



NOTES

AUGUST COUNCIL AGENDA BRIEFING

Held in the Council Chamber

Tuesday 17 August 2010

Commencing at 5.30pm

Present:

Mayor Best (Chair)

Councillors:

I Hasleby	Civic Ward
V Lawrance	Civic Ward
P Best	Como Beach Ward
G Cridland	Como Beach Ward (from 6.02pm)
L P Ozsdolay	Manning Ward
T Burrows	Manning Ward
R Grayden	Mill Point Ward (until 7.08pm)
B Skinner	Mill Point Ward
C Cala	McDougall Ward
S Doherty	Moresby Ward

Officers:

Ms V Lummer	Acting Chief Executive Officer
Mr S Bell	Director Infrastructure Services
Mr M Kent	Director Financial and Information Services
Ms D Gray	Manager Financial Services
Mr R Kapur	Manager Development Services
Mr P McQue	Manager Governance and Administration
Mr R Bercov	Strategic Urban Planning Adviser
Mr M Willcock	Strategic Planning Officer (until 7.08pm)
Mrs K Russell	Minute Secretary

Consultant

Mr C Liversage	CRL Highbury Consulting Pty Ltd
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Apologies

Cr R Wells, JP	McDougall Ward – passed away 15.8.2010
Cr K Trent, RFD	Moresby Ward - leave of absence
Mr C Frewing	Chief Executive Officer - urgent business

Gallery

There were 18 members of the public present and 1 member of the press.

OPENING

The Mayor opened the Agenda Briefing at 5.30pm and welcomed everyone in attendance. He then said that it was his sad duty to advise that Cr Roy Wells had passed away on Sunday 15 August 2010. The Mayor extended sincerest condolences to Jacqueline and family on the sad passing of Roy, a long standing Councillor who will be sadly missed.

DECLARATIONS OF INTEREST

Nil

DEPUTATIONS

Opening of Deputations

The Mayor opened Deputations at 5.35pm

Mr Lloyd Mason, Kennard Street, Kensington (neighbour) Agenda Item 10.3.1

Mr Mason spoke against officer recommendation at Item 10.3.1 (*Proposed Add. Land Use of Family Day Care 135B Lansdowne Road, Kensington*) on the following points:

- report inaccurately identifies proposed site
- other owners need to agree to proposal as strata titled development
- discretionary use
- noise / parking / traffic issues
- neighbour consultation
- impact on neighbours / lifestyle / property values
- residents have concerns – ask Council reject the application

Mr Barrie Drake, 2 Scenic Crescent, South Perth (neighbour) Agenda Item 10.3.2

Mr Drake spoke against the officer recommendation at Item 10.3.2 (*Three Storey Single House, 9 Lamb Street*) on the following points:

- lot area showing in the report is wrong
- building proposed exceeds the height limit of 7 metres / does not comply with TPS6
- setbacks of east walls do not comply
- building bulk is excessive / does not comply
- proposal does not comply with open space element of R-Codes
- Council discretion
- ask Council review report carefully

Note: Cr Cridland arrived at 6.02pm

Mr Murray Casselton, (TPG Town Planning & Urban Design for applicant) Agenda Item 10.3.2

Mr Casselton spoke for the officer recommendation at Item 10.3.2 (*Three Storey Single House, 9 Lamb Street*) on the following points:

- background of proposal
- three storey proposal – legal interpretation
- proposal ticks all the boxes
- existing house is not in character with remainder of street
- proposal meets requirements of TPS6 and streetscape guidelines
- discretion required
- believe officer report covers all issues raised

Ms Rochelle Youngson, 152 Mill Point Road, South Perth (neighbour) Agenda Item 10.3.5

Ms Youngson spoke against the officer recommendation at Item 10.3.5 (*Proposed 6 Multiple Dwellings 152B Mill Point Road*) on the following points:

- amenity issues - proposal in close proximity to No. 152 Mill Point Road
- impact on residents - noise / dust during construction
- proposed entertainment area on roof / noise / visual privacy issues
- ask Council consider residents' concerns

Mr Ante Juinovich of Hardy St. Developments, 20 Hardy Street (neighbour) Agenda Item 10.4.1

Mr Juinovich spoke for the officer recommendation at Item 10.41 (*South Perth Station Precinct Study Final Report/Recommendations*) on the following points:

- support recommendations
- benefits in rejuvenating the area
- proposed changes will facilitate mixed use development
- concerns re high mix of commercial / residential development and parking requirements
- endorse report and recommendations

Note: Although not 'listed' at this point in the Briefing the Mayor accepted a Deputation Request from Mr Defrenne.

