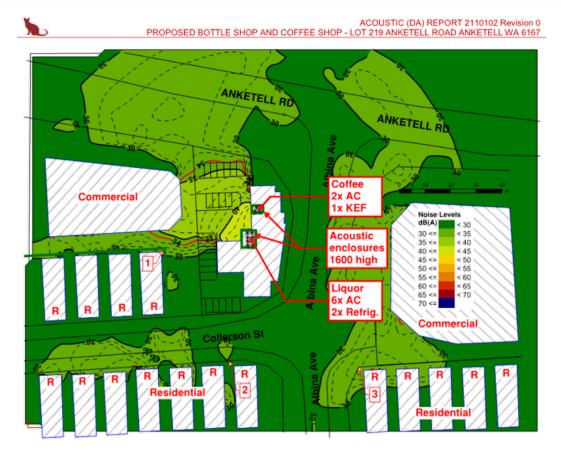


FIGURE MR1.3.1 - NOISE LEVELS LA10 dB(A) REFRIGERATION

NIGHT: Monday to Saturday 10pm to 7am.
Sunday & Public Holidays 10pm to 9am.

ANL 39 dB(A), contour 34 dB(A) inclusive of 5 dB(A) tonality adjustment.

#### Notes:

- North top of page;
- b. Concawe conditions adopted;
- c. Noise contours 1.4m above ground level;
- d. Equipment operated at rated conditions but can be operating 15 dB(A) lower than contour 34 dB(A);
- Acoustic enclosures on all four sides 1600mm high constructed from minimum 50mm thick cool room panels. Provide plug door access with 4x SS sash clamps.

**End of Annex MR** 

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#### ANNEX VL - VEHICLE LOADING AREAS.

- VL1.1 The Loading Areas assessment is based on the following:
- a. The following activities being exempt from Reference A:
  - (1) Noise emissions from vehicles on footpaths, cross overs and public roads all as defined in Section 5(1) of the Road Traffic Act 1974. Refer Reference A Regulation 3 (a).
  - (2) Reversing beepers on vehicles is a warning device required by Acts and Regulations in particular those associated with Worksafe. Refer Reference A Regulation 3 (c).
- b. The assessment is for a large medium rigid truck (~ 12m length but up to 14.5m) as seen below.



- VL1.2 The assessment is based on a medium rigid body truck approximately 12 metres long either with or without a refrigeration unit utilising the Loading Areas from 7am to 7pm Monday to Saturday. This excludes all other times including Evenings, Night time, Sunday and Public Holidays.
- VL2.1 The following discussion points are made:
- a. There are a variety of vehicles that are anticipated to use the loading areas. The most critical vehicle would be a medium rigid body truck with a Sound Power Level (SWL or Lw) of Lw = 85 dB(A) or Sound Pressure Level (SPL or Lp) of Lp = 57 dB(A) @ 10 metres in an open area. Other vehicles such as small trucks and light vehicles would have substantially lower noise levels and provided, they adhere to the same regime as for the medium rigid trucks then there should be no issues associated with these vehicles.
- b. The delivery vehicles are to drive at a a signed speed limit of 10 kilometres per hour (kph) which is equivalent to 2.8 metres per second (m/s).
- c. Behavioural issues for the loading areas during movement along the roads, departure and unloading need to be managed. Behavioural issues including excessive revving of engines, rapid acceleration, exceeding the speed limit, shouting, playing radios, dropping pallets into the ground are often the source of complaint as they will often create high noise level events that annoy and in particular cause startling of the nearby residences from their sleep.



#### VL3.1 The following LOADING AREAS recommendations are made:

- The vehicles not reverse in order not to activate the reversing warning device such as a beeper or croaker; and
- Small trucks, vans and light vehicles without reversing warning devices are permitted to reverse;
   and
- Engines and refrigeration equipment shall be shut down immediately prior to and during unloading;
- Signage to be provided for loading areas staff and vehicle operators advising them to take care with regards to noise events such as shouting, revving of truck engines, banging, dropping of pallets, slamming of vehicle doors, etc; and
- f. Loading areas staff and vehicle operators shall need to be trained to take care with regards to noise events such as shouting, revving of truck engines, banging, dropping of pallets, slamming of vehicle doors, etc; and
- g. Radios and other similar devices are not permitted within the loading areas; and
- Refrigeration trucks that are capable of operating off mains power be provided with mains power in order to minimise truck engine operating noise when in the relevant \loading areas; and
- i. Loading areas shall only be used Monday to Saturday 7am to 7pm; and
- j. Parking adjacent to a RESIDENTIAL LOT in the laneway is not permitted; and
- k. Parking is recommended in laneway carbays 6 to 12 (length 17.5m); and
- The truck engine shall be shut down on entering the loading area and restarted only when leaving with the total engine run time to be minimised; and
- m. Leaving the engine idling on entry, within and leaving the loading area is not permitted.

End of Annex VL



## ANNEX VPQ - VEHICLES PARKING & QUEUING.

Vpq1.1 The noise modelling outcomes are contained in:

- Appendix VP VEHICLES PARKING;
- b. Appendix VQ VEHICLES QUEUING; and
- H6. A second acoustic report shall be undertaken at the time of preparing documentation for Building Permit Application once the proposed details of the redevelopment are more fully documented.

**End of Annex H** 



#### APPENDIX VP - VEHICLE PARKING

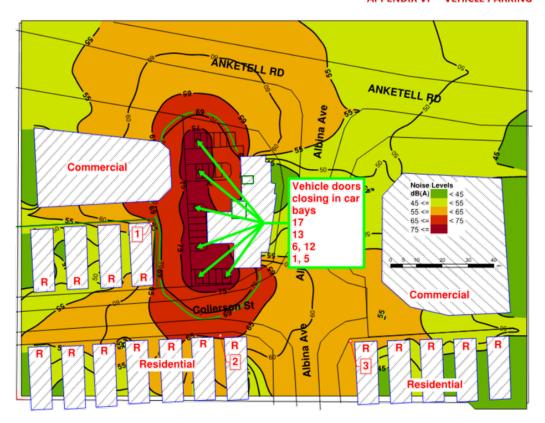


FIGURE VP1 – NOISE LEVELS LAmax dB(A) VEHICLE DOORS CLOSING DAY: Monday to Saturday 7am to 7pm; Sunday & Public Holidays 9am to 7pm.

ANL 69 dB(A), contour 69 dB(A) non-impulsive

### Notes:

- a. North top of page;
- b. Concawe conditions adopted;
- c. Noise contours 1.4m above ground level;
- d. Vehicle doors, worst case scenario, assumed to all close simultaneously;

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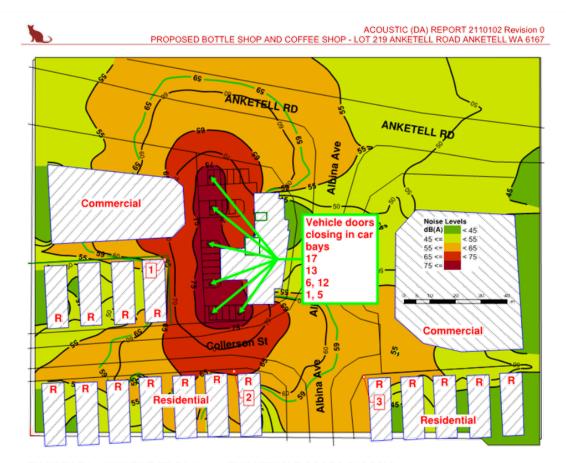


FIGURE VP2 - NOISE LEVELS LAmax dB(A) VEHICLE DOORS CLOSING

All Days **EVENINGS** 7pm to 10pm. **NIGHT: Monday to Saturday** 10 pm to 7am; and

Sunday & Public Holidays 10pm to 9am

ANL 59 dB(A), contour 59 dB(A) non-impulsive

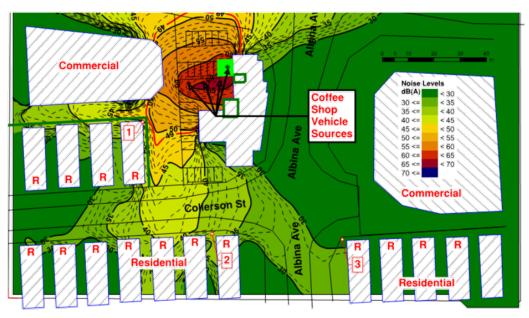
#### Notes:

- a. North top of page.
- b. Concawe conditions adopted.
- Noise contours 1.4m above ground level.
- c. d. Vehicle doors, worst case scenario, assumed to all close simultaneously.

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## APPENDIX VQ - VEHICLES QUEUING



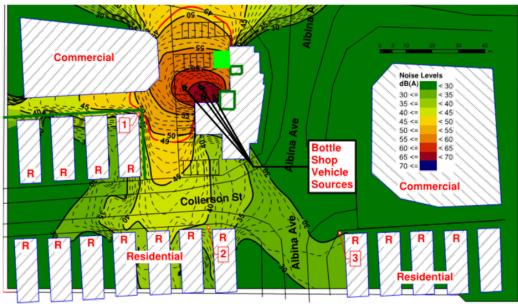


FIGURE VQ1 - NOISE LEVELS LA10 dB(A)
DAY Monday to Saturday 7am to 7pm
ANL 49 dB(A), contour 49 dB(A) without adjustments

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Item 17.1 - Attachment H

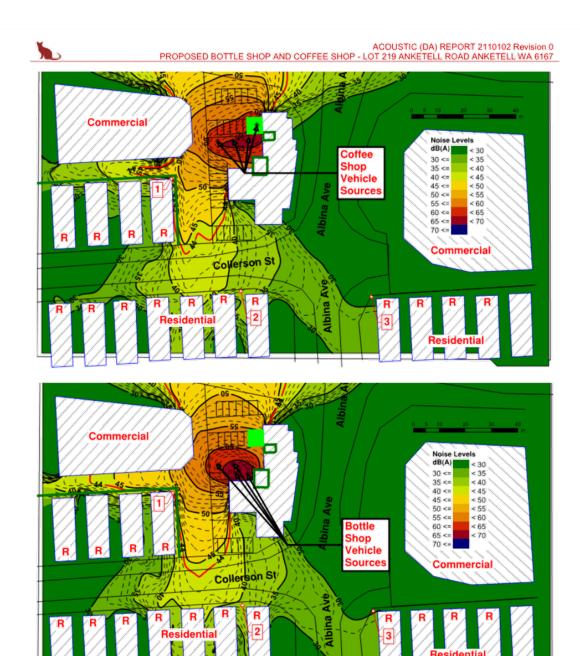


FIGURE VQ2 - NOISE LEVELS LA10 dB(A)
DAY Sunday & Public Holidays 9am to 7pm
EVENINGS 7pm to 10pm
ANL 49 dB(A), contour 49 dB(A) without adjustments

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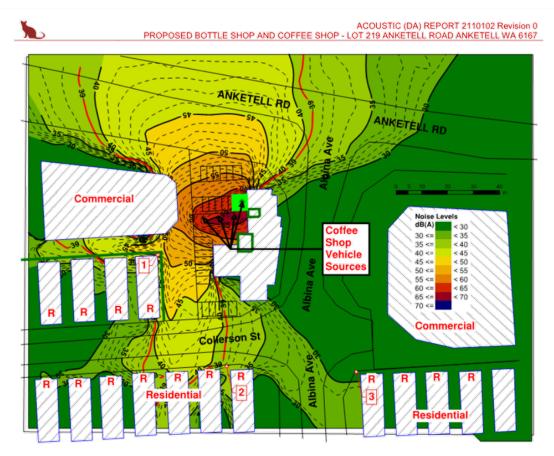


FIGURE VQ3 - NOISE LEVELS LA10 dB(A) Coffee Shop early morning trade 7am to 9am NIGHT: Monday to Saturday 10pm to 7am;
Sunday & Public Holidays 10pm to 9am
ANL 44 dB(A), contour 44 dB(A) without adjustments

Job Ref: A26-7767 22 December 2022

Chief Executive Officer
City of Kwinana
PO Box 21
KWINANA WA 6966
Planning.Team@Kwinana.wa.gov.au



Dear Sir

Submission on Development Application: Proposed Café and Botteshop - Lot 219 Albina Avenue, Anketell (City Reference: DA10448)

Rowe Group acts on behalf of Denkey Pty Ltd and Anketell Holdings Pty Ltd, the owners of Lot 2 (No. 727) and Lot 313 (No. 651) Anketell Road, Wandi. Our Clients' landholdings are located directly opposite the proposed development site on the northern side of Anketell Road. (Attachment 1 – Site Plan)

We have reviewed the development plans provided by the City of Kwinana ('City') in relation to the proposed Café and Bottle Shop at Lot 219 Albina Avenue. Our Clients have a number of concerns regarding the proposed development and have instructed our office to prepare and lodge a submission objecting to the Application. The grounds of objection are outlined and discussed below.

#### **Wandi District Activity Centre**

By way of background, our Client's landholdings form part of the Wandi District Activity Centre ('Wandi DC') which broadly encompasses the land north of Anketell Road, east of the Kwinana Freeway, west of Lyon Road and south of the Wandi South (residential) structure planning area. This land was first identified for commercial and mixed-use development in 2005 under the *Town of Kwinana District Structure Plan – Eastern Residential Intensification Concept* ('ERIC') and more recently, within the Western Australian Planning Commission's ('WAPC') *Perth and Peel @ 3.5 million* suite of documents.

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A Precinct Structure Plan ('Precinct Plan') is currently being prepared for the Wandi DC and is expected to be formally lodged with the City early in the new year. The Precinct Plan will provide a framework for the delivery of a range of commercial, retail and community activities including major supermarkets, speciality retail, food and beverage outlets (including a tavern), recreational facilities, take away food outlets and service amenities such as automotive repairs, car wash and convenience store. Once developed, the Wandi DC will become the primary centre within the region, providing goods and services to meet the day to day needs of residents in the surrounding community.

#### WAPC SPP 4.2 - Activity Centres for Perth and Peel

The Wandi DC is identified as a district level centre under the provisions of the WAPC's State Planning Policy No. 4.2 – Activity Centres for Perth and Peel ('SPP4.2'). The main role/function of a district centre is defined under SPP 4.2 as:

"...having a greater focus on servicing the daily and weekly needs of residents. Their relatively smaller scale catchment enables them to have a greater local community focus and provide services, facilities and job opportunities that reflect the particular needs of their catchments".

The proposed development site at Lot 219 Albina Avenue is not identified as an Activity Centre under SPP 4.2 however its proximity to the Wandi DC is relevant in the context of SPP 4.2. Our Clients are concerned that approval of commercial and retail land uses outside the Wandi DC has the potential to compromise the ability to deliver a viable and sustainable activity centre. The approval of such land uses outside of a designated activity centre should be <u>by exception only</u> and subject to an appropriate level of economic impact analysis. This is particularly important in the case of new or emerging District Centres, such as Wandi, where the population base is still growing and has not yet reached a critical mass to support a wide range of land uses.

Clause 5.1(2) of SPP 4.2 identifies the need to consider the impact of planning proposals on a designated activity. It states:

"The **responsible authority should not support** activity centre structure plans **or development proposals that are likely to undermine the established and planned activity centre hierarchy**. Activity centre structure plans and developments should be consistent with the centre's classification in the hierarchy. The responsible authority should consider the main role/function and typical characteristics for each centre type outlined in Table 3" (Bold is our emphasis).

Our Clients are of the view that approval of the proposed development would materially affect the economic viability and long-term sustainability of the Wandi DC and that land uses of a commercial and retail nature are preferably located within an identified activity centre, consistent with the objectives and principles of SPP 4.2. This is particularly relevant in the context of the Bottle Shop component of the development proposal given the liquor licencing limitations that are applicable to that land use.

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#### Past Economic Assessment (Taktics4)

The proposed development site is zoned 'Development' under the provisions of the City of Kwinana Local Planning Scheme No. 2 ('LPS2) and forms part of the Anketell North Structure Plan ('ANSP'). The proposed development site is designated under the ANSP as 'Service Commercial'. The 'Service Commercial' area is noted in the ANSP as providing "complementary land uses to support the Wandi District Centre". The ANSP further states that the extent of Service Commercial zoned land was informed by market advice provided by Taktics4 which concluded that an area of approximately 1.5h of Service Commercial land is capable of accommodating a freight transport related commercial activity hub on the southern side of Anketell Road without creating any direct competition with the broader Wandi DC. In considering the proposed development we have reviewed the market advice provided by Tasktics4. A copy of this advice is enclosed at Attachment 2.

In their advice, Taktics4 raise concerns about the sustainability of Service Commercial activities along Anketell Road and its proximity to the planned Wandi DC. Their advice states:

"At face value the allocation of a Service Commercial zone along Anketell Road seems plausible. Anketell Road is ultimately designated to become a major freight route making residential development an inappropriate fronting land use to Anketell Road. Service Commercial would normally seem a logical buffer between freight traffic and residential development, as Service Commercial activity relies heavily on accessibility and exposure to significant traffic volumes. However, the limited origin and destination points to the east and west along Anketell Road would suggest that there would only be limited local or district (non-freight transport) traffic along Anketell Road, and exposure to freight transport traffic is less significant for Service Commercial businesses than resident-based vehicle traffic. I therefore have concerns about the sustainability of service commercial activity located on Anketell Road." (Bold is our emphasis)

## The advice further states:

"Another major factor in considering Service Commercial along Anketell Road in this location could be its proximity less than 1km to the east of the planned Wandi District Centre (DC). It would normally make logical planning sense to accommodate Service Commercial adjacent to a District Centre. The Wandi DC is planned to accommodate 16,000sqm of retail floor space and 10,000sqm of Service Commercial activity. The overall size of the Wandi DC is physically capable of accommodating this floor space allocation. This sized centre typically comprises two full line supermarkets and a Discount Department Store such as Target, Big W or Kmart.

....

Wandi DC may therefore initially (and potentially only) ever develop as a neighbourhood-based retail centre anchored by a single supermarket creating a total retail floor space of 5,000 sqm. This

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development model would limit the attractiveness of the surrounding areas for Service Commercial activity, as this activity relies heavily on the foot traffic and traffic exposure created by the major retail tenants. If this scenario does in fact unfold, the immediate Wandi DC zone will require every available commercial and community activity to be located together on the one site in order to create a vibrant hub of commercial activity where all businesses are able to trade from each other's exposure". (Bold is our emphasis)

The advice from Taktics4 raises concern that allowing significant Service Commercial activity to be developed along the major arterial of Anketell Road may inhibit the Wandi DC from reaching its full commercial potential. The advice subsequently recommended that the proposed 'western' Service Commercial area along Anketell Road (which includes the proposed development site) be removed and that the 'eastern' Service Commercial area be retained for freight transport related commercial activities only. It does not appear that this advice and recommendations were followed as the Service Commercial area was subsequently retained in the ANSP along the full length of its Anketell Road frontage. This advice reinforces our Clients' concerns that approval of the proposed Café and Bottle Shop would compromise the role and function of the Wandi DC. It is our Clients's strong view that in order to deliver a viable and sustainable District Centre at Wandi, all land uses of a commercial and/or retail nature should be limited to within the Wandi DC.

Any Service Commercial land uses proposed on the development site should be limited to freight transport related commercial activity as is stipulated in the Taktics4 advice which forms part of the adopted ANSP.

# City of Kwinana Local Commercial and Activity Centres Strategy

The City's Local Commercial and Activity Centre Strategy ('LCACS') was adopted in 2014. It provides the framework for guiding the size, distribution and location of activity centres, commercial land uses and office land uses throughout the City. The LCAS advocates for the consistent implementation of the hierarchy of mixed use activity centres and floorspace quantity controls to ensure that the centres hierarchy is maintained. For the reasons explained above, approval of the proposed development has the potential to compromise the delivery of the Wandi DC. Land uses of a retail and/or commercial nature ought to be located within designated activity centres, consistent with the objectives and provisions of the LCAS.

## Land Use Permissibility

Pursuant to the provisions in Part One of the ANSP, land use permissibility shall accord with the corresponding land use classification in LPS 2. The permissibility of the land uses in the 'Service Commercial' Zone is set out in Table 1 of LPS2. The proposed development seeks approval for a Café and Liquor Store, both of which include separate, dedicated drive thru facilities. The permissibility of these land

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uses within the 'Service Commercial' Zone under LPS2 are listed in the table below.

| Proposed Land Use             | Land use Category under LPS2 | Land Use Permissibility in the Service<br>Commercial Zone under LPS2 |
|-------------------------------|------------------------------|--|
| Bottle Shop and Drive<br>Thru | Liquor Store                 | AA   |
| Coffee Shop                   | Local Shop                   | AA   |
| Drive Thru Coffee Shop        | Drive In Takeaway Food Shop  | SA   |

Land uses classified as 'AA' under LPS2 are defined as uses "in respect of which the Council exercising discretionary powers available to it may approve" and land uses classified as 'SA' are defined as uses "which Council exercising the discretionary powers available to it may approve under this Scheme after notice of application has been given in accordance with Clause 64 of the deemed provisions". The land uses proposed by this application are uses that are not permitted within the Service Commercial Zone unless Council exercises its discretion by granting approval. In terms of land uses and their suitability in the Service Commercial Zone, it is noted that clause 5.5.2 of LPS2 states:

"The Council's intention in controlling development within the Service Commercial Zone is to:

- (a) Promote in the Service Commercial Zone Showroom uses.
- (b) Not permit in the Service Commercial Zone Shop uses."

The land uses proposed under this Application are not of a showroom nature and are more aligned to 'Shop' uses. Council's position on the suitability of shop land uses in the Service Commercial Zone ought to be considered in the context of determining whether or not the proposed discretionary land uses are acceptable on this site. In exercising its discretionary decision making power, the City is required to give due regard to the provisions of the adopted ANSP which identifies that the nature of Service Commercial activities should be limited to Freight Transport commercial uses and not to shop/retail based commercial activities as is currently being proposed.

It is our view that these types of land use are not suitable within the Service Commercial zone and are more appropriately located within the adjoining Wandi DC. This position is clearly supported by the planning framework reflected in the adopted ANSP.

#### **Traffic and Pedestrian Management Plan**

Section 6 c) under Part One of the ANSP states that a Traffic and Pedestrian Management Plan (TPMP) is to be prepared and submitted with an application for Development Approval for Service Commercial land uses. The TPMP is required to demonstrate how the design of the development and its proposed access arrangements will minimise impacts on nearby residential development, including but not limited to identification of access points; location of parking areas; siting of loading areas; management of

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operations to minimise adverse impacts on abutting residential development; and provision for safe pedestrian/cycle connectivity between the Anketell North Local Structure Plan and the Wandi District Centre.

The development proposal plans provided on the City's website do not include a TPMP. Given the number of vehicle access points and direct parking bays abutting the western laneway, in addition to the need for safe pedestrian connectivity between the ANSP and the Wandi DC (as referenced in Part One of the ANSP), the provision of a TPMP is considered important and necessary.

#### **Grounds of Objection**

Our Clients' concerns in relation to the proposed development may be summarised as follows:

- ✓ The development site is located outside of, but adjoining the Wandi DC, for which a Precinct Structure Plan is currently being prepared.
- Approval of commercial and retail land uses outside of the Wandi DC has the potential to compromise the ability to deliver a viable and sustainable activity centre at this location.
- The approval of commercial and retail land uses outside of a designated activity centre should be by exception only and subject to an appropriate level of economic impact analysis. This is particularly important in the case of new or emerging District Centres, such as Wandi, where the population base is still growing and has not yet reached a critical mass to support a wide range of land uses.
- ✓ The 'Service Commercial' area is noted in the ANSP as providing "complementary land uses to support the Wandi District Centre". The proposed Café and Bottle Shop uses will replicate and compete with the Wandi DC rather than provide a complementary role hence the proposal is inconsistent with the ANSP.
- ✓ The land uses proposed are not permitted within the Service Commercial Zone under LPS2 unless Council exercises its discretion by granting approval. Council's position on the suitability of shop land uses in the Service Commercial Zone under LPS2 ought to be considered in the context of determining whether or not the proposed discretionary land uses are acceptable on this site. It is our view that these types of land use are not suitable within the Service Commercial Zone and are more appropriately located within the adjoining Wandi DC.
- Economic analysis undertaken by Taktics4 in 2019 (attached) raised concerns about the sustainability of Service Commercial activity on Anketell Road on the basis of its potential economic impact on the viability of the Wandi DC. The advice recommended that all activity should be contained primarily within the Wandi DC site and that the extent of Service Commercial land along Anketell Road should be limited to the 'eastern' half.
- ✓ In the process of exercising it discretion in the determination of the proposal, the City is required to have 'due regard' to the provisions of the adopted ANSP. The economic analysis undertaken by

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Taktics4 forms part of the adopted ANSP and as such forms part of the planning framework. The Taktics4 report indicates that any Service Commercial land uses should take the form of freight transport related commercial activities only. The proposed Café and Bottle Shop uses clearly do not meet this criteria.

- ▲ Approval of the proposed development would be contrary to Clause 5.1(2) of SPP 4.2 which states that a responsible authority should not support development proposals that are likely to undermine the established and planned activity centre hierarchy.
- ▲ Land uses of a commercial and retail nature are preferably located within an identified activity centre, consistent with the objectives and principles of SPP 4.2.
- Approval of the proposed development would be contrary to the City's LCAS which advocates for the consistent implementation of the hierarchy of mixed-use activity centres and floorspace quantity controls to ensure that the centres hierarchy is maintained.
- The sale of liquor is regulated and limited by the Liquor Licencing Board. Approval for the
  establishment of the Bottle Shop will severely impact the ability for the provision of a liquor outlet
  within the area that has been designated for these uses being the Wandi DC.
- ▲ A Traffic and Pedestrian Management Plan has not been prepared in support of the proposed development, as required under Part One of the ANSP. Submission of a TPMT ought to be provided prior to the proposed development being determined

Having regard to the above, it is considered the only appropriate course of action for the City is to refuse the proposed development. In the event that the City staff have a contrary view, given the significant implications on the delivery of a viable and sustainable District Centre at Wandi, and having regard to the inconsistency of the proposal relative to the planning framework, it is suggested that the application should be referred to Council for determination.

We appreciate the opportunity to comment on the proposed development. Should you require any further information or clarification in relation to this matter, please contact George Hajigabriel on 9221 1991.

Yours faithfully,

**George Hajigabriel** 

Rowe Group

Encl.

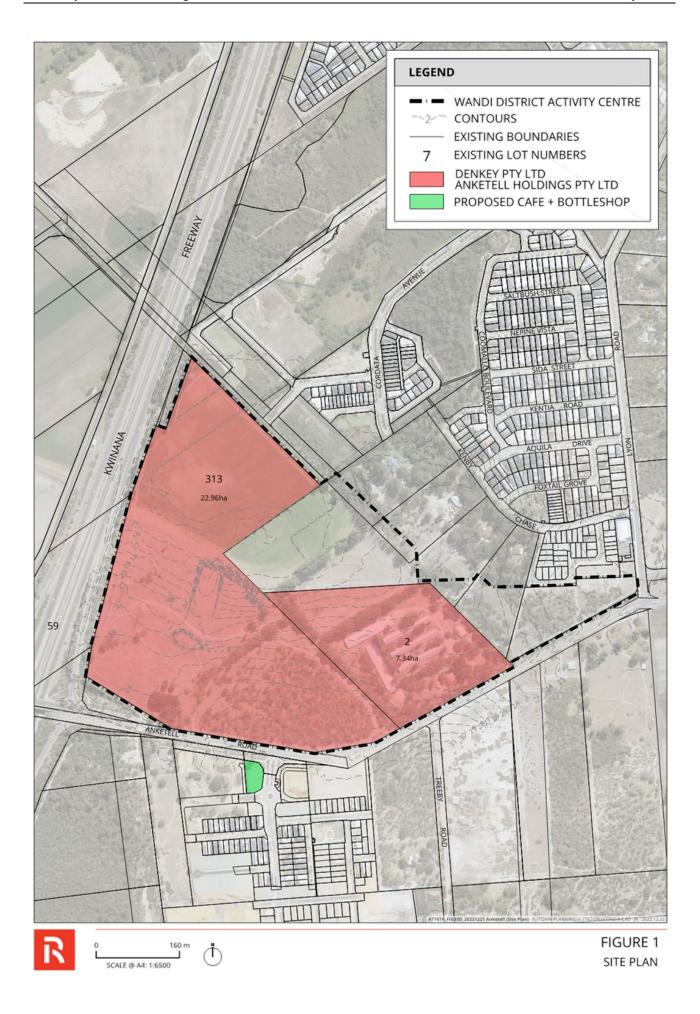
cc: Client

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Attachment 1: Site Plan

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Attachment 2: Taktics 4 Advice (2019)

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# Information Paper

| To:     | Jarrod Rendell   | jarrod@acumends.com.au    |  |
|---------|--|---------------------------|--|
| Cc:     | Rachel Chapman   | rachel@tbbplanning.com.au |  |
| From:   | Greg Davis   | g.davis@taktics4.com.au   |  |
| Date    | Thursday, 18 April 2019  | Pages 3                   |  |
| Subject | Service Commercial Implications - Professional Opinion<br>Anketell North LSP Amendment No. 4 |                           |  |



#### Dear Jarrod

We understand that a Service Commercial zone is being considered along the frontage of Anketell Road in Wandi as part of an amendment to the Anketell North Local Structure Plan. You have requested Taktics4 to provide professional opinion on the suitability and sustainability of a Service Commercial zone in the area currently allocated within the LSP amendment.

#### **Physical Capacity**

The Service Commercial area is divided into two sites and are each approximately 1.5Ha in size. The combined area of both zoned sites is therefore approximately 3 Ha. Based on ground level development and an industry accepted plot ratio of between 33% and 50% of site, a land area of 3Ha (30,000sqm) would be physically able to accommodate up to 10,000 – 15,000sqm of built form. A 10,000 – 15,000sqm Service Commercial development would be consistent with similar large format retail/showroom retail developments around Perth.

#### **Planning Logic**

At face value the allocation of a Service Commercial zone along Anketell Road seems plausible. Anketell Road is ultimately designated to become a major freight route making residential development an inappropriate fronting land use to Anketell Road. Service Commercial would normally seem a logical buffer between freight traffic and residential development, as Service Commercial activity relies heavily on accessibility and exposure to significant traffic volumes. However, the limited origin and destination points to the east and west along Anketell Road would suggest that there would only be limited local or district (non-freight transport) traffic along Anketell Road, and exposure to freight transport traffic is less significant for Service Commercial businesses than resident-based vehicle traffic. I therefore have concerns about the sustainability of service commercial activity located on Anketell Road.

### Wandi District Centre

Another major factor in considering Service Commercial along Anketell Road in this location could be its proximity less than 1km to the east of the planned Wandi District Centre (DC). It would normally make logical planning sense to accommodate Service Commercial adjacent to a District Centre. The Wandi DC is planned to accommodate 16,000sqm of retail floor space and 10,00sqm of Service Commercial activity. The overall size of the Wandi DC is physically capable of accommodating this floor space allocation. This sized centre typically comprises two full line supermarkets and a Discount Department Store such as Target, BigW or Kmart.

Retail development economics confirm that Wandi DC will not develop to its allocated size without securing each of these three major tenants. The Wandi DC is central to a very limited residential catchment. The residential areas planned to the east of the Kwinana Freeway from

1829 Anketell North ILSP Amend No4 - Service Commercial Advice-Taktics4 - Final -01 45 Ventnor Avenue, WEST PERTH WA 6005 P + 61 8 9429 8813 Project Patential Pty Ltd (ACN 108 512 876) as trustee for DCG Trust (ABN 50 99 523 261 927) trading as Taktics4

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Rowley Road to Mortimer Road is severely restricted by the Jandakot Water Management Plan. The potential residential development within The Wandi DC catchment is further impacted by the proximity of expansive regional open space areas including The Spectacles Reserve and Jandakot Regional Park. The main residential catchment for the Wandi DC was expected to come from Mandogalup to the north west of the Wandi – west of the freeway. However, there is doubt over the future potential for residential development in Mandogalup which may restrict the population in the Wandi DC catchment.

1.5km catchment - 8,500 residents instead of an initially planned 13,000 residents.

3km catchment - 15,300 residents instead of an initially planned 24,600 residents

I have concerns as to whether a major DDS will be attracted to Wandi DC even if future planning initiatives result in Mandogalup achieving a higher population base, meaning that I subsequently have concerns over the ability of the Wandi DC to attract the major retail anchor tenants necessary to reach its full retail planning potential.

Wandi DC may therefore initially (and potentially only) ever develop as a neighbourhood-based retail centre anchored by a single supermarket creating a total retail floor space of 5,000 sqm. This development model would limit the attractiveness of the surrounding areas for Service Commercial activity, as this activity relies heavily on the foot traffic and traffic exposure created by the major retail tenants. If this scenario does in fact unfold, the immediate Wandi DC zone will require every available commercial and community activity to be located together on the one site in order to create a vibrant hub of commercial activity where all businesses are able to trade from each other's exposure.

I also understand that there may be commercial initiatives afoot to attract a next level bulky goods warehouse retailer such as Costco to the Wandi DC site. Whilst I have concerns over the suitability and sustainability of this activity type in this location, it would not alter my position that all activity should, where possible be contained primarily within the Wandi DC site. I therefore have concerns over allowing significant Service Commercial activity to be developed along the major arterial of Anketell Road as this may inhibit the Wandi DC from reaching its full commercial potential.

#### **Planning Implications**

As discussed, the service commercial area is split in to two sites – east and west.

#### Western Site

With respect to other non-commercial planning considerations, I would recommend consideration be given to the removal of the Service Commercial zone (the 1.5Ha western site) along Anketell Road on the LSP. A possible alternative which achieves the current planning objectives of providing a buffer to residential activity long Anketell Road, may include the relocation of the District Open Space and Recreation activities further north to front Anketell Road. This solution would have the following consequences:

- It would provide stronger exposure and legibility for a district recreation facility rather than tucking it/hiding behind a service commercial facility
- It would allow for an increase in residential development to the south of a relocated open space area.

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- It would maintain the synergy between the Open space and community facility site as currently shown on the LSP.
- This would be a far better amenity outcome than having a valuable district open space and recreation facility fronting to a typically untidy low amenity rear servicing area of a service commercial area

#### Eastern Site

The above approach would satisfy the western site but would not resolve the Service Commercial area on the eastern site currently allocated for service commercial activity. This area is irregular in shape and remains unsuitable for residential activity as per previous discussions.

Given the planned nature of Anketell Road as a freight route this site may be best suited to a Freight Transport related Commercial Activity Hub. A freight transport related commercial activity hub may include a range of uses including (but not limited to) a petrol filling station and truck wash facilities as well as fast food and takeaway, geared solely (or at least predominantly) to large freight vehicles rather than cars. This activity in this location could benefit from significant exposure to freight transport by virtue of the road alignment, depth of the site and high visibility created by the recreation fields, and the sites access to two road frontages. This potential activity type on this eastern site forms no direct synergy with the broader Wandi District Centre and planned adjacent commercial activity as they will primarily cater to local and district residents shopping and commercial needs. The distance of the eastern site from the Wandi District Centre would ensure that freight transport movement into and out of a transport hub would not impede or conflict with private car movements entering and egressing from the Wandi District Centre.

This activity type together with the relocation of the district playing fields to Anketell Road provides a suitable buffer between planned residential uses and intensive and general rural land uses immediately to the east of the site. The size of the eastern site (1.5Ha) should be large enough to accommodate a combination of these activity types, without being large enough to create a facility too large for the intended purpose.

I would therefore consider exploring this activity type for the 1.5Ha eastern Service Commercial site. It should be noted that the opportunity for this activity type at this stage is predicated solely on the planned nature of Anketell Road as a freight route. Further market analysis would be required to determine whether such a transport hub would be feasible in this location.

I trust that these views assist you with your planning for the LSP amendment. I look forward to elaborating further should you wish to explore the suggested recommendations.

Regards

Greg Davis Director

E g.davis@taktics4.com.au

M +61 439 959 762

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Level 3, Suite 162 580 Hay Street PERTH WA 6000 t (08) 9325 6551

admin@pracsys.com.au www.pracsys.com.au

27 April 2023

Aron Holbrook

Acting Manager Planning and Development

City of Kwinana

Corner Sulphur Rd and Gilmore Ave

Kwinana WA 6966

Dear Aron,

# Comment on Development Application: Proposed Café and Bottleshop - Lot 219 Albina Avenue, Anketell

The City of Kwinana has request Pracsys provide comment on the Proposed Café and Bottleshop – Lot 219 Albina Avenue, Anketell (the Development) and respond to a submission objecting to the Development.

The Development includes the following:

- A single building with two separate tenancies, being:
  - Drive-In Takeaway Food Shop (144m2 NLA) with outdoor seating and drive-thru facilities; and
  - Liquor Store (265m2 NLA) with drive-thru facilities;
- Carparking to the west of the building (including access from a private internal laneway); and
- Landscaping areas distributed across the site

#### Response

We were requested to provide responses to two sections of the objecting submission. The following sections contain our responses.