Mr Geoff Defrenne, 24 Kennard Street, Kensington (representing owners of 4 Scenic Crescent)- Agenda Item 10.3.2

Mr Defrenne spoke against the officer recommendation at Item 10.3.2 (*Three Storey Single House, 9 Lamb Street*) on the following points:

- background
- Council discretion
- building height / setbacks / open space
- scale / character of proposal
- preserve amenity of area / objectives for the precinct
- proposed building does not comply

Note: At the conclusion of the Deputations Members raised questions / points of clarification which were responded to by the presenters / officers.

Close of Deputations

The Mayor closed Deputations at 6.38pm

AUGUST COUNCIL AGENDA REPORTS

The Acting Chief Executive Officer presented a brief summary of each of the August 2010 Council Reports as follows. Questions and points of clarification were raised by Members and responded to by the officers.

10.3.1 Family Day Care –135B Lansdowne Road, Kensington *(subject of a Deputation)*

This report considers an application for a Family Day Care. There have been 7 objections from adjoining neighbours - the proposal does not conflict with the City's Scheme, the 2008 R-Codes and City policies.

10.3.2 Three Storey single House 9 Lamb Street, South Perth *(subject of a Deputation)*

This report considers an application for a 3-storey Single House and Council is being asked to exercise discretion in relation to:

- building height, vehicle movements, visual privacy, permeable fencing and boundary walls

10.3.3 Change of Use - Ancillary Accommodation to Bed and Breakfast, 11 Greenock Avenue

This application for a Change of Use does not conflict with the City's Scheme, the 2008 R-Codes and City policies. Council is being asked to exercise discretion in relation *Use permissibility*

10.3.4 Change of Use Shop to Single House 59 Lawler Street, South Perth

This application considers a Change of Use from Shop to Single House together with additions to an existing building to create a Two Storey Single House. The proposal conflicts with the City's Scheme and the R-Codes specifically in relation to streetscape, boundary walls the outdoor living area and rear setback.

10.3.5 Six Multiple Dwellings 152B Mill Point Road *(subject of a Deputation)*

This application for 6 x Multiple Dwellings conflicts with the City's Town Planning Scheme. Council is being asked to exercise discretion in relation to car parking and building setbacks.

10.3.6 Amendment No. 23 to TPS6

The objective of the proposed Amendment 23 is to relax the provisions pertaining to the locations where a 'Child Day Care Centre' or 'Consulting Room' may be considered appropriate. Council is requested to initiate the proposed Amendment 23 for the purposes of advertising.

10.3.7 Amendment No. 24 to TPS6

This report relates to an application for Council to initiate an Amendment to TPS6 in order to include 'Office' as an Additional Use for Lot 5 (No.52) Manning Road, Como. The existing Residential R20/30 zoning and coding would remain unchanged.

10.3.8 Family Day Care 46 Conochie Crescent

This application for a Family Day Care does **not** conflict with the City's Scheme, R-Codes or policies but discretion is sought in relation to the proposed use.

10.4.1 South Perth Station Precinct Study *(subject of a Deputation)*

The South Perth Station Precinct Study Final Report and the Background Report are the culmination of nearly 2 years work by consultants in conjunction with the City and the Department of Planning. The study and report develops a framework for the redevelopment of the precinct within approximately 800m from the proposed South Perth Station site.

10.5.1 Sweeping Services to Car Parks, Precincts, Special Commercial Zones

This report considers tenders submitted for specified sweeping services within the City.

10.5.2 Supply of Plant with Skilled Operator

This report considers tenders received for the supply of Plant with Skilled Operator to carry out minor works within the City.

10.6.1 Financial Management Accounts for July

This report presents the financial Management Accounts for July 2010

10.6.2 Monthly Statement of Funds, Investments and Debtors at July 2010

This report presents a statement summarising the effectiveness of treasury management for the month.

10.6.3 Listing of Payments

This report lists accounts paid under delegated authority for the month of July 2010.

10.6.4 Planning Approvals Determined Under Delegated Authority

This report advises Council of applications for planning approval determined under Delegated Authority during the month of July 2010.

10.6.5 Use of Common Seal

This report details the use of the Common Seal for the month of July 2010.

10.6.6 Financial Interest Returns 2009 – 2010

In accordance with statutory requirements this report details the lodgement of the financial interest returns for 2009/2010.

10.6.7 Proposed Dog Local Law 2010

This report details a review of the City's Dog Local Law and the process of initiating public notice and then the making of the local law.

Closure

The Mayor thanked everyone for their attendance and closed the Agenda Briefing at 7.38pm



NOTES

Concept Forum

Indigenous Engagement Strategy

Tuesday 31 August 2010 at 5.30pm

Present:

Mayor Best (Chair)

Councillors:

I Hasleby	Civic Ward
V Lawrance	Civic Ward
P Best	Como Beach Ward
G Cridland	Como Beach Ward (arrived 6.10pm)
L P Ozsdolay	Manning Ward
C Cala	McDougall Ward
Cr R Grayden	Mill Point Ward
S Doherty	Moresby Ward
K Trent, RFD	Moresby Ward

Officers

Mr C Frewing	Chief Executive Officer
Ms S Watson	Manager Community Culture and Recreation
Ms M Boyd	Grants and Consultation Officer

Apologies

Cr T Burrows	Manning Ward
Cr B Skinner	Mill Point Ward

OPENING

The Mayor opened the Concept Forum at 5.30pm and welcomed everyone in attendance. He advised that the creation of a 'Reconciliation Action Plan' (RAP) was a key action that came out of the Visioning process. As a result, community development staff have undertaken research into RAP's over the last few months including, speaking with other local governments and key stakeholders and it has emerged that in order to ensure that the process of developing and implementing a RAP is successful, it is imperative that the local community, stakeholders both internal (City staff and elected members) and external are engaged and 'on board' in terms of the process. An Indigenous Engagement Strategy is therefore proposed as the first step of the journey towards a RAP for the City of South Perth.

1. Future Planning in the City of South Perth

The CEO gave an overview of the various strategic planning documents that the City has in place to guide us now and in the future including 'Our Vision Ahead', the Strategic Plan, the Corporate Plan and the individual business plans for each department. It was noted that the action of developing a RAP is reflected in all four documents and is a specific action contained in the Community Culture and Recreation departmental business plan for the current financial year.

2. Reconciliation Action Plan (RAP)

The Grants and Consultation Officer gave a PowerPoint presentation covering the following topics:

• **Background**

- 2006 -The Reconciliation Action Plan Program launched by Reconciliation Australia
- 2009 – Department of Indigenous Affairs encouraged all LGA's to develop a RAP to work towards Closing the Gap of disadvantage
- 2009 – Through the Visioning process the City identified as important the building of positive relationships with its Aboriginal community – leading to a RAP

• **RAP Structure / Themes**

1. Relationship	2. Respect	3. Opportunities
Indigenous led solutions	Indigenous cultural education and development	Indigenous recruitment and retention
Sharing information	Cultural protocols	Professional and career development
Professional and social networks	Policy integration	Partnerships for success
Organisational initiatives	Organisational initiatives	Meeting needs of Indigenous customers
		Organisational initiatives

• **City Aboriginal Statistics**

- Small Numbers same problems
- ABS Stats 2006 – 354 Identified as Indigenous

• **Employment:**

- 96 Aboriginal people aged 15 years and over were in the labour force.
- Of these 22.9% were unemployed.
- There were 115 Aboriginal people aged 15 years and over not in the labour force - 54.5%

In comparison only 3.8% of the overall labour force population of South Perth was unemployed and 32.5% of people aged 15 years and over were not in the labour force.

• **Education:**

- 31.7% of Aboriginal persons aged 15 years and over had completed Year 10 or equivalent
- 28.6% had completed Year 12 or equivalent.
- 39.7% of Aboriginal persons aged 15 years and over had a qualification.
- Only 8% of Aboriginal persons aged 15-19 years were in full-time education.