#### WAPC SPP 4.2 - Activity Centres for Perth and Peel

The following table provides responses related to State Planning Policy 4.2 (SPP4.2) and draft State Planning Policy 4.2 (draft SPP4.2).

| Objection # | Objection                            | Response                                     |
|-------------|--------------------------------------|--|
| 1           | SPP4.2 Clause 5.1(2)                 | The proposed development includes a          |
|             | The responsible authority should not | small café / takeaway food shop and a small  |
|             | support development proposals that   | liquor store with a total NLA of 409m². This |
|             |                                      | scale of development is local in nature and  |

Systems Edge Management Services Pty Ltd trading as Pracsys ABN 92 082 966 998



| Objection # | Objection                                   | Response                                      |
|-------------|---|---|
|             | are likely to undermine the established and | is not of a sufficient scale to affect the    |
|             | planned activity centre hierarchy.          | viability of a District Centre. SPP4.2 states |
|             |   | underneath Table 3 that trade areas often     |
|             |   | overlap; this is particularly the case with   |
|             |   | small local provisions / centres that fall    |
|             |   | within trade areas of larger centres as they  |
|             |   | have a different purpose which is to          |
|             |   | provide access to some daily shopping         |
|             |   | needs. Furthermore, the City's 2014 Local     |
|             |   | Commercial Activity Centre Strategy           |
|             |   | (LCACS) identified the need for a local       |
|             |   | centre just to the southeast of the proposed  |
|             |   | site. The recent draft updated LCACS has      |
|             |   | suggested that this be provided in the        |
|             |   | Service Commercial area to support the        |
|             |   | needs of workers. Upon review of proposed     |
|             |   | layouts for the Anketell Rd and Kwinana       |
|             |   | Fwy intersection, there is likely a need to   |
|             |   | cater for daily shopping needs for residents  |
|             |   | living just to the South of the site who      |
|             |   | would not have suitable walkable access to    |
|             |   | Wandi DC or the planned Thomas Rd             |
|             |   | Neighbourhood Centre.                         |
| 2           | Comment: 'The approval of such land uses    | Draft SPP4.2 provides guidance with           |
|             | outside of a designated activity centre     | regards to 'out-of-centre' developments.      |
|             | should be by exception only and subject to  | An impact test is required if:                |
|             | an appropriate level of economic impact     | The proposed development includes             |
|             | analysis'                                   | shop retail floorspace greater than           |
|             |   | 500m <sup>2</sup> NLA, or                     |
|             |   | The proposed development is                   |
|             |   | considered likely to impact the activity      |
|             |   | centre hierarchy in the opinion of the        |
|             |   | centre hierarchy in the opinion of the        |

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| Objection # | Objection | Response  |
|-------------|-----------|---|
|             |           | WAPC and in consultation with the local authority   |
|             |           | The proposed development is well under the 500m² NLA threshold and is not of a sufficient scale to be able to impact the activity centre hierarchy; an Impact Test is not necessary.  Draft SPP4.2 continues to state: 'Where out of centre development is considered necessary and appropriate, it should be located to support the success of activity centres, minimise negative impacts to activity centres, be supported by public transport and minimise the need for individual private vehicle trips.'  |
|             |           | The proposed site is directly adjacent to a petrol station, residential development and Anketell Rd. Given the proposed layout of the Anketell Rd and Kwinana Freeway intersection, the proposed development is only likely to capture eastward bound traffic from Anketell Rd. It is also likely to provide important local access to residents as they will not be able to directly cross Anketell Rd to access Wandi DC. These elements limit the potential impact of the uses on the Wandi DC and will reduce the number of private vehicle trips; the proposed development is seen to align with the 'Out-of-Centre' requirements of Draft SPP4.2. |

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## Past Economic Assessment (Taktics4)

The following table provides responses to comments relating to the Taktics4 market advice.

| Objection # | Objection  | Response   |
|-------------|--|--|
| 3           | Market advice from Tacktics4   | This advice was provided before Westport was confirmed for the Western Trade Coast and would need to be reviewed. Further, the market advice is based on opinion and relates to service commercial uses in general.  |
| 4           | Highlighted statement: 'I therefore have concerns about the sustainability of service commercial activity located on Anketell Road.'   | The proposed uses are small scale convenience retail and will cater to future workeforce, local residents and passing traffic, increasing their potential viability. This statement relates to development across the area defined as service commercial in the Anketell North Structure Plan and is not relevant to a single small scale development of convenience uses. For example, a petrol station has been developed adjacent to the lot in question that provides fuel retail and some convenience retail; it is likely viable in the identified location. |
| 5           | Highlighted statement: 'the immediate Wandi DC zone will require every available commercial and community activity to be located together on the one site in order to create a vibrant hub of commercial activity where all businesses are able to trade from each other's exposure".' | This is a sweeping statement that does not factor in considerations such as access, walkability and other key objectives that form part of the planning framework. The activation of the Wandi DC will be generated predominantly by the anchor tenants that are attracted to the centre. As highlighted by the advice, these tenants include supermarkets and discount department stores. Most other uses will  |

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| Objection # | Objection  | Response  |
|-------------|--|---|
|             |  | benefit from foot traffic generated by these uses. The proposed development would not inhibit any of these anchor tenants from locating at the Wandi DC given the use types and the scale of development.   |
|             | Comment: 'The advice from Taktics4 raises concern that allowing significant Service Commercial activity to be developed along the major arterial of Anketell Road may inhibit the Wandi DC from reaching its full commercial potential.' | The proposed development is not significant Service Commercial activity.  |
| 6           | Any Service Commercial land uses proposed on the development site should be limited to freight transport related commercial activity as is stipulated in the Taktics4 advice which forms part of the adopted ANSP.                       | Freight transport services are likely to locate closer to Westport with more population related service commercial services being pushed out to other areas such as this one. Additionally, the proposed development is located in close proximity to planned residential uses and freight transport related commercial activity would not be appropriate at the proposed location. |

5

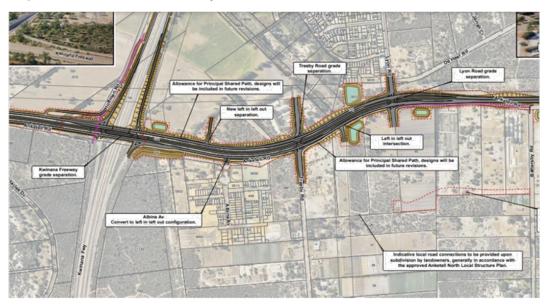


## **Summary Comments**

The proposed development will provide small scale shop retail uses that are likely to be used by surrounding residents, workers and passing traffic. Draft State Planning Policy 4.2 identifies specific criteria for 'Out-of-Centre' developments (see Objection 2). The scale of the development is less than 500m<sup>2</sup> and not of a sufficient scale to impact the activity centre hierarchy.

With the proposed layout of the Anketell Rd and Kwinana Fwy intersection providing a left in left out intersection for Albina Rd, the proposed uses are likely to be important in providing walkable access to daily shopping needs for surrounding residents. The proposed development accordingly has entry points for both uses from the footpath along Albina Rd to cater to local residents.

#### Proposed Anketell Rd and Kwinana Fwy Intersection



#### Source: Westport 2022

This aligns with draft SPP4.2 by providing walkable access to daily shopping needs and reducing the need for vehicle trips. Residents would still need to travel to the Wandi DC or the Thomas Rd Neighbourhood Centre to access most of their daily and weekly shopping needs.

The 2014 LCACS identified a local centre just to the southeast of the site; the draft updated LCACS indicated that this local provision should be provided for within the service commercial area along Anketell Rd to cater for workers. The first draft of the updated LCACS was provided in May 2022 with maps of the proposed

6

 $<sup>{}^1</sup>https://westport.wa.gov.au/media/la1ixopc/anketell-thomas-road-freight-corridor-early-concept.pdf\\$ 



Anketell Rd intersection published June 2022. The change of Albion Rd to left in left out reduces the accessibility of Wandi DC for residents south of Anketell Rd. There is now a stronger justification for small scale local retail uses that cater to workers AND residents within a walkable catchment. It is recommended that the proposed development can be approved by the City and will not have a material impact on the future of the Wandi DC.

While the proposed level of shop retail development will not impact the activity centre hierarchy, future development of neighbouring service commercial area should be monitored to ensure that the cumulative scale of shop retail uses does not move beyond what would be expected at a local level to meet the needs of users within a walkable catchment.

Yours sincerely

**Dawson Demassiet-Huning** 

**Principal Consultant** 

7

# 17.2 DA7888.5 - FORM 2 AMENDMENT TO JDAP APPROVAL - CHANGE OF USE TO SHOP (SALVATION ARMY) - LOT 3 (46) MEARES AVENUE KWINANA TOWN CENTRE

#### **SUMMARY**

The City has received a proposal to amend a previously approved application for the commercial development at Lot 3 (46) Meares Avenue in the Kwinana Town Centre (subject site), which was originally approved by the Joint Development Assessment Panel (JDAP) on 13 August 2014.

The application is for a change of land use from 'Showroom' to 'Shop' for Tenancy 2 on the subject site, to accommodate a Salvation Army store.

The existing service yard (e.g., delivery / loading area) for Tenancy 2 is proposed to be enclosed resulting in an 84m² increase in floor area. The existing area of Tenancy 2 is 683m², meaning an increase to 767m² total floor area. A new bin store area is also proposed to be installed in the shared car parking area. The bin store will occupy two existing ACROD car parking bays, which are being reallocated alongside the building. Therefore, the overall quantity of parking remains unchanged and the location of the ACROD bays is considered more appropriate, being relocated to be adjacent to the building and footpath. The existing shade trees in the car park are proposed to remain.

As the proposal is an amendment to a JDAP approval, the applicant has the option under the *Planning and Development (Development Assessment Panel) Regulations 2011 (DAP regulations)* to elect for either the JDAP or City to determine the amendment. In this instance, the applicant has elected for the JDAP to determine the application.

The proposed application is due to be considered by the JDAP at a meeting in May 2023. City Officers have prepared the attached Responsible Authority Report (RAR) for Council's consideration. City Officers recommend that the proposed change of use to 'Shop' be approved.

The City is required to submit the RAR to the JDAP by 13 May 2023. Should the City not submit this report to the JDAP within the required timeframe, the Minister for Planning may direct the City to submit any information it has and provide this to the JDAP directly.

#### OFFICER RECOMMENDATION

That Council resolve to support the proposed change of use to 'Shop' and associated additions and alterations at Lot 3 (46) Meares Avenue, Kwinana Town Centre, as per the Officer Recommendation in the attached Responsible Authority Report (Attachment A) to the Metro Outer Joint Development Assessment Panel.

#### **VOTING REQUIREMENT**

Simple majority

#### DISCUSSION

Council is directed to the attached Responsible Authority Report (Attachment A) and associated development plans and supporting information (Attachment B) for full details of the proposal and discussion of the planning assessment, key considerations, and the Officer's recommendation.

#### **Draft Local Planning Strategy**

This proposal is considered to be in alignment with the City's adopted draft Local Planning Strategy as it seeks to address the following Strategic Directions:

- Promote activity centres as key nodes for shopping, entertainment, community facilities and where appropriate business services, social services, health services and housing diversity.
- Recognise and strengthen Kwinana's unique cultural, natural, and built identity to foster a sense of place.

Correlating with the above Strategic Directions, the proposal is anticipated to contribute towards the following Strategic Actions:

- Develop planning measures to ensure new development contributes to:
  - i. intended future character of new and future suburbs is respectful to setbacks, site coverage and built form; and
  - ii. the character of established areas in terms of built form, landscape, appearance and impact on the streetscapes and adjoining properties.

#### Conclusion

The proposed change of use and floorspace extension for a Shop at Tenancy 2 is minor in scale and is considered consistent with the existing development on site. The proposed bin store is considered generally acceptable, with details to be provided prior to occupancy permit stage. The minor car park rearrangement otherwise results in an appropriate layout, and adequate car parking remains available within the site.

#### STRATEGIC IMPLICATIONS

This proposal will support the achievement of the following outcome/s and objective/s detailed in the Strategic Community Plan and Corporate Business Plan.

| Strategic Community Plan  |  |   |   |  |
|---|--|---|---|--|
| Outcome   | Strategic Objective  | Action in CBP (if applicable)   | How does this proposal achieve the outcomes and strategic objectives?   |  |
| 2 – A resilient and<br>thriving economy<br>and exciting<br>opportunities                        | 2.1 – Enable a thriving and sustainable local economy that supports and sustains quality jobs and economic opportunities | N/A – There is no<br>specific action in the<br>CBP, yet this report<br>will help achieve the<br>indicated outcomes<br>and strategic<br>objectives | The development is considered to improve opportunities for employment and sustainable economic activity in the City Centre.                                   |  |
| 4 – A unique,<br>vibrant and healthy<br>City that is safe,<br>connected and<br>socially diverse | 4.1 – Create, activate<br>and manage places and<br>local centres that are<br>inviting, unique and<br>accessible          | N/A – There is no specific action in the CBP, yet this report will help achieve the indicated outcomes and strategic objectives                   | The development is consistent with the objectives of the City Centre Master Plan and represents a suitable addition to the Shopping/Business zone under LPS3. |  |

#### **SOCIAL IMPLICATIONS**

This proposal will support the achievement of the following social outcome/s, objective/s and strategic priorities detailed in the Social Strategy.

|                               | Social Strategy  |  |   |  |  |
|-------------------------------|--|--|---|--|--|
| Social<br>Outcome             | Objective  | Strategic Priority   | How does this proposal achieve the social outcomes, objectives and strategic priorities?                      |  |  |
| 6 – Vibrant and<br>Celebrated | 6.0 – Vibrancy and creativity thrive and our unique identity and achievements are celebrated | 6.6 – Provide opportunities to establish a thriving creative economy | The development contributes to the variety of options available to visitors and residents in the City Centre. |  |  |

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

For the purposes of Councillors considering a declaration of interest, the landowner of the site is Santavae Pty Ltd (Kwinana) and the applicant is Rowe Group.

The following legislation and policy-based documents are relevant to the application:

#### **Legislation**

Planning and Development Act 2005
Metropolitan Region Scheme
Planning and Development (Local Planning Schemes) Regulations 2015
Local Planning Scheme No.2 (LPS2)
Local Planning Scheme No.3 (LPS3)

#### **Local Policies**

Kwinana City Centre Master Plan 2019

#### FINANCIAL/BUDGET IMPLICATIONS

There are no financial or budget implications as a result of this application.

#### **ASSET MANAGEMENT IMPLICATIONS**

There are no asset management implications as a result of this application.

#### **ENVIRONMENTAL/PUBLIC HEALTH IMPLICATIONS**

There are no environmental implications as a result of this application.

#### **COMMUNITY ENGAGEMENT**

The proposed change of use does not fall within that category of applications that must be advertised in accordance with Schedule 2 (Deemed Provisions) of the *Planning and Development (Local Planning Schemes) Regulations 2015.* In applying discretion, City Officers are of the view that the proposal is unlikely to affect owners and occupiers in the vicinity so as to warrant advertising.

#### **ATTACHMENTS**

- A. Responsible Authority Report (RAR)
- B. Responsible Authority Report (RAR) attachments

# MEARES AVENUE, LOT 3 (46) KWINANA TOWN CENTRE – CHANGE OF USE TO SHOP AND ADDITIONS AND ALTERATIONS TO APPROVED DEVELOPMENT

Form 2 – Responsible Authority Report (Regulation 17)

| DAP Name:  | Metro Outer   |  |
|--|---|--|
| Local Government Area:   | City of Kwinana   |  |
| Proposed Amendments:   | Change of use to 'Shop' and additions and alterations (bin store, service yard and carpark)   |  |
| Applicant:   | Rowe Group  |  |
| Owner:   | Santavae (Kwinana) Pty Ltd  |  |
| Value of Amendment:  | \$200,000   |  |
| Responsible Authority:   | City of Kwinana   |  |
| Authorising Officer:   | Manager Planning and Development  |  |
| LG Reference:  | DA7888.5  |  |
| DAP File No:   | DP/13/00855   |  |
| Date of Original DAP decision:   | 11 February 2014 / 13 August 2014 / 24 May 2022   |  |
| Application Received Date:   | 9 March 2023  |  |
| Application Statutory Process Timeframe:   | 60 Days   |  |
| Attachment(s):   | <ol> <li>Location Plan</li> <li>Site Plan &amp; Proposed Works</li> <li>Elevation Plans – Building A</li> <li>Floor Plan</li> <li>Bin store enlargement</li> <li>Car parking calculation and land use survey</li> </ol> |  |
| Is the Responsible Authority Recommendation the same as the Officer Recommendation? This section to be completed after Council Resolution. | ☐ Yes ☐ N/A Authority Recommendation section ☐ No ☐ Complete Responsible Authority and Officer Recommendation sections  |  |

#### Responsible Authority Recommendation

That the Metro-Outer JDAP resolves to:

- Accept that the DAP Application reference DAP/13/00855 as detailed on the DAP Form 2 dated 17 February 2023 is appropriate for consideration in accordance with regulation 17 of the Planning and Development (Development Assessment Panels) Regulations 2011;
- Approve DAP Application reference DAP/13/00855 and accompanying plans (Attachment 1 - 4: Location Plan, Site Plan & Proposed Works, Elevation Plans – Building A, Floor Plan) in accordance with Clause 68 of Schedule 2 (Deemed Provisions) of the Planning and Development (Local Planning

Schemes) Regulations 2015, and the provisions of the City of Kwinana Local Planning Scheme No.3 (LPS3), for the proposed change of use to Shop and additions and alterations to the approved commercial development at Lot 3 (46) Meares Avenue, Kwinana Town Centre, subject to the following conditions:

#### **New Condition**

- 39. Prior to the occupation or use of the subject 'Shop' Tenancy 2 in Building A, the owner/operator must submit a Waste Management Plan showing the detailed design and operation of the bin storage and parking area in accordance with the specifications and requirements of the City of Kwinana, including but not limited to:
  - a. design of bin enclosure size, screening, openings and access to adequately contain waste and odour;
  - specify operating hours for waste collection not to conflict with shopping/ business hours;
  - swept path and internal circulation of the waste vehicle expected to service the development, including where the vehicle will be parked during waste collection; and,
  - d. demonstrate clear driver/ vehicle sightlines for parking bays on either side of the enclosure;

to the satisfaction of the City of Kwinana

#### **New Advice Note**

19. With respect to Condition 39, the owner/operator is advised to contact the City's Health Services for specifications for the bin store area, including any local laws and requirements under any other legislation and associated regulations. The owner/operator is advised to liaise with the City's Engineering Services to demonstrate sightlines and, in the event safe access cannot be achieved, necessary vehicle exclusion area(s) (eg. deletion of vehicle parking bays, addition of traffic bollards).

All other conditions and requirements detailed on the previous approval dated 11 February 2014 shall remain unless altered by this application.

#### Reasons for Responsible Authority Recommendation

Complete this section where the Council resolution differs from the Officer Recommendation and provide the reasons as shown in the Council minutes here. The Officer Recommendation section below, including reasons, will also need to be completed.

Include a brief summary of key issues and provide clear and succinct reason/s for the recommendation. If the recommendation is for a refusal, this section may be used to emphasise the reasons in the recommendation if required.

#### Details: outline of development application

| Region Scheme              | Metropolitan Region Scheme |  |
|----------------------------|----------------------------|--|
| Region Scheme Zone/Reserve | Urban                      |  |
| Local Planning Scheme      | City of Kwinana            |  |

|                              | Local Planning Scheme No.3 (Town Centre) |
|------------------------------|--|
| Local Planning Scheme Zone   | Shopping / Business                      |
| Structure Plan/Precinct Plan | N/A                                      |
| Structure Plan/Precinct Plan | N/A                                      |
| Land Use Designation         |  |
| Use Class (proposed) and     | 'Shop' (P)                               |
| permissibility:              |  |
| Lot Size:                    | 2.6ha                                    |
| Net Lettable Area (NLA):     | 9544m <sup>2</sup>                       |
| Number of Dwellings:         | N/A                                      |
| Existing Land Use:           | 'Showroom'                               |
| State Heritage Register      | No                                       |
| Local Heritage               | ⊠ N/A                                    |
|                              | ☐ Heritage List                          |
|                              | ☐ Heritage Area                          |
| Design Review                | ⊠ N/A                                    |
|                              | □ Local Design Review Panel              |
|                              | □ State Design Review Panel              |
|                              | □ Other                                  |
| Bushfire Prone Area          | Yes                                      |
| Swan River Trust Area        | No                                       |

#### Proposal:

The application is for a change of land use from 'Showroom' to 'Shop' for Tenancy 2 on the subject site (Salvation Army Store). Additionally, the existing service yard (e.g. delivery / loading area) for Tenancy 2 is proposed to be decommissioned and enclosed resulting in an 84m² increase in floor area. The existing area of Tenancy 2 is 683m², and so the proposed increase will result in a total floor area of 767m².

A new 26m<sup>2</sup> enclosed bin store is also proposed to be installed in the onsite shared car parking area in place of two existing car parking bays. Two new replacement car parking bays are proposed in the redundant vehicle access driveway adjoining Tenancy 2, and so the overall quantity of parking remains unchanged.

The applicant has provided the following information describing the extent of proposed changes to the existing development approval:

"The proposed modifications to the approved development that require planning approval are related to external built form changes only. These are summarised as follows:

- Removal of existing service yard including gates, doors, columns, bollards and concrete tilt panel wall;
- Addition of concrete slab infill in the new service area;
- Relocation of service yard amenities including roller doors and fire hose reel to new loading area;
- Cut portion of existing balustrade and concrete ramp and removal of concrete slab for loading area;
- Removal of existing pedestrian crossing and concrete ramp; and
- Relocation of two (2) ACROD bays."

#### Background:

The subject site is located on the periphery of the Kwinana City Centre area and comprises of a bulky goods commercial development and a range of other uses. The site is bound by Meares Avenue to the east and Challenger Avenue to the south, and with the Kwinana Marketplace shopping centre to the west. The residential area of Parmelia is located directly opposite the site on the eastern side of Meares Avenue. Further to the south is the Cassia Glades residential estate.

The proposed development relates to Tenancy 2, which is currently 683m² in floor area and located within Building 'A' at the south-western portion of the site, accessible from Challenger Avenue.

On 11 February 2014, the Metro South West JDAP approved the proposed commercial development on the site comprising of Showrooms, Recreational Facilities, a Motor Repair Station and Drive-In Takeaway Food Shop. Minor amendments to the application were subsequently approved on 13 August 2014, and a second set of amendments on 24 May 2022.

#### Legislation and Policy:

#### Legislation

Planning and Development Act, 2005
Planning and Development (Local Planning Schemes) Regulations 2015
Metropolitan Region Scheme
Local Planning Scheme No.2 (LPS2)
Local Planning Scheme No.3 (LPS3)

#### Local Policies and Strategic Plans

Kwinana Town Centre Master Plan and Design Guidelines Kwinana City Centre Master Plan

#### Consultation:

Public Consultation

N/A

Referrals/consultation with Government/Service Agencies

N/A

Design Review Panel Advice

N/A

#### Planning Assessment:

The City has two planning schemes: Local Planning Scheme No.3 (LPS3) applies to the subject site within the Kwinana City Centre, whereas Local Planning Scheme No.2 (LPS2) applies to the remainder of land within the Kwinana municipal area.

LPS3 sets out the zones, land use permissibility, and precincts applicable within the Kwinana City Centre area. Under Clause 1.7 of LPS3, the provisions of LPS2 apply where these would not conflict with the specific provisions of LPS3. In this case, the provisions of LPS2 apply with respect to the minimum car parking requirements only.

#### Use Class Permissibility

The development site is located in the 'Shopping / Business' zone of LPS3. The proposed use of Tenancy 2 for a Salvation Army store is assessed as a 'Shop', which is a permitted (P) use within the 'Shopping / Business' zone.

City Officers are satisfied that the proposed Shop use is consistent with the objective of the 'Shopping / Business' zone, as set out in LPS3, which is:

'To accommodate retail and commercial use and development necessary to meet the district level shopping needs of the community.'

This zone is further divided into three precincts – Retail, Commercial and Mixed Use – and the site is located within the 'Commercial Precinct' of the zone. A 'Shop' is not a Predominant Use in the Commercial Precinct.

Whilst LPS3 lists Predominant Uses for each precinct (the main uses encouraged within that precinct), this should not be taken to mean that other uses are inconsistent with the intent of that precinct. Instead, the City is required to use discretion in considering whether to support other uses in the precinct.

Accordingly, the proposal has been assessed against the provisions of LPS3, cl. 4.5.8 - Commercial Precinct and it is considered that the proposal satisfies the relevant provisions and the use can therefore be supported.

As such, City Officers then focus on whether the proposed additional floor area and alterations to the bin store and car parking will result in an acceptable layout as per the requirements of LPS3 and the 'Kwinana City Centre Master Plan', as discussed below.

#### **Built Form**

The proposed development is consistent with the relevant LPS3 provisions relating to building setbacks, vehicle access, and site coverage. The existing service yard is located within an articulated area at the rear of the internal façade of Building A, and so the proposed extension works will not impact setbacks to the parent lot boundary.

Vehicle access (entry / egress) to the parent lot is not intended to be altered and the proposed alterations to the existing car parking area are considered to be minor and acceptable. The proposed 84m² addition results in site coverage increasing by 0.3% and the proposed total site cover of 32.5% remains below 100% permitted under LPS3.

The Kwinana City Centre Master Plan includes strategic objectives for development within the Centre. These include:

- Provide a high-quality Main Street environment facilitating a pedestrianorientated environment and public spaces.
- Create key 'destinations' which promote activity and vibrancy in the City Centre.
- · Reinforce existing civic and retail anchors to link primary pedestrian routes

- north and south of the City Centre.
- Encourage a wider variety of uses within the City Centre to facilitate activity outside of business hours.
- · Minimise the impact of vehicle traffic and car parking within the City Centre.
- Integrate the City Centre with Calista Oval and surrounding developments.
- Promote a high quality mixed use environment accommodating ground level retail and opportunity for multi-unit residential dwellings above.
- Redefine Gilmore Avenue as the a gateway boulevard into the City Centre.
- Reflect Kwinana's unique sense of place identity through the built form and links to natural and cultural landscapes.
- Integrate peripheral development along Meares Avenue, reinforcing a mix of development within the City Centre.

The development is considered to adequately address the objectives of the Master Plan given that it will integrate with existing land uses, minimise the impact of vehicle traffic and car parking within the City Centre area, and reinforce the mix of development along Meares Avenue.

#### Removal of Service Yard

The application proposes to decommission the existing service yard to Tenancy 2. The proposed new communal bin store to be constructed in the car park is considered to address the requirements for waste disposal. The proposed Salvation Army store is intended to operate predominantly as a second-hand goods store and is anticipated to generate a smaller amount of packaging waste compared to a bulky goods showroom.

It is considered acceptable to decommission the existing service yard area given a dedicated delivery / loading area is not required for the proposed 'Shop' use. This is because a 'Shop' is not anticipated to require heavy vehicle access for deliveries in comparison to the needs of the existing 'Showroom' land use, which was intended to facilitate bulky goods handling and wholesale activity.

To ensure that the onsite waste disposal arrangements remain acceptable for the proposed use, it is recommended that a Waste Management Plan be prepared as a condition of development approval.

#### Car Parking - Local Planning Scheme No.2 (LPS2)

Minimum car parking requirements are set out in Part VI of LPS2. Within the Kwinana City Centre, a minimum of 1 bay is required for every 50m<sup>2</sup> of gross floor area for a Shop with less than 3,000m<sup>2</sup> gross floor area.

Tenancy 2 will comprise a Shop with total floor area of 767m², (683m² existing + 84m² proposed addition). The required quantity of car parking needed for Tenancy 2 will increase as a consequence of the proposed change of land use from Showroom to Shop and the 84m² addition to floor area as follows:

- existing Showroom (683m²) requires 9 car parking bays
- proposed Shop (767m²) requires 15.3 car parking bays

The applicant submitted a car parking calculation and land use survey for the entire parent site (see Attachments 6 - 7). In considering the proposed Shop extension with all other uses in operation on the site, there will be a total parking surplus of 22 bays

for the development site. The quantity of car parking is considered acceptable to facilitate the proposed change of use and increased floor area. The reallocated ACROD car parking bays will be required to be set out and marked in accordance with Australian Standard AS2890, a condition requiring this has been included.

#### Vehicle Sightlines

The City's Engineers advise that further details are required to demonstrate safe vehicle / driver sightlines for the car parking bays abutting the sides of the proposed bin store. These details can be included in a Waste Management Plan as recommended as a condition of approval.

In any case, it is anticipated that a vehicle exclusion area can be accommodated around the bin store if necessary, and that the site will maintain an overall car parking surplus should the two bays need to be removed.

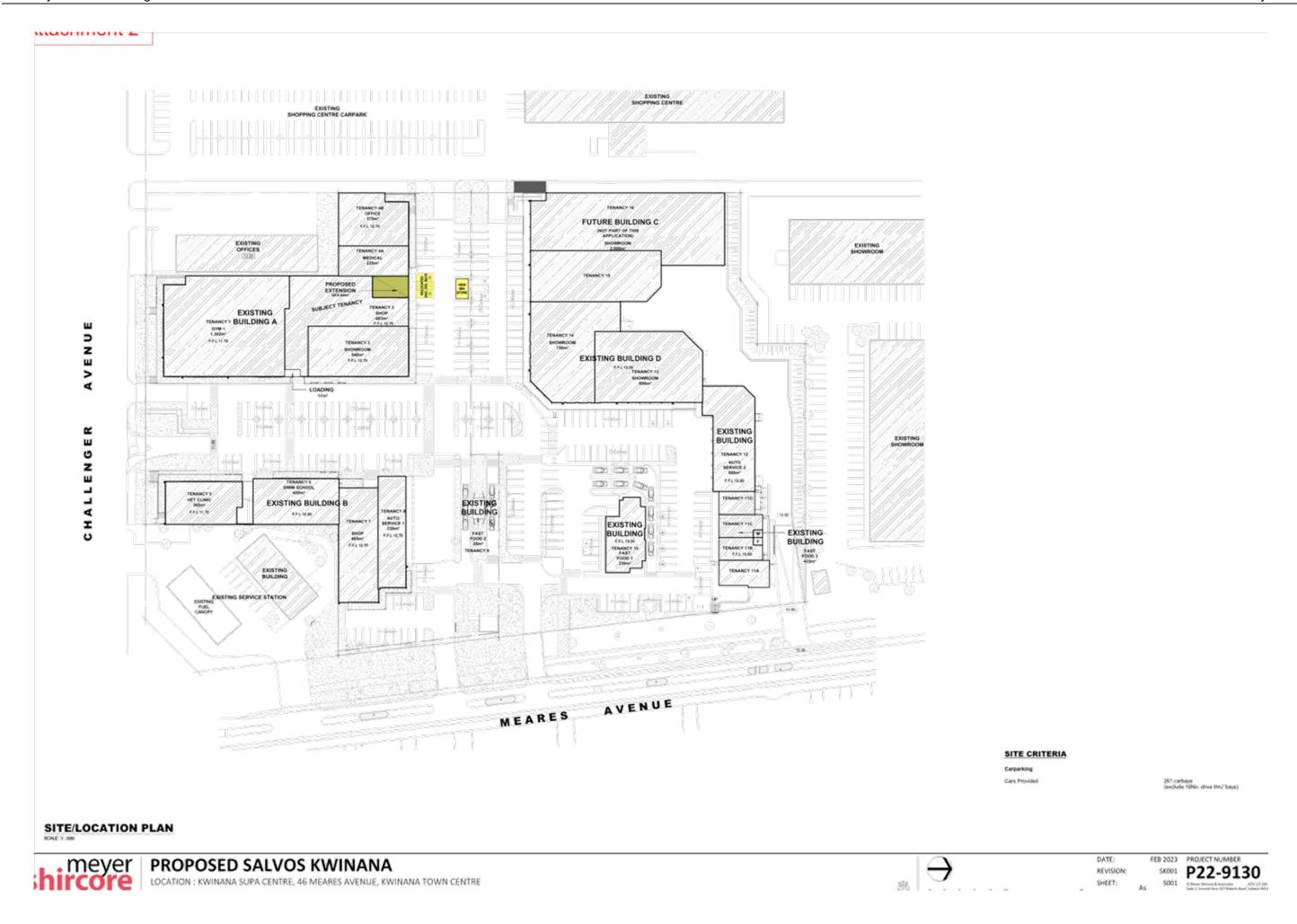
#### Conclusion:

The proposed change of use and floorspace extension for a Shop at Tenancy 2 is minor in scale and is considered consistent with the existing development on site. The proposed bin store is considered generally acceptable, with details to be provided prior to occupancy permit stage. The minor car park rearrangement otherwise results in an appropriate layout, and adequate car parking remains available within the site.

Ordinary Council Meeting 10 May 2023



Ordinary Council Meeting 10 May 2023

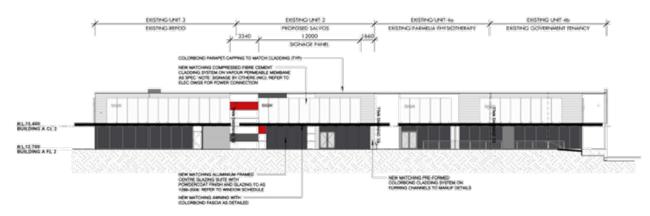


**Ordinary Council Meeting** 10 May 2023

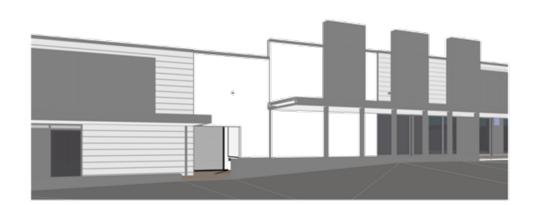
## Attachment 3



## **BUILDING A - EAST ELEVATION**



# BUILDING A - NORTH ELEVATION





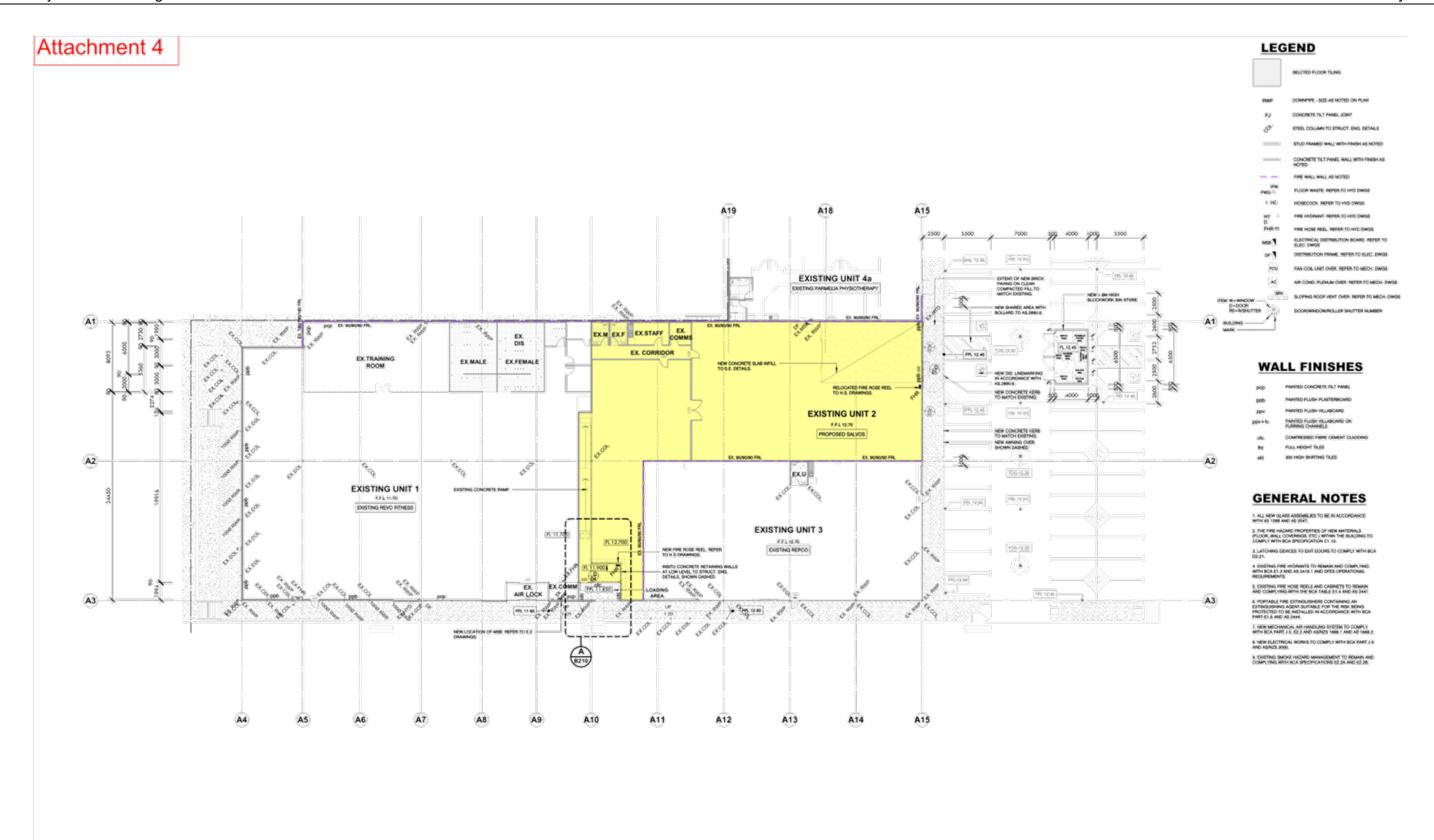
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meyer PROPOSED SALVOS KWINANA
LOCATION: KWINANA SUPA CENTRE, 46 MEARES AVENUE, KWINANA TOWN CENTRE

DATE: REVISION: SHEET:

FEB 2023 PROJECT NUMBER 5K001 P22-9130 \$004 E Mayor Shirozop & Associates ACN 225 109 Safe J, Ground Hour 457 Raterts Road, Subsect Will a

Ordinary Council Meeting 10 May 2023



**GROUND FLOOR PLAN - PROPOSED** 

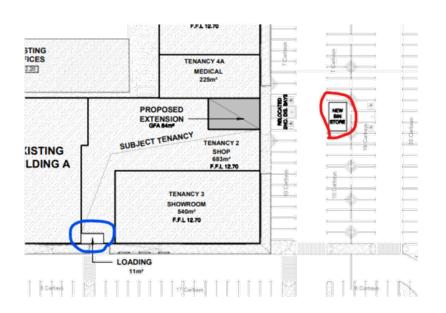
PROPOSED SALVOS KWINANA

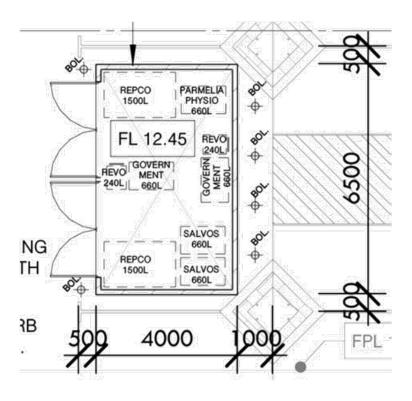
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Ordinary Council Meeting 10 May 2023

# Attachment 5





#### Attachment 6



The City has already confirmed that Development Approval is not required for the proposed 'Shop' use as outlined in its 23 January 2023 correspondence.

Refer Attachment 3 - City of Kwinana Correspondence.

#### **Car Parking**

The following table summarises the parking requirement for the approved development and the proposed modifications:

| Stage 1                       |                   |   |                     |                     |
|-------------------------------|-------------------|---|---------------------|---------------------|
| Land Use                      | Component<br>(m²) | Parking Requirement   | Parking<br>Required | Parking<br>Proposed |
| Showroom/Bulk<br>Retail       | -                 | 4 up to the first 200m² gross<br>floor area and thereafter 1                              | -                   | -                   |
| Tenancy 3                     | 540               | for every additional 100m <sup>2</sup><br>gross floor area or part                        | 7.40                |                     |
| Tenancy 5A                    | 95                | thereof.  | 4.00                |                     |
| Medical Centre                | *                 | 4 for every consulting room   | -                   | *                   |
| Tenancy 4A                    | 225               | up to 2 such rooms and 2 for every additional consulting room.                            | 16.00               | *                   |
| Office                        | -                 | 1 for 50m² gross floor area.  | -                   | -                   |
| Tenancy 4B                    | 375               |   | 7.50                | -                   |
| Veterinary Clinic             | -                 | 4 for every consulting room   | -                   | -                   |
| Tenancy 5B                    | 270               | up to 2 such rooms and 2 for every additional consulting room.                            | 10.00               | -                   |
| Health Studio                 | -                 | 1:35m² GLA  | -                   | -                   |
| Tenancy 1                     | 1,302             |   | 37.20               | -                   |
| Tenancy 6                     | 420               |   | 12.00               | -                   |
| Shop                          | -                 | 1:50m <sup>2</sup> gross floor area   | -                   | -                   |
| Tenancy 2 (Salvation<br>Army) | 767               |   | 15.34               | =                   |
| Tenancy 7                     | 485               |   | 9.70                |                     |
| Service Station               | -                 | 6 for customers plus 1 for  | -                   | -                   |
| Tenancy 8                     | 330               | each lubrication and<br>maintenance bay plus 1 for<br>each person working on the<br>site. | 15.00               | -                   |
| Eating House                  | -                 |   | -                   |                     |

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## Attachment 7 |





| Tenancy 9  | 28  | 1 for every 4 seats which an eating area is designed to provide OR 1 for every 4m² of eating area or part thereof whichever produces the greater number of car parking spaces. | 0.00                |                             |
|--|---|--|---------------------|-----------------------------|
| Sub-Total  | 4,837   | ·  | 134.14              | 124                         |
| Stage 2  |   |  |                     |                             |
| Land Use   | Component<br>(m²)                                       | Parking Requirement  | Parking<br>Required | Parking<br>Approved         |
| Eating House   | -   | 1 for every 4 seats which an   | -                   |                             |
| Drive-in Takeaway<br>Food Shop<br>(assumed to be as<br>per Eating House)<br>(Tenancy 10) | (50 seats/<br>approx. 53m <sup>2</sup><br>seating area) | eating area is designed to provide OR  1 for every 4m² of eating area or part thereof whichever produces the greater number of car parking                                     | 13.25               |                             |
| Tenancy 11A  | 90 (6 seats)  | spaces.  | 1.50                |                             |
| Tenancy 11B  | 100 (8 seats)   |  | 2.00                |                             |
| Tenancy 11C  | 100 (8 seats)   |  | 2.00                |                             |
| Tenancy 11D  | 140 (12 seats)  |  | 3.00                |                             |
| Motor Vehicle<br>Repair  | -   | 6 for customers plus 1 for each lubrication and  | ~                   |                             |
| Tenancy 12   | 500   | maintenance bay plus 1 for each person working on the site.  | 18.00               |                             |
| Showroom   | -   | 4 for up to the first 200m <sup>2</sup>  | -                   |                             |
| Tenancy 13   | 800   | gross floor area and<br>thereafter 1 for every   | 10.00               |                             |
| Tenancy 14   | 750   | additional 100m <sup>2</sup> gross floor   | 9.50                |                             |
| Tenancy 15   | 750   | area or part thereof.  | 9.50                |                             |
| Health Studio  | -   | No parking ratio listed.   | -                   |                             |
| Tenancy 16   | 1,250   | 1:35m <sup>2</sup> GLA (City of<br>Mandurah Town Planning<br>Scheme No. 3)   | 35.70               | 10 bays in<br>drive-through |
| Sub-Total  | 4,728   | ~  | 104,45              | 140                         |
| Total  | 9,565   | -  | 238.59              | 261                         |
|  | 1   | 2  |                     |                             |

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# 17.3 JOINT DEVELOPMENT ASSESSMENT PANEL APPLICATION - GENERAL INDUSTRY (BATTERY ENERGY STORAGE SYSTEM) - LOT 22 LEATH ROAD, NAVAL BASE

#### SUMMARY

The City of Kwinana has received an application (DA10531) for a General Industry (Battery Energy Storage System) development at Lot 22 Leath Road in Naval Base. The proposal is to construct and connect a second Battery Energy Storage System (BESS#2) on a portion of the historical Kwinana Power Station on the site.

The Joint Development Assessment Panel (JDAP) issued an approval for BESS#1 on the site in July 2021. The construction of BESS#1 is near completion. This proposal is for a second battery storage area that will be connected to the existing substation. The proposed battery storage area is similar to BESS#1, comprising of a series of large batteries, each of which could be compared to a standard sea container in terms of size. BESS#2 is located on the southern boundary of the site, adjacent to Weston Street.

The application has been assessed against relevant planning requirements and is considered to meet the requirements of the City's Local Planning Scheme No. 2 (LPS2).

As the estimated development cost of this application is in excess of \$2 million (estimated cost of this development is \$450 million), the application is required to be determined by the Joint Development Assessment Panel.

City Officers have prepared the attached Responsible Authority Report (RAR) in accordance with the *Planning and Development (Development Assessment Panels) Regulations 2011.* Further information relating to the development and the plans can be found in the RAR and associated attachments – see Attachments A and B.

#### OFFICER RECOMMENDATION

That Council resolve to support the proposed General Industry (Battery Energy Storage System) development at Lot 22 Leath Road, Naval Base, as per the Officer Recommendation in the attached Responsible Authority Report (Attachment A) to the Metro Outer Joint Development Assessment Panel.

#### **VOTING REQUIREMENT**

Simple majority

#### **DISCUSSION**

The application is scheduled to be considered by the JDAP at a meeting in late May 2023. The application has been referred to Council prior to submitting the RAR to the JDAP for determination, as City Officers do not have delegation to prepare the RAR under the *Planning and Development (Development Assessment Panel) Regulations 2015.* The application was presented at an Elected Member Briefing Session on 12 April 2023.

In the event that Council wishes to modify or make an alternative recommendation to that contained within the RAR, this will form a separate recommendation to that of Officers in the RAR for the JDAP's consideration. It should also be noted that the City does not have delegation to determine or make a recommendation for the proposed development under the Metropolitan Region Scheme. The City's recommendation is therefore under the Local Planning Scheme only.

#### **Proposed Development**

The subject site is located in the heart of the heavy industrial area of Naval Base. It is a large 40-hectare site, with the proposed development area being approximately 4 hectares - refer to Attachment 1 of the RAR for the site context.

The subject site is zoned 'General Industry' under LPS2. The proposed development is considered to fall under the definition of 'General Industry' under LPS2. The 'General Industry' land use is a 'P' (Permitted) land use within the 'General Industry' zone.

As part of the planning assessment, the following key matters were identified:

- Proposed Boundary Wall/Fence Design
- Public Art
- Environmental Impacts
- Coastal Planning Impacts

Further discussion in relation to each of the above matters can be found under the heading 'Planning Assessment' in the attached RAR (Attachment A).

#### **Draft Local Planning Strategy**

This proposal is considered to be in alignment with the City's adopted draft Local Planning Strategy as it seeks to address the following Strategic Directions:

- Recognise and strengthen Kwinana's unique cultural, natural and built identity to foster a sense of place.
- Recognise the importance of the Kwinana Industrial Area and future Kwinana Outer Harbour to secure future employment opportunities for Kwinana residents.
- To create diverse employment opportunities for local residents and maintain sustained economic growth by ensuring that suitable serviced employment land is available.

Correlating with the above strategic directions, the proposal seeks to better understand and inform the following actions:

- Manage land use and development through local planning controls to minimise conflict between infrastructure and sensitive land uses.
- Develop planning measures to ensure new development contributes to:
  - i. intended future character of new and future suburbs, is respectful to setbacks, site coverage and built form.

### STRATEGIC IMPLICATIONS

This proposal will support the achievement of the following outcome/s and objective/s detailed in the Strategic Community Plan and Corporate Business Plan.

| Strategic Community Plan   |  |   |   |  |
|--|--|---|---|--|
| Outcome  | Strategic Objective  | Action in CBP (if applicable)   | How does this proposal achieve the outcomes and strategic objectives?   |  |
| 1 – A naturally<br>beautiful<br>environment that is<br>enhanced and<br>protected | 1.1 – Retain and improve our streetscapes and open spaces, preserving the trees and greenery that makes Kwinana unique   | N/A – There is no<br>specific action in the<br>CBP, yet this report<br>will help achieve the<br>indicated outcomes<br>and strategic<br>objectives | The proposal includes retention of existing vegetation on the eastern portion of the development site. Significant vegetation within the adjacent verge area is proposed to be retained and further supported by additional planting. |  |
| 2 – A resilient and<br>thriving economy<br>and exciting<br>opportunities         | 2.1 – Enable a thriving and sustainable local economy that supports and sustains quality jobs and economic opportunities | N/A – There is no<br>specific action in the<br>CBP, yet this report<br>will help achieve the<br>indicated outcomes<br>and strategic<br>objectives | The proposed development will provide for jobs, particularly through construction phase.  |  |

#### **SOCIAL IMPLICATIONS**

This proposal will support the achievement of the following social outcome/s, objective/s and strategic priorities detailed in the Social Strategy.

| Social Strategy               |  |  |   |  |
|-------------------------------|--|--|---|--|
| Social<br>Outcome             | Objective  | Strategic Priority   | How does this proposal achieve the social outcomes, objectives and strategic priorities?  |  |
| 3 – Informed and<br>Capable   | 3.0 – Information,<br>learning and<br>development<br>opportunities enhance<br>individual and<br>community capacity | 3.5 – Enhance<br>employment and<br>entrepreneurial<br>opportunities  | The proposal includes modern technologies that provide employment opportunities.  |  |
| 6 – Vibrant and<br>Celebrated | 6.0 – Vibrancy and creativity thrive and our unique identity and achievements are celebrated                       | 6.6 – Provide opportunities to establish a thriving creative economy | Considering new technologies are being developed, new employment opportunities will surface over the lifespan of the development. |  |

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

For the purpose of Councilors considering a financial or impartiality interest only, the proponent is Planning Solutions and the landowner is Synergy.

#### Legislation

- Planning and Development Act 2005
- Contaminated Sites Act 2003
- Environmental Protection Act 1986 and relevant Regulations

#### State Government Planning Policies

• State Planning Policy 2.6 – State Coastal Planning Policy

#### **Local Planning Scheme**

City of Kwinana Local Planning Scheme No. 2

#### **Local Planning Policies**

- Local Planning Policy 5 Development Contribution Towards Public Art
- Local Planning Policy 8 Designing Out Crime
- Local Planning Policy 11 Site Requirements and Standards for Development within Industrial Zones.

#### FINANCIAL/BUDGET IMPLICATIONS

There are no financial or budget implications as a result of this application.

#### **ASSET MANAGEMENT IMPLICATIONS**

There are no asset management implications as a result of this application.

#### **ENVIRONMENTAL/PUBLIC HEALTH IMPLICATIONS**

There are no direct environmental and/or public health implications as a result of this application. The proposal addresses various principles of environmental sustainability by storing energy and providing for a more efficient energy network.

#### **COMMUNITY ENGAGEMENT**

The application was advertised to all adjoining landowners for a period of 21 days. No submissions were received during this period.

#### **ATTACHMENTS**

- A. Responsible Authority Report Lot 22 Leath Road NAVAL BASE (BESS#2)
- B. Attachments to RAR Lot 22 Leath Road NAVAL BASE (BESS#2)

### Lot 22 Leath Road, Naval Base Battery Energy Storage System #2

#### Form 1 – Responsible Authority Report (Regulation 12)

| DAP Name:   | Metro-Outer                              |  |
|---|--|--|
| Local Government Area:                                      | City of Kwinana                          |  |
| Applicant:  | Josh Watson/Planning Solutions           |  |
| Owner:  | Electricity Generation and Retail        |  |
|   | Corporation T/A Synergy                  |  |
| Value of Development:                                       | \$450 million                            |  |
|   |  |  |
|   | ☐ Opt In (Regulation 6)                  |  |
| Responsible Authority:                                      | Local Government & WAPC                  |  |
| Authorising Officer:  | Jared Veenendaal                         |  |
| LG Reference:   | DA10531                                  |  |
| DAP File No:  | DAP/23/02441                             |  |
| Application Received Date:                                  | 23 February 2023                         |  |
| Report Due Date:  | 16 May 2023                              |  |
| Application Statutory Process                               | 90 Days                                  |  |
| Timeframe:  |  |  |
| Attachment(s):  | Context Map                              |  |
|   | 2. Site Plan                             |  |
|   | Detailed Site Development Plan & Noise   |  |
|   | Wall Elevation                           |  |
|   | 4. Fence/Noise Wall Elevations           |  |
|   | 5. Battery Site Plan & Elevations        |  |
|   | 6. Battery Elevations                    |  |
|   | 7. Landscape/Vegetation Plan             |  |
|   | 8. Detailed Weston Street Landscape Plan |  |
|   | 9. DWER Advice                           |  |
| In the December Authority                                   | 10. Noise Assessment                     |  |
| Is the Responsible Authority Recommendation the same as the | ☐ Yes                                    |  |
| Officer Recommendation?                                     | □ N/A Recommendation section             |  |
| This section to be completed after                          |  |  |
| Council Resolution  | □ No Complete Responsible Authority      |  |
| Council Resolution  | and Officer Recommendation               |  |
|   | sections                                 |  |

#### Responsible Authority Recommendation

That the Metro-Outer JDAP resolves to:

 Approve DAP Application reference DAP/23/02441 and accompanying plans (Attachments 2 to 8 inclusive) in accordance with Clause 68 of Schedule 2 (Deemed Provisions) of the *Planning and Development (Local Planning Schemes) Regulations 2015*, and the provisions of Clause 5.1 of the City of Kwinana Local Planning Scheme No. 2, subject to the following conditions:

#### Conditions

- Prior to the lodgement of a Building Permit, detailed plans for the proposed Noise Wall located on the Weston Street boundary (as indicated on the approved plans) must be submitted to the City of Kwinana for approval. The approved Noise Wall is to be constructed prior to occupation or use of the development and thereafter maintained in accordance with the approved plans to the satisfaction of the City of Kwinana.
- Prior to the commencement of works, a Construction Management Plan is to be submitted to and approved by the City of Kwinana, addressing but not limited to:
  - a) hours of demolition/construction;
  - b) temporary fencing;
  - traffic management including a Traffic Management Plan addressing site access and egress and parking arrangements for staff and contractors;
  - d) management of vibration and dust;
  - e) management of construction noise and other site generated noise.
- 3. Prior to the commencement of works, a detailed Drainage and Stormwater Management Plan that demonstrates the onsite retention of stormwater drainage is to be submitted to the City of Kwinana for approval. The approved Drainage and Stormwater Management Plan must be implemented onsite thereafter to the satisfaction of the City of Kwinana.
- Prior to occupation or use of the development, all trafficable areas are to be sealed and drained as per the City of Kwinana 'Trafficable Areas' Specifications and maintained thereafter to the satisfaction of the City of Kwinana.
- The proponent shall implement dust control measures for the duration of site and construction works and for the ongoing operation of the development to the satisfaction of the City of Kwinana.

#### **Advice Notes**

- This decision constitutes planning approval only and is valid for a period of four (4) years from the date of approval. If the subject development is not substantially commenced within the specified period, the approval shall lapse and be of no further effect.
- ii. In relation to the Drainage and Stormwater Management Plan, the applicant is advised that there is limited drainage infrastructure within the Weston Street reserve and/or other local roads surrounding the catchment. Therefore, the stormwater system is to be designed to cater for 1:100 ARI (1%AEP) critical storm events.
- iii. The applicant is advised that this approval is not a building permit, which constitutes a separate legislative requirement. Prior to any building work commencing on site, a building permit or building permit exemption must be obtained from the City of Kwinana. Significant penalties apply under the Building Act 2011 for any failure to comply with this requirement.
- iv. The applicant is advised that the site is classified as 'Contaminated Remediation Required' under the Contaminated Sites Act 2003. A suitable

- occupational health safety and environmental management plan should be developed that reflects all known and potential contamination exposure risks associated with all site activities. The applicant is advised to contact the Department of Water and Environment Regulation for further information.
- v. The applicant is advised that the premises is required to comply with the Environmental Protection (Noise) Regulations 1997 and Environmental Protection (Unauthorised Discharges) Regulations 2004 irrespective of whether the premises is prescribed or not.
- vi. The City of Kwinana's Coastal Adaptation Plan (CAP) identifies the subject site as located in Coastal Management Unit 10 Naval Base. The applicant is hereby referred to the CAP for its consideration in respect to mitigating any future risk to proposed and/or existing infrastructure.

#### Reasons for Responsible Authority Recommendation

This section is to be completed where the Council resolution differs from the Officer Recommendation. The Council minutes in that case would be shown here, including reasons for that decision.

#### Details: outline of development application

| Region Scheme                | Metropolitan Region Scheme                 |  |
|------------------------------|--|--|
| Region Scheme -              | Industrial                                 |  |
| Zone/Reserve                 |  |  |
| Local Planning Scheme        | Local Planning Scheme No.2                 |  |
|                              |  |  |
| Local Planning Scheme -      | General Industry                           |  |
| Zone/Reserve                 |  |  |
| Structure Plan/Precinct Plan | N/A  |  |
| Structure Plan/Precinct Plan | N/A  |  |
| - Land Use Designation       |  |  |
| Use Class and                | General Industry: 'P' (Permitted) Land Use |  |
| permissibility:              |  |  |
| Lot Size:                    | 40.4 Hectares                              |  |
| Existing Land Use:           | General Industry (Electricity Generation)  |  |
| State Heritage Register      | No   |  |
| Local Heritage               | ⊠ N/A                                      |  |
|                              | ☐ Heritage List                            |  |
|                              | ☐ Heritage Area                            |  |
| Design Review                | ⊠ N/A                                      |  |
|                              | □ Local Design Review Panel                |  |
|                              | □ State Design Review Panel                |  |
|                              | □ Other                                    |  |
| Bushfire Prone Area          | No   |  |
|                              | No   |  |
| Swan River Trust Area        | INO  |  |

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#### Proposal:

| Proposed Land Use          | General Industry                                    |
|----------------------------|---|
| Proposed Net Lettable Area | N/A (Area to be utilised: approximately 4 hectares) |
| Proposed No. Storeys       | N/A   |
| Proposed No. Dwellings     | N/A   |

Synergy proposes to construct and connect a second Battery Energy Storage System (BESS#2) on a portion of the Kwinana Power Station site at Lot 22 Leath Road, Naval Base (the subject site) – refer to Attachment 1 for the site context.

The Joint Development Assessment Panel (JDAP) issued an approval for BESS#1 on the synergy site in July 2021 (JDAP Reference: DAP/21/01975). The construction of BESS#1 is near completion, being located north of the proposed BESS#2 development area (see Attachment 1).

The approval for BESS#1 included the development of a substation and switch rooms. This proposal is for a second battery storage area that will be connected to the existing substation. The proposed battery storage area is similar to BESS#1, comprising of a series of large batteries, each of which could be compared to a standard sea container in terms of size. BESS#2 is located on the southern boundary of the site, adjacent to Weston Street. The development plans can be seen in Attachments 2 - 8.

In recent times, the energy industry has seen an increasing uptake in renewable energy with the uptake of individual residential solar systems. Much of these renewable generation sources cannot be controlled with Synergy's current infrastructure and electricity generation output from renewable energy assets can vary significantly over a short period of time, depending on weather conditions. This presents a need for these renewables to be carefully controlled to quickly absorb excess supply and ultimately mitigate system security risks. Batteries are considered key infrastructure in storing energy generated by renewable assets that can then be used when needed.

#### Land Use

The proposed BESS#2 development area is dominated by the actual batteries and associated service/access roads. Incidental to the batteries, the development also includes:

- a connection corridor to the existing substation constructed as part of BESS#1:
- Noise wall (adjacent to the battery storage area);
- · A construction laydown area to the east of the site; and
- Stormwater drainage infrastructure to the east of the site (adjacent to the construction laydown area).

The proposal is incidental to the existing overarching use of the site for power generation, which was historically approved as a 'General Industry' land use under the City of Kwinana Local Planning Scheme No.2 (LPS2).

Under LPS2, a 'General Industry' land use includes the generation of electricity, which is the overarching use of the site. The proposed BESS#2 is incidental to and supports the overall use of the site in generating electricity. Therefore, it is considered appropriate for the proposal to be classified as a 'General Industry' land use under LPS2. This approach is also consistent with the assessment of BESS#1 and other

approvals that have been issued for minor additions on the site. The 'General Industry' land use is a 'P' (permitted) land use under LPS2 within the General Industry zone.

#### Background:

#### Site Context

The subject site is 40.4 hectares in area and is home to the Kwinana Power Station and associated infrastructure. The proposed BESS#2 will complement existing infrastructure on the site, with the batteries utilising approximately 4 hectares of the site. The lot is located between Cockburn Sound to the west and a state-owned railway reserve to the east. The site has direct access from Leath Road and Weston Street to the south. A number of established, heavy industrial land uses surround the lot including Alcoa Australia to the north. The actual development area for the proposed BESS#2 is more than 450 metres from the Cockburn Sound shoreline.

#### Site History

The Kwinana Power Station was established at Lot 22 Leath Road in the early 1970s. Over the last 50 years, infrastructure on the site has expanded on an as needs basis with a number of high-efficiency gas turbines, multiple switch yards, large storage tanks, administration and parking areas being established across the site.

The more recent, relevant history on the subject site is the approval of BESS#1 as discussed above. BESS#1 was approved by the JDAP at its meeting on 6 July 2021. Construction of BESS#1 is nearing completion, and the proposed BESS#2 will further complement this existing infrastructure.

#### Legislation and Policy:

The proposed BESS#2 is subject to a range of licences and regulations applicable for industry in Western Australia. A summary of the key legislation, regulations or local laws relevant to the application is listed below:

#### Legislation

- Planning and Development Act 2005
- Contaminated Sites Act 2003
- Environmental Protection Act 1986 and relevant Regulations

#### State Government Planning Policies

State Planning Policy 2.6 – State Coastal Planning Policy

#### Local Planning Scheme

City of Kwinana Local Planning Scheme No. 2 (LPS2)

#### Local Planning Policies

- Local Planning Policy 5 Development Contribution Towards Public Art
- Local Planning Policy 8 Designing Out Crime
- Local Planning Policy 11 Site Requirements and Standards for Development within Industrial Zones

#### Consultation:

#### **Public Consultation**

The proposal represents a "P" (permitted) land use under Table 1 – Zoning and Use Classes of LPS2, and therefore is not required to be advertised. However, due to the

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scale and nature of the project, the application was advertised to all adjoining property owners and occupiers for a period of 21 days. No submissions were received during the advertising period.

#### Referrals/consultation with Government/Service Agencies

The following government departments and service agencies were consulted with a response being provided from:

- Department of Water and Environmental Regulation (DWER)
- Parmelia Gas Pipeline (APA)
- Dampier Bunbury Pipeline operator (DBP)
- Westport

DWER's response is discussed later in this report under the heading: Environmental Considerations.

The proposed development is located within the 150 metre pipeline notification zone of both the Dampier to Bunbury Natural Gas Pipeline and the Parmelia Gas Pipeline. The application was therefore referred to the respective pipeline operators Dampier Bunbury Pipeline (DBP) and the APA Group. Both operators stated no objection to the proposal.

Westport also advised they have no objection or comments in relation to the proposal.

#### Design Review Panel Advice

Not Applicable

#### Planning Assessment:

The proposal has been assessed against all relevant legislative requirements of the Scheme, State and Local Planning provisions outlined in the Legislation and Policy section of this report. It should be noted that the proposal meets the relevant key statutory planning requirements such as setback of development to boundaries, provision of landscaping and site cover.

The following matters have been identified as key planning considerations that warrant further discussion:

- Delegations
- Boundary Wall/Fence
- Public Art
- Environmental Considerations
- Coastal Planning

#### **Delegations**

The subject site is zoned 'General Industry' under LPS2 and 'Industrial' under the Metropolitan Region Scheme (MRS). As per the resolution under Clause 32 of the MRS (RES 2015/01), the proposed development requires approval by the Local Government under LPS2 and approval from the Western Australian Planning Commission (WAPC) under the MRS. In accordance with this resolution, the proposed development is within the area shown on WAPC Plan No. 4.1489/1 and is valued at over \$250,000. The City therefore does not have delegation to determine this development under the MRS. Therefore, a Responsible Authority Report (RAR) has also been prepared by the WAPC on this application.

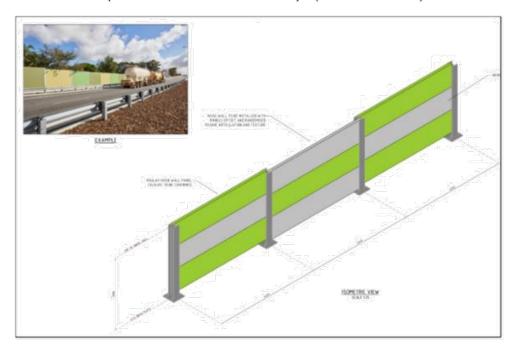
Boundary Wall/Fence (Noise Barrier)

The proposed development includes the provision of a 2.8 metre high, solid wall/fence along the southern boundary, to Weston Street, adjacent to the development area (referred to as a Noise Wall in the plans - see Attachment 8). The City's Local Planning Policy 11 – Site Requirements and Standards for Development within Industrial Zones (LPP11) outlines requirements for fencing to be setback 1.5 metres from a street boundary and be an open style design.

Notwithstanding the requirements of LPP11, the applicant advises that the proposed wall is designed to minimise noise impacts that might result from the proposed batteries. An Environmental Noise Assessment was provided to support the application (see Attachment 10). The report recommended that, based on a worst-case scenario, a 2.8-metre-high wall be constructed on the southern boundary to Weston Street. Synergy is currently undergoing a tender process for the battery suppliers and therefore is unable to confirm the actual noise impacts on the surrounding industrial area.

As part of the assessment process, further information was requested from the applicant in relation to the potential design of the wall and impacts on the streetscape. In response, the applicant provided the following:

- Examples of the materials, colours and patterns that would work to provide a better visual amenity and streetscape outcome (see image below); and
- Additional trees proposed in the Weston Street verge area to further soften visual impacts of the wall on the streetscape (see Attachment 8).



This approach is considered to be consistent with the objectives of LPP11. It should be noted that the above fence design is an example only, and the applicant has requested the finalised design and colour schedule for the proposed wall be confirmed at a later date and required by a condition of development approval. This is considered appropriate and a condition is therefore recommended to this effect.

Public Art

The application was considered against the City's Local Planning Policy 5 – Development Contribution towards Public Art (LPP5). The proposed development is valued at \$450 million and LPP5 requires a public art contribution be provided for certain developments valued over \$2 million.

Clause 3 of LPP5 outlines where development is exempt from either providing public art on the development site or providing a monetary contribution for public art in the vicinity. Clause 3.3 clarifies the exemptions by stating that the requirements to provide public art will only be required on new developments or major extensions only in the General Industry zone.

Considering the BESS#2 is located in the General Industry zone, an assessment to determine whether the proposed development is classified as a 'new development' or a 'major extension' (as per cl 3.3 above) is detailed in the below table. It should be noted that LPP5 defines a 'major extension' as follows:

'Those extensions that introduce a new plant or physical infrastructure for a process chain **and/or** significant increases in throughput and production capacity. While not limited to, it may also refer to replacement and/or addition to administration buildings and/or other supporting facilities or buildings'

| Exemption Classification   | Assessment/Comment  |
|--|---|
| New Development  | The proposal is not a new, standalone development. The intent of LPP5 in referring to 'New Development' is clearly for developments that introduce a new land use (i.e. development on a vacant lot or development where the existing use is demolished). The proposed development is an addition to the existing power station which has also been approved as a 'General Industry' land use.  |
| <ul> <li>Major Extension:</li> <li>a. Extension that introduces new plant or physical infrastructure for a process chain;</li> <li>b. Extension that introduces significant increases in throughput and production capacity;</li> <li>c. may also refer to replacement and/or addition to administration buildings and/or other supporting facilities or buildings.</li> </ul> | <ul> <li>a. The proposal is for a 250MW energy storage system that will work to create a more reliable/efficient electricity network. While it is acknowledged that new physical infrastructure is being proposed, the BESS#2 is not part of a process chain - essentially the existing land use as a power station is not dependant on the construction of the BESS#2.</li> <li>b. The primary purpose of the proposed battery is to contribute to the avoidance of system security issues. BESS#2 will not introduce an increase in throughput and/or production capacity. Rather, it will enable Synergy to optimise the use of several of its existing generation assets, provide some network services (such as</li> </ul> |

voltage control) and other system benefits (such as frequency control).

c. The proposed development will not replace or add to existing administration buildings or supporting facilities. The batteries do not require any additional administration facilities. There are no staff that will be permanently based at the proposed BESS#2 development site. If public art was endorsed within the BESS#2 development area, it would only be 'enjoyed' by ad-hoc service persons.

Based on the above assessment, City Officers are of the view that the proposed development is exempt from the requirements of LPP5. It should be noted that the above approach was also taken as part of the BESS#1 application.

Notwithstanding this, if the JDAP is of the opinion that the proposed development is not exempt under LPP5 and should contribute to public art, the City's standard condition for a public art contribution is recommended.

#### **Environmental Considerations**

As previously mentioned in this report, the proposal was referred to DWER in relation to potential environmental impacts including:

- Clearing of vegetation
- Contaminated site

In its response, DWER outlined that it does not object to the proposal and provided a number of comments in relation to the abovementioned key issues. DWER's response can be seen in Attachment 10 and is further discussed below.

#### Clearing of Vegetation:

DWER advised that a clearing permit is required to be obtained considering the proposal involves the removal of vegetation on the site. The proposal has considered the retention of existing vegetation on the site, with majority of this being concentrated along the eastern boundary of the site. The applicant has since advised that a clearing permit has now been issued by DWER in relation to the proposed development and associated clearing of vegetation. No further conditions and/or advice is therefore considered necessary.

#### Contaminated Sites:

It is noted that subject site was classified as a contaminated site in 2009. Synergy has been liaising with DWER in relation to contamination on the site. The parties have been working together to investigate and remediate much of the site. DWER therefore advised it has no objection to the proposed development and recommends that the approval include a standard advice note regarding contaminated sites.

#### Coastal Planning

The application has been considered against State Planning Policy 2.6 - Coastal Planning Policy (SPP2.6) and the associated guidelines. The proposed BESS#2 is

located to the eastern boundary of the subject site, approximately 450 metres from the Cockburn Sound shoreline.

As per SPP2.6, the responsible authority is required to consider coastal hazards when assessing development applications and determine whether a proposed development is appropriate for the coastal zone. Where a development is at risk to the adverse impacts of coastal hazards such as erosion and storm surge inundation within the planning timeframe (of 100 years), the appropriateness of the development should be considered. SPP2.6 advises that developments proposing infill development should be located on the least vulnerable portion of the site.

In addition to SPP2.6, the City of Kwinana Coastal Adaptation Plan (CAP) includes mapping that identified both inundation and erosion risks for the section of coastline adjacent to the Synergy site. Under the CAP, the proposed development is located within Coastal Management Unit 10 – Naval Base (CMU). However, the proposed BESS#2 is located outside of both the projected inundation and erosion 100-year mapping, being approximately 200 metres from high-risk areas. While no immediate measures are required as part of this development, it is worth noting that the CAP does note that Coastal Management Unit 10 is an area which has been identified as increasingly vulnerable to erosion and sea level rise. It is important that the applicant consider this implication into the future and therefore an advice note is recommended.

#### Conclusion:

The proposed development is consistent with the planning objectives for the zone in which it is located. The proposal is a recognition of new energy and modern technologies. The second BESS seeks to expand a successful technological change in energy storage and continue to lead the way in promoting innovation and sustainability. In this regard, the proposed development is also consistent with the overarching planning principles of the City's draft Local Planning Strategy, incorporating sustainability principles that seek to ensure the needs of future generations can be met.

#### Officer Recommendation

This section is to be completed where the Officer Recommendation is different to Council's recommendation (the 'Responsible Authority Recommendation').

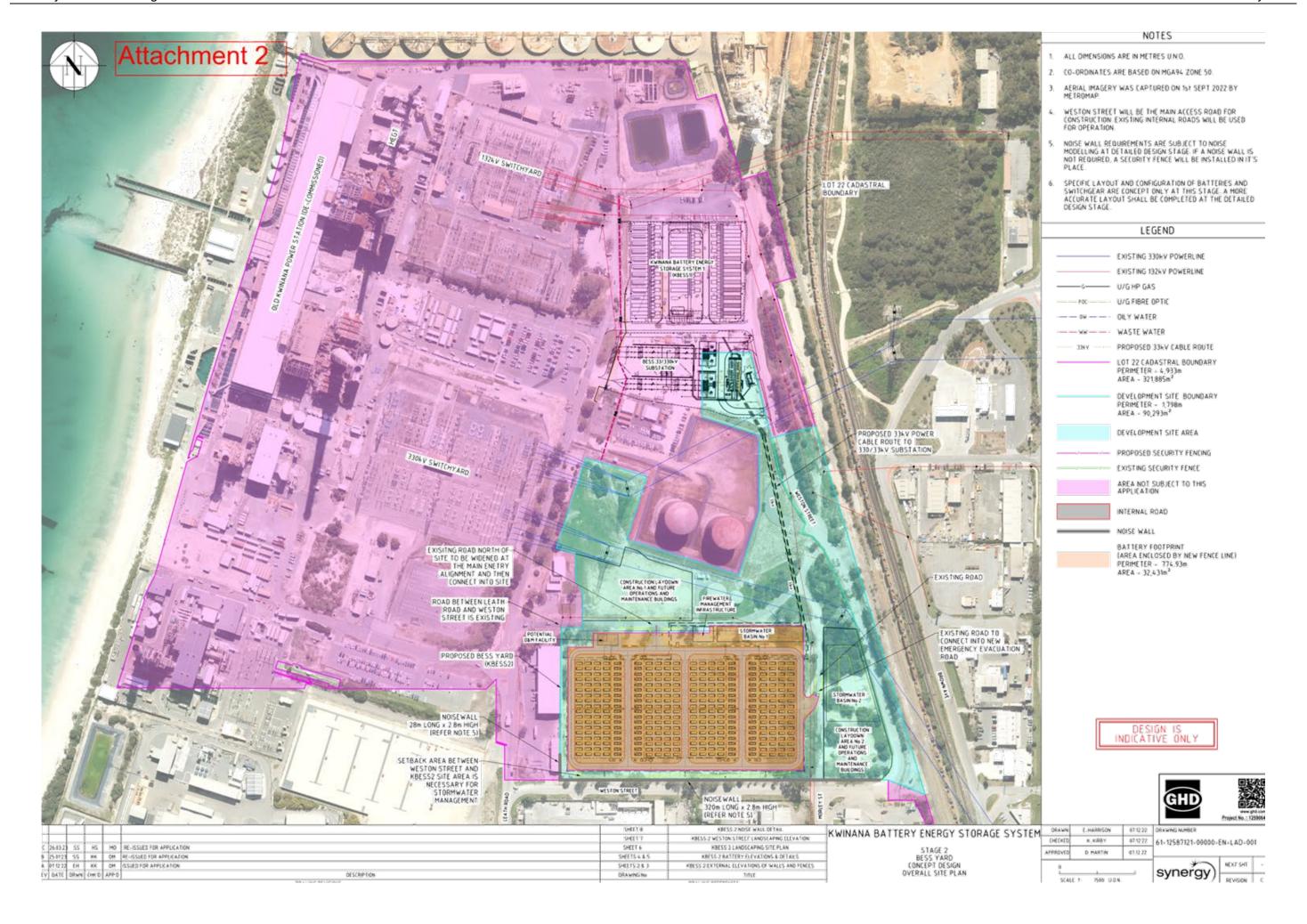
#### Reasons for Officer Recommendation

This section is to be completed where the Officer Recommendation is different to Council's recommendation (the 'Responsible Authority Recommendation').