In comparison 82.5% of all South Perth residents aged over 15 years completed Year 10 or equivalent and 59.8% completed year 12 or equivalent

- **Housing:**

- There were 148 dwellings with Aboriginal persons
- 6.1% were fully owned
- 12.2% were being purchased
- 77.0% were rented

In comparison 28% of South Perth dwellings were fully owned, 26.2% being purchased and 35.3% rented. Nationally only 27.2% of homes are rented

- **Income:**

- Aboriginal average individual weekly income of \$325
In comparison to overall South Perth average of \$579
- Aboriginal average household weekly income of \$687

In comparison to overall South Perth average of \$1,120

- **Current Position – Disparate Initiatives**

- Welcome to Country and Acknowledgement of Country
- Scholarships to students in years 11 and 12
- Community partnership with Moorditj Keila group through Southcare Inc. – small project development (\$5,000)
- Fiesta project in partnership with Moorditj Keila
- 2009 and 2010 January Basketball program at GBLC in partnership with Noongar Sports and Moorditj Keila
- Working on Country regional working party (CoSP, CoC, SRT, DEC (Ab.Heritage Unit), MK, Southcare, Maamba Ab.Corp)

Concern: Over reliance on individuals for consultation purposes

- **RAP Research Undertaken – LGA's**

- City of Rockingham
Directed to by CEO to undertake RAP
- City of Perth
Decision not to undertake a RAP
- City of Swan
RAP commenced at direction of CEO
Relationships already in place with Aboriginal community

- **RAP Research – Department of LGRD**

Concerns:	Preferred Approach:
<ul style="list-style-type: none"> • RAP's can over-emphasise 'division' rather than inclusion • Not clear about the issues that are being reconciled • Many RAP's do not succeed due to lack of 'cultural safety nets' • Lack of internal leadership • Lack of organisational change; resulting in..... • lack of implementation 	<ul style="list-style-type: none"> • Development of Indigenous Engagement Strategy • Build a corporate 'cultural safety net' • Engage the right people around the table • Build a communication foundation • More people engaged in building the relationship – resulting in sustainable relationships • Internal cultural awareness training • Determine whether RAP is best way forward

At the conclusion of the presentation, Council Members raised questions and points of clarification which were responded to by the City officers.

Issues raised included:

- Potential funding available to undertake the process;
- Numbers of Indigenous people in the City of South Perth;
- Cost to the organisation in terms of staff resources etc of conducting this process;
- Types of initiatives involving Indigenous people already undertaken by the City of South Perth;
- Over reliance on certain members of the Indigenous population by City of South Perth officers; and
- Discussion about disengaged young people and anti-social behaviour.

“Where to from Here”

A report outlining the proposed strategy will be prepared and presented to the September 2010 Council meeting.

3. Closure

The Mayor thanked everyone for their attendance and closed the Forum at 6.45pm.



NOTES

Concept Forum

- **Child Care / Consulting Room Workshop**
- **Cygnnet Theatre Redevelopment**

Wednesday 1 September 2010 at 5.30pm

Present:

Mayor Best (Chair)

Councillors:

I Hasleby	Civic Ward
V Lawrance	Civic Ward
P Best	Como Beach Ward
L P Ozsdolay	Manning Ward
T Burrows	Manning Ward
B Skinner	Mill Point Ward (until 7.40pm)
C Cala	McDougall Ward
S Doherty	Moresby Ward
K Trent, RFD	Moresby Ward (arrived 7.05pm)

Officers

Ms V Lummer	Director Development and Community Services
Mr R Bercov	Strategic Urban Planning Adviser
Mr M Wilcock	Senior Strategic Planner

Consultant

Mr W Hames)	Hames Sharley (Architects) from 6.45pm
Mr M Somers)	

Aaron and Colin Stiles Owners Cygnnet Theatre (from 6.45pm)

Apologies

Cr G Cridland	Como Beach Ward
Cr R Grayden	Mill Point Ward

OPENING

The Mayor opened the Concept Forum at 5.30pm and welcomed everyone in attendance. He advised that the purpose of the briefing is to provide Elected Members with a forum to further consider issues concerning proposed Amendment No. 23 to Town Planning Scheme No. 6. The proposed Scheme Amendment will slightly increase the permissible locations for Child Care Centres and Consulting Rooms in the Residential Zone. The second part of the Briefing is to receive a presentation on the proposed redevelopment of the Cygnnet Theatre.