## Attacnment 1

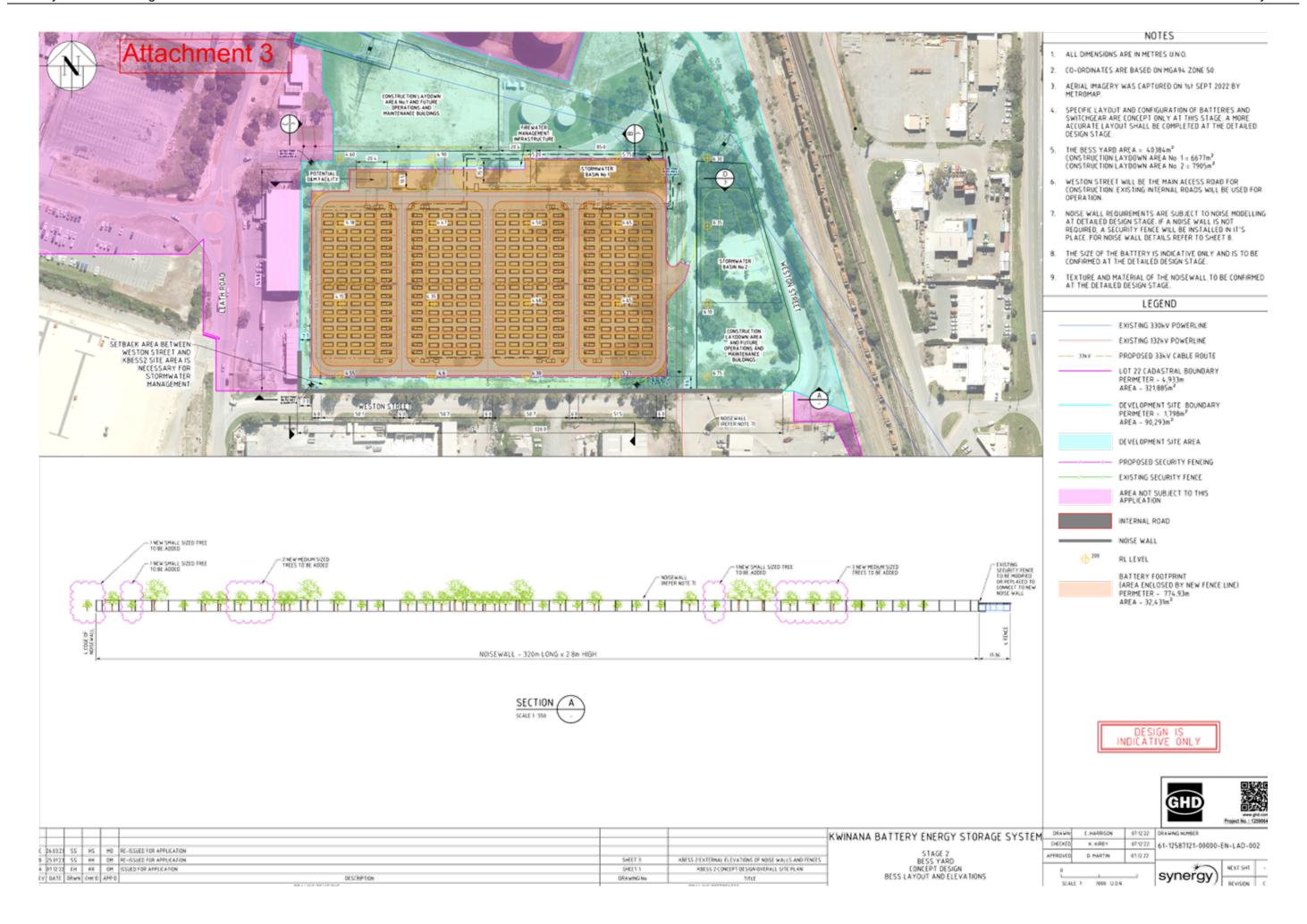


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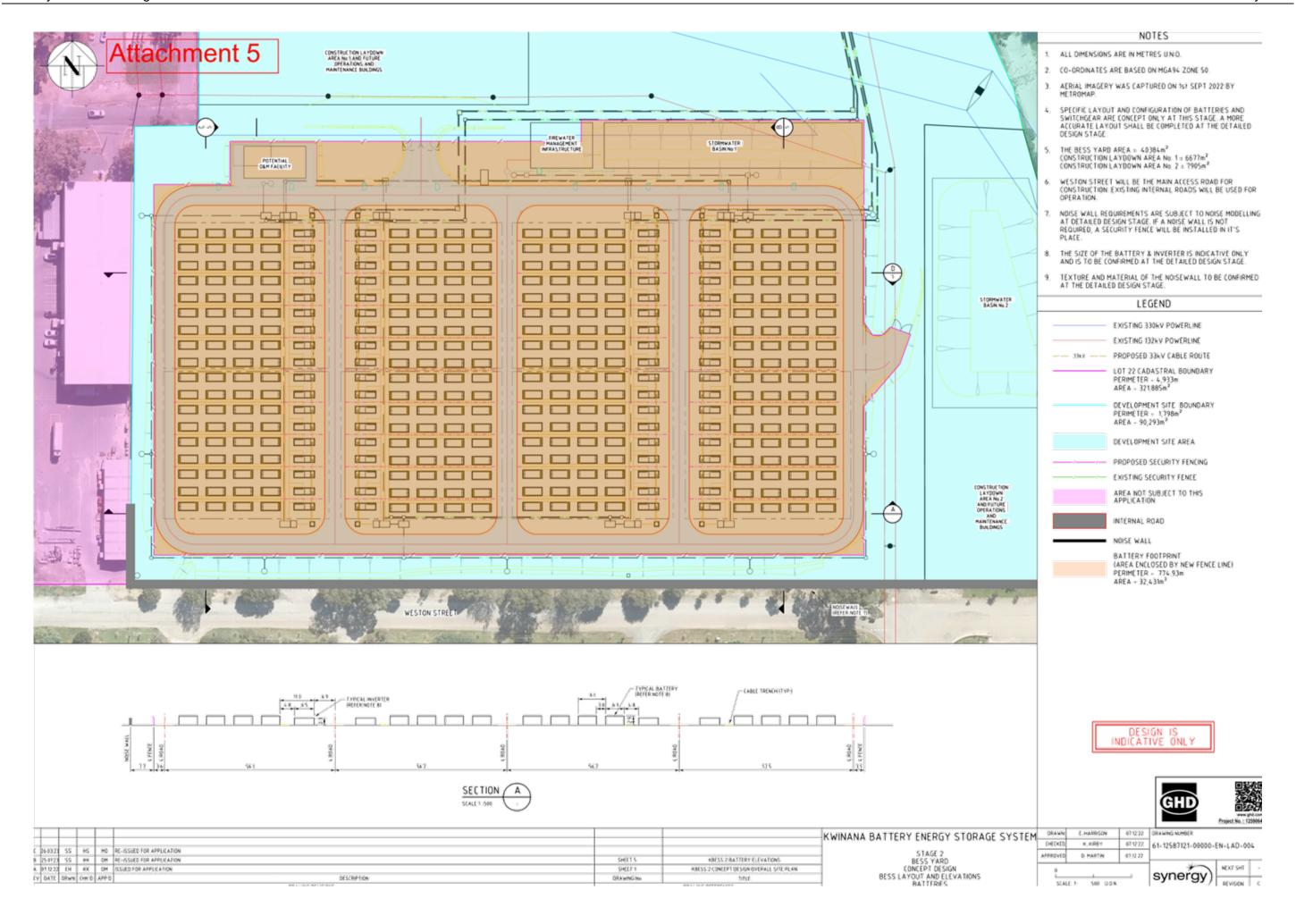
Item 17.3 - Attachment B

Ordinary Council Meeting 10 May 2023

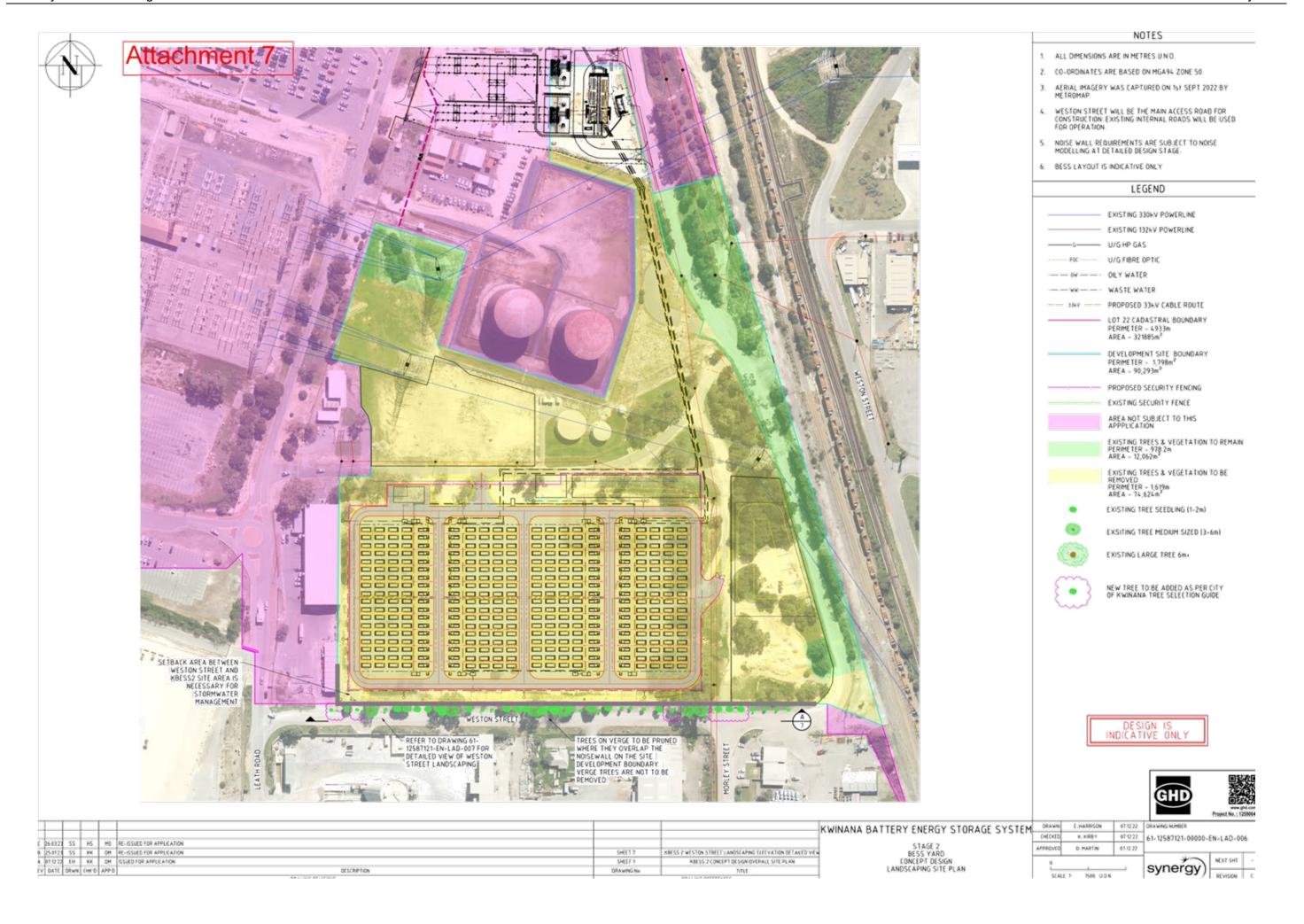


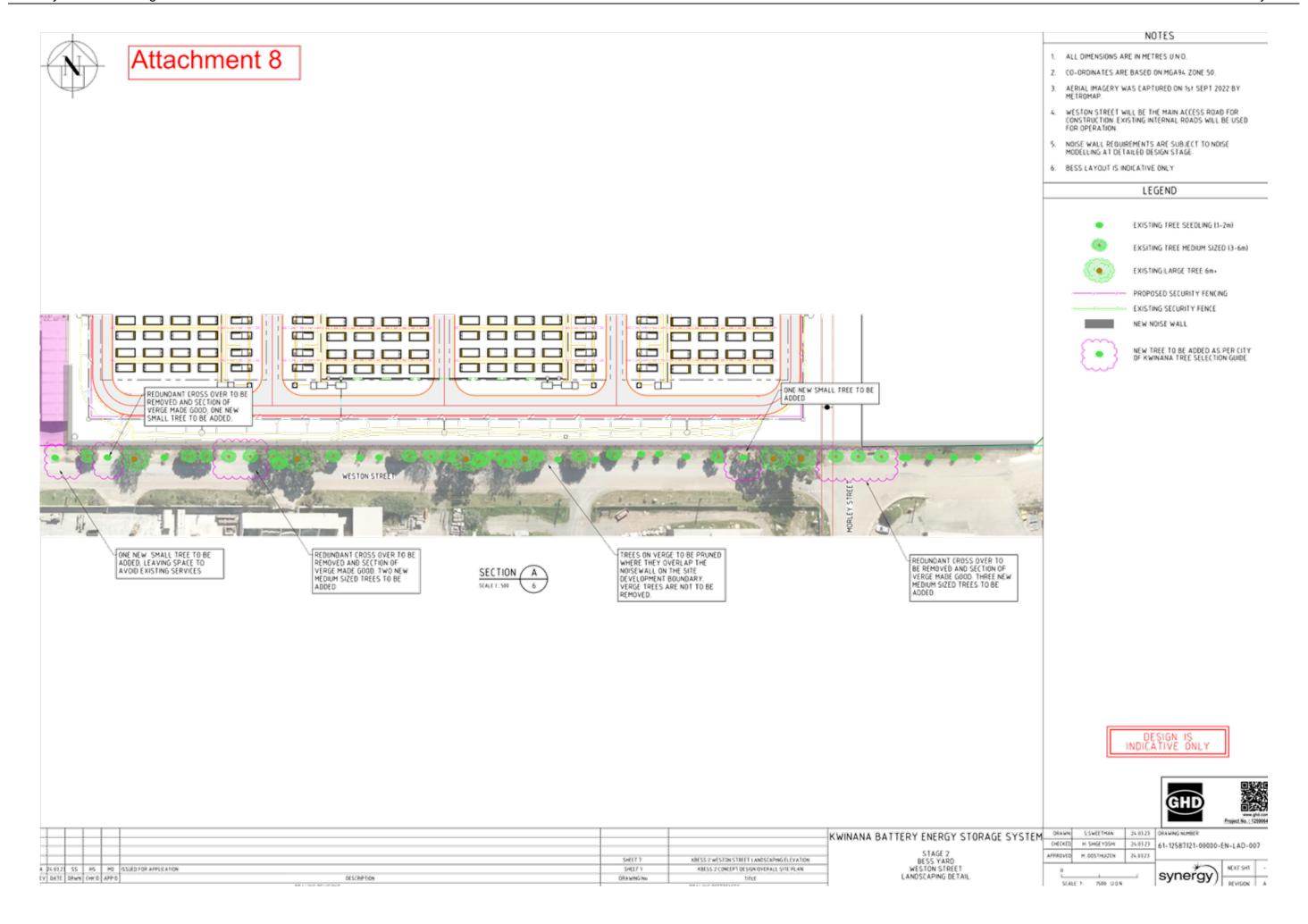
Item 17.3 - Attachment B

# NOTES Attachment 4 1. ALL DIMENSIONS ARE IN METRES U.N.O. 2. CO-ORDINATES ARE BASED ON MGA94 ZONE 50. 3. AERIAL IMAGERY WAS CAPTURED ON 1s1 SEPT 2022 BY SPECIFIC LAYOUT AND CONFIGURATION OF BATTERIES AND SWITCHGEAR ARE CONCEPT ONLY AT THIS STAGE, A MORE ACCURATE LAYOUT SHALL BE COMPLETED AT THE DETAILED DESIGN STAGE THE BESS YARD AREA = 40384m<sup>2</sup> CONSTRUCTION LAYDOWN AREA No. 1 = 6677m<sup>2</sup> CONSTRUCTION LAYDOWN AREA No. 2 = 7905m<sup>2</sup> EMERGENCY EVACUATION GATE NOISE WALL - WESTON STREET WILL BE THE MAIN ACCESS ROAD FOR CONSTRUCTION. EXISTING INTERNAL ROADS WILL BE USED FOR OPERATION. NOISE WALL REQUIREMENTS ARE SUBJECT TO NOISE MODELLING AT DETAILED DESIGN STAGE. IF A NOISE WALL IS NOT REQUIRED, A SECURITY FENCE WILL BE INSTALLED IN IT'S PLACE. FOR NOISE WALL DETAILS SEE SHEET 8. NEW SECURITY FENCE - 152.9m LONG 8. THE SIZE OF THE BATTERY IS INDICATIVE ONLY AND IS TO BE CONFIRMED AT THE DETAILED DESIGN STAGE. SECTION B SCALE 1:500 TEXTURE AND MATERIAL OF THE NOISEWALL TO BE CONFIRMED AT THE DETAILED DESIGN STAGE. LEGEND NEW NOISEWALL 28m LONG x 2.8m HIGH EXISTING SECURITY FENCE 119.3m LONG SECTION ACCESS GATE -NEW SECURITY FENCE = 255.3m LONG (INCLUDING BENDS) SECTION, SCALE 1:500 KWINANA BATTERY ENERGY STORAGE SYSTEM 07.12.22 61-12587121-00000-EN-LAD-003 STAGE 2 BESS YARD CONCEPT DESIGN D. MARTIN 07.12.22 SHEET 1 KBESS 2 KBESS 2 LAYOUT AND ELEVATIONS synergy | MEXT SHT | \* KBESS 2 CONCEPT DESIGN OVERALL SITE PLAN NOISE WALL AND PENCE ELEVATIONS V DATE DRWN CHK'D APP'D DESCRIPTION SCALE 1: 500 U.O.N.



# NOTES Attachment 6 1. ALL DIMENSIONS ARE IN METRES UNIO 2. CO-ORDINATES ARE BASED ON MGA94 ZONE 50. 3. AERIAL IMAGERY WAS CAPTURED ON 151 SEPT 2022 BY SPECIFIC LAYOUT AND CONFIGURATION OF BATTERIES AND SWITCHGEAR ARE CONCEPT ONLY AT THIS STAGE, A MORE ACCURATE LAYOUT SHALL BE COMPLETED AT THE DETAILED DESIGN STAGE THE BESS YARD AREA = 40384m<sup>2</sup> CONSTRUCTION LAYDOWN AREA No. 1 = 6677m<sup>2</sup> CONSTRUCTION LAYDOWN AREA No. 2 = 7905m<sup>2</sup> NOSEWALL -BEREENOTE 3) WESTON STREET WILL BE THE MAIN ACCESS ROAD FOR CONSTRUCTION, EXISTING INTERNAL ROADS WILL BE USED FOR OPERATION. NOISE WALL REQUIREMENTS ARE SUBJECT TO NOISE MODELLING AT DETAILED DESIGN STAGE. IF A NOISE WALL IS NOT REQUIRED, A SECURITY FENCE WILL BE INSTALLED IN IT'S 8. THE SIZE OF THE BATTERY IS INDICATIVE ONLY AND IS TO BE CONFIRMED AT THE DETAILED DESIGN STAGE. SECTION B TEXTURE AND MATERIAL OF THE NOISEWALL TO BE CONFIRMED AT THE DETAILED DESIGN STAGE. LEGEND PROPOSED SECURITY FENCING EXISTING SECURITY FENCE NOISE WALL - SABLE THENOH IT YES SECTION D KWINANA BATTERY ENERGY STORAGE SYSTEM 61-12587121-00000-EN-LAD-005 STAGE 2 BESS YARD CONCEPT DESIGN BATTERY ELEVATIONS D. HARDN synergy STALE IN SHE DIEN.







# Attachment 9

Your ref: DA10531

Our ref: PA54737, RF3779-04 Enquiries: Mark Hingston Ph. 9550 4209

City of Kwinana PO Box 21 Kwinana WA 6966

Attention: Jared Veenendaal

Dear Jared

#### Re: Lot 22 Leath Road, Naval Base - battery energy storage system

Thank you for providing the proposal for a battery energy storage system received on 27 February 2023 for the Department of Water and Environmental Regulation (the Department) to consider.

The Department has identified that the battery energy storage system has the potential for impacts on environment and water resource values and management. In principle the Department does not object to the proposal however key issues, recommendations and advice are provided below and these matters should be addressed.

Issue: Native Vegetation

#### Advice

Under section 51C of the *Environmental Protection Act 1986* (EP Act), clearing of native vegetation is an offence unless:

- it is undertaken under the authority of a clearing permit
- it is done after the person has received notice under Section 51DA(5) that a clearing permit is not required
- the clearing is subject to an exemption

Exemptions for clearing that are a requirement of written law, or authorised under certain statutory processes, are contained in Schedule 6 of the EP Act. Exemptions for low impact routine land management practices outside of environmentally sensitive areas (ESAs) are contained in the *Environmental Protection (Clearing of Native Vegetation) Regulations 2004* (the Clearing Regulations).

Kwinana Peel Region

107 Breakwater Parade Mandurah Ocean Marina Mandurah Western Australia 6210 PO Box 332 Mandurah Western Australia 6210

Telephone: 08 9550 4222 Facsimile: 08 9581 4560

Based on the information provided, should development approval be issued, the proposal is likely to be exempt from the requirement for a clearing permit under Regulation 5, Item 1 of the Clearing Regulations.

Note that this exemption does not apply prior to development approval being issued.

This exemption is described in the Departments 'A Guide to the Exemptions and Regulations for Clearing Native Vegetation'. It is the applicant's responsibility to determine compliance with these exemptions and therefore whether a clearing permit is required. If there is uncertainty, then the precautionary principle should be applied, and it is recommended applicants apply for a clearing permit.

It is noted that some clearing appears to be proposed that may not be required for the construction of buildings and/or structures. This clearing is unlikely to be exempt, unless it falls under another exemption described in the guide referenced above. A clearing permit will be required for any proposed clearing that does not fall under an exemption.

The Department has not received a clearing permit application for this proposal. Application forms are available from <a href="https://www.wa.gov.au/service/environment/environment-information-services/clearing-permit-forms">https://www.wa.gov.au/service/environment/environment-information-services/clearing-permit-forms</a>

Additional information on how to apply for a clearing permit is available from Clearing permit forms | Western Australian Government (<u>www.wa.gov.au</u>).

Information regarding clearing permit fees can be found here: <u>Clearing fees</u> – frequently asked questions | Western Australian Government (www.wa.gov.au)

If further clarification is required, please contact DWER's Native Vegetation Regulation section by email (admin.nvp@dwer.wa.gov.au) or by telephone (6364 7098).

#### Issue: Contaminated Site

#### Advice

Please find a separate Contaminated Sites Act 2003 section 58(6) letter from the Department's Contaminated Sites Branch attached.

Where the Department has a statutory role, planning applications should be considered prior to the Department issuing any relevant permits, licenses and/or approvals.

In the event there are modifications to the proposal that may have implications on aspects of environment and/or water management the Department should be notified to enable the implications to be assessed.

Should you require any further information on the comments please contact Mark Hingston on 9550 4209.

Yours sincerely

Bann

Brett Dunn Program Manager – Planning Advice Peel Region

17 / 03 / 2023



Your ref: DA10531 Our ref: DMO 4537

Enquiries: Samantha Lakin, Ph 6364 7175 Email: sam.lakin@dwer.wa.gov.au

Jared Veenendaal Senior Planning Officer City of Kwinana PO Box 21 Kwinana, WA 6966

By email customer@kwinana.wa.gov.au & Jared.Veenendaal@kwinana.wa.gov.au

Dear Jared

#### DEVELOPMENT APPLICATION NUMBER 10531 – LOT 22 LEATH ROAD, NAVAL BASE – BATTERY ENERGY STORAGE SYSTEM

I refer to your email dated 27 February 2023 to the Department of Water and Environmental Regulation (the department) regarding an application to the City of Kwinana for the proposed development of the above-mentioned lot.

As per the requirements under section 58(6)(b) of the *Contaminated Sites Act 2003* (CS Act), advice is required as to the suitability of the land for the proposed development. The department understands that the proposed development comprises an additional Battery Energy Storage System (BESS).

Land at Lot 22 on Diagram 72310 (the site) was classified under section 13 of the CS Act as *contaminated - remediation required* on 17 August 2009 and a memorial (reference number L273787ML) has been placed on the certificate of title.

The site was historically used as a coal fired power station and more recently as an oil and gas fired power station, water desalination plant and ancillary uses such as coal storage, bottom ash storage, bulk fuel oil storage, electrical transformers and workshops. These are land uses that have the potential to cause contamination as indicated in the guideline 'Assessment and management of contaminated sites' (Department of Environment Regulation, 2021).

In 2021 Synergy obtained approval for a BESS located at the site and the department understands that the construction phase of that is nearing completion. This proposal is for a second BESS to the south of the existing BESS site. Synergy has advised the department that a considerable amount of work has been undertaken in the last few years to investigate and remediate the site. According to Synergy, following decommissioning, soil and groundwater investigations were undertaken in 2019 and 2021. These investigations concluded that the only remaining data gap relates to Perand poly-fluoroalkyl substances (PFAS) which were identified in groundwater below the site. The source of the PFAS is a former fire training area which is located within

Prime House, 8 Davidson Terrace Joondalup Western Australia 6027
Locked Bag 10 Joondalup DC WA 6919
Telephone: 08 6364 7000 Facsimile: 08 6364 7001
www.dwer.wa.gov.au

Lot 22 but outside of the development footprint. Additional investigations were proposed to be undertaken and while no further reports have been currently submitted the department understands that reports, including a voluntary auditor's report will be submitted to the department within the next month.

Given uncertainties associated with the current contamination status of the site, the department cannot comment on the suitability of the site for the proposed battery energy storage system. However, based on an understanding that contamination related land use suitability issues are being addressed and the development is consistent with the current electricity power station generation and desalinisation related industrial land uses on the site, the department has no objection to the proposed battery energy storage system development and recommends that the approval should not require a contamination condition.

However, as there are potential risks associated with contamination at the site, the department recommends that the approval include the following advice note:

#### Advice

The site is classified as "contaminated - remediation required" under the Contaminated Sites Act 2003. A suitable occupational health safety and environmental management plan should be developed that reflects all known and potential contamination exposure risks associated with site activities.

The site is not located within an area that is mapped as having a risk of encountering acid sulfate soils. The department therefore advises that no specific comment is required in relation to acid sulfate soil management during development.

Please note that this advice relates to potential contamination and acid sulfate soil issues only. You may receive additional advice from other areas within the department.

If you have any queries in relation to the above, please contact Environmental Officer, Samantha Lakin, on 6364 7175.

Yours sincerely

Andrew Miller SENIOR MANAGER CONTAMINATED SITES

Certille

Delegated Officer under section 91 of the Contaminated Sites Act 2003

16 March 2023

# Attachment 10

999 Hay Street, Level 10 Perth, Western Australia 6000 Australia www.ghd.com



Your ref:

Our ref: 12599664

03 April 2023

Emma Jones Synergy RED 219 St Georges Terrace PERTH WA 6000

#### Kwinana Battery Energy Storage System 2 - Noise Assessment - Addendum

Dear Emma

As requested, an acoustic assessment of the proposed Synergy Kwinana Battery Energy Storage System 2 (KBESS 2) project located in the Kwinana Industrial Area has been completed.

Operational noise levels associated with the project works were assessed by GHD Pty Ltd (GHD) in accordance with the *Environmental Protection (Noise) Regulations* 1997.

Synergy has updated the proposed project layout (Appendix B) and proposed an extended noise wall on the southern boundary to effectively attenuate noise from the updated battery layout.

Further noise modelling will be conducted to ensure the final noise wall design achieves compliance as required.

# Summary

Noise levels attributable to the operating KBESS 2 project have been calculated to comply with the *Environmental Protection (Noise) Regulations 1997* (the Regulations) at the lot boundary and the closest noise sensitive receptors based on the provided equipment sound power levels described in this letter. The assessment is based on locating the project noise sources as per the indicative project layout (as used for the Development Application). Additionally, the assessment includes an emergency generator operating continuously, should mains power be lost to the facility, to represent worst case noise levels.

Project noise sources have been assessed at highest likely noise levels (i.e. fans operating at full capacity) at all times of day and night, which represents the worst case operating scenario.

Conclusions of this assessment are as follows:

- Predicted noise levels from the proposed KBESS 2 project at the lot boundary are predicted to comply
  with the L<sub>A10</sub> assigned noise levels of 75 dBA, with the exception of the southern boundary, where a
  noise wall of 2.8 m height and 300 m length is proposed in order to achieve noise compliance.
- Received noise levels at the adjacent BP service station are predicted to be compliant with its assigned noise levels without further mitigation measures.
- Received noise levels are predicted to be compliant with their assigned noise levels at the closest noise sensitive receptors to the south (Medina) and north (Naval Base and Wattleup) of the project, during all assessment periods, based on fans operating at full capacity.

→ The Power of Commitmen

GHD Ptv Ltd | ABN 39 008 488 373

Synergy has updated the proposed project layout (Appendix B) and proposed an extended noise wall on the southern boundary to effectively attenuate noise from the updated battery layout. The extent of the noise wall has been increased as shown in Appendix B.

Further noise modelling will be conducted to ensure the final noise wall design achieves compliance as required.

#### 2. Noise criteria

Environmental noise is managed through the Regulations. The Regulations specify maximum allowable external noise levels at noise sensitive, commercial and industrial premises.

The Regulations (Regulation 7) define prescribed standards for noise emissions as follows:

- 7. (1) Noise emitted from any premises or public place when received at other premises -
  - (a) Must not cause or significantly contribute to, a level of noise which exceeds the assigned level in respect of noise received at premises of that kind.
  - (b) Must be free of -
    - (i) Tonality (e.g. whining or droning)
    - (ii) Impulsiveness (e.g. sirens)
    - (iii) Modulation (e.g. banging or thumping)

The assigned levels for noise sensitive premises (Regulation 8) are shown in Table 2.1.

Table 2.1 Assigned noise levels, dBA

| Type of premise receiving                                      | Time of day  | Assigned         | Assigned Level  |                   |  |  |  |  |  |
|--|--|------------------|-----------------|-------------------|--|--|--|--|--|
| noise  |  | L <sub>A10</sub> | L <sub>A1</sub> | L <sub>Amax</sub> |  |  |  |  |  |
| Noise sensitive[1]   | 7.00 am to 7.00 pm Monday to<br>Saturday (Day)   | 45 + IF          | 55 + IF         | 65 + IF           |  |  |  |  |  |
|  | 9.00 am to 7.00 pm Sunday and public holidays (Sunday)   | 40 + IF          | 50 + IF         | 65 + IF           |  |  |  |  |  |
|  | 7.00 pm to 10.00 pm all days (Evenings)  | 40 + IF          | 50 + IF         | 55 + IF           |  |  |  |  |  |
|  | 10.00 pm on any day to 7.00 am<br>Monday to Saturday and 9.00 am<br>Sunday and public holidays (Night) | 35 + IF          | 45 + IF         | 55 + IF           |  |  |  |  |  |
| Noise sensitive <sup>[2]</sup>                                 | All hours  | 60               | 75              | 80                |  |  |  |  |  |
| Commercial premises  | All hours  | 60               | 75              | 80                |  |  |  |  |  |
| Industrial and utility premises in the Kwinana Industrial Area | All hours  | 75               | 85              | 90                |  |  |  |  |  |

IF = influencing factor

Tonality, impulsiveness and modulation are defined in Regulation 9. Noise is to be taken to be free of these characteristics if:

- (a) The characteristics cannot be reasonably and practicably removed by techniques other than attenuating the overall level of noise emission.
- (b) The noise emission complies with the standard after the adjustments of Table 2.2 are made

<sup>&</sup>lt;sup>1</sup> Highly sensitive areas include a building, or a part of a building, on the premises that is used for a noise sensitive purpose and any other part of the premises within 15 metres of that building or that part of the building.

<sup>&</sup>lt;sup>2</sup> Any area other than highly sensitive area.

to the noise emission as measured at the point of reception.

Table 2.2 Adjustment for intrusive or dominant noise characteristics, dB<sup>[3]</sup>

| Tonality <sup>[4]</sup> | Impulsiveness <sup>[4]</sup> | Modulation <sup>[4]</sup> |
|-------------------------|------------------------------|---------------------------|
| 5                       | 10                           | 5                         |

The noise sources on site are not expected to contribute intrusive or dominant noise characteristics at the nearest noise sensitive receptors and therefore no penalty has been applied.

Assigned noise levels (Table 2.1) are set differently for noise sensitive, commercial and industrial and utility premises. For noise sensitive premises an influencing factor (IF) is incorporated into the assigned noise levels. IF depends on land use zonings within circles of 100 m and 450 m radius from the noise receptor, including:

- Proportion of industrial land use zonings
- Proportion of commercial zonings
- Presence of major (more than 15,000 vehicles per day) or secondary (6000 to 15,000 vehicles per day) roads
- Proportion of land within Area A or B of the Kwinana Policy Area.

# 2.1 Noise sensitive receptors

Closest noise sensitive receptors to the proposed KBESS 2 project are provided in Table 2.3. For each location, the resultant L<sub>A10</sub> assigned level with incorporation of calculated IF used for this assessment are shown.

In the absence of existing noise level contribution from the Kwinana Industrial Area, the assessment has been conducted such that the project will not significantly contribute to existing noise levels (significant contribution). As such, a 5 dBA penalty has been included, such that compliance with the assigned L<sub>A10</sub> noise levels shown in Table 2.3 demonstrates that the project will not significantly contribute to existing noise levels.

Table 2.3 Assigned noise levels at noise sensitive receptors, dBA

| Receptor                | Туре        | Influencing factor   | Assigned | Level, L <sub>A10</sub> , dB | evel, L <sub>A10</sub> , dBA |  |  |  |  |
|-------------------------|-------------|--|----------|------------------------------|------------------------------|--|--|--|--|
|                         |             |  | Day      | Evening                      | Night                        |  |  |  |  |
| R1 – Naval Base         | Residential | 8 dB (1 dB Type A + 5 dB Type<br>B and 2 dB transport factor)  | 48       | 43                           | 38                           |  |  |  |  |
| R2 – Wattleup           | Residential | 15 dB (2 dB Type A + 9 dB Type<br>B and 4 dB transport factor) | 55       | 50                           | 45                           |  |  |  |  |
| R3 – Medina             | Residential | 2 (2 dB transport factor)                                      | 42       | 37                           | 32                           |  |  |  |  |
| C1 – BP service station | Commercial  | -  | 55       | •                            | -                            |  |  |  |  |

# Noise modelling

CadnaA, by Datakustik, is a computer program for the calculation, assessment and prognosis of noise exposure. CadnaA calculates environmental noise propagation according to the CONCAWE algorithm. CONCAWE is a mathematical model developed to predict community noise levels from petrochemical and industrial plant for a range of meteorological conditions. A full description of the mathematical model is

<sup>3</sup> Adjustment applies where noise emission is not music.

<sup>&</sup>lt;sup>4</sup> Adjustments are cumulative to a maximum of 15 dB.

provided in the report prepared for the Conservation of Clean Air and Water in Europe (CONCAWE)<sup>[5]</sup> The CONCAWE prediction method is widely used in a range of environmental scenarios for predicting noise impacts of industrial facilities.

CadnaA considers local site characteristics, site sources and the location of the receptor areas to predict noise levels. The method specified consists specifically of octave-band algorithms (with nominal mid band frequencies from 31.5 Hz to 8 kHz) for calculating the attenuation of sound.

### 3.1 Proposed plant layout

The noise model developed for this assessment was based on the indicative project layout of the KBESS 2 project (incorporating existing KBESS 1) as provided (Appendix A).

#### 3.2 Topography and ground absorption effects

In line with the proposed location of the project, the site and surrounding ground topography was included in the modelled using 1 m ground contours. Ground absorption was taken into account in the calculations. A general ground absorption coefficient of 0.6 was used throughout the model to represent the surrounding ground type.

## 3.3 Meteorological conditions

Meteorological conditions selected for the model can have a significant effect on the result. As such, Department of Water and Environmental Regulation (DWER) requires compliance with the assigned noise levels to be demonstrated for 98 percent of the time, during day and night periods, for the month of the year in which the worst case weather conditions prevail. *Draft Guideline on Environmental Noise for Prescribed Premises* (May 2016) specifies the use of default meteorological conditions outlined in Table 3.1, which are based on the Swan Coastal Plain and therefore suitable for this noise assessment.

| Table 3.1 Meteorological conditions for noise mod | elling |
|---|--------|
|---|--------|

| Parameter          | Day<br>7:00 am to 7:00 pm) | Evening/Night<br>(7:00 pm to 7:00 am) |
|--------------------|----------------------------|---------------------------------------|
| Wind speed         | 4 m/s                      | 3 m/s                                 |
| Pasquill stability | E                          | F                                     |
| Temperature        | 20 °C                      | 15 °C                                 |
| Relative humidity  | 50%                        | 50%                                   |

#### 3.4 Project noise sources

Noise levels for equipment for the project have been supplied by Synergy as outlined in Table 3.2 and Table 3.3 for KBESS 1 and KBESS 2, respectively. Sound power levels for the various equipment items are provided in Table 3.4.

This assessment has been based on noise levels from all equipment operating continuously and simultaneously, including the emergency generators (which has been included to represent worst case noise emissions). It is assumed that battery fans are fully operating during both day and night periods.

The assessment is based on locating the noise sources as per the indicative project layout (as used for the Development Application).

Manning, 1991. CONCAWE Report No. 4/81 – The propagation of noise from petroleum and petrochemical complexes to neighbouring communities.

Table 3.2 KBESS 1 - Project equipment and sound power levels

| Equipment                                | Number of units modelled operating | Sound power level (dBA) | Operation  |  |
|--|------------------------------------|-------------------------|------------|--|
| CATL liquid cooled battery               | 608                                | 70                      | Continuous |  |
| AC unit (PEMS)                           | 32                                 | 74                      |            |  |
| Inverter PCS fan side                    | 32                                 | 87                      |            |  |
| Inverter PCS other sides                 |                                    | 83                      |            |  |
| MV transformer                           | 16                                 | 72                      |            |  |
| Auxiliary transformer                    | 3                                  |                         |            |  |
| Switchyard transformer 250 MVA           | 2                                  | 92                      |            |  |
| Switchroom, workshop and office AC units | 8                                  | 61                      |            |  |
| NSP AC units                             | 3                                  | 56                      |            |  |
| BESS emergency generator                 | 1                                  | 93                      |            |  |
| Substation emergency generator           | 1                                  | 93                      |            |  |

Table 3.3 KBESS 2 - Project equipment and sound power levels

| Equipment                               | Number of units modelled operating | Sound power level (dBA) | Operation  |  |
|---|------------------------------------|-------------------------|------------|--|
| Battery pack with fans on (day/evening) | 384                                | 103                     | Continuous |  |
| MV transformer                          | 96                                 | 87                      |            |  |
| BESS emergency generator                | 1                                  | 93                      |            |  |

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Table 3.4 Sound power levels, dB

| Name   | Octave band centre frequency (Hz) |     |    |     |     |     |     | dBA | dB  |     |     |     |     |      |      |      |      |      |      |      |      |      |      |     |     |
|--|-----------------------------------|-----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|-----|-----|
|  | 50                                | 63  | 80 | 100 | 125 | 160 | 200 | 250 | 315 | 400 | 500 | 630 | 800 | 1000 | 1250 | 1600 | 2000 | 2500 | 3150 | 4000 | 5000 | 6300 | 8000 |     |     |
| CATL battery                                 |                                   |     |    |     |     |     |     |     |     |     | 73  |     |     |      |      |      |      |      |      |      |      |      |      | 70  | 73  |
| AC unit (PEMS)                               | 80                                | 78  | 73 | 66  | 64  | 67  | 75  | 69  | 63  | 78  | 59  | 54  | 49  | 47   | 45   | 43   | 42   | 41   | 37   | 33   | 29   | 24   | 22   | 74  | 85  |
| Henk inverter PCS fan<br>side                | 102                               | 100 | 96 | 92  | 88  | 84  | 84  | 82  | 80  | 77  | 85  | 75  | 72  | 71   | 71   | 73   | 72   | 70   | 66   | 63   | 62   | 62   | 63   | 87  | 105 |
| Henk inverter PCS other sides                | 98                                | 96  | 92 | 88  | 84  | 80  | 80  | 78  | 76  | 73  | 81  | 71  | 68  | 67   | 67   | 69   | 68   | 66   | 62   | 59   | 58   | 58   | 59   | 83  | 101 |
| MV transformer                               | 56                                | 55  | 56 | 61  | 55  | 59  | 77  | 61  | 71  | 59  | 64  | 70  | 59  | 52   | 51   | 46   | 43   | 41   | 40   | 38   | 36   |      |      | 72  | 79  |
| Switchyard transformer<br>250 MVA            | 76                                | 75  | 76 | 81  | 75  | 79  | 97  | 81  | 91  | 79  | 84  | 90  | 79  | 72   | 71   | 66   | 63   | 61   | 60   | 58   | 56   | 22   | 23   | 92  | 99  |
| Switchroom, workshop<br>and offices AC units | 67                                | 65  | 60 | 53  | 51  | 54  | 62  | 56  | 50  | 65  | 46  | 41  | 36  | 34   | 32   | 30   | 29   | 28   | 24   | 20   | 16   | 11   | 9    | 61  | 72  |
| NSP AC units                                 | 62                                | 60  | 55 | 48  | 46  | 49  | 57  | 51  | 45  | 60  | 41  | 36  | 31  | 29   | 27   | 25   | 24   | 23   | 19   | 15   | 11   | 6    | 4    | 56  | 67  |
| BESS emergency generator                     | 63                                | 67  | 72 | 76  | 82  | 86  | 87  | 89  | 82  | 86  | 88  | 83  | 84  | 83   | 83   | 83   | 82   | 80   | 78   | 75   | 72   | 68   | 66   | 93  | 97  |
| Substation emergency<br>generator            | 63                                | 67  | 72 | 76  | 82  | 86  | 87  | 89  | 82  | 86  | 88  | 83  | 84  | 83   | 83   | 83   | 82   | 80   | 78   | 75   | 72   | 68   | 66   | 93  | 97  |
| Proposed battery pack<br>(fans on)           |                                   |     |    |     |     |     |     |     |     |     | 106 |     |     |      |      |      |      |      |      |      |      |      |      | 103 | 106 |
| Proposed battery pack (fans off)             |                                   |     |    |     |     |     |     |     |     |     | 91  |     |     |      |      |      |      |      |      |      |      |      |      | 88  | 91  |
| Proposed MV<br>transformer                   |                                   |     |    |     |     |     |     |     |     |     | 90  |     |     |      |      |      |      |      |      |      |      |      |      | 87  | 90  |

# 4. Noise modelling results

The calculated noise levels under the worst case wind direction condition<sup>[6]</sup> at the lot boundary were assessed to determine if noise emissions complied with the assigned L<sub>A10</sub> noise level of 75 dBA.

Results of noise modelling are presented in Figure 4.1 and Figure 4.2 for the modelling scenarios of without and with relevant mitigation measures for day/evening time period (fans operating at full capacity) and Figure 4.3 and Figure 4.4 for the modelling scenarios of without and with relevant mitigation measures for night time period (fans operating at full capacity).

The modelling results show that mitigation of project noise sources is not required to meet the L<sub>A10</sub> assigned level of 75 dBA at all lot boundaries, with the exception of the southern boundary, where a noise wall of 2.8 m height and 300 m length as demonstrated in Figure 4.2 are modelled to achieve noise compliance. The noise wall should be constructed from materials with a minimum density of 15 kg/m<sup>2</sup>.

| Table 4.1 | Predicted | noise | levels, | dBA |
|-----------|-----------|-------|---------|-----|
|-----------|-----------|-------|---------|-----|

| Location | Predicted L <sub>A10</sub> noise level  – without mitigation | Project L <sub>A10</sub> noise level  - with mitigation (noise walls on the southern site boundary) |
|----------|--|---|
| N1       | 57   | 59  |
| E1       | 63   | 63  |
| S1       | 85   | 71  |
| W1       | 41   | 42  |

Predicted noise levels at the closest noise sensitive receptors were assessed to determine if noise levels complied with the assigned L<sub>A10</sub> noise levels, incorporating a 5 dB penalty for significant contribution (Table 4.2).

Table 4.2 Predicted L<sub>A10</sub> noise levels at noise sensitive receptors, dBA

| Location | Predicted L <sub>A10</sub> no | se level, dB | Compliant   | Compliant   |  |  |  |  |
|----------|-------------------------------|--------------|-------------|---|--|--|--|--|
|          | Day/Evening                   | Night        | Day/Evening | Night   |  |  |  |  |
| R1       | 37                            | 37           | Yes         | Yes   |  |  |  |  |
| R2       | 36                            | 36           | Yes         | Yes   |  |  |  |  |
| R3       | 28                            | 28           | Yes         | Yes   |  |  |  |  |
| C1       | 56                            |              |             | ed noise level of 60 dBA without<br>ver 55 dBA with 5 dB penalty on<br>l) |  |  |  |  |

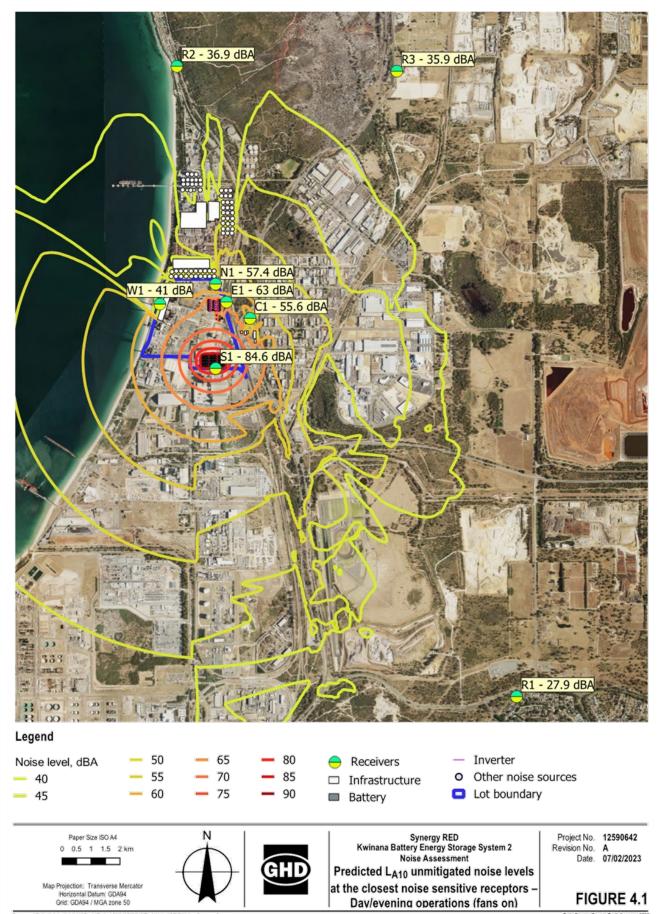
Table 4.2 demonstrates compliance is predicted at all noise sensitive receptors for all time periods. For the purpose of this assessment, it has been assumed that if compliance is achieved at the closest noise sensitive receptors, compliance would be achieved further away.

Received noise levels at the adjacent BP service station are predicted to be compliant with its assigned noise level of 60 dBA without 5 dB penalty. The predicted L<sub>A10</sub> noise level is 56 dBA at the service station, which is 4 dB below the assigned noise level without incorporating a 5 dB penalty for significant

<sup>&</sup>lt;sup>6</sup> 6 Assessed for worst case wind direction for each noise sensitive receptor location.

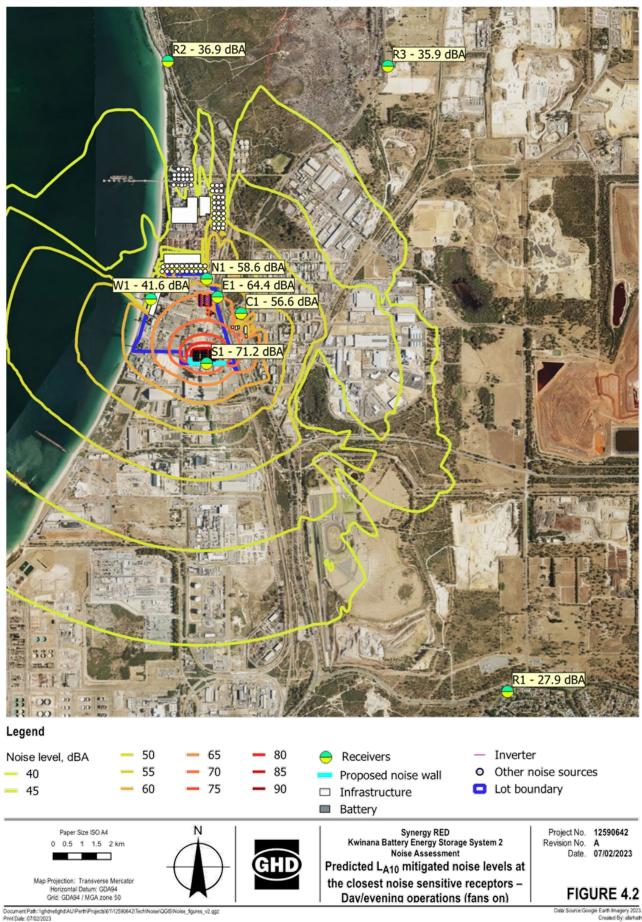
contribution, and marginally above (by 1 dB) the assigned noise level incorporating a 5 dB penalty for significant contribution.

If the assigned noise level of 60 dBA is considered as the typical noise environment for the BP service station, the noise level increase (i.e. around 1 dB) due to the KBESS operation is insignificant. In addition, the staff working for the BP service station will be indoors mostly and will experience lower noise levels and customers outdoors will be transient and won't be exposed to the noise environment for more than 15 minutes.



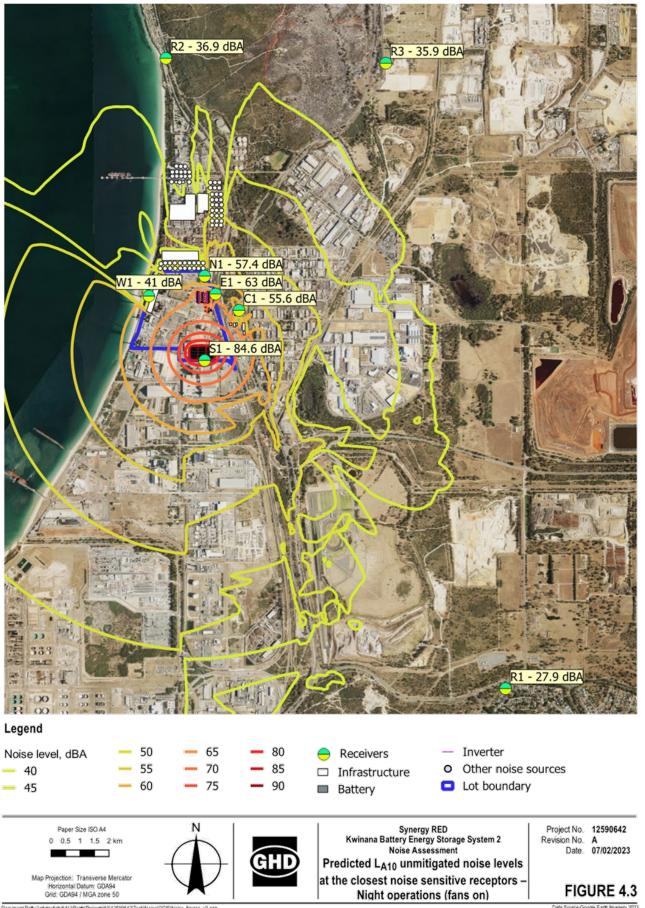
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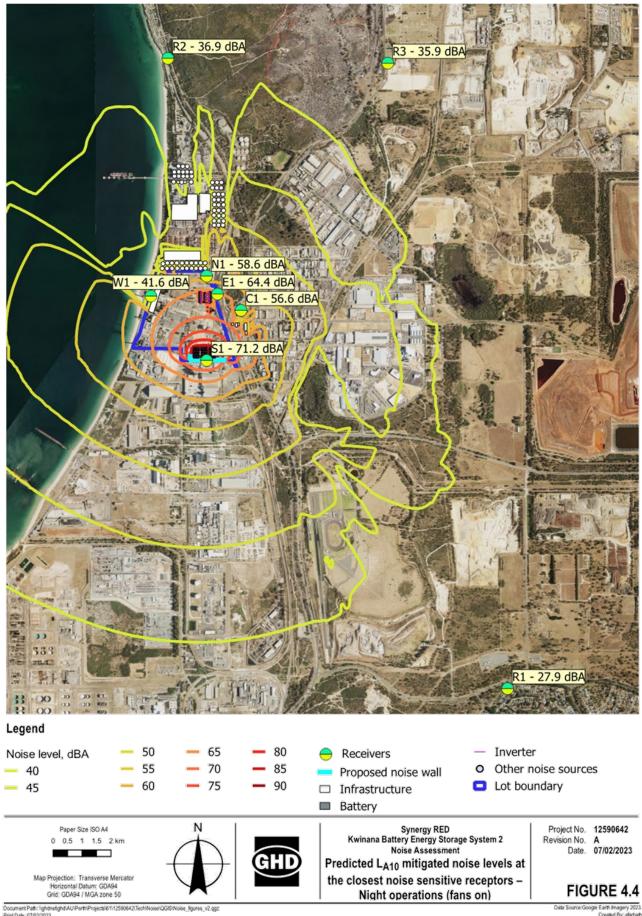


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### 5. Assessment

The predicted noise levels were examined for annoying characteristics in accordance with *Environmental Protection (Noise) Regulations 1997*, including tonality, impulsiveness and modulation. This assessment has assumed noise levels exhibit none of these characteristics.

- Predicted noise levels from the proposed KBESS 2 project at the lot boundary are predicted to comply
  with the L<sub>A10</sub> assigned noise levels of 75 dBA, with the exception of the southern boundary, where a
  noise wall of 2.8 m height and 300 m length is proposed in order to achieve noise compliance.
- Received noise levels at the adjacent BP service station are predicted to be compliant with assigned noise levels without further mitigation measures.
- Received noise levels are predicted to be compliant with their assigned noise levels at the closest noise sensitive receptors to the south (Medina) and north (Naval Base and Wattleup) of the project, during all assessment periods, based on fans operating at full capacity.

Synergy has updated the proposed project layout (Appendix B) and proposed an extended noise wall on the southern boundary to effectively attenuate noise from the updated battery layout. The extent of the noise wall has been increased as shown in Appendix B.

Further noise modelling will be conducted to ensure the final noise wall design achieves compliance as required.

To practically achieve relevant noise compliance for the project, the following adaptive management practices are recommended beyond the development approval (DA) stage of the project:

- Undertake revised noise modelling once the KBESS 2 design and battery manufacturer has been finalized.
- Undertake pre-construction noise monitoring to determine existing noise levels.
- Undertake commissioning testing to characterize noise emissions from the battery facilities and to verify the noise model with updated noise wall layouts and extents.
- Undertake post-operational noise monitoring to determine the contribution of KBESS (noting that the fans may not all operate at the same time, so noise could be significant less than that modelled) and assess noise compliance.

### 6. Limitations

This assessment has been prepared by GHD for Synergy and may only be used and relied on by Synergy for the purpose agreed between GHD and Synergy.

GHD otherwise disclaims responsibility to any person other than Synergy arising in connection with this report. The services undertaken by GHD in connection with preparing this report were limited to those specifically detailed in the Contract and are subject to the scope limitations set out in the Contract.

The opinions, conclusions and any recommendations in this report are based on conditions encountered and information reviewed at the date of preparation of the report. GHD has no responsibility or obligation to update this report to account for events or changes occurring subsequent to the date that the report was prepared.

GHD accepts no responsibility for the integrity of the software coding of the approved acoustic model (CadnaA) used.

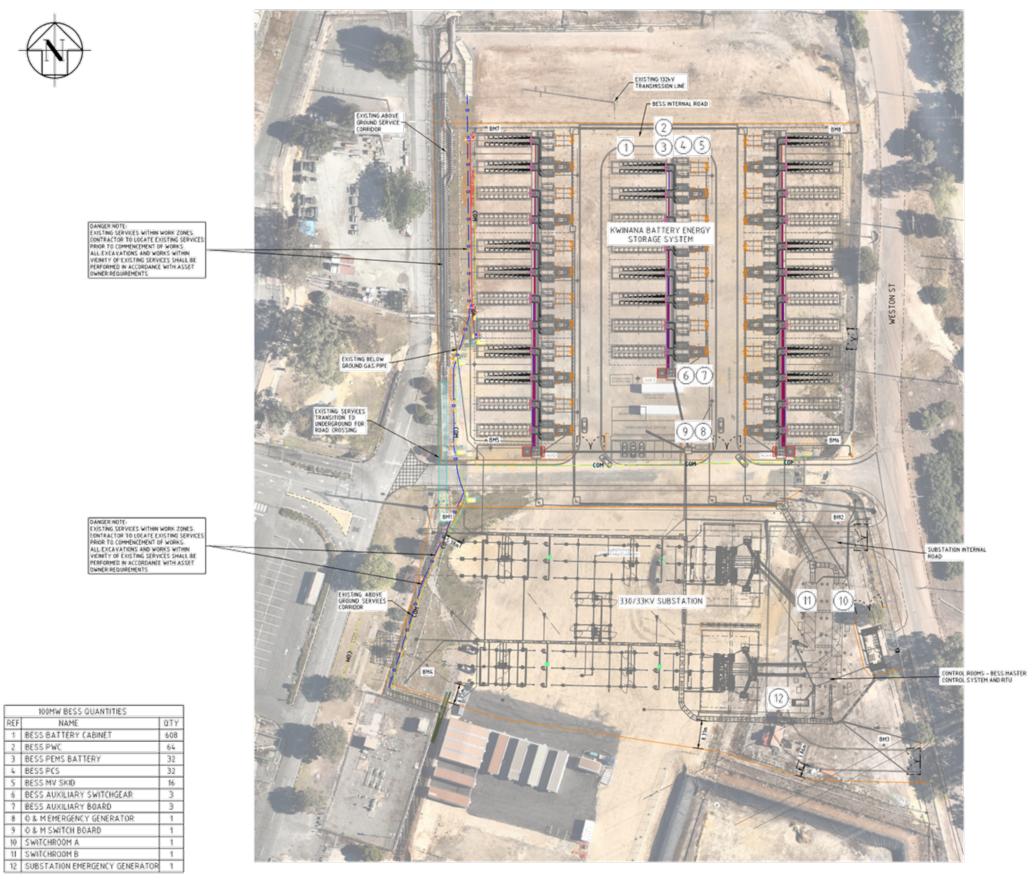
Project Number: 12599664

Table of revisions

| Revision         | Author    | Reviewer Approved for issue by: |           | Date issued |
|------------------|-----------|---------------------------------|-----------|-------------|
| Rev 0 (Final)    | B Li      | J Forrest                       | J Forrest | 7/2/2023    |
| Rev 1 (Addendum) | J Forrest | J Forrest                       | J Forrest | 3/4/2023    |
|                  |           |                                 |           |             |

# Appendix A

**Project layout** 



| SURVEY   |   |  |  |
|--|---|--|--|
| COORDINATE REFERENCE SYSTI   | HAP GRID OF AUSTRALIA<br>(MGA94, ZONE 50) |  |  |
| HEIGHT DATUM   | AUSTRALIAN HEIGHT DATUM (A                |  |  |
|  |   |  |  |
| GENERAL NOTES  |   |  |  |
| 1. ALL DIMENSIONS ARE IN METRES UNLESS NOTED OTHERWISE.  |   |  |  |
| <ol> <li>DESIGN LEVELS SHOWN REPRESENT FINISHED SURFACE LEVEL<br/>UNLESS NOTED OTHERWISE.</li> </ol> |   |  |  |
| THE CONTRACTOR SHALL PROTECT ANY EXISTING SERVICES<br>DURING CONSTRUCTION                            |   |  |  |
| 4. BENCH MARK ELEVATION  | INS FROM FSL                              |  |  |
|  | LEGEND                                    |  |  |
| Existing FEN   | CE LINE REFER TO DRG KBS -C-0029-005/00   |  |  |
| NEW FENCE LI   | NE REFER DRG.KBS-C-0029-001/002           |  |  |
| BENCHMARK  |   |  |  |
| EXISTING ABO   | IVE GROUND SERVICES CORRIDOR              |  |  |
| — G — GAS PIPELIN  |   |  |  |
| - COMMS CABLE  | LINE                                      |  |  |

OPTIC FIBRE CABLE LINE

# BENCH MARK SCHEDULE

| POINT | EASTING     | NORTHING    | ELEVATION |
|-------|-------------|-------------|-----------|
| BM1   | 384807.302  | 6436830:912 | 5.891     |
| 8M2   | 384922.031  | 6436830.9%  | 5:912     |
| 8M3   | 384935.456  | 6436765.598 | 5.550     |
| BHG   | 384801.045  | 6536789,104 | 5.318     |
| 8M5   | 384818:459  | 6436855.253 | 6.073     |
| 896   | 384918.459  | 6436855.253 | 6.082     |
| 8M7   | 384818-459  | 6436947.253 | 6,373     |
| BMB   | 384.918:459 | 6436947.253 | 6.082     |





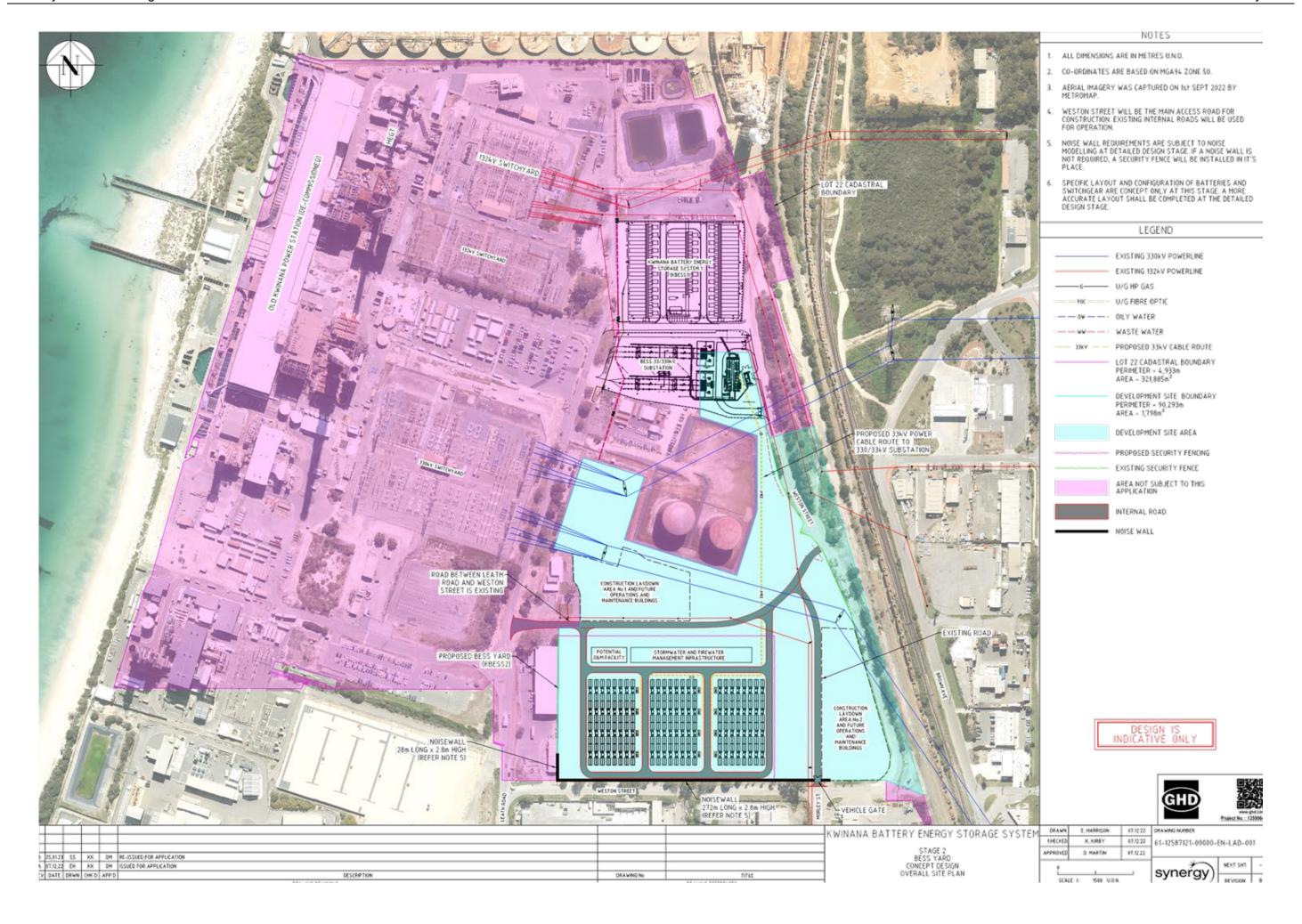
| _ |          |      |       |       |                          |                |   |
|---|----------|------|-------|-------|--------------------------|----------------|---|
| Ð | - Car    | -    | -     | -     | -                        | KBS-(-0023-001 | SITE SURFACING AND PAVEMENT LAYOUT        |
|   | oir      | - 00 | 50    | - 20  | *                        | KBS-C-0029-002 | BESS FENCE LAYOUT                         |
|   | - 3      | -    | - 30  | æ     | 4                        | KBS=(=6029+001 | SUBSTATION FENCE LAYOUT                   |
| - |          | -    | - 1   | - 10  |                          | KBS-C-0034-001 | BESS - FOUNDATION - LAYOUT                |
| 6 | 15.07.22 | SM   | Œ₩    | BN    | ISSUED FOR CLUENT REVIEW | KBS=C-0031-001 | 396/33KV SUBSTATION - FOUNDATION - LAYOUT |
| γ | DATE     | DRWN | CHKID | APP'D | DESCRIPTION              | DRAWING No.    | TITLE.                                    |

GENERAL SITE DANGEROUS GOODS LICENSING

KWINANA BATTERY ENERGY STORAGE SYSTEM DRAWN 15.07.22 CWILFORD B'NORRIS 15.07.22 SCALE II 500 U.O.N.

15.07.22 KBS-C-0022-002

synergy NEXT SHI -

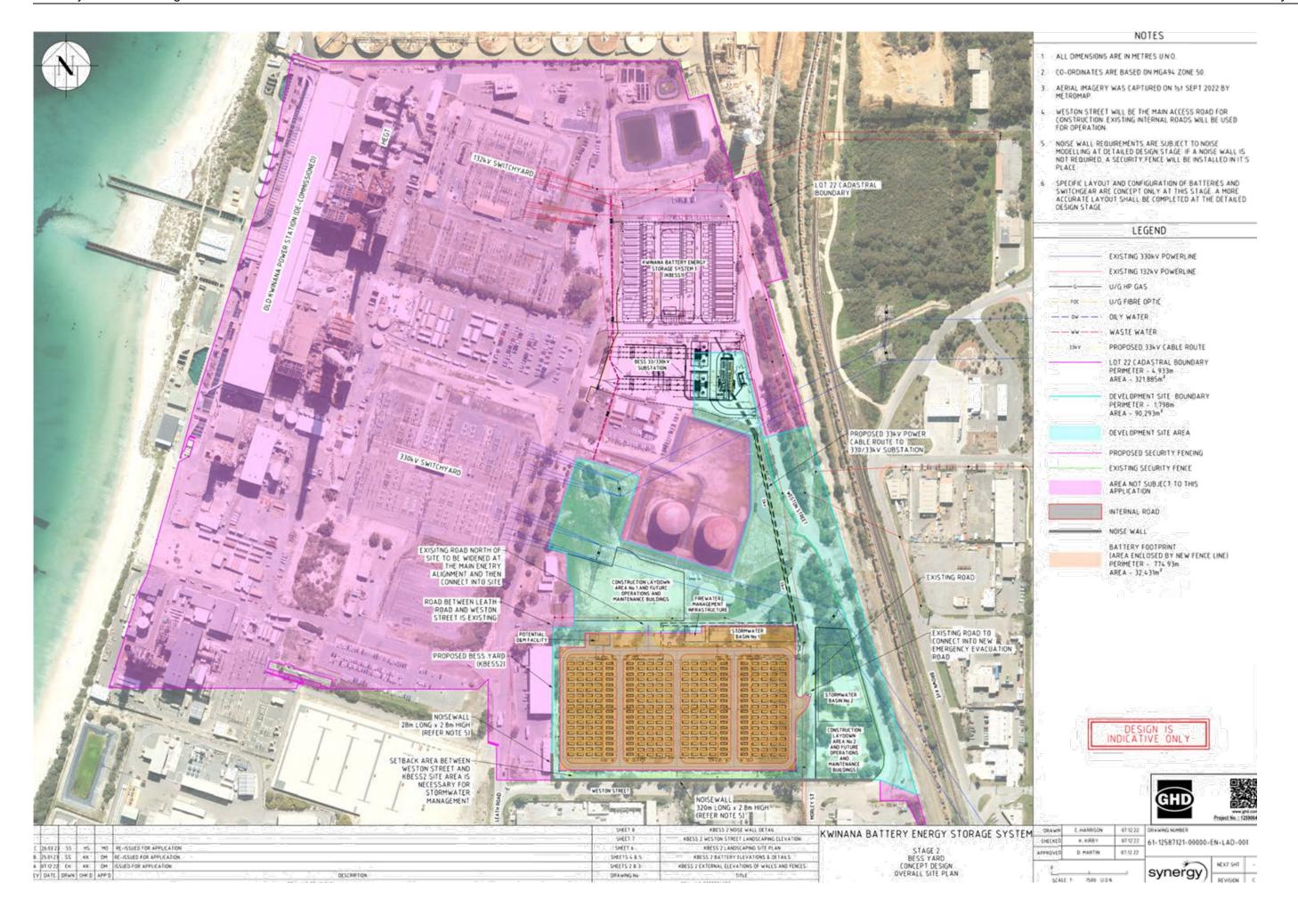


# Appendix B

**Updated project layout** 

12599664 | Kwinana Batterv Enerov Storage System 2 - Noise Assessment - Addendum

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#### 17.4 TEN 06/23 - PROVISION OF TREE MANAGEMENT SERVICES

#### **SUMMARY**

The City of Kwinana invited Tenders from suitably experienced and resourced contractors for the provision of tree management services.

The Request for Tender was advertised in "The Weekend West" newspaper on Saturday 4 March 2023. The Tender was also advertised on the City's official website, the City's public notice boards and issued through the City's e-tendering portal Tenderlink.

The City received one (1) submission, and this was assessed by City Officers, with their assessment outlined in Confidential Attachment A. City Officers recommend that Council award the tender as per the recommendations of Attachment A.

#### OFFICER RECOMMENDATION

#### **That Council:**

- 1. Award Contract TEN 06/23 for the provision of tree management services to Beaver Tree Services Aust Pty Ltd in accordance with the City's special conditions of Contract, general conditions of the Contract, the specifications and their Tender submission including their schedule of rates for a period of two (2) years commencing 22 May 2023 with the option to extend the contract for an additional two (2) periods of twelve (12) months each or part thereof.
- 2. Authorise the Chief Executive Officer to execute the optional extension periods, subject to satisfactory performance and entirely at the Chief Executive Officer's discretion; and
- 3. Approves the above Contract for the specified Contract term, subject to price increases based on quarterly Consumer Price Index (CPI) (All Groups) (Perth) (March Quarter to March Quarter) allocated to the Contractor at scheduled intervals during the Contract Term. The price adjustment will be automatically applied by the Principal.

#### **VOTING REQUIREMENT**

Simple majority

#### **DISCUSSION**

#### Background

The RFT Scope involves the pruning and removal of street trees and other associated tree works within the City of Kwinana. The works will include but not be limited to low voltage powerline clearance pruning, high voltage powerline clearance to be conducted on an as required basis, trees that are located not under powerlines but require crown lifting, trees where a domestic line passes through the tree including crown lifting, stump grinding on an individual or multiple basis, removal of trees and road verge general vegetation clearance, as directed by the City.

#### **Addendums**

No addendums were issued during the RFT process.

#### **Submissions**

The RFT closed at 2.00pm, Tuesday 28 March 2023, the following submission was received.

| No. | Company Name                      |
|-----|-----------------------------------|
| 1   | Beaver Tree Services Aust Pty Ltd |

#### **Initial Compliance Check**

An initial commercial compliance check was conducted by the Chairperson to identify any nonconforming Tenders. The Chairperson assessed the compliance criteria in accordance with Local Government (Functions and General) Regulations, 1996 and the Conditions of Tendering, there were no compliance issues raised.

Therefore, all Tenders were progressed to the financial and qualitative assessment stage.

#### **Evaluation**

The evaluation panel comprised of:

- a. The Senior Procurement and Contracts Officer who evaluated the Tenderers' submissions in accordance with the compliance criteria provided in the Request for Tender documentation; and
- b. The Manager City Operations, Acting Coordinator Parks and Natural Areas, Technical Officer – Parks Operations and Acting Supervisor Contracts Parks, who evaluated the Tenderers' submissions in accordance with the qualitative criteria included in the Request for Tender documentation.

The panel evaluated the tender submissions in accordance with the documented compliance and qualitative criteria (refer to Confidential attachment). The evaluation recommendation report is under confidential cover as it contains commercial-in-confidence information.

#### STRATEGIC IMPLICATIONS

This proposal will support the achievement of the following outcome/s and objective/s detailed in the Strategic Community Plan and Corporate Business Plan.

| Strategic Community Plan   |  |   |   |  |  |  |  |
|--|--|---|---|--|--|--|--|
| Outcome  | Strategic Objective  | Action in CBP (if applicable)   | How does this proposal achieve the outcomes and strategic objectives?   |  |  |  |  |
| 1 – A naturally<br>beautiful<br>environment that is<br>enhanced and<br>protected | 1.1 – Retain and improve our streetscapes and open spaces, preserving the trees and greenery that makes Kwinana unique | 1.1.2 – Implement the<br>City Operations<br>Annual Maintenance<br>Program | Improves the integrity of the trees by pruning and preserving the trees we have through correct pruning methods and controlling pests and disease |  |  |  |  |

#### **SOCIAL IMPLICATIONS**

There are no social implications as a result of this proposal.

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

Local Government (Functions and General) Regulations 1996 City of Kwinana Procurement Policy

#### FINANCIAL/BUDGET IMPLICATIONS

The budget implications are detailed in Confidential attachment.

#### ASSET MANAGEMENT IMPLICATIONS

Extensive tree assets across the City require active maintenance to maintain both powerline and footpath clearances. This also involves reactive maintenance for ongoing call out works and customer requests.

#### **ENVIRONMENTAL/PUBLIC HEALTH IMPLICATIONS**

Trees throughout the City are maintained to a healthy standard with heavily diseased trees to be removed to minimise the risk of failing limbs and treatments to eradicate pest and disease infestation. Maintaining trees also reduces the risk of trees causing damage.

### **COMMUNITY ENGAGEMENT**

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

### **ATTACHMENTS**

A. Confidential Recommendation Report to Council - TEN 06 23 - Provision of Tree Management Services - Confidential

#### 18 REPORTS – CIVIC LEADERSHIP

#### 18.1 MONTHLY FINANCIAL REPORT MARCH 2023

#### **SUMMARY**

The Monthly Financial Reports, which includes the Monthly Statement of Financial Activity and explanation of material variances, for the period ending 31 March 2023 has been prepared for Council acceptance.

#### OFFICER RECOMMENDATION

#### **That Council:**

- 1. Accepts the Monthly Statements of Financial Activity for the period ended 31 March 2023, as detailed in Attachment A; and
- 2. Accepts the explanations for material variances for the period ended 31 March 2023, as detailed in Attachment A.

#### **VOTING REQUIREMENT**

Simple majority

#### **DISCUSSION**

The purpose of this report is to provide a monthly financial report, which includes rating, investment, reserve, debtor, and general financial information to Council in accordance with Section 6.4 of the *Local Government Act 1995*.

This report is a summary of the financial activities of the City at the reporting date 31 March 2023 and includes the following key reporting data:

- Statement of Financial Activity by Nature or Type
- Statement of Financial Position
- Net Current Funding Position
- Outstanding debtors (Rates and Sundry Debtors)
- Capital Acquisitions
- Borrowings
- Cash Reserves
- Operating and Non-Operating Grants and Contribution

# **Closing Surplus Position**

The current closing municipal surplus for March is \$21,332,580 compared to a budget position of \$16,159,702. This favourable result is predominantly due to timing of expenditure and has been reviewed during the March budget review. The variance is also due to a few capital projects and operating projects that are planned to be carried over to the new budget year for various reasons. A final budget review is being conducted in April 2023, this will allow a final review of all variances to be conducted and updated.

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#### Revenue

Income for March 2023 period year to date is \$63,612,772 and is broken up as follows:

- \$62,105,684 operating revenues; and
- \$ 1,507,088 non-operating grants, contributions, and subsidies.

The current budget estimated for income is \$64,099,804 and varies to the budget by \$487,032.

#### **Expenditure**

Expenditure for March 2023 period year to date is \$47,162,881 and is broken up as follows:

- \$39,408,618 in operating expenditure
- \$7,754,263 in capital expenditure.

The current budget estimated for expenditure is \$65,270,903 and varies to the budget by \$18,108,022.

Detail of all significant variances against the current budget for the March 2023 Monthly Financial Reports is provided in Note 1 and Note 6 to the Monthly Financial Report at Attachment A.

#### STRATEGIC IMPLICATIONS

There are no strategic implications as a result of this proposal.

#### **SOCIAL IMPLICATIONS**

There are no social implications as a result of this proposal.

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

Section 6.4 of the *Local Government Act 1995* requires a Local Government to prepare an annual financial statement for the preceding year and other financial reports as are prescribed.

Regulation 34 (1) of the *Local Government (Financial Management) Regulations 1996* as amended requires the Local Government to prepare monthly financial statements and report on actual performance against what was set out in the annual budget.

#### FINANCIAL/BUDGET IMPLICATIONS

Any material variances that have an impact on the outcome of the budgeted closing surplus position are detailed at Attachment A.

#### **ASSET MANAGEMENT IMPLICATIONS**

There are no asset management implications associated with this report.