1. Amendment No. 23 to Town Planning Scheme No. 6

The Senior Strategic Planner gave a powerpoint presentation on the following topics:

- **Purpose of the Amendment**

To provide a more rational approach to the permissible locations of Child Day Care Centres and Consulting Rooms, fully aligned with designated distributor roads

- **Purpose of the Workshop**

1. To consider an alternative approach to the potential locations for Child Day Care Centres; and
2. Review the locations of Consulting Rooms.

- **Both land uses:**

- Are in demand by residents
- Are desirable close to their clientele
- Gain additional benefit from being on busy roads, i.e. distributor roads
- Can be quite large in scale & operation
- Can create similar impacts on surrounding area

- **Both uses generate traffic and parking demand:**

- Consulting rooms have constant traffic throughout the day
- Child Day Care Centres create traffic peaks during the day

- **These uses can affect the character and amenity of the area in different ways**

- occupy existing houses (with alterations) OR
- build specialised facilities

- **Scale and operation can create community concern**

- noise, traffic, parking, safety, amenity, privacy, *devaluation**

- **These land uses are permissible within various commercial zones**

- **Discretionary with consultation – Residential zone**

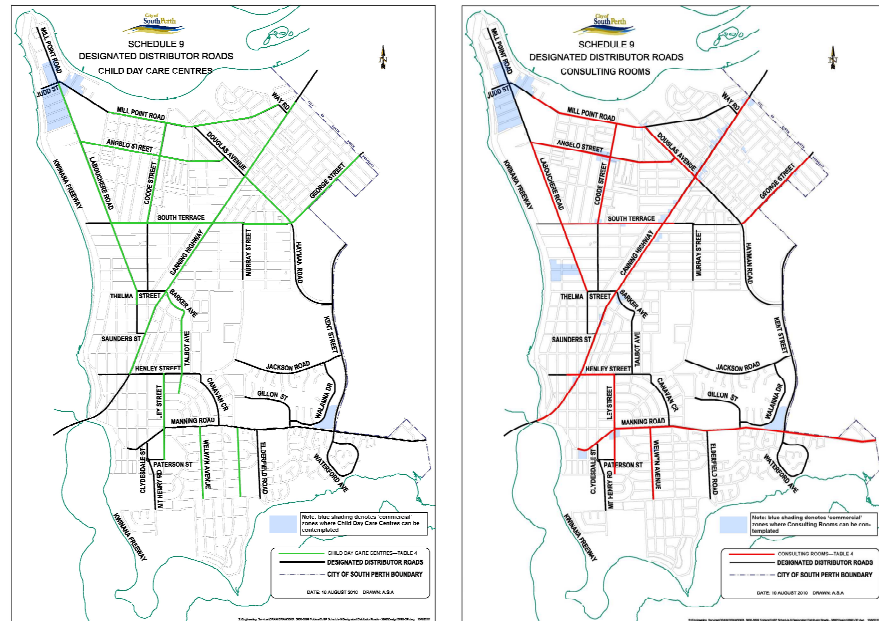
- **Location controlled through:**

- List of streets
- Preference to sites adjoining schools, public open space, other non-residential uses
- Canning Highway in certain circumstances
- The lot and building must be capable of complying with Child Care Regulations in force

- **Location controlled through:**

- Minimum lot size 900m²
- Minimum lot frontage 20m
- Not permitted on local roads
- Permitted on list of roads
- Canning Highway in certain circumstances

- New map expands the number of roads
- Identifies distributor roads from MRWA functional road hierarchy
- Distributor roads have capacity for additional traffic
- Proposals still required to address the other development requirements (Table 4)



• Questions to Consider for Using Reserves

- Public reserves cannot be developed for private development ◇ does this provide certainty for operators?
- Rezoning would be warranted and takes time
- Landgate may not agree with proposed use of Crown