#### **ENVIRONMENTAL/PUBLIC HEALTH IMPLICATIONS**

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

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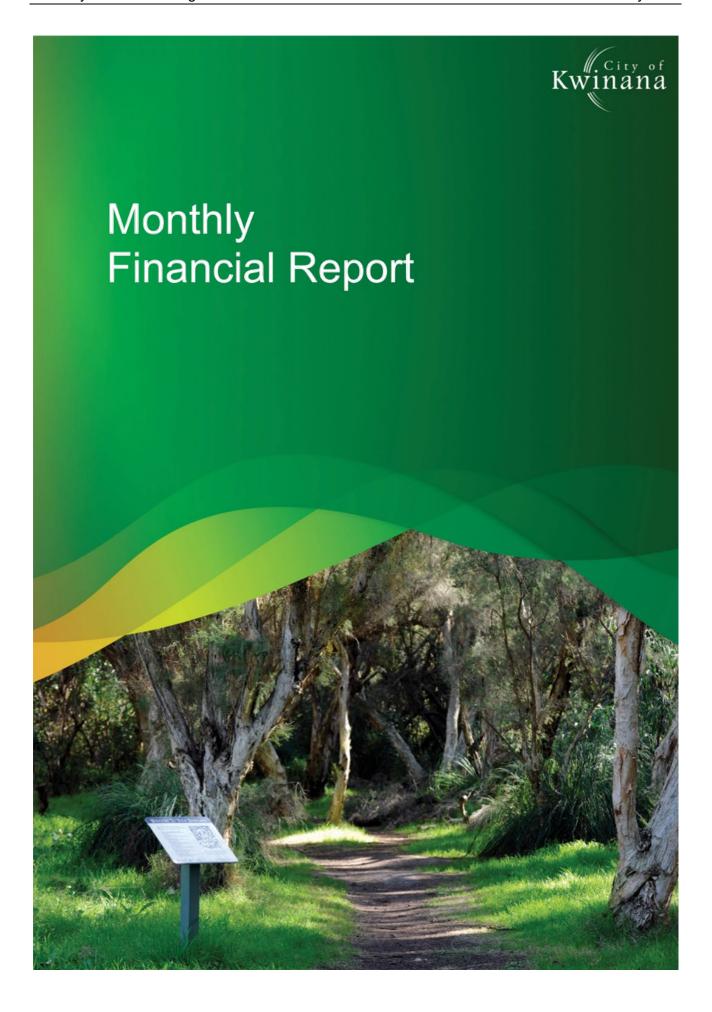
# **COMMUNITY ENGAGEMENT**

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

# **ATTACHMENTS**

A. Monthly Financial Report March 2023

Item 18.1 Page 216



#### **CITY OF KWINANA**

#### MONTHLY FINANCIAL REPORT

(Containing the Statement of Financial Activity)
For the period ending 31 March 2023

### LOCAL GOVERNMENT ACT 1995 LOCAL GOVERNMENT (FINANCIAL MANAGEMENT) REGULATIONS 1996

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### STATEMENT OF FINANCIAL ACTIVITY FOR THE PERIOD ENDED 31 MARCH 2023

### BY NATURE OR TYPE

|  | Ref  | Adantad           | Current           | YTD           | YTD           | Var. \$<br>(b)-(a) | Var. %<br>(b)-(a)/(a) | Var.     |
|--|------|-------------------|-------------------|---------------|---------------|--------------------|-----------------------|----------|
|  | Note | Adopted<br>Budget | Current<br>Budget | Budget<br>(a) | Actual<br>(b) | (5) (5)            | (0) (0)) (0)          |          |
|  |      | Ś                 | Gu                | \$            | \$            | \$                 | %                     |          |
| Opening funding surplus / (deficit)  |      | 2,339,025         | 3,166,736         | 3,166,736     | 3,166,736     | 0                  | 0.0%                  |          |
|  |      |                   |                   |               |               |                    |                       |          |
| Revenue from operating activities  |      |                   |                   |               |               |                    |                       |          |
| Rates  | 5    | 45,623,279        | 45,623,279        | 45,625,264    | 45,455,696    | (169,567)          | (0.4%)                |          |
| Operating grants, subsidies and contributions  | 9    | 5,465,252         | 4,064,746         | 3,495,708     | 2,648,536     | (847,172)          | (24.2%)               | •        |
| Fees and charges   |      | 13,349,224        | 12,890,823        | 11,085,449    | 11,226,909    | 141,460            | 1.3%                  |          |
| Interest earnings  |      | 646,927           | 2,347,074         | 1,932,965     | 2,003,975     | 71,010             | 3.7%                  |          |
| Other revenue  |      | 543,046           | 725,095           | 698,478       | 770,568       | 72,090             | 10.3%                 | <u> </u> |
| Profit on disposal of assets   |      | 143,250           | 171,463           | 0             | 0             | 0                  | 0.0%                  |          |
|  |      | 65,770,978        | 65,822,480        | 62,837,864    | 62,105,684    | (732,180)          |                       |          |
| Expenditure from operating activities  |      |                   |                   |               |               |                    |                       |          |
| Employee costs   |      | (28,003,938)      | (28,542,816)      | (20,996,910)  | (20,656,109)  | 340,801            | 1.6%                  |          |
| Materials and contracts  |      | (28,005,688)      | (27,494,514)      | (17,580,587)  | (15,706,952)  | 1,873,635          | 10.7%                 | <u> </u> |
| Utility charges  |      | (2,488,413)       | (2,592,293)       | (1,948,344)   | (1,986,492)   | (38,148)           | (2.0%)                |          |
| Depreciation on non-current assets   |      | (16,582,989)      | (16,582,990)      | (12,448,099)  | 0             | 12,448,099         | 100.0%                | _        |
| Interest expenses  |      | (698,484)         | (714,131)         | (403,461)     | (395,100)     | 8,361              | 2.1%                  |          |
| Insurance expenses   |      | (646,682)         | (647,160)         | (647,160)     | (647,160)     | 0                  | 0.0%                  |          |
| Other expenditure  |      | (298,146)         | (68,512)          | (37,561)      | (16,804)      | 20,756             | 55.3%                 |          |
| Loss on disposal of assets   |      | (10,425)          | (25,805)          | 0             | 0             | 0                  | 0.0%                  |          |
|  |      | (76,734,765)      | (76,668,221)      | (54,062,121)  | (39,408,618)  | 14,653,504         |                       |          |
| Non-cash amounts evaluded from enerating activities  | _    |                   |                   |               |               | tre no nest        | 200.007               | _        |
| Non-cash amounts excluded from operating activities  | 2    | 16,450,164        | 16,180,213        | 12,684,035    | 235,936       | (12,448,099)       | (98.1%)               | ▼        |
| Amount attributable to operating activities  |      | 5,486,377         | 5,334,472         | 21,459,778    | 22,933,002    | 1,473,224          |                       |          |
| Investing activities   |      |                   |                   |               |               |                    |                       |          |
| Grants, Subsidies and Contributions  | 10   | 5,648,463         | 5,477,988         | 1,261,940     | 1,507,088     | 245,148            | 19.4%                 |          |
| Proceeds from disposal of assets   |      | 872,500           | 795,317           | 363,847       | 363,847       | 0                  | 0.0%                  |          |
| Self-Supporting Loan Principal Received  | 7    | 18,444            | 18,444            | 13,833        | 13,821        | (12)               | (0.1%)                |          |
| Payments for capital acquisitions  | 6    | (15,789,602)      | (17,463,766)      | (11,208,781)  | (7,754,263)   | 3,454,518          | 30.8%                 |          |
| a diameter and a series and a s |      | (9,250,195)       | (11,172,017)      | (9,569,161)   | (5,869,507)   | 3,699,654          | 20.070                | _        |
| Non-cash amounts excluded from investing activities  | 2    | (698,494)         | 198,251           | 3,581,807     | 3,581,807     | 0                  | 0.0%                  |          |
| Amount attributable to investing activities  | _    | (9,948,689)       | (10,973,766)      | (5,987,353)   | (2,287,700)   | 3,699,654          | 0.070                 |          |
| •  |      |                   |                   |               |               |                    |                       |          |
| Financing Activities   |      |                   |                   |               |               |                    |                       |          |
| Repayment of debentures  | 7    | (2,261,960)       | (2,260,629)       | (1,266,604)   | (1,266,604)   | 0                  | 0.0%                  |          |
| Payments for principal portion of lease liabilities  | 7    | (139,257)         | (139,257)         | (4,988)       | (4,988)       | 0                  | 0.0%                  |          |
| Transfer from reserves   | 8    | 10,519,853        | 12,830,148        | 0             | 0             | 0                  | 0.0%                  |          |
| Transfer to reserves   | 8    | (5,995,349)       | (7,957,704)       | (1,207,867)   | (1,207,867)   | 0                  | 0.0%                  |          |
| Amount attributable to financing activities  |      | 2,123,287         | 2,472,558         | (2,479,459)   | (2,479,459)   | 0                  |                       |          |
| Closing funding curplus / (deficit)  |      |                   |                   | 16 150 703    | 24 222 500    | E 494.480          |                       |          |
| Closing funding surplus / (deficit)  |      | 0                 | 0                 | 16,159,702    | 21,332,580    | 5,172,878          |                       |          |

#### KEY INFORMATION

▲▼ Indicates a variance between Year to Date (YTD) Actual and YTD Budget data as per the adopted materiality threshold.

Refer to Note  $\,\,1$  for an explanation of the reasons for the variance.

This statement is to be read in conjunction with the accompanying Financial Statements and Notes.

### TATEMENT OF FINANCIAL POSITION OR THE PERIOD ENDED 31 MARCH 2023

| JA THE FERROD ENDED 31 MARKET EDES                     |      |                         |                                |                                      |
|--|------|-------------------------|--------------------------------|--------------------------------------|
|  | NOTE | Closing<br>30 June 2022 | Current Month<br>31 March 2023 | This Time Last Year<br>31 March 2022 |
|  | NOTE | \$                      | \$                             | \$                                   |
| IRRENT ASSETS  |      | •                       | ,                              | *                                    |
| sh and cash equivalents                                |      | 10,482,138              | 21,810,357                     | 19,893,719                           |
| her financial assets - Term Deposits                   | 8    | 61,940,407              | 62,688,235                     | 60,065,676                           |
| her financial assets - Banksia Park Deferred Mgmt Fees |      | 246,014                 | 246,014                        | 212,269                              |
| her financial assets - Self Supporting Loans           |      | 18,444                  | 18,444                         | 17,847                               |
| tes receivable   | 4    | 2,591,472               | 6,287,058                      | 6,434,213                            |
| her receivables (incl. allowance for impairment)       | 4    | 1,004,204               | 1,814,737                      | 5,938,399                            |
| her assets   |      | 507,512                 | 274,451                        | 658,242                              |
| sets classified as held for sale                       |      | 0                       | 0                              | 498,000                              |
| OTAL CURRENT ASSETS                                    |      | 76,790,191              | 93,139,297                     | 93,718,365                           |
|  |      | 0.000.0000              | ,,                             | 2 2 gr /                             |
| ON-CURRENT ASSETS                                      |      |                         |                                |                                      |
| ade and other receivables                              |      | 907,498                 | 866,779                        | 785,374                              |
| her financial assets - Banksia Park Deferred Mgmt Fees |      | 2,907,226               | 2,907,226                      | 3,576,482                            |
| her financial assets - Local Govt House Trust          |      | 136,156                 | 136,156                        | 129,162                              |
| her financial assets - Self Supporting Loans           |      | 196,413                 | 182,592                        | 200,009                              |
| vestment in associate (SMRC)                           |      | 0                       | 0                              | 535,835                              |
| operty, plant and equipment                            |      | 139,096,047             | 142,633,903                    | 137,596,977                          |
| frastructure   |      | 608,946,293             | 612,784,030                    | 362,221,313                          |
| restment property                                      |      | 570,000                 | 570,000                        | 570,000                              |
| tangible assets  |      | 4,839,502               | 5,218,172                      | 3,896,923                            |
| 3ht of use assets                                      |      | 391,339                 | 391,339                        | 433,708                              |
| )TAL NON-CURRENT ASSETS                                |      | 757,990,474             | 765,690,198                    | 509,945,783                          |
| )TAL ASSETS  |      | 834,780,665             | 858,829,495                    | 603,664,149                          |
| PRENT LIABILITIES                                      |      |                         |                                |                                      |
| ade and other payables                                 |      | 8,436,347               | 5,619,214                      | 4,906,096                            |
| nksia Park Unit Contributions                          |      | 16,100,000              | 16,100,000                     | 16,733,635                           |
| intract and other liabilities                          |      | 2,612,654               | 2,212,008                      | 6,474,355                            |
| ase liabilities  |      | 10,110                  | 5,122                          | 41,827                               |
| rrowings   | 7    | 2,696,235               | 1,429,632                      | 2,537,530                            |
| nployee related provisions                             |      | 5,147,863               | 5,172,314                      | 5,738,574                            |
| ITAL CURRENT LIABILITIES                               |      | 35,003,209              | 30,538,289                     | 36,432,017                           |
| ON-CURRENT LIABILITIES                                 |      |                         |                                |                                      |
| her liabilities (Developer Contributions)              |      | 36,327,921              | 40,303,107                     | 35,912,306                           |
| ase liabilities  |      | 371,179                 | 371,179                        | 371,179                              |
| rrowings   | 7    | 13,156,542              | 13,156,541                     | 14,725,736                           |
| nployee related provisions                             |      | 600,829                 | 600,829                        | 445,000                              |
| TAL NON-CURRENT LIABILITIES                            |      | 50,456,471              | 54,431,656                     | 51,454,221                           |
| )TAL LIABILITIES                                       |      | 85,459,680              | 84,969,945                     | 87,886,238                           |
| T ASSETS   |      | 749,320,985             | 773,859,550                    | 515,777,910                          |
| <b>UITY</b>  |      |                         |                                |                                      |
| tained surplus   |      | 218,399,668             | 241,730,364                    | 224,961,103                          |
| serves - cash/financial asset backed                   | 8    | 64,715,177              | 65,923,045                     | 63,001,540                           |
| valuation surplus                                      |      | 466,206,140             | 466,206,141                    | 227,815,267                          |
| )TAL EQUITY  |      | 749,320,985             | 773,859,550                    | 515,777,910                          |
| -  |      |                         | ,,                             |                                      |

is statement is to be read in conjunction with the accompanying notes.

#### NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY FOR THE PERIOD ENDED 31 MARCH 2023

### NOTE 1 EXPLANATION OF MATERIAL VARIANCES

he material variance thresholds are adopted annually by Council as an indicator of whether the actual expenditure or evenue varies from the year to date budget materially.

he material variance adopted by Council for the 2022-23 year is \$50,000 or 5.00% whichever is the greater.

| eporting Program   | Var. \$      | Var. % | Timing/ Permanent    | Explanation of Variance   |
|--|--------------|--------|----------------------|---|
|  | \$           | %      |                      |   |
| evenue from operating activities   |              |        |                      |   |
| ates   | (169,567)    | (0%)   | No Material Variance |   |
| perating Grants, Subsidies and Contributions   | (847,172)    | (24%)  | Permanent            | Refer Note 9.   |
| ees and Charges  | 141,460      | 1%     | No Material Variance |   |
| nterest Earnings   | 71,010       | 4%     | No Material Variance |   |
| ther Revenue   | 72,090       | 10%    | Permanent            | \$28K Private works not budgeted. Offset by expenditure.  |
|  |              |        |                      | \$19K Rates Legal Fees recovered not budgeted.  |
|  |              |        |                      | \$10K Insurance Excess recovered for Gilmore Street Lighting Replacement.   |
|  |              |        |                      | \$13K Sale of Minor Assets not budgeted.  |
| rofit on Disposal of Assets  | 0            | 0%     | No Material Variance |   |
| xpenditure from operating activities   |              |        |                      |   |
| mployee Costs  | 340,801      | 2%     | No Material Variance | \$341K Vacancies partially offset by use of temporary staff.  |
| Materials and Contracts  | 1,873,635    | 11%    | Permanent/Timing     | Materials and Contracts under budget by \$1.873M due to temporary timing variances in expenditure across the organisation:<br>\$297K Information Technology - Hardware and Software budgeted costs not yet  |
|  |              |        |                      | expended.<br>\$94K Essential Services - Contractor Mitigation Works budget not yet expended.  |
|  |              |        |                      | \$240K Environment & Health - Bushcare Program, Mosquito Management, Waste Education and Recycling Contractor budget not yet expended. \$217K Community Engagement - OMG Fringe, Community Events and Awards budget not yet expended. Main Roads WA Indigenous Participation Project budget to be |
|  |              |        |                      | carried forward to 23/24.<br>\$185K City Operations - Temporary Staffing and Fleet Maintenance budgets not yet expended.  |
|  |              |        |                      | \$116K Engineering - Project Management Fees budget not yet expended.   |
|  |              |        |                      | \$191K Executive Management - Consultants budget not yet expended.<br>\$74K Infrastructure, Parks & Reserves - budgeted maintenance costs not yet   |
|  |              |        |                      | expended.   |
|  |              |        |                      | \$46K Community Development - budgeted programme costs not yet expended.  |
|  |              |        |                      | Increase in YTD expenditure:  |
|  |              |        |                      | \$275K City Fleet Operations - Fleet Costs to be reallocated.   |
|  |              |        |                      | \$93K Kwinana Village - Maintenance Costs higher than budgeted due to unscheduled repairs and maintenance.  |
|  |              |        |                      | repairs and maintenance.  |
| Itility Charges  | (38,148)     | (2%)   | No Material Variance |   |
| epreciation on Non-Current Assets  | 12,448,099   | 100%   | Timing               | Depreciation will be posted after asset value migration into One Council.   |
| ther Expenditure   | 20,756       | 55%    | Timing               | Timing of crossover rebate payments.  |
| evesting activities  | 22,.20       | 2230   | - and the sign       |   |
| on-Operating Grants, Subsidies and Contributions   | 245,148      | 19%    | Timing               | Refer note 10.  |
| ayments for capital acquisitions   | 3,454,518    | 31%    | Timing               | Refer note 6.   |
| and the same of th | 5, 15 1,5 20 | 0270   | 0                    | a second common mil   |

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### NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY FOR THE PERIOD ENDED 31 MARCH 2023

### NOTE 2 NET CURRENT FUNDING POSITION

|  | Notes    | Last Years Closing<br>30 June 2022<br>\$ | This Time Last Year<br>31 March 2022<br>\$ | Current Budget<br>2022-23 | YTD Actual<br>31 March 2023<br>\$ |
|--|----------|--|--|---------------------------|-----------------------------------|
| (a) Non-cash items excluded from operating activities                        |          | •  | *  |                           | Ť                                 |
|  | ~ 8      |  |  |                           |                                   |
| The following non-cash revenue and expenditure has been excluded from or     | _        |  |  |                           |                                   |
| within the Statement of Financial Activity in accordance with Financial Mana | gement R | egulation 32.                            |  |                           |                                   |
| Non-cash items excluded from operating activities                            |          |  |  |                           |                                   |
| Adjustments to operating activities  |          |  |  |                           |                                   |
| Less: Profit on asset disposals  |          | (186,850)                                | (146,347)                                  | (171,463)                 |                                   |
| Less: Reversal of prior year revaluation loss                                |          | (2,780,113)                              | ,,,  |                           |                                   |
| Less: Share of net profit of associates and joint ventures accounted for     |          | ,_,,                                     |  |                           |                                   |
| using the equity method  |          | 100,235                                  | -  | -                         | -                                 |
| Less: Movement in pensioner deferred rates (non-current)                     |          | (61,099)                                 | 61,025                                     | -                         | 40,719                            |
| Movement in employee benefit provisions                                      |          | (403,162)                                | 31,720                                     | -                         | 24,451                            |
| Add: Loss on asset disposals   |          | 5,165                                    | 1,234                                      | 25,805                    | -                                 |
| Mvmt in Local Govt House Trust   |          | (6,994)                                  | -  | -                         | (0)                               |
| Add: Depreciation on assets  |          | 15,717,757                               | 11,812,014                                 | 16,582,990                | -                                 |
| Mvmt in operating contract liabilities associated with restricted cash       |          | (59,559)                                 | (33,937)                                   | (257,119)                 | 170,766                           |
| Mvmt in Banksia Park deferred management fees receivable                     |          | 635,512                                  |  | -                         | -                                 |
| Mymt in Banksia Park valuation of unit contribution                          |          | (633,635)                                | -  | -                         | -                                 |
| Total non-cash items excluded from operating activities                      |          | 12,327,257                               | 11,725,708                                 | 16,180,213                | 235,936                           |
| Mymt in non-operating liabilities (non-current)                              |          | 8,230,243                                | 7,814,627                                  | 1,303,785                 | (233,025)                         |
| Mvmt in non-operating liabilities associated with restricted cash            |          | (4,113,029)                              | (58,842)                                   | (1,105,534)               | 3,814,832                         |
| Total non-cash items excluded from investing activities                      |          | 4,117,214                                | 7,755,785                                  | 198,251                   | 3,581,807                         |
| Total Non-cash items   |          | 16,444,471                               | 19,481,494                                 | 16,378,464                | 3,817,743                         |

### (b) Adjustments to net current assets in the Statement of Financial Activity

The following current assets and liabilities have been excluded from the net current assets used in the Statement of Financial Activity in accordance with *Financial Management Regulation* 32 to agree to the surplus/(deficit) after imposition of general rates.

| Adjustments | to | net | current | assets |
|-------------|----|-----|---------|--------|

| Less: Reserves - restricted cash  | (64,715,177) | (63,001,540) | (58,520,800) | (65,923,045) |
|---|--------------|--------------|--------------|--------------|
| Less: Financial assets at amortised cost - self supporting loans                      | (18,444)     | (17,847)     | (18,444)     | (18,444)     |
| Less: Banksia Park DMF Recievable   | (246,014)    | (212,269)    | (212,269)    | (246,014)    |
| Less: Land held for resale  | -            | (498,000)    | -            | -            |
| Add: Borrowings   | 2,696,235    | 2,537,530    | 2,241,044    | 1,429,632    |
| Add: Provisions - employee  | 5,147,863    | 5,738,574    | 5,189,046    | 5,172,314    |
| Add: Current portion of contract and other liability held in reserve                  | 49,646       | 5,093,215    | 52,067       | 220,412      |
| Add: Current portion of unspent non-operating grants, subsidies and contributions hel | 2,355,535    | 0            | 1,250,000    | 1,991,595    |
| Add: Lease liabilities  | 10,110       | 41,827       | 138,194      | 5,122        |
| Add: Banksia Park Unit Contributions  | 16,100,000   | 16,733,635   | 16,733,635   | 16,100,000   |
| Total adjustments to net current assets   | (38,620,246) | (33.584.876) | (33.147.527) | (41.268.428) |

### (c) Net current assets used in the Statement of Financial Activity

| I is extended assets used in the statement of rinancial vertaky |              |              |              |              |
|---|--------------|--------------|--------------|--------------|
| Current assets  | 76,790,191   | 93,718,365   | 63,859,370   | 93,139,297   |
| Less: Current liabilities                                       | (35,003,209) | (36,432,017) | (30,711,843) | (30,538,289) |
| Less: Total adjustments to net current assets                   | (38,620,246) | (33,584,876) | (33,147,527) | (41,268,428) |
| Closing funding surplus / (deficit)                             | 3,166,736    | 23,701,472   | 0            | 21.332.580   |

### CURRENT AND NON-CURRENT CLASSIFICATION

In the determination of whether an asset or liability is current or non-current, consideration is given to the time when each asset or liability is expected to be settled. Unless otherwise stated assets or liabilities are classified as current if expected to be settled within the next 12 months, being the Council's operational cycle.

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### OTES TO THE STATEMENT OF FINANCIAL ACTIVITY OR THE PERIOD ENDED 31 MARCH 2023

## OPERATING ACTIVITIES NOTE 3 CASH AND FINANCIAL ASSETS

| Description  | Unrestricted          | Restricted               | Trust                 | Total<br>Cash | Interest<br>Rate                     | Institution | S&P Rating | Maturity<br>Date | Days |
|--|-----------------------|--------------------------|-----------------------|---------------|--------------------------------------|-------------|------------|------------------|------|
|  | \$                    | \$                       | \$                    | \$            |                                      |             |            |                  |      |
| ash on hand  |                       |                          |                       |               |                                      |             |            |                  |      |
| BA Municipal Bank Account                          | 7,356,309             |                          |                       | 7,356,309     | Variable                             | CBA         | AA         |                  |      |
| BA Online Saver Bank Account                       | 2,390,478             |                          |                       | 2,390,478     | 0.20%                                | CBA         | AA         |                  |      |
| BA Trust Bank Account                              |                       |                          | 44,838                | 44,838        | N/A                                  | CBA         | AA         |                  |      |
| ash On Hand = Petty Cash                           | 3,255                 |                          |                       | 3,255         | N/A                                  | PC          | N/A        |                  |      |
| erm Deposits - Muni Investments                    | 3,000,000             |                          |                       | 3,000,000     | 3.80%                                | CBA         | AA         | May 2023         | 67   |
|  | 3,000,000             |                          |                       | 3,000,000     | 4.21%                                | CBA         | AA         | May 2023         | 95   |
|  | 3,000,000             |                          |                       | 3,000,000     | 4.36%                                | CBA         | AA         | Jun 2023         | 123  |
|  | 3,000,000             |                          |                       | 3,000,000     | 4.50%                                | CBA         | AA         | Jul 2023         | 151  |
| eserve Funds Investments (Cash Backed Reserves)    |                       |                          |                       |               |                                      |             |            |                  |      |
| ommunity Services & Emergency Relief Reserve       |                       | 338,546                  |                       | 338,546       | 3.84%                                | NAB         | AA         | Apr 2023         | 126  |
| mployee Vacancy Reserve                            |                       | 508,107                  |                       | 508,107       | 3.90%                                | BEN         | AAA        | May 2023         | 196  |
| olf Club Maintenance Reserve                       |                       | 27,239                   |                       | 27,239        | 3.90%                                | BEN         | AAA        | May 2023         | 196  |
| olf Course Cottage Reserve                         |                       | 29,878                   |                       | 29,878        | 3.90%                                | BEN         | AAA        | May 2023         | 196  |
| efuse Reserve                                      |                       | 5,484,509                |                       | 5,484,509     | 4.40%                                | NAB         | AA         | Jul 2023         | 124  |
| sset Management Reserve                            |                       | 4,701,736                |                       | 4,701,736     | 4.45%                                | NAB         | AA         | Aug 2023         | 194  |
| lant and Equipment Replacement Reserve             |                       | 604,169                  |                       | 604,169       | 4.45%                                | NAB         | AA         | Aug 2023         | 194  |
| LAG Reserve  |                       | 275,433                  |                       | 275,433       | 4.59%                                | CBA         | AA         | Sep 2023         | 194  |
| Orkers Compensation Reserve                        |                       | 563,175                  |                       | 563,175       | 4.59%                                | CBA         | AA         | Sep 2023         | 194  |
| ettlement Agreement Reserve                        |                       | 172,639                  |                       | 172,639       | 4.59%                                | CBA         | AA         | Sep 2023         | 194  |
| ublic Arts Reserve                                 |                       | 306,254                  |                       | 306,254       | 4.59%                                | CBA         | AA         | Sep 2023         | 194  |
| ty Infrastructure Reserve                          |                       | 962,991                  |                       | 962,991       | 4.59%                                | CBA         | AA         | Sep 2023         | 194  |
| formation Technology Reserve                       |                       | 105,578                  |                       | 105,578       | 4.47%                                | SUN         | Α          | Oct 2023         | 190  |
| PU Reserve   |                       | 865,764                  |                       | 865,764       | 4.47%                                | SUN         | A          | Oct 2023         | 190  |
| Reserve  |                       | 250,229                  |                       | 250,229       | 4.47%                                | SUN         | A          | Oct 2023         | 190  |
| enewable Energy Efficiency Reserve                 |                       | 52,380                   |                       | 52,380        | 4.47%                                | SUN         | Α          | Oct 2023         | 190  |
| eserve Funds Investments (Developer Contributions) |                       |                          |                       |               |                                      |             |            |                  |      |
| CA - 4 Hard Infrastructure - Anketell              |                       | 2,099,848                |                       | 2,099,848     | 4.10%                                | NAB         | AA         | May 2023         | 126  |
| CA 5 - Hard Infrastructure - Wandi                 |                       | 1,888,697                |                       | 1,888,697     | 3.95%                                | BEN         | AAA        | May 2023         | 126  |
| CA 7 - Hard Infra Mandogalup                       |                       | 96,410                   |                       | 96,410        | 4.10%                                | NAB         | AA         | May 2023         | 126  |
| CA 8 - Soft Infrastructure - Mandogalup            |                       | 3,836,186                |                       | 3,836,186     | 4.10%                                | NAB         | AA         | May 2023         | 126  |
| CA 9 - Soft Infrastructure - Wandi/Anketell        |                       | 11,992,502               |                       | 11,992,502    | 4.10%                                | NAB         | AA         | May 2023         | 126  |
| CA 10 - Soft Infrastructure - Casuarina/Anketell   |                       | 184,688                  |                       | 184,688       | 4.10%                                | NAB         | AA         | May 2023         | 126  |
| CA 13 - Soft Infrastructure - Bertram              |                       | 257,736                  |                       | 257,736       | 4.10%                                | NAB         | AA         | May 2023         | 126  |
| CA 14 - Soft Infrastructure - Wellard/Leda         |                       | 913,896                  |                       | 913,896       | 4.10%                                | NAB         | AA         | May 2023         | 126  |
| CA 15 - Soft Infrastructure - Townsite             |                       | 329,235                  |                       | 329,235       | 3.95%                                | BEN         | AAA        | May 2023         | 126  |
| CA 1 - Hard Infrastructure - Bertram               |                       | 1,563,380                |                       | 1,563,380     | 4.50%                                | NAB         | AA         | Sep 2023         | 194  |
| CA 2 - Hard Infrastructure - Wellard               |                       | 1,761,623                |                       | 1,761,623     | 4.50%                                | NAB         | AA         | Sep 2023         | 194  |
| CA 6 - Hard Infrastructure - Mandogalup            |                       | 5,568,035                |                       | 5,568,035     | 4.59%                                | CBA         | AA         | Sep 2023         | 194  |
| CA 11 - Soft Infrastructure - Wellard East         |                       | 5,970,520                |                       | 5,970,520     | 4.35%                                | BEN         | AAA        | Sep 2023         | 194  |
| CA 12 - Soft Infrastructure - Wellard West         |                       | 10,976,852               |                       | 10,976,852    | 4.35%                                | BEN         | AAA        | Sep 2023         | 194  |
| otal   | <b>21,750,041</b> 26% | <b>62,688,235</b><br>74% | <b>44,838</b><br>0.1% | 84,483,114    | 4.31% weighted average interest rate |             |            |                  |      |
| omprising  | 2.076                 | 1 470                    | 0;176                 |               |                                      |             |            |                  |      |
| ash and cash equivalents (Exclude Trust)           | 12,750,041            | 0                        | 0                     | 12,750,041    |                                      |             |            |                  |      |
| inancial assets at amortised cost                  | 9,000,000             | 62,688,235               | 0                     | 71,688,235    |                                      |             |            |                  |      |
| rust   | 0                     | 0                        | 44,838                | 44,838        |                                      |             |            |                  |      |
|  | 21,750,041            | 62,688,235               | 44,838                | 84,483,114    |                                      |             |            |                  |      |

EY INFORMATION

ash and cash equivalents include cash on hand, cash at bank, deposits available on demand with banks and other short term highly liquid investments highly liquid investments with original maturities of three months or less that are readily convertible to known amounts of cash and which are subject to an insignificant risk of changes in value.

he local government classifies financial assets at amortised cost if both of the following criteria are met: the asset is held within a business model whose objective is to collect the contractual cashflows, and the contractual terms give rise to cash flows that are solely payments of principal and interest.

lote 3(b): Cash and Investments - Compliance with Investment Policy

|  |            | Actual at Period | Limit per |             |
|--|------------|------------------|-----------|-------------|
| ortfolio Credit Risk                       | Funds Held | End              | Policy    |             |
| AA & Bendigo Bank Kwinana Community Branch | 19,730,527 | 23%              | 100%      | ₩           |
| А  | 63,475,381 | 75%              | 100%      | <b>&gt;</b> |
|  | 1,273,951  | 2%               | 60%       | <b>₩</b>    |
| IBB  |            | 0%               | 20%       | ~           |
| Inrated                                    | 3,255      | 0%               | 20%       | *           |

|                         |            | Actual at Period | Limit per |          |
|-------------------------|------------|------------------|-----------|----------|
| ounterparty Credit Risk | Funds Held | End              | Policy    |          |
| EN (AAA)                | 19,730,527 | 23%              | 45%       | <b>*</b> |
| IAB (AA)                | 33,835,230 | 40%              | 45%       | €        |
| BA (AA)                 | 29,640,151 | 35%              | 45%       | ₩        |
| UN (A)                  | 1,273,951  | 2%               | 45%       | ⊌        |
| VBC (AA)                | *          | 0%               | 45%       | ₩        |

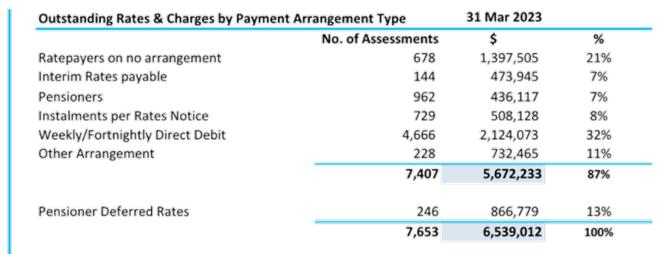
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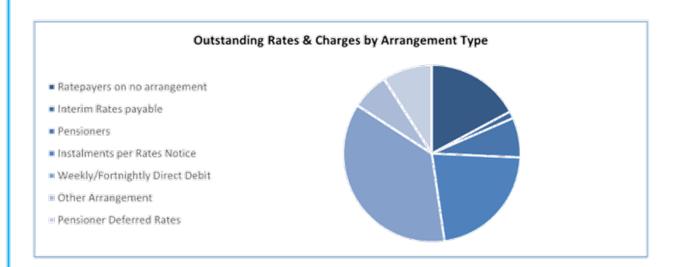
### OTES TO THE STATEMENT OF FINANCIAL ACTIVITY OR THE PERIOD ENDED 31 MARCH 2023

# OPERATING ACTIVITIES NOTE 4 RECEIVABLES

| ates receivable                            | 30 June 2022 | 31 Mar 2022  | 31 Mar 2023  |
|--|--------------|--------------|--------------|
|  | \$           |              | \$           |
| pening arrears previous years              | 3,262,814    | 3,262,814    | 2,357,892    |
| evied this year                            | 55,081,277   | 54,921,774   | 58,176,192   |
| ates & Charges to be collected             | 58,344,091   | 58,184,588   | 60,534,084   |
|  |              |              |              |
| ess Collections to date                    | (54,694,261) | (50,965,001) | (53,995,072) |
| ess Pensioner Deferred Rates               | (907,498)    | (785,374)    | (866,779)    |
| et Rates & Charges Collectable             | 2,742,332    | 6,434,213    | 5,672,233    |
| Outstanding                                | 4.70%        | 11.06%       | 9.37%        |
|  |              |              |              |
| repaid Rates received (not included above) | (1,141,077)  | (790,113)    | (921,212)    |
|  | 2.74%        | 9.70%        | 7.85%        |
|  |              |              |              |



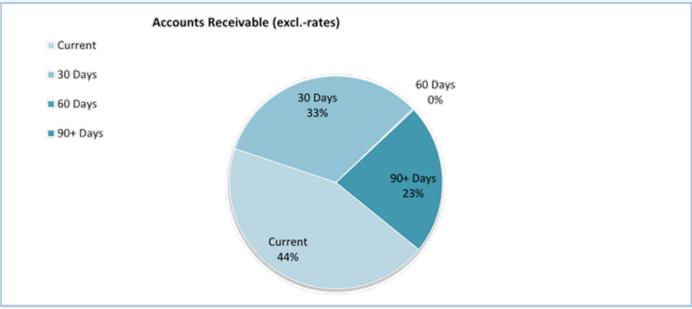




### NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY FOR THE PERIOD ENDED 31 MARCH 2023

# OPERATING ACTIVITIES NOTE 4 RECEIVABLES

| Receivables - general                              | Current   | 30 Days | 60 Days | 90+ Days | Total     |
|--|-----------|---------|---------|----------|-----------|
| Amounts shown below include GST (where applicable) | \$        | \$      | \$      | \$       | \$        |
| Sundry receivable                                  | 706,545   | 521,886 | (499)   | 172,629  | 1,400,559 |
| Infringements Register                             | 1,225     | 0       | 3,869   | 191,616  | 196,711   |
| Total sundry receivables outstanding               | 707,770   | 521,886 | 3,370   | 364,245  | 1,597,270 |
| Exclude rebates receivable                         | 44%       | 33%     | 0%      | 23%      |           |
| Rebates receivable - Rates                         | 576,898   | 0       | 0       | 0        | 576,898   |
| Rebates receivable - ESL                           | 37,364    | 0       | 0       | 0        | 37,364    |
| Total general receivables outstanding              | 1,322,032 | 521,886 | 3,370   | 364,245  | 2,211,532 |



Sundry Debtors Outstanding Over 90 Days Exceeding \$1,000

| Description  | Debtor # | Status   | \$      |
|--|----------|--|---------|
| Sundry Debts with Fines Enforcement Registry (FER) |          |  |         |
| Prosecution Dog Act 1976                           | 2442.07  | Registered with FER. Payments being received.              | 2,606   |
| Prosecution Planning & Development Act             | 3859.07  | Registered with FER- payments being received.              | 6,046   |
| Prosecution Local Government Act 1995              | 3909.07  | Registered with FER.                                       | 3,652   |
| Prosecution Local Law Fencing                      | 4233.07  | Registered with FER. Finalised by work development.        | 2,500   |
| Prosecution Local Law Urban Environment Nuisance - | 4275.07  | Registered with FER.                                       | 13,350  |
| Disrepair Vehicle                                  |          |  |         |
| Prosecution Dog Act 1976                           | 4387.07  | Registered with FER.                                       | 10,200  |
| Prosecution Dog Act 1976                           | 4465.07  | Registered with FER- payments being received.              | 1,650   |
| Prosecution Planning & Development Act             | 4467.07  | Registered with FER- payments being received.              | 2,665   |
| Prosecution Dog Act 1976                           | 4610.07  | Registered with FER.                                       | 25,080  |
| Prosecution Planning & Development Act             | 4885.07  | Registered with FER- work and development permit with FER. | 17,456  |
| Prosecution Parking Act                            | 5152.07  | Registered with FER.                                       | 5,250   |
| Prosecution Planning & Development Act             | 5325.07  | Registered with FER.                                       | 38,463  |
| Prosecution Building Act 2011                      | 5474.07  | Registered with FER - payments being received.             | 23,464  |
| Prosecution Dog Act 1976                           | 5534.07  | Registered with FER- payments being received.              | 5,512   |
| Prosecution Pool Act                               | 6059.07  | Registered with FER-payments being received.               | 2,840   |
| Prosecution Pool Act                               | 6104.07  | Registered with FER- payments being received.              | 1,725   |
| Prosecution Dog Act 1976                           | 6260.07  | To be registered with FER.                                 | 5,319   |
|  |          |  | 167,779 |
| Other Sundry Debtors                               |          |  |         |
| Local Government Act 1995 abandoned vehicle        | 3884.03  | Defaulted Payment arrangement. Potential minor case claim. | 1,155   |
| Bulk Waste Clean up                                | 6253.03  | Notice of intention to claim sent                          | 1,062   |
| Total Debtors 90+ days > \$1,000                   |          |  | 169,996 |

#### KEY INFORMATION

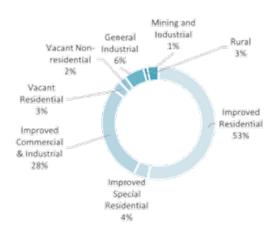
Trade and other receivables include amounts due from ratepayers for unpaid rates and service charges and other amounts due from third parties for goods sold and services performed in the ordinary course of business. Receivables expected to be collected within 12 months of the end of the reporting period are classified as current assets. All other receivables are classified as non-current assets. Collectability of trade and other receivables is reviewed on an ongoing basis. Debts that are known to be uncollectible are written off when identified. An allowance for impairment of receivables is raised when there is objective evidence that they will not be collectible.

### NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY FOR THE PERIOD ENDED 31 MARCH 2023

## OPERATING ACTIVITIES NOTE 5 RATE REVENUE

| General rate revenue             |            |            |             |            | Budget  |            |            | YT         | D Actual |            |
|----------------------------------|------------|------------|-------------|------------|---------|------------|------------|------------|----------|------------|
| •                                | Rate in    | Number of  | Rateable    | Rate       | Interim | Total      | Rate       | Interim    | Back     | Total      |
|                                  | \$ (cents) | Properties | Value       | Revenue    | Rate    | Revenue    | Revenue    | Rates      | Rates    | Revenue    |
| RATE TYPE                        |            |            |             | \$         | \$      | \$         | \$         | \$         | \$       | \$         |
| Gross rental value               |            |            |             |            |         |            |            |            |          |            |
| Improved Residential             | 0.10247    | 14,024     | 210,108,704 | 21,266,353 | 800,000 | 22,066,353 | 21,265,077 | 416,097    | 35,605   | 21,716,778 |
| Improved Special Residential     | 0.09927    | 831        | 16,984,828  | 1,687,439  | 0       | 1,687,439  | 1,687,439  | 1,229      | 7,713    | 1,696,381  |
| Improved Commercial & Industrial | 0.10222    | 513        | 112,105,712 | 11,470,820 | 0       | 11,470,820 | 11,470,820 | (3,275)    | 290      | 11,467,835 |
| Vacant Residential               | 0.18392    | 387        | 6,775,240   | 1,284,343  | 0       | 1,284,343  | 1,284,343  | (165, 136) | 4,329    | 1,123,536  |
| Vacant Non-residential           | 0.16825    | 58         | 4,954,450   | 895,040    | 0       | 895,040    | 895,040    | 6,918      | (37,118) | 864,840    |
| Unimproved value                 |            |            |             |            |         |            |            |            |          |            |
| General Industrial               | 0.01912    | 3          | 121,200,000 | 2,317,344  | 0       | 2,317,344  | 2,317,344  | 0          | 0        | 2,317,344  |
| Mining and Industrial            | 0.00920    | 32         | 49,342,000  | 470,387    | 0       | 470,387    | 470,387    | (16,440)   | (496)    | 453,450    |
| Rural                            | 0.00551    | 133        | 225,271,000 | 1,260,143  | 0       | 1,260,143  | 1,260,143  | (14,114)   | 64,889   | 1,310,918  |
| Sub-Total                        |            | 15,981     | 746,741,934 | 40,651,869 | 800,000 | 41,451,869 | 40,650,591 | 225,279    | 75,210   | 40,951,082 |
| Minimum payment                  | Minimum \$ |            |             |            |         |            |            |            |          |            |
| Gross rental value               |            |            |             |            |         |            |            |            |          |            |
| Improved Residential             | 1,126      | 2,490      | 24,383,502  | 2,787,976  | 0       | 2,787,976  | 2,789,255  | 96         | (632)    | 2,788,718  |
| Improved Special Residential     | 1,126      | 8          | 70,118      | 4,504      | 0       | 4,504      | 4,504      | 0          | 0        | 4,504      |
| Improved Commercial & Industrial | 1,466      | 64         | 590,287     | 93,824     | 0       | 93,824     | 93,824     | 1,217      | 0        | 95,041     |
| Vacant Residential               | 1,126      | 1,050      | 4,942,840   | 1,249,860  | 0       | 1,249,860  | 1,249,860  | (75,899)   | (4,317)  | 1,169,644  |
| Vacant Non-residential           | 1,126      | 21         | 39,420      | 23,646     | 0       | 23,646     | 23,646     | 0          | 0        | 23,646     |
| Unimproved value                 |            |            |             |            | 0       |            |            |            |          |            |
| General Industrial               | 1,466      | 0          | 0           | 0          | 0       | 0          | 0          | 0          | 0        | 0          |
| Mining and Industrial            | 1,466      | 12         | 32,196      | 1,466      | 0       | 1,466      | 1,466      | 16,126     | 0        | 17,592     |
| Rural                            | 1,126      | 11         | 922,700     | 10,134     | 0       | 10,134     | 10,134     | 5,997      | 1,083    | 17,214     |
| Sub-total                        |            | 3,656      | 30,981,063  | 4,171,410  | 0       | 4,171,410  | 4,172,689  | (52,463)   | (3,866)  | 4,116,359  |
| Total general rates              |            |            |             |            |         | 45,623,279 |            |            |          | 45,067,441 |





Item 18.1 - Attachment A

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### NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY FOR THE PERIOD ENDED 31 MARCH 2023

# INVESTING ACTIVITIES NOTE 6 CAPITAL ACQUISITIONS

|                                   | Adopted    | Current    | YTD        | YTD       | YTD         |
|-----------------------------------|------------|------------|------------|-----------|-------------|
| Capital acquisitions              | Budget     | Budget     | Budget     | Actual    | Variance    |
|                                   | \$         | \$         | \$         | \$        | \$          |
| Land and Buildings                | 4,476,677  | 5,385,296  | 3,554,403  | 2,841,984 | (712,419)   |
| Plant, Furniture and Equipment    | 2,018,900  | 2,029,900  | 1,401,098  | 695,874   | (705,225)   |
| Intangible Assets                 | 545,557    | 538,523    | 431,528    | 378,670   | (52,858)    |
| Infrastructure - Roads            | 4,486,650  | 4,819,915  | 3,224,614  | 2,958,873 | (265,740)   |
| Infrastructure - Parks & Reserves | 3,268,928  | 3,385,023  | 1,696,941  | 498,086   | (1,198,855) |
| Infrastructure - Footpaths        | 194,500    | 250,850    | 227,159    | 89,091    | (138,068)   |
| Infrastructure - Car Parks        | 214,000    | 214,000    | 131,097    | 20,855    | (110,242)   |
| Infrastructure - Drainage         | 376,000    | 405,457    | 384,805    | 109,524   | (275,281)   |
| Infrastructure - Bus Shelters     | 21,850     | 21,850     | 21,850     | 0         | (21,850)    |
| Infrastructure - Street Lights    | 96,540     | 118,306    | 58,733     | 47,247    | (11,487)    |
| Infrastructure - Other            | 90,000     | 294,647    | 76,553     | 114,061   | 37,508      |
| Payments for Capital Acquisitions | 15,789,602 | 17,463,766 | 11,208,781 | 7,754,264 | (3,454,518) |
| Total Capital Acquisitions        | 15,789,602 | 17,463,766 | 11,208,781 | 7,754,264 | (3,454,518) |
| Capital Acquisitions Funded By:   |            |            |            |           |             |
|                                   | \$         | \$         | \$         | \$        | \$          |
| Capital grants and contributions  | 5,648,463  | 4,489,631  | 1,261,940  | 1,507,088 | 245,148     |
| Disposal of Assets                | 872,500    | 795,317    | 363,847    | 363,847   | 0           |
| Cash Backed Reserves              | 7,714,074  | 10,475,655 | 0          | 0         | 0           |
| Municipal Funds                   | 1,554,565  | 1,703,163  | 9,582,994  | 5,883,328 | (3,699,666) |
| Capital funding total             | 15,789,602 | 17,463,766 | 11,208,781 | 7,754,264 | (3,454,518) |

### NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY FOR THE PERIOD ENDED 31 MARCH 2023

## INVESTING ACTIVITIES NOTE 6 CAPITAL ACQUISITIONS (CONTINUED)

1.4

| •          |           | Capital Expenditure                                       | Adopted Budget | Current   | YTD       | YTD       | YTD       | Comments  |
|------------|-----------|---|----------------|-----------|-----------|-----------|-----------|---|
| _          |           |   |                | Budget    | Budget    | Actual    | Variance  |   |
|            | Buildings |   | \$             | \$        | \$        | \$        | \$        |   |
| 4          | 210011    | Admin Building - Asbestos Removal Program                 | 10,500         | 9,638     | 9,638     | 9,637     | (1)       | Project complete.   |
|            | 220022    | Administration Building - refurbishment                   | 246,934        | 0         | 0         | 0         | 0         | ,   |
| .al        | 210010    | Administration Building - refurbishment A/C renewal foyer | 0              | 72,856    | 72,856    | 72,856    | (0)       | Project complete.   |
| all        | 210040    | Administration Building - refurbishment Renewal           | 0              | 138,582   | 71,259    | 71,317    | 58        | Works according to plan.  |
| ail        | 210041    | Administration Building - refurbishment New/Upgrade       | 0              | 84,092    | 61,284    | 2,381     | (58,903)  | Project at scoping stage.   |
|            | 210135    | C/fwd Administration Building - new / upgrade and renewal | 0              | 0         | 0         | 0         | 0         |   |
| áll        | 210053    | Animal Care Facility Refurbishment                        | 60,350         | 60,350    | 0         | 0         | 0         | Design has commenced. Project to be carried forward to 2023/2024.       |
| 4          | 210001    | Building Contingency                                      | 100,000        | 157,000   | 130,016   | 68,447    | (61,569)  | Project works in progress.  |
| all        | 210048    | Business Incubator - ablutions                            | 5,000          | 5,879     | 5,879     | 5,879     | 0         | Project complete.   |
| .all       | 210045    | Business Incubator - Doors                                | 29,400         | 29,400    | 29,400    | 1,400     | (28,000)  | Works has commenced. Purchase order has been raised.                    |
| idll<br>Ma | 210013    | Business Incubator - Flooring                             | 15,750         | 15,750    | 11,710    | 13,494    | 1,784     | Works completed and awaiting final invoice from supplier.               |
| الت        | 210034    | Calista Oval Tennis Club - fencing                        | 26,250         | 26,250    | 0         | 1,250     | 1,250     | Tender processing stage. Project estimated to commence in April 2023.   |
| all        | 210033    | Casuarina Wellard Hall - security                         | 10,500         | 4,385     | 2,931     | 961       | (1,970)   | Works completed and awaiting final invoice from supplier.               |
| all        | 210058    | Challenger Beach Ablutions                                | 150,000        | 300,000   | 50,000    | 0         | (50,000)  | Project at tender processing stage. Project to be carried forward to    |
| 4          | 210012    | City Operations - Asbestos Removal Program                | 10,500         | 2,653     | 2,653     | 2,653     | 0         | Project complete.   |
| aff        | 210018    | Darius Wells - curtains                                   | 31,500         | 31,500    | 0         | 1,500     | 1,500     | Project scoping stage.  |
| 4          | 210016    | Darius Wells - Floors                                     | 31,500         | 21,334    | 21,334    | 21,334    | (0)       | Project complete.   |
| الله       | 210017    | Darius Wells - painting                                   | 15,750         | 15,750    | 0         | 750       | 750       | Tender has been awarded. Works estimated to be completed April 2023.    |
| dl         | 210043    | DCA12 Wellard West Community Centre/Clubroom design       | 210,000        | 210,000   | 60,000    | 0         | (60,000)  | Tenders are being prepared. Project to be carried forward to 2023/2024. |
| all        | 210047    | DCA9 Honeywood Pavilion                                   | 593,868        | 1,540,433 | 1,182,050 | 875,176   | (306,874) | Works completed and awaiting final invoice from supplier.               |
| aill       | 210049    | FDC - airconditioning                                     | 7,980          | 7,980     | 0         | 0         | 0         | Project on hold.  |
| aff        | 210013    | FDC - Asbestos Removal Program                            | 10,500         | 10,500    | 0         | 0         | 0         | Project on hold.  |
| all        | 210002    | FDC - Paint corrugated fence                              | 5,250          | 5,250     | 0         | 0         | 0         | Project on hold.  |
| d          | 210020    | Fiona Harris Pavilion - painting                          | 21,000         | 21,000    | 0         | 1,000     | 1,000     | Tender has been awarded. Project estimated to commence in April 2023    |
|            | 210050    | John Wellard - creche softfall                            | 24,938         | 0         | 0         | 0         | 0         |   |
| adl        | 210026    | John Wellard - painting                                   | 8,400          | 8,400     | 0         | 400       | 400       | Tender has been awarded. Project estimated to commence in April 2023.   |
|            | 210032    | John Wellard - security                                   | 18,900         | 18,900    | 18,500    | 19,393    | 893       | Project complete.   |
| .d         | 210035    | Koorliny - carpet   | 36,750         | 39,875    | 38,125    | 39,875    | 1,750     | Project complete.   |
| aff        | 210046    | Kwinana South VBFB  | 25,000         | 25,000    | 25,000    | 0         | (25,000)  | Project at planning stage.  |
| all.       | 210045    | Kwinana South VBFB Station Ext                            | 1,762,532      | 1,430,864 | 1,271,498 | 1,388,060 | 116,562   | Works completed and awaiting final invoice from supplier.               |
| all.       | 210036    | Margaret Feilman - airconditioning                        | 5,150          | 3,720     | 3,720     | 3,475     | (245)     | Project complete.   |
| dille      | 210054    | Medina Hall - fan replacement                             | 15,000         | 5,000     | 5,000     | 0         | (5,000)   | Project on hold.  |
| الله       | 210019    | Medina Hall - painting                                    | 15,750         | 15,750    | 0         | 750       | 750       | Tender has been awarded. Project estimated to commence in April 2023.   |
| 4          | 210030    | Medina Hall - security                                    | 9,450          | 27,650    | 26,337    | 27,653    | 1,316     | Works completed and awaiting final invoice from supplier.               |
| ad         | 210057    | Medina Hall Airconditioning                               | 50,000         | 24,239    | 24,239    | 24,239    | 0         | Project complete.   |
| llin       | 210056    | Mini Golf Course Kiosk and Toilets                        | 270,000        | 270,000   | 0         | 0         | 0         | Tender has been awarded.  |

### NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY FOR THE PERIOD ENDED 31 MARCH 2023

## INVESTING ACTIVITIES NOTE 6 CAPITAL ACQUISITIONS (CONTINUED)

1 4

| _             |             | Capital Expenditure   | Adopted Budget | Current   | YTD       | YTD       | YTD       | Comments   |
|---------------|-------------|---|----------------|-----------|-----------|-----------|-----------|--|
|               |             |   |                | Budget    | Budget    | Actual    | Variance  |  |
| _             |             |   | \$             | \$        | \$        | \$        | \$        |  |
|               | 210037      | Parmelia House - airconditioning                                    | 22,050         | 23,800    | 23,800    | 24,850    | 1,050     | Project complete.  |
| aff           | 210025      | Recquatic Centre - air quality pool hall                            | 57,750         | 57,750    | 0         | 2,750     | 2,750     | Foyer Ceiling works scheduled to commence in April 2023.                     |
| ail.          | 210055      | Recquatic Centre - cafe   | 20,000         | 20,000    | 0         | 2,600     | 2,600     | Works has commenced. Equipment has been ordered.                             |
| afl           | 210051      | Recquatic Centre - mechanical renewal                               | 59,850         | 69,850    | 0         | 0         | 0         | Project at tender processing stage. Project to be carried forward to         |
| d             | 210021      | Recquatic Centre - painting   | 15,750         | 15,750    | 0         | 750       | 750       | Tender has been awarded. Project estimated to commence in May 2023.          |
|               | 210023      | Recquatic Centre - pool plant                                       | 21,000         | 0         | 0         | 0         | 0         |  |
| d             | 210022      | Recquatic Centre - stadium floors                                   | 10,500         | 9,340     | 9,340     | 9,340     | 0         | Project complete.  |
|               | 210024      | Recquatic Centre 25m pool repairs                                   | 21,000         | 40,004    | 40,004    | 41,909    | 1,905     | Project complete.  |
| d             | 210129      | Recquatic Solar Upgrade   | 15,000         | 15,000    | 14,545    | 14,545    | 0         | Project complete.  |
| dl            | 210042      | Rhodes Park Accessible Public Toilet                                | 60,000         | 60,000    | 38,413    | 2,381     | (36,032)  | Tender has been awarded. Project to be carried forward to 2023/2024.         |
|               | 210003      | Senior Citizens Centre - flooring                                   | 17,850         | 10,750    | 10,750    | 11,600    | 850       | Project complete.  |
| d             | 210039      | Sloan 1950s Caretakers Cottage roof                                 | 15,750         | 6,205     | 6,205     | 6,205     | 0         | Project complete.  |
| all .         | 210005      | Sloan Cottage - conservation works                                  | 5,250          | 3,945     | 3,945     | 3,944     | (1)       | Project complete.  |
| dll           | 210052      | Sloan Cottage - renewal and accessibility                           | 93,875         | 122,182   | 116,082   | 423       | (115,659) | Works completed and awaiting final invoice from supplier.                    |
| llin          | 210004      | Smirk Cottage - conservation works                                  | 5,250          | 5,250     | 0         | 250       | 250       | Project at planning stage. Awaiting advice on cause of internal mould issue. |
|               | 210044      | Solar & Efficiency Equipment  | 25,000         | 0         | 0         | 0         | 0         |  |
| all a         | 210029      | Thomas Kelly Pavilion - security                                    | 15,750         | 3,490     | 3,490     | 3,665     | 175       | Project complete.  |
| dl            | 210009      | Wellard Pavilion - painting   | 15,750         | 15,750    | 15,750    | 750       | (15,000)  | Tender has been awarded. Works estimated to commence in April 2023.          |
| d i           | 210031      | Wellard Pavilion - security   | 21,000         | 22,220    | 22,220    | 22,218    | (2)       | Project complete.  |
| dl            | 210007      | Wells Park Public Toilets - roof                                    | 17,850         | 17,850    | 0         | 850       | 850       | Project at tender processing stage. Works estimated to commence in May 2023. |
| dl            | 210008      | Wells Park Public Toilets - rust treatment                          | 17,850         | 17,850    | 0         | 850       | 850       | Project at tender processing stage. Works estimated to commence in May 2023. |
| all           | 210006      | Wheatfield Cottage - windows & screens                              | 42,000         | 42,000    | 0         | 2,000     | 2,000     | Works has commenced. Purchase order has been raised.                         |
| di            | 210027      | William Bertram - painting  | 8,400          | 8,400     | 0         | 400       | 400       | Tender has been awarded. Works estimated to commence in June 2023.           |
|               | 210038      | Zone - evaporative air cooler                                       | 6,300          | 6,630     | 6,630     | 6,930     | 300       | Project complete.  |
| الله          | 210028      | Zone Youth Centre - painting  | 31,500         | 31,500    | 0         | 2,480     | 2,480     | Tender has been awarded. Works estimated to commence in April 2023.          |
| all .         | 210137      | Building Renewals - Wheatfield Cottage                              | 0              | 17,800    | 17,800    | 17,791    | (9)       | Project complete.  |
| aff           | 210142      | Kwinana Senior Citizens Centre - solar panels                       | 0              | 10,000    | 10,000    | 476       | (9,524)   | Works has commenced. Purchase order has been raised.                         |
| all           | 210144      | DOH 2 Stidworthy Way - air con replacement                          | 0              | 85,000    | 85,000    | 8,148     | (76,852)  | Project at tender processing stage.  |
| _             | 210147      | Kwinana Senior Citizens Centre - Accessible Toilet Auto Door Opener | 0              | 7,000     | 7,000     | 0         | (7,000)   | Purchase order has been raised.  |
| <b>∡</b>    E | Buildings 1 | Total Total   | 4,476,677      | 5,385,296 | 3,554,403 | 2,841,984 | (712,419) |  |
|               |             | niture and Equipment<br>nd Equipment                                |                |           |           |           |           |  |
| all f         | 210074      | Furniture and Fittings Renewal                                      | 20,000         | 20,000    | 18,187    | 18,640    | 453       | Project works in progress.   |
|               | 210074      | Library - Self Check outs   | 8,000          | 8,000     | 0         | 9,483     | 9,483     | Project complete.  |
|               |             | Recquatic - Equipment renewal                                       | 100,000        | 100,000   | 33,333    | 11,308    | (22,026)  | Project works in progress.   |
| -ill          | 210075      | needone edulpinent eneman   |                |           |           |           |           |  |

### NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY FOR THE PERIOD ENDED 31 MARCH 2023

## INVESTING ACTIVITIES NOTE 6 CAPITAL ACQUISITIONS (CONTINUED)

1 4

|        |             | Capital Expenditure   | Adopted Budget | Current   | YTD       | YTD       | YTD         | Comments  |
|--------|-------------|---|----------------|-----------|-----------|-----------|-------------|---|
|        |             |   |                | Budget    | Budget    | Actual    | Variance    |   |
|        |             |   | \$             | \$        | \$        | \$        | \$          |   |
|        | Computing   |   |                |           |           |           |             |   |
| dl     | 210063      | City Website Redevelopment                                  | 13,469         | 6,435     | 0         | 0         | 0           | Works complete. However, fund being held for potential enhancement.                                   |
| -1     |             | Corporate Business System                                   | 532,088        | 532,088   | 431,528   | 378,670   | (52,858)    | Project works in progress.  |
| all.   | Plant and E | Plant Replacement Program                                   | 777,500        | 1,083,533 | 619,776   | 155,136   | (464,640)   | Timing of plant replacement.  |
|        | Motor Vehi  |   | ,,,,,,,,,,     | 2,000,000 | 013,770   | 155,150   | (101,010)   | Thing or point replacement.   |
| ail.   | 210077      | Plant Replacement Program - Light Fleet                     | 1,094,900      | 788,867   | 721,248   | 488,852   | (232,396)   | Timing of light fleet replacement.  |
| 4      | Plant , Fur | niture and Equipment Total                                  | 2,564,457      | 2,568,423 | 1,832,626 | 1,074,543 | (758,083)   |   |
|        | Park and R  | Reserves  |                |           | 0         | 0         |             |   |
| al I   |             | Ascot Park  | 50,000         | 50,000    | 50,000    | 53,578    | 3,578       | Project complete.   |
| dl     | 210084      | Bertram Oval Cricket Pitch Upgrade                          | 2,000          | 7,000     | 0         | 0         | 0           | Works completed and awaiting final invoice from supplier.   |
| all    | 210093      | Calista Oval Bike Track                                     | 450,000        | 535,000   | 292,909   | 38,835    | (254,074)   | Project works in progress.  |
| all    | 210080      | Facilities - POS Renewal                                    | 290,000        | 290,000   | 0         | 950       | 950         | Works has commenced in March 2023.  |
|        | 210081      | Honeywood POS - Disability Access                           | 9,440          | 0         | 0         | 0         | 0           |   |
| Щ      | 210094      | Kwinana Loop Trail Upgrade                                  | 450,000        | 450,000   | 240,000   | 0         | (240,000)   | Audit quote has been received. Project estimated to commence in May 2023.                             |
| all.   | 210130      | Minor Parks Projects  | 10,000         | 10,000    | 10,000    | 0         | (10,000)    | Furniture has been ordered.   |
|        |             | Parks & Reserves Renewal                                    | 990,488        | 0         | 0         | 0         | 0           |   |
| dl     | 210078      | Parks & Reserves Renewal Renewal works as per forward works | 0              | 851,194   | 517,500   | 310,004   | (207,496)   | Project works in progress.  |
| all    | 210079      | Parks & Reserves Renewal Carry forward - Parks              | 0              | 133,600   | 0         | 0         | 0           | Project works in progress.  |
| essuii | 210091      | Parks Upgrade Apex Park                                     | 36,000         | 0         | 0         | 0         | 0           | Project to be carried forward to 2023/2024.   |
| dl     | 210087      | Parks Upgrade Price Regent Park                             | 8,000          | 8,000     | 8,000     | 727       | (7,273)     | Furniture has been ordered. Works to commence in April 2023.  |
| d      | 210088      | Parks Upgrade Rhodes Park                                   | 50,000         | 50,000    | 51,600    | 6,145     | (45,455)    | Survey has been completed, Detail design has commenced, furniture has been ordered.                   |
| all    | 210089      | Parks Upgrade Rhyley POS                                    | 43,000         | 43,000    | 40,841    | 5,659     | (35,182)    | Survey has been completed, Detail design has commenced, furniture h                                   |
| all    | 210090      | Parks Upgrade Warner Road POS                               | 15,000         | 15,000    | 0         | 1,364     | 1,364       | Furniture has been ordered. Works to commence in March 2023.  |
| άl     | 210082      | Softfall Replacement - various non-compliant                | 60,000         | 66,975    | 0         | 0         | 0           | Works has commenced. Purchase order has been raised.  |
| dl     | 210086      | Streetscape Strategy  | 170,000        | 170,000   | 103,030   | 15,455    | (87,575)    | Project works in progress.  |
| dl     | 210085      | Urban Tree Planting   | 185,000        | 185,000   | 56,061    | 16,818    | (39,243)    | Tree has been ordered. Works to commence in May 2023.   |
| dl     | 210083      | Wellard Oval Lighting Installation                          | 450,000        | 471,000   | 317,000   | 48,550    | (268,450)   | Project works in progress.  |
| dl     | 210138      | C/F The Grove Event Site - upgrade infrastructure           | 0              | 39,254    | 0         | 0         | 0           | Project works in progress, estimated to be completed by June 2023.                                    |
| all    | 210143      | Gilmore Oval cricket net lights                             | 0              | 10,000    | 10,000    | 0         | (10,000)    | Project to commence in March 2023.  |
| d      | Parks and R | Reserves Total  | 3,268,928      | 3,385,023 | 1,696,941 | 498,086   | (1,198,855) |   |
|        | Roads       |   |                |           | 0         | 0         |             |   |
| dl     | 210101      | Black Spot - Parmelia Avenue                                | 547,606        | 546,045   | 1,561     | 53,004    | 51,443      | Project street lighting design has submitted to Western Power for                                     |
|        |             |   |                |           |           |           |             | approval. Project to be carried forward to 2023/2024 due to<br>unanticipated delays by Western Power. |

### NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY FOR THE PERIOD ENDED 31 MARCH 2023

## INVESTING ACTIVITIES NOTE 6 CAPITAL ACQUISITIONS (CONTINUED)

|                  | Capital Expenditure                                       | Adopted Budget   | Current<br>Budget | YTD<br>Budget | YTD<br>Actual | YTD<br>Variance | Comments   |
|------------------|---|------------------|-------------------|---------------|---------------|-----------------|--|
|                  |   |                  | c                 | Ś             | Ś             | \$              |  |
| 210100           | Black Spot Summerton Rd                                   | 209,100          | 209,100           | 209,100       | 154,764       | (54,336)        | Project works in progress.   |
| 210133           | Kellam Way Medina   | 0                | 13,728            | 13,454        | 13,454        | 0               | Project complete.  |
| 210105           | LRCI Anketell Road - Resealing                            | 100,000          | 412,649           | 316,467       | 63,466        | (253,001)       | Work to commenced in March 2023.   |
| 210098           | MRRG - Abercrombie Rd                                     | 153,878          | 151,254           | 92,328        | 170,221       | 77,893          | Project overspent due to increase in construction cost. Main Road has approved the two third of variation amount and overspent amount will be transferred from LRCI Anketell Road Resealing budget savings.  |
| 210097           | MRRG - Anketell Rd  | 189,887          | 187,263           | 113,933       | 214,274       | 100,341         | Project overspent due to increase in construction cost. Main Road has approved the two third of variation amount and the remaining fund with the contract of t |
| 210099           | MRRG - Chisham Avenue                                     | 551,480          | 547,301           | 547,301       | 604,254       | 56,953          | be transferred from other road project savings.  Project overspent due to increase in construction cost. Main Road has approved the two third of variation amount and the remaining fund with the transferred from other road project savings.   |
| 210104           | R2R Brownell Crescent                                     | 320,000          | 320,000           | 320,000       | 303,223       | (16,777)        | Project complete.  |
| 210104           | R2R Hewison Road  | 213,000          | 213,000           | 213,000       | 219,321       | 6,321           | Project complete.  |
|                  | R2R Hoyle Road  | 285,000          | 338,250           | 338,250       | 370,504       | 32,255          | Project complete. Water corporation pipes that did not show up in the Dial-Before-You-Dig investigation were encountered within the road verge contributing to additional infrastructure protection service fees that water Corporation. A scope change for replacement of 2m wide footpath and additional 50T asphalt required to complete the works at \$30/T in asphalt price across the civil construction market Overspent amount will be transferred from LRCI Anketell Road Resealing budget  |
| 210112           | Road Renewal Harrison Way                                 | 284,000          | 284,000           | 0             | 25,818        | 25,818          | savings. Project estimated to commence in April 2023.  |
| 210107           | Road Renewal Barney Ct                                    | 36,000           | 36,000            | 36,000        | 29,013        | (6,987)         | Works completed and awaiting final invoice from supplier.  |
| 210115           | Road Renewal Chilcott Place                               | 79,500           | 79,500            | 0             | 7,227         | 7,227           | Project estimated to commence in May 2023.   |
| 210110           | Road Renewal Chilcott Street                              | 155,000          | 155,000           | 155,000       | 14,091        | (140,909)       | Project estimated to commence in May 2023.   |
| 210108           | Road Renewal Corrigin Ht                                  | 36,000           | 36,000            | 36,000        | 27,271        | (8,729)         | Works completed and awaiting final invoice from supplier.  |
| 210109           | Road Renewal Crawford Rd                                  | 198,000          | 198,000           | 198,000       | 19,350        | (178,650)       | Works has commenced. Purchase order has been raised.   |
| 210106           | Road Renewal Darkins Rtt                                  | 36,000           | 36,000            | 36,000        | 29,971        | (6,029)         | Project estimated to commence March 2023.  |
| 210113           | Road Renewal David Place                                  | 96,000           | 96,000            | 0             | 8,727         | 8,727           | Project estimated to commence in April 2023.   |
| 210132           | Road Renewal Derbal St C/fwd                              | 0                | 236,544           | 191,663       | 213,167       | 21,504          | Project complete.  |
| 210116           | Road Renewal Leasham Ct                                   | 128,500          | 128,500           | 1,400         | 92,205        | 90,805          | Project complete.  |
| 210117           | Road Renewal Miscellaneous Roads                          | 320,167          | 0                 | 0             | 0             | 0               |  |
| 210111           | Road Renewal Powell Ct                                    | 118,500          | 118,500           | 107,727       | 10,773        | (96,954)        | Project estimated to commence March 2023.  |
| 210114           | Road Renewal Satinover Way                                | 120,000          | 120,000           | 0             | 11,809        | 11,809          | Works has commenced. Purchase order has been raised.   |
| 210119           | Road Renewals Inglis Ct                                   | 135,000          | 135,000           | 109,702       | 109,702       | 0               | Project complete.  |
| 210118<br>210126 | Road Renewals Munday Way<br>Traffic Mgt Abingdon Crescent | 74,032<br>15,000 | 10,000            | 5,000         | 0<br>1,364    | (3,636)         | Initial proposal wasn't supported by the school and community. Furth-investigation will be undertaken to find a suitable treatment.  |
| 210123           | Traffic Mgt Bertram Primary School                        | 25,000           | 0                 | 0             | 0             | 0               |  |
| 210121           | Traffic Mgt Champion Drive                                | 10,000           | 27,000            | 27,000        | 27,910        | 910             | Project complete,  |
| 210124           | Traffic Mgt Feilman Dr                                    | 15,000           | 5,000             | 0             | 1,364         | 1,364           |  |
| 210125           | Traffic Mgt Leda Primary                                  | 15,000           | 15,000            | 448           | 1,811         | 1,364           | Works complete.  |
| 210122           | Traffic Mgt Moombaki Av car park                          | 10,000           | 0                 | 0             | 0             | 0               |  |

### NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY FOR THE PERIOD ENDED 31 MARCH 2023

## INVESTING ACTIVITIES NOTE 6 CAPITAL ACQUISITIONS (CONTINUED)

1 41

|        | Capital Expenditure   | Adopted Budget | Current           | YTD         | YTD       | YTD       | Comments   |
|--------|---|----------------|-------------------|-------------|-----------|-----------|--|
|        |   |                | Budget            | Budget      | Actual    | Variance  |  |
|        |   | \$             | \$                | \$          | \$        | \$        |  |
| 210    | 120 Traffic Mgt Trusty Way Pedestrian                           | 10,000         | 18,000            | 8,000       | 17,603    | 9,603     | Project complete.  |
| 210    | 139 C/F Road Renewals Dent Court                                | 0              | 128,781           | 128,781     | 127,136   | (1,645)   | Project complete.  |
| 210    | 140 C/F Traffic Management Projects                             | 0              | 18,500            | 18,500      | 16,076    | (2,424)   | Project works in progress.                                       |
| Roads  | s Total   | 4,486,650      | 4,819,915         | 3,224,614   | 2,958,873 | (265,740) |  |
| Stree  | t Lighting  |                |                   |             |           |           |  |
| 210    | 131 Replacement Streetlight Gilmore Avenue                      | 13,784         | 19,470            | 19,470      | 19,470    | 0         | Project complete.  |
| 210    | 0128 Street Lighting New  | 40,000         | 56,080            | 24,502      | 8,883     | (15,619)  | Project works in progress.                                       |
|        | 0127 Street Lighting Renewal                                    | 42,756         | 42,756            | 14,761      | 18,893    | 4,132     | Project works in progress.                                       |
| Stree  | t Lighting Total  | 96,540         | 118,306           | 58,733      | 47,247    | (11,487)  |  |
| Bus S  | helter Construction   |                |                   |             |           |           |  |
| 210    | 0060 Bus Shelters - Renewal                                     | 21,850         | 21,850            | 21,850      | 0         | (21,850)  | Bus shelter has not been identified to be renewed at this stage. |
| Bus S  | helter Construction Total                                       | 21,850         | 21,850            | 21,850      | 0         | (21,850)  |  |
| Foot   | path Construction   |                |                   |             |           |           |  |
| 210    | 0069 Footpaths Brownell Crescent - from Gilmore Ave Ser         | 94,000         | 94,000            | 94,000      | 8,545     | (85,455)  | Project works in progress.                                       |
| 210    | 0072 Footpaths Chilcott Place                                   | 16,500         | 16,500            | 0           | 1,500     | 1,500     | Project estimated to commence in May 2023.                       |
|        | 0070 Footpaths Crawford Rd - from Sulphur Rd to Hennessy        | 42,000         | 43,182            | 43,182      | 3,818     | (39,364)  | Project estimated to commence in March 2023.                     |
|        | 1073 Footpaths Leasham Ct - Cul de sac from Leasham Way         | 25,500         | 50,518            | 50,518      | 49,268    | (1,250)   | Project complete.  |
| 210    | 0071 Footpaths Powell Ct - From Crawford Rd                     | 16,500         | 16,650            | 15,000      | 1,500     | (13,500)  | Project estimated to commence in March 2023.                     |
| 210    | 0134 Greenwich Gardens, Bertram - Footpath                      | 0              | 30,000            | 24,459      | 24,459    | 0         | Project complete.  |
| Footp  | ath Construction Total  | 194,500        | 250,850           | 227,159     | 89,091    | (138,068) |  |
| Drain  | nage Construction   |                |                   |             |           |           |  |
| 210    | DCA 1 Stormwater Management Infrastructure                      | 0              | 25,184            | 9,987       | 18,583    | 8,596     | Works have been completed.                                       |
| 210    | 0064 Drainage Brownell Crescent - from Gilmore Ave              | 21,000         | 23,000            | 23,000      | 2,322     | (20,678)  | Project works in progress.                                       |
| 210    | DOG6 Drainage Chilcott Street - from Harlow Rd to Gilmore       | 60,000         | 60,455            | 55,000      | 5,455     | (49,545)  | Works has commenced.   |
| 210    | 0065 Drainage Crawford Rd -Sulphur Rd to Hennessy Ave           | 45,000         | 45,909            | 45,909      | 4,091     | (41,818)  | Works has commenced.   |
| 210    | 0068 Drainage Frederic St - Cr Frederic St & Hentry St          | 50,000         | 50,000            | 50,000      | 49,392    | (608)     | Project complete.  |
| 210    | 067 Drainage Summerton Road - Seabrook Way to Calista           | 200,000        | 200,909           | 200,909     | 29,682    | (171,227) | Works has commenced.   |
| Drain  | age Construction Total  | 376,000        | 405,457           | 384,805     | 109,524   | (275,281) |  |
|        | ark Construction  |                |                   |             |           |           |  |
|        | 0061 Carpark - Pace Road  | 214,000        | 214,000           | 131,097     | 20,855    | (110,242) | Project at design stage. Potential carry forward to 2023/2024.   |
| Car Pa | ark Construction Total  | 214,000        | 214,000           | 131,097     | 20,855    | (110,242) |  |
|        | r Infrastructure  | 00.000         | 110 617           | 70.000      | 00.727    | 40.404    | Decident words in accordan                                       |
| 210    | 0059 Revitalising the Strand in Wellard 0148 Mural Arts Program | 90,000         | 119,647<br>20,000 | 76,553<br>0 | 89,737    | 13,184    | Project works in progress.                                       |
|        | 1149 Enhance CCTV network/Purchase a Mobile CCTV Unit           | 0              | 50,000            | 0           | 0         | 0         |  |
|        | 1150 Procurement of EV charging points                          | 0              | 50,000            | 0           | 24,324    | 24,324    | Project works in progress.                                       |
| 210    | was reasoning at an anaibilib hanna                             | O .            | 20,000            | 3           | 24,024    | 24,024    | · · · · · · · · · · · · · · · · · · ·                            |

### NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY FOR THE PERIOD ENDED 31 MARCH 2023

## INVESTING ACTIVITIES NOTE 6 CAPITAL ACQUISITIONS (CONTINUED)

1 41

|      | Capital Expenditure                                     | Adopted Budget | Current    | YTD        | YTD       | YTD         | Comments |
|------|---|----------------|------------|------------|-----------|-------------|----------|
|      |   |                | Budget     | Budget     | Actual    | Variance    |          |
|      |   | \$             | \$         | \$         | \$        | \$          |          |
| di   | 210151 Ascot Park (Bertram) Mural                       | 0              | 10,000     | 0          | 0         | 0           |          |
| dlin | 210152 Mortimer Road Entry Statement                    | 0              | 25,000     | 0          | 0         | 0           |          |
| aff  | 210153 Homestead Ridge Water Fountain for dogs and kids | 0              | 20,000     | 0          | 0         | 0           |          |
|      |   |                |            |            |           |             |          |
|      |   |                |            |            |           |             |          |
| -11  | Other Infrastructure Total                              | 90,000         | 294,647    | 76,553     | 114,061   | 37,508      |          |
|      |   |                |            |            |           |             |          |
|      | Capital Expenditure Total                               | 15,789,602     | 17,463,766 | 11,208,781 | 7.754.264 | (3,454,518) |          |

Level of Completion Indicators (Percentage YTD Actual to Annual Budget)

0%
20%
40%
60%
80%
100%
Over 100%

### NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY FOR THE PERIOD ENDED 31 MARCH 2023

## FINANCING ACTIVITIES NOTE 7 BORROWINGS

| Repayments - borrowings                       |              |             |        |         | Prin      | cipal     | Princ       | ipal       | Inter    | est     |
|---|--------------|-------------|--------|---------|-----------|-----------|-------------|------------|----------|---------|
| Information on borrowings                     |              |             | New I  | Loans   | Repay     | ments     | Outsta      | nding      | Repayn   | nents   |
|   | Finalisation |             |        | Current |           | Current   |             | Current    |          | Current |
| Particulars                                   | of Loan      | 1 July 2022 | Actual | Budget  | Actual    | Budget    | Actual      | Budget     | Actual   | Budget  |
|   |              | \$          | \$     | \$      | \$        | \$        | \$          | \$         | \$       | \$      |
| Governance                                    |              |             |        |         |           |           |             |            |          |         |
| Loan 99 - Administration Building Renovations | 2024/25      | 366,820     | 0      | 0       | 56,532    | 114,831   | 310,288     | 251,989    | 12,930   | 23,900  |
| Education and welfare                         |              |             |        |         |           |           |             |            |          |         |
| Loan 96 - Youth Specific Space                | 2022/23      | 34,092      | 0      | 0       | 16,731    | 34,092    | 17,361      | 0          | 1,457    | 2,227   |
| Loan 100 - Youth Specific Space               | 2027/28      | 995,415     | 0      | 0       | 72,830    | 147,360   | 922,585     | 848,055    | 26,792   | 51,606  |
| Recreation and culture                        |              |             |        |         |           |           |             |            |          |         |
| Loan 95 - Orelia Oval Pavilion                | 2022/23      | 81,823      | 0      | 0       | 40,155    | 81,822    | 41,668      | 1          | 3,497    | 5,344   |
| Loan 97 - Orelia Oval Pavilion Extension      | 2024/25      | 811,667     | 0      | 0       | 125,088   | 254,085   | 686,579     | 557,582    | 28,611   | 52,884  |
| Loan 102 - Library & Resource Centre          | 2028/29      | 5,533,287   | 0      | 0       | 340,185   | 688,091   | 5,193,102   | 4,845,196  | 144,968  | 280,877 |
| Loan 104 - Recquatic Refurbishment            | 2029/30      | 2,782,935   | 0      | 0       | 149,015   | 301,048   | 2,633,920   | 2,481,887  | 66,163   | 128,628 |
| Loan 105 - Bertram Community Centre           | 2029/30      | 1,040,511   | 0      | 0       | 89,677    | 120,054   | 950,834     | 920,457    | 28,189   | 39,229  |
| Loan 106 - Destination Park - Calista         | 2030/31      | 1,113,448   | 0      | 0       | 54,010    | 108,868   | 1,059,438   | 1,004,580  | 21,406   | 41,711  |
|   |              |             |        |         | 0         |           |             |            |          |         |
| Transport                                     |              |             |        |         |           |           |             |            |          |         |
| Loan 98 - Streetscape Beautification          | 2024/25      | 495,207     | 0      | 0       | 76,318    | 155,019   | 418,889     | 340,188    | 17,456   | 32,264  |
| Loan 101B - City Centre Redevelopment         | 2031/32      | 2,382,715   | 0      | 0       | 236,915   | 236,915   | 2,145,800   | 2,145,800  | 39,102   | 46,747  |
|   |              | 15,637,920  | 0      | 0       | 1,257,458 | 2,242,185 | 14,380,462  | 13,395,735 | 390,570  | 705,417 |
| Self supporting loans                         |              |             |        |         | _,,       | _,,       | _,,,,,,,    | ,,         | 525,215  |         |
| Recreation and culture                        |              |             |        |         |           |           |             |            |          |         |
| Loan 103B - Golf Club Refurbishment           | 2031/32      | 214,857     | 0      | 0       | 9,146     | 18,444    | 205,711     | 196,413    | 4,320    | 8,446   |
|   |              | 214,857     | 0      | 0       | 9,146     | 18,444    | 205,711     | 196,413    | 4,320    | 8,446   |
| Total   |              | 15,852,777  | 0      | 0       | 1,266,604 | 2,260,629 | 14,586,173  | 13,592,148 | 394,891  | 713,863 |
|   |              |             |        | -       | _,,       | -,,       | _ ,,,,,,,,, | ,,         | 55 ,,552 | ,       |
| Current borrowings                            |              | 2,260,629   |        |         |           |           | 2,696,234   |            |          |         |
| Non-current borrowings                        |              | 13,592,148  |        |         |           |           | 11,889,938  |            |          |         |
|   |              | 15,852,777  |        |         |           |           | 14,586,173  |            |          |         |

### NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY FOR THE PERIOD ENDED 31 MARCH 2023

OPERATING ACTIVITIES

NOTE 8

CASH RESERVES

1 41

#### Cash backed reserve

| Cash backed reserve                               |            |                    |                    |                        |                        |                         |                         |                   |                   |
|---|------------|--------------------|--------------------|------------------------|------------------------|-------------------------|-------------------------|-------------------|-------------------|
|   | Opening    | Budget<br>Interest | Actual<br>Interest | Budget<br>Transfers In | Actual<br>Transfers In | Budget<br>Transfers Out | Actual<br>Transfers Out | Budget<br>Closing | Actual<br>Closing |
| Reserve name                                      | Balance    | Earned             | Earned             | (+)                    | (+)                    | (-)                     | (-)                     | Balance           | Balance           |
| Municipal Reserves                                | \$         | \$                 | \$                 | s                      | \$                     | \$                      | \$                      | \$                | \$                |
| Aged Persons Units Reserve                        | 845,043    | 20,380             | 20,722             | 198,050                | 0                      | (190,000)               | 0                       | 873,473           | 865,765           |
| Asset Management Reserve                          | 4,617,620  | 84,115             | 84,116             | 1,730,878              | 0                      | (5,399,628)             | 0                       | 1,032,985         | 4,701,736         |
| Banksia Park Reserve                              | 244,242    | 5,888              | 5,987              | 0                      | 0                      | (115,102)               | 0                       | 135,028           | 250,229           |
| City Infrastructure Reserve                       | 941,685    | 12,943             | 24,666             | 0                      | 0                      | 0                       | 0                       | 954,628           | 966,351           |
| Community Services & Emergency Relief Reserve     | 335,592    | 8,169              | 3,682              | 0                      | 0                      | (2,500)                 | 0                       | 341,261           | 339,274           |
| Contiguous Local Authorities Group Reserve        | 270,118    | 5,843              | 5,843              | 32,130                 | 0                      | (55,995)                | 0                       | 252,096           | 275,961           |
| Employee Leave Reserve                            | 2,955,674  | 72,260             | 71,952             | 12,376                 | 0                      | (261,105)               | 0                       | 2,779,205         | 3,027,626         |
| Employee Vacancy Reserve                          | 504,796    | 14,787             | 4,146              | 353,244                | 0                      | 0                       | 0                       | 872,827           | 508,942           |
| Family Day Care Reserve                           | 0          | 9,889              | 9,889              | σ                      | 0                      | 0                       | 0                       | 9,889             | 9,889             |
| Golf Course Cottage Reserve                       | 29,683     | 869                | 244                | o                      | 0                      | 0                       | 0                       | 30,552            | 29,927            |
| Golf Club Maintenance Reserve                     | 27,183     | 643                | 73                 | 5,044                  | 0                      | (5,044)                 | 0                       | 27,826            | 27,256            |
| Information Technology Reserve                    | 94,522     | 11,014             | 11,056             | 1,004,941              | 0                      | (702,088)               | 0                       | 408,389           | 105,578           |
| Plant and Equipment Replacement Reserve           | 593,784    | 10,385             | 10,385             | 1,894,837              | 0                      | (1,901,900)             | 0                       | 597,106           | 604,169           |
| Public Art Reserve                                | 300,420    | 6,401              | 6,401              | 126                    | 0                      | 0                       | 0                       | 306,947           | 306,821           |
| Public Open Space                                 | 322,116    | 7,862              | 7,829              | 0                      | 0                      | 0                       | 0                       | 329,978           | 329,945           |
| Refuse Reserve                                    | 5,379,039  | 115,629            | 115,630            | 0                      | 0                      | (324,721)               | 0                       | 5,169,947         | 5,494,669         |
| Renewable Energy Efficiency Reserve               | 51,096     | 1,264              | 1,284              | 49,035                 | 0                      | (24,035)                | 0                       | 77,360            | 52,380            |
| Restricted Grants & Contributions Reserve         | 2,182,901  | 0                  | 0                  | 287,443                | 0                      | (1,717,924)             | 0                       | 752,420           | 2,182,901         |
| Settlement Agreement Reserve                      | 169,350    | 3,608              | 3,609              | 0                      | 0                      | 0                       | 0                       | 172,958           | 172,959           |
| Strategic Property Reserve                        | 455,369    | 0                  | 0                  | 0                      | 0                      | (270,000)               | 0                       | 185,369           | 455,369           |
| Workers Compensation Reserve                      | 552,445    | 11,773             | 11,774             | 122,757                | 0                      | 0                       | 0                       | 686,975           | 564,219           |
| Sub-Total Municipal Reserves                      | 20,872,678 | 403,722            | 399,288            | 5,690,861              | 0                      | (10,970,042)            | 0                       | 15,997,219        | 21,271,966        |
|   |            |                    |                    |                        |                        |                         |                         |                   |                   |
| Developer Contribution Reserves                   |            |                    |                    |                        |                        |                         |                         |                   |                   |
| DCA 1 - Hard Infrastructure - Bertram             | 1,455,449  | 27,912             | 27,913             | 25,000                 | 0                      | (37,483)                | 0                       | 1,470,878         | 1,483,363         |
| DCA 2 - Hard Infrastructure - Wellard             | 1,727,291  | 37,547             | 37,547             | 25,000                 | 0                      | (12,299)                | 0                       | 1,777,539         | 1,764,838         |
| DCA 3 - Hard Infrastructure - Casuarina           | 0          | 0                  | 0                  | 200,000                | 0                      | (12,299)                | 0                       | 187,701           | 0                 |
| DCA 4 - Hard Infrastructure - Anketell            | 2,029,392  | 67,594             | 37,875             | 25,000                 | 0                      | (12,299)                | 0                       | 2,109,687         | 2,067,267         |
| DCA 5 - Hard Infrastructure - Wandi               | 1,858,311  | 68,384             | 42,632             | 25,000                 | 0                      | (12,299)                | 0                       | 1,939,396         | 1,900,943         |
| DCA 6 - Hard Infrastructure - Mandogalup          | 3,912,473  | 73,260             | 73,260             | 25,000                 | 0                      | (12,299)                | 0                       | 3,998,434         | 3,985,733         |
| DCA 7 - Hard Infrastructure - Wellard West        | 78,402     | 2,704              | 1,340              | 200,000                | 0                      | (12,299)                | 0                       | 268,807           | 79,742            |
| DCA 8 - Soft Infrastructure - Mandogalup          | 2,953,938  | 93,966             | 39,672             | 25,000                 | 0                      | (12,303)                | 0                       | 3,060,601         | 2,993,610         |
| DCA 9 - Soft Infrastructure - Wandi/Anketell      | 11,832,280 | 354,951            | 185,218            | 25,000                 | 0                      | (1,452,732)             | 0                       | 10,759,499        | 12,017,498        |
| DCA 10 - Soft Infrastructure - Casuarina/Anketell | 182,425    | 5,758              | 3,146              | 25,000                 | 0                      | (12,299)                | 0                       | 200,884           | 185,571           |
| DCA 11 - Soft Infrastructure - Wellard East       | 5,862,382  | 121,222            | 121,222            | 25,000                 | 0                      | (12,299)                | 0                       | 5,996,305         | 5,983,604         |
| DCA 12 - Soft Infrastructure - Wellard West       | 10,466,540 | 214,962            | 214,962            | 25,000                 | 0                      | (222,299)               | 0                       | 10,484,203        | 10,681,502        |
| DCA 13 - Soft Infrastructure - Bertram            | 254,648    | 7,938              | 4,291              | 25,000                 | 0                      | (12,299)                | 0                       | 275,287           | 258,939           |
| DCA 14 - Soft Infrastructure - Wellard/Leda       | 903,395    | 27,318             | 14,384             | 50,000                 | 0                      | (12,299)                | 0                       | 968,414           | 917,779           |
| DCA 15 - Soft Infrastructure - City Site          | 325,573    | 9,606              | 5,118              | 25,000                 | 0                      |                         | 0                       | 347,880           | 330,691           |
| Sub-Total Developer Contribution Reserves         | 43,842,499 | 1,113,121          | 808,579            | 750,000                | 0                      |                         | 0                       |                   | 44,651,079        |
| Total Reserves                                    | 64,715,177 | 1,516,843          | 1,207,867          | 6,440,861              | 0                      | (12,830,148)            | 0                       | 59,842,733        | 65,923,045        |

### NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY OR THE PERIOD ENDED 31 MARCH 2023

### NOTE 9 OPERATING GRANTS AND CONTRIBUTIONS

| Operating grants, subsidies and contributions   | Contract  | Current Budget  | Budget          | Actual          |   |
|---|-----------|-----------------|-----------------|-----------------|---|
| Provider  | Liability | Revenue         | YTD Revenue     | YTD Revenue     | Comments  |
| Constal numbers funding   | \$        | \$              |                 | \$              |   |
| General purpose funding  Local Government General Purpose Grant                         | 0         | 418,488         | 314,319         | 313,868         |   |
| Local Government General Purpose Grant - Roads  | 0         | 276,100         | 207,075         | 207,075         |   |
| Non Rateable Property - Dampier to Bunbury Natural Gas Pipeline Corridor                | 0         | 175,000         | 175,000         | 0               |   |
| Law, order, public safety   |           |                 |                 |                 |   |
| Department Fire and Emergency Services - ESL  | 0         | 205,830         | 153,500         | 154,565         |   |
| DFES Mitigation Activity Fund Grant   | 49,646    | 439,371         | 439,371         | 0               | Program delayed; final claim in March/April 2023.   |
| Health  |           |                 |                 |                 |   |
| Mosquito Management Contributions (Developers)  | 0         | 27,924          | 21,924          | 18,216          |   |
| Mosquito Management Contributions (CLAG)  | 0         | 2,206           | 2,206           | 4,206           |   |
| Department of Health - Larvicide  | 0         | 2,000           | 2,000           | 0               |   |
| Education and welfare   |           |                 |                 |                 |   |
| Banksia Park Operating Cost Contribution  | 0         | 360,360         | 270,270         | 269,885         |   |
| Family Daycare - Mainstream Childcare Benefit Subsidy                                   | 0         | 810,000         | 810,000         | 826,350         | Program ceased Feb 2023.  |
| Family Daycare - Mainstream Other Subsidy   | 0         | 500             | 500             | 458             | Program ceased Feb 2023.  |
| In-Home Care - CCB Subsidy  | 0         | 266,174         | 266,174         | 196,174         | Program ceased Feb 2023.  |
| In-Home Care - Subsidy - Department of Communities                                      | 0         | 840             | 840             | 0               | Program ceased Feb 2023.  |
| NGALA My Time Program   | 0         | 10,560          | 9,724           | 9,196           | Program ceased Feb 2023.  |
| Operational Subsidy - Aboriginal Resource Worker  | 0         | 30,514          | 30,514          | 30,514          |   |
| Youth Social Justice Program  | 0         | 187,478         | 138,739         | 187,477         | Final quarter April payment received in Marci   |
| Youth Leadership and Development LYRIK - Grant  | 0         | 0               | 0               | 10,000          |   |
| Youth Leadership and Development LYRIK - Sponsorship                                    | 0         | 30,000          | 30,000          | 20,000          |   |
| Youth Intervention Program  | 0         | 20,000          | 0               | 0               | Project withdrawn. Budget to be adjusted in   |
| Youth Spaces Activation   | 0         | 5,000           | 0               | 0               | May Budget Review.<br>Project withdrawn. Budget to be adjusted in   |
| Outdoor Adventure Group - Conservation Action Project                                   | 0         | 500             | 250             | 0               | May Budget Review.  |
| Youth Mental Health Initiatives - WA Primary Health Alliance Grant                      | 0         | 100,000         | 60,000          | •               | Project complete; final claim lodged in March   |
| routh Wental health initiatives - WA Frittary health Alliance Grant                     | · ·       | 100,000         | 00,000          | 30,000          | 2023.   |
| MRWA - Thomas Rd Duplication - Indigenous Participation                                 | 100,000   | 100,000         | 100,000         | 0               | Funds held as contract liability. Project not likely to commence by 30 June 2023 as City is currently putting on Expression of Interest to local service providers to their seek interest in developing programs to support opportunities for the Indigenous communities. |
| Dept Communities - Thank a Volunteer Event Grant  | 0         | 2,000           | 2,000           | 2,000           |   |
| Community amenities   |           |                 |                 |                 |   |
| PTA Bus Shelter Subsidy   | 0         | 10,000          | 0               | 0               |   |
| RAC WA-Calista Oval Bike Program  |           | 10,000          |                 |                 |   |
| Recreation and culture  |           |                 |                 |                 |   |
| Shared Use Agreements   | 0         | 101,000         | 89,933          | 58,933          |   |
| Shared Use Agreements   | 0         | 26,611          | 26,611          | 26,611          |   |
| Library - Other donations   | 0         | -,              | 2,000           | 163             |   |
| Community Centre sundry grants  | 0         | 5,000           | 4,200           |                 | Balance of funding yet to be confirmed.   |
| Event Sponsorship - Childrens Festival  | 0         | 40,000          | 10,000          | 10,000          | Event held in March, balance funding to be paid in arrears.   |
| Event Sponsorship - Lolly Run   | 0         | 10,000          | 10,000          | 10,000          |   |
| Community Development Fund - Kwinana Industries Council<br>Recquatic Other Sponsorships | 0         | 20,000<br>7,715 | 20,000<br>7,715 | 10,000<br>7,800 | 50% of funding received for first round.  |
| necquatic Other Sponsorships  | 0         | 7,/15           | 1,/15           | 7,800           |   |
| Transport   |           |                 |                 |                 |   |
| Main Roads Annual Direct Grant  | 0         | 213,845         | 223,845         | 223,845         |   |
| Main Roads Street Light Subsidy   | 0         | 6,200           | 0               | 0               |   |
| Main Roads Thomas Road Duplication  | 0         | 0               | 0               | 0               |   |
| TOTALS  | 220,412   | 4,064,746       | 3,495,708       | 2,648,536       |   |

### NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY FOR THE PERIOD ENDED 31 MARCH 2023

### NOTE 10 NON-OPERATING GRANTS AND CONTRIBUTIONS

| lon-operating grants, subsidies and contributions Provider   | Unspent Funding<br>Liability | Current Budget<br>Revenue  | Budget<br>YTD Revenue | Actual<br>YTD Revenue | Comments                         |
|--|------------------------------|----------------------------|-----------------------|-----------------------|----------------------------------|
|  | \$                           | \$                         |                       | \$                    |                                  |
| w, order, public safety  |                              | •                          |                       | ·                     |                                  |
|  |                              |                            |                       |                       | Budget phasing variance. Reven   |
| Description of Francisco Continue Visions Continue Vision |                              |                            |                       |                       | is recognised upon meeting       |
| Department Fire and Emergency Services - Kwinana South VBFB extension  | 15                           |                            |                       |                       | performance obligations.         |
|  | 0                            | 1,393,646                  | 0                     | 572,691               |                                  |
|  |                              |                            |                       |                       |                                  |
| creation and culture   |                              |                            |                       |                       |                                  |
| Calista Oval Jnr Bike Rd Safety Track - Dept. Local Government   | 350,000                      | 435,000                    | 85,000                | 0                     |                                  |
| Calista Oval Jnr Bike Rd Safety Track - RAC  | 95,000                       | 0                          | 0                     | 0                     |                                  |
| Wellard Oval Lighting Installation   | 0                            | 136,166                    | 0                     | 0                     |                                  |
| Cash in lieu of Public Art   | 300,000                      | 0                          | 0                     | 0                     |                                  |
| Revitalising the Strand - RAC  | 0                            | 105,000<br>175,000         | 0                     | 16,000                |                                  |
| Kwinana Loop Trail DCA9 Honeywood Pavilion   | 0                            |                            |                       | 0                     |                                  |
| Local Roads and Community Infrastructure Program   |                              | 100,000                    | 100,000               | 0                     |                                  |
| Honeywood POS = Disability Access  | 428,705<br>0                 | 0                          | 0                     | 0                     |                                  |
| Honeywood Shade  | U                            | 0                          | Ü                     | U                     | GST adjustment to be journale    |
| Tions, wood still de   |                              |                            |                       |                       | No implication on budget.        |
|  | 0                            | 0                          | (4,759)               | (4,759)               |                                  |
| Softfall Replacements  | 0                            | 60,000                     | 0                     | 0                     |                                  |
| Wellard Oval Lighting Installation   | 0                            | 300,000                    | 0                     | 0                     |                                  |
| Bertram Oval Cricket Pitch Upgrade   | 0                            | 7,000                      | 0                     | 0                     |                                  |
| Recquatic Café   | 0                            | 20,000                     | 0                     | 0                     |                                  |
| Medina Hall - fan replacement  | 0                            | 5,000                      | 0                     | 0                     |                                  |
| Gilmore Avenue - cricket net lights  | 0                            | 10,000                     | 0                     | 0                     |                                  |
|  |                              |                            |                       |                       |                                  |
| insport  |                              |                            |                       |                       |                                  |
| Local Roads and Community Infrastructure Program   |                              |                            |                       |                       |                                  |
| Anketell Road - Resealing  | 0                            | 97,649                     | 0                     | 0                     |                                  |
| Pace Road Carpark  | 0                            | 50,000                     | 0                     | 0                     |                                  |
| Main Roads MRRG Funding  MRRG - Anketell Rd  |                              |                            |                       |                       |                                  |
| WIRKS - Aliketeli Ku   | 0                            | 124,842                    | 49,936                | 49,936                | 1st 40% claim in September 20    |
| MRRG - Abercrombie Rd  |                              | ,                          | ,                     | ,                     | ,                                |
| MRRG - Chisham Avenue  | 0                            | 100,836                    | 40,334                | 40,334                | 1st 40% claim in September 20    |
|  | 0                            | 364,867                    | 145,946               | 145,946               | 1st 40% claim in September 20    |
| Roads to Recovery  |                              |                            |                       |                       |                                  |
| R2R Hoyle Road   |                              |                            |                       |                       | Project complete. Final claim in |
|  |                              |                            |                       |                       | November 2022. Budget to be      |
|  | 0                            | 142,500                    | 285,000               | 142,500               | adjusted in May budget review    |
| R2R Hewison Road   | 0                            | 142,000                    | 142,000               | 142,000               |                                  |
| R2R Brownell Crescent  | 0                            | 210,403                    | 210,403               | 194,360               |                                  |
| Blackspot  |                              |                            |                       |                       |                                  |
| Blackspot -Wellard Road & Henley Boulevard Pre-Deflection  | 87,156                       |                            |                       |                       |                                  |
| Black Spot Summerton Rd  | 0                            | 139,400                    | 55,760                | 55,760                | 1st 40% claim in September 20    |
| Black Spot Parmelia Ave  | Ů                            | 155,400                    | 33,700                | 33,700                | 230 40% claim in September 20    |
|  | 0                            | 364,030                    | 146,028               | 146,028               | 1st 40% claim in September 20    |
| Insurance Claim - Street Light hit by vehicle  | 0                            | 6,292                      | 6,292                 | 6,292                 |                                  |
| mmunity amenities  |                              |                            |                       |                       |                                  |
| DCA 1 - Hard Infrastructure - Bertram  | 239,617                      | 12,299                     | 0                     | 0                     |                                  |
| DCA 2 - Hard Infrastructure - Wellard  | 1,427,235                    | 12,299                     | 0                     | 0                     |                                  |
| DCA 3 - Hard Infrastructure - Casuarina  | 100,466                      | 12,299                     | 0                     | 0                     |                                  |
| DCA 4 - Hard Infrastructure - Anketell   | 2,053,582                    | 12,299                     | 0                     | 0                     |                                  |
| DCA 5 - Hard Infrastructure - Wandi  | 1,780,043                    | 12,299                     | 0                     | 0                     |                                  |
| DCA 6 - Hard Infrastructure - Mandogalup   | 5,489,676                    | 12,299                     | 0                     | 0                     | Revenue is recognised upon       |
| DCA 7 - Hard Infrastructure - Mandogalup (west)  | 105,889                      | 12,295                     | 0                     | 0                     | meeting performance obligation   |
| DCA 8 - Soft Infrastructure - Mandogalup   | 3,789,957                    | 12,303                     | 0                     | 0                     | (in-line with expenditure on DC  |
| DCA 9 - Soft Infrastructure - Wandi / Anketell   | 9,863,422                    | 606,171                    | 0                     | 0                     | intrastructure).                 |
| DCA 10 - Soft Infrastructure - Casuarina/Anketell  | 170,946                      | 12,299                     | 0                     | 0                     |                                  |
| DCA 11 - Soft Infrastructure - Castarina/Anketen   | 5,073,290                    | 12,299                     | 0                     | 0                     |                                  |
| DCA 12 - Soft Infrastructure - Wellard West  | 9,699,101                    | 222,299                    | 0                     | 0                     |                                  |
| DCA 13 - Soft Infrastructure - Bertram   | 158,645                      | 12,299                     | 0                     | 0                     |                                  |
| DCA 14 - Soft Infrastructure - Wellard / Leda  | 736,363                      | 12,299                     | 0                     | 0                     |                                  |
|  | , 55,565                     | - Lynned                   | · ·                   | Ü                     |                                  |
| DCA 15 - Soft Infrastructure - Townsite  | 345,609                      | 12,299                     | 0                     | 0                     |                                  |
|  | 345,609<br><b>42,294,702</b> | 12,299<br><b>5,477,988</b> | 1,261,940             | 1,507,088             |                                  |

### NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY FOR THE PERIOD ENDED 31 MARCH 2023

NOTE 11 TRUST FUND

Funds held at balance date over which the City has no control and which are not included in this statement are as follows:

|   | <b>Opening Balance</b> | Amount   | Amount  | <b>Closing Balance</b> |
|---|------------------------|----------|---------|------------------------|
| Description                             | 1 July 2022            | Received | Paid    | 31 Mar 2023            |
|   | \$                     | \$       | \$      | \$                     |
| APU Security Bonds                      | 22,854                 | 2,000    | (1,090) | 23,764                 |
| Contiguous Local Authorities Group CLAG | 5,707                  | 0        | 0       | 5,707                  |
| Uncollected Vehicles                    | 6,846                  | 10,298   | 0       | 17,144                 |
|   | 35,407                 | 12,298   | (1,090) | 46,615                 |

### IOTES TO THE STATEMENT OF FINANCIAL ACTIVITY OR THE PERIOD ENDED 31 MARCH 2023

NOTE 12 BUDGET VARIATIONS

mendments to original budget since budget adoption. Closing Surplus/(Deficit)

| Date   | Description   | Classification                                    | Increase /<br>Decrease) to<br>Net Surplus | Amended<br>Budget Running<br>Balance |
|--|---|---|---|--------------------------------------|
| 22/06/2022 Annual Budget adoption  |   | Opening Surplus(Deficit)                          | \$<br>0                                   | \$<br>0                              |
| 13/07/2022 Proceeds from Disposal of Plant and Eq<br>Transfer to Asset Management Reserve                    |   | Capital Revenue<br>Reserve Transfer               | 20,000<br>(20,000)                        | 0                                    |
| 31/08/2022 Capital Expenditure - Recquatic Centre<br>Capital Expenditure - Building Continge                 |   | Capital Expenses Capital Expenses                 | (19,004)<br>19,004                        | o                                    |
| 28/09/2022 FY22 Carry Forward Projects  Capital Expenditure - Greenwich Garde  Brought forward surplus       | ns, Bertram - Footpath  | Capital Expenses Opening Surplus(Deficit)         | (30,000)                                  | 0                                    |
| Capital Expenditure - Kellam Way, 1.8n<br>Brought forward surplus  | footpath & Kerbing upgrade  | Capital Expenses<br>Opening Surplus(Deficit)      | (13,500)<br>13,500                        | 0                                    |
| Capital Expenditure - Traffic Manageme<br>Brought forward surplus  | nt Projects   | Capital Expenses<br>Opening Surplus(Deficit)      | (18,500)<br>18,500                        | o                                    |
| Capital Expenditure - The Grove Event :<br>Brought forward surplus   | ite - upgrade infrastructure  | Capital Expenses<br>Opening Surplus(Deficit)      | (39,254)<br>39,254                        | o                                    |
| Operating Expenditure – DFES Mitigation Operating Grants & Contributions – DF                                |   | Operating Expenses Operating Revenue              | (175,953)<br>175,953                      | 0                                    |
| Operating Expenditure - Youth Mental<br>Operating Grants & Contribution - You                                | fealth Initiatives - WA Primary Health Alliance Grant<br>th Initiatives   | Operating Expenses Operating Revenue              | (100,000)<br>100,000                      | o                                    |
| Operating Expenditure – CCTV subsidy<br>Transfer from Restricted Grants & Cont                               |   | Operating Expenses<br>Reserve Transfer            | (47,563)<br>47,563                        | o                                    |
| Capital Expenditure = Kwinana South V<br>Non-Operating Grants & Contribution -                               | BFB station Extensions<br>Kwinana South VBFB station extensions   | Capital Expenses<br>Capital Revenue               | 368,886<br>(368,886)                      | 0                                    |
| Capital Expenditure - DCA 9 Local Spo<br>Non-Operating Grants & Contributions<br>Transfer from DCA 9 Reserve |   | Capital Expenses Capital Revenue Reserve Transfer | (946,565)<br>100,000<br>846,565           | 0                                    |
| Capital Expenditure - Building Renewal<br>Transfer from Asset Management Rese                                | John Wellard Community Centre Creche Softfall<br>ve   | Capital Expenses<br>Reserve Transfer              | 24,938<br>(24,938)                        | 0                                    |
| Capital Expenditure - Honeywood POS<br>Non-Operating Grants & Contributions                                  | Disability Access - LRCI Round 3 - Project# 4<br>LRCI Round 3   | Capital Expenses<br>Capital Revenue               | 9,440<br>(9,440)                          | 0                                    |
| Capital Expenditure - Road Renewals N<br>Transfer from Asset Management Rese                                 |   | Capital Expenses<br>Reserve Transfer              | 74,032<br>(74,032)                        | 0                                    |
| Capital Expenditure - Medina Hall Air C<br>Transfer from Restricted Grants & Cont                            | onditioning<br>ribution Reserve - Medina Haill Air Conditioning   | Capital Expenses<br>Reserve Transfer              | 25,619<br>(25,619)                        | 0                                    |
|  | ket Pitch Upgrade - LRCI Round 3 - Project# 13<br>Bertram Oval Cricket Pitch Upgrade - LRCI Round 3 - Project# 13 | Capital Expenses Capital Revenue                  | (5,000)<br>5,000                          | 0                                    |
| Capital Expenditure - Anketell Road - Ro<br>Non-Operating Grants & Contributions                             |   | Capital Expenses Capital Revenue                  | 2,351<br>(2,351)                          | 0                                    |
| Capital Expenditure – Administration B<br>Transfer from Asset Management Rese                                |   | Capital Expenses<br>Reserve Transfer              | (27,425)<br>27,425                        | 0                                    |

### IOTES TO THE STATEMENT OF FINANCIAL ACTIVITY OR THE PERIOD ENDED 31 MARCH 2023

NOTE 12 BUDGET VARIATIONS

mendments to original budget since budget adoption. Closing Surplus/(Deficit)

| Date          | Description  | Classification                    | Increase /<br>Decrease) to<br>Net Surplus | Amende<br>Budget Run<br>Balance |
|---------------|--|-----------------------------------|---|---------------------------------|
|               |  |                                   | \$  | \$                              |
|               | pital Expenditure - Building Renewals - 18 Maydwell Way - window screens   | Capital Expenses                  | (12,469)                                  |                                 |
| Tra           | ansfer from Asset Management Reserve - Building Renewals - 18 Maydwell Way - window screen   | Reserve Transfer                  | 12,469                                    |                                 |
| Ca            | pital Expenditure - Building Renewals - Wheatfield Cottage   | Capital Expenses                  | (17,500)                                  |                                 |
|               | ansfer from Asset Management Reserve - Building Renewals - Wheatfield Cottage  | Reserve Transfer                  | 17,500                                    |                                 |
|               | micro de la 1111 cada de secantina y discorrer se de la micro de la micro de la colonida del colonida del colonida de la colonida del c | Traces ve Traces                  | 2.,2.00                                   |                                 |
| Ca            | pital Expenditure - Road Renewals Derbal Street  | Capital Expenses                  | (162,512)                                 |                                 |
| Tra           | ansfer from Asset Management Reserve - Road Renewals Derbal Street   | Reserve Transfer                  | 162,512                                   |                                 |
|               |  |                                   |   |                                 |
|               | pital Expenditure - Road Renewals Dent Court   | Capital Expenses                  | (125,000)                                 |                                 |
| Tra           | ansfer from Asset Management Reserve - Road Renewals Dent Court  | Reserve Transfer                  | 125,000                                   |                                 |
| ×             |  | 8.518                             | (con mari                                 |                                 |
|               | pital Expenditure - DCA 1 Stormwater Management Infrastructure   | Capital Expenses                  | (194,245)                                 |                                 |
| HIES          | ansfer from Restricted Grants & Contributions Reserve - DCA 1 Stormwater Management Infrastructure   | Reserve Transfer                  | 194,245                                   |                                 |
|               |  |                                   |   |                                 |
| Ca            | pital Expenditure – Wellard Oval Lighting Installation   | Capital Expenses                  | (21,000)                                  |                                 |
| Tra           | ansfer from Restricted Grants & Contributions Reserve – Councillor Project Funds   | Reserve Transfer                  | 21,000                                    |                                 |
|               |  |                                   |   |                                 |
|               | pital Expenditure - Medina Hall/Isabella - Security Renewals   | Capital Expenses                  | (18,200)                                  |                                 |
|               | pital Expenditure - Thomas Kelly Pavilion/Changerooms - Security   | Capital Expenses                  | 12,085                                    |                                 |
| Ca            | pital Expenditure - Casuarina Wellard Hall - Security Renewals   | Capital Expenses                  | 6,115                                     |                                 |
|               |  |                                   |   |                                 |
|               | pital Expenditure - Sloan Cottage - renewal and accessibility  | Capital Expenses                  | (5,027)                                   |                                 |
| Ca            | pital Expenditure - Building Contingency   | Capital Expenses                  | 5,027                                     |                                 |
| 26/10/2022 Ca | pital Expenditure - Derbal Street - Road Renewals  | Capital Expenses                  | (74,032)                                  |                                 |
| -             | ansfer from Asset Management Reserve - Road Renewals Derbal Street   | Reserve Transfer                  | 74,032                                    |                                 |
|               | en and trach creates maning periodical independent in a second contract and a secondari section.   | reserve mansier                   | 1.418.50                                  |                                 |
| Ca            | pital Expenditure - Kwinana Senior Citizens Centre - Solar Panel   | Capital Expenses                  | (10,000)                                  |                                 |
| Tra           | ansfer from Restricted Grant & Contribution Reserve - Councillor Community project   | Reserve Transfer                  | 10,000                                    |                                 |
|               |  |                                   |   |                                 |
| 5/11/2022 Op  | perating Expenditure - Rates Communication Expenditure   | Operating Expenses                | 14,500                                    |                                 |
| Op            | perating Expenditure - Rates Other Expenditure   | Operating Expenses                | (14,500)                                  |                                 |
|               |  |                                   |   |                                 |
| 2 6 6         | perating Expenditure - Maximising indigenous Participation as per City's Reconciliation Action Plan  | Operating Expenses                | 100,000                                   |                                 |
| Ор            | perating Grants and Contributions - Main Road WA   | Capital Revenue                   | (100,000)                                 |                                 |
| C=            | ipital Expenditure - Gilmore Oval Cricket Net Lights   | Control Frances                   | 10.000                                    |                                 |
|               | ipital Expenditure = Gilmore Oval Cricket Net Lights<br>ipital Expenditure = Medina Hall Fan Replacement (LRCI 3)  | Capital Expenses Capital Expenses | 10,000                                    |                                 |
| Cal           | deum rekennenne - mennis nan can rekiszement (ruch 5)  | capital expenses                  | (10,000)                                  |                                 |
| No            | on-Operating Grants & Contributions - Medina Hall Fan Replacement (LRCI 3)   | Capital Revenue                   | 10,000                                    |                                 |
|               | on-Operating Grants & Contributions - Gilmore Oval Cricket Net Lights  | Capital Revenue                   | (10,000)                                  |                                 |
|               |  | - operation in the                | 66  |                                 |
| Ca            | pital Expenditure - LRCI Anketell Road Resealing   | Capital Expenses                  | 315,000                                   |                                 |
| Ass           | set Management Reserve   | Reserve Transfer                  | (315,000)                                 |                                 |
|               |  |                                   |   |                                 |
| Ca            | pital Expenditure - Air Conditioning Replacement - 2 Stidworthy Way (DOH)  | Capital Expenses                  | 85,000                                    |                                 |
| Ass           | set Management Reserve   | Reserve Transfer                  | (85,000)                                  |                                 |
| 22.50         |  |                                   |   |                                 |
|               | id Year Budget Review  |                                   |   |                                 |
|               | perating surplus brought forward   |                                   | 726,457                                   |                                 |
|               | venue from operating activities  |                                   | (324,451)                                 |                                 |
|               | penditure from operating activities  |                                   | 490,060                                   |                                 |
|               | on-cash amount excluded from operating activities  |                                   | (269,951)                                 |                                 |
|               | vesting activities   |                                   | 849,401                                   |                                 |
|               | nance activities eserve transfers = various  |                                   | 1,331                                     |                                 |
| Re            | DELYE CHIDNELS - VALIDUS   |                                   | (1,472,847)                               |                                 |
|               |  |                                   |   |                                 |
|               |  |                                   |   |                                 |

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1 3

### EY TERMS AND DESCRIPTIONS OR THE PERIOD ENDED 31 MARCH 2023

#### **EVENUE**

#### ATES

rates levied under the Local Government Act 1995. Includes neral, differential, specified area rates, minimum rates, terim rates, back rates, ex-gratia rates, less discounts and necessions offered. Exclude administration fees, interest on stalments, interest on arrears, service charges and werage rates.

#### PERATING GRANTS, SUBSIDIES AND CONTRIBUTIONS

fers to all amounts received as grants, subsidies and ntributions that are not non-operating grants.

#### **ON-OPERATING GRANTS, SUBSIDIES AND CONTRIBUTIONS**

nounts received specifically for the acquisition, construction new or the upgrading of identifiable non financial assets paid to a cal government, irrespective of whether these amounts are ceived as capital grants, subsidies, contributions or donations.

#### VENUE FROM CONTRACTS WITH CUSTOMERS

venue from contracts with customers is recognised when the cal government satisfies its performance obligations under the ntract.

#### **ES AND CHARGES**

evenues (other than service charges) from the use of facilities id charges made for local government services, sewerage tes, rentals, hire charges, fee for service, photocopying arges, licences, sale of goods or information, fines, penalties id administration fees. Local governments may wish to disclose ore detail such as rubbish collection fees, rental of property, les and penalties, other fees and charges.

#### RVICE CHARGES

rvice charges imposed under Division 6 of Part 6 of the Local overnment Act 1995. Regulation 54 of the Local Government inancial Management) Regulations 1996 identifies these as levision and radio broadcasting, underground electricity and eighbourhood surveillance services. Exclude rubbish removal arges. Interest and other items of a similar nature received om bank and investment accounts, interest on rate instalments, terest on rate arrears and interest on debtors.

#### TEREST EARNINGS

terest and other items of a similar nature received from bank d investment accounts, interest on rate instalments, interest rate arrears and interest on debtors.

#### THER REVENUE / INCOME

her revenue, which can not be classified under the above adings, includes dividends, discounts, rebates etc.

#### ROFIT ON ASSET DISPOSAL

cess of assets received over the net book value for assets on their sposal.

#### **NATURE OR TYPE DESCRIPTIONS**

#### **EXPENSES**

#### EMPLOYEE COSTS

All costs associate with the employment of person such as salaries, wages, allowances, benefits such as vehicle and housing, superannuation, employment expenses, removal expenses, relocation expenses, worker's compensation insurance, training costs, conferences, safety expenses, medical examinations, fringe benefit tax, etc.

#### MATERIALS AND CONTRACTS

All expenditures on materials, supplies and contracts not classified under other headings. These include supply of goods and materials, legal expenses, consultancy, maintenance agreements, communication expenses, advertising expenses, membership, periodicals, publications, hire expenses, rental, leases, postage and freight etc. Local governments may wish to disclose more detail such as contract services, consultancy, information technology, rental or lease expenditures.

#### UTILITIES (GAS, ELECTRICITY, WATER, ETC.)

Expenditures made to the respective agencies for the provision of power, gas or water. Exclude expenditures incurred for the reinstatement of roadwork on behalf of these agencies.

#### INSURANCE

All insurance other than worker's compensation and health benefit insurance included as a cost of employment.

#### LOSS ON ASSET DISPOSAL

Shortfall between the value of assets received over the net book value for assets on their disposal.

#### **DEPRECIATION ON NON-CURRENT ASSETS**

Depreciation expense raised on all classes of assets.

#### INTEREST EXPENSES

Interest and other costs of finance paid, including costs of finance for loan debentures, overdraft accommodation and refinancing expenses.

#### OTHER EXPENDITURE

Statutory fees, taxes, allowance for impairment of assets, member's fees or State taxes. Donations and subsidies made to community groups.

| 19 | NOTICES OF MOTIONS OF WHICH PREVIOUS NOTICE HAS BEEN GIVEN  Nil   |
|----|---|
| 20 | NOTICE OF MOTIONS FOR CONSIDERATION AT THE FOLLOWING MEETING IF GIVEN DURING THE MEETING  |
| 21 | LATE AND URGENT BUSINESS  |
|    | Note: In accordance with Clauses 3.13 and 3.14 of Council's Standing Orders, only items resolved by Council to be Urgent Business will be considered. |
| 22 | REPORTS OF ELECTED MEMBERS  |
| 23 | ANSWERS TO QUESTIONS WHICH WERE TAKEN ON NOTICE   |
| 24 | MAYORAL ANNOUNCEMENTS   |
| 25 | CONFIDENTIAL ITEMS  |
|    | Nil   |
| 26 | CLOSE OF MEETING  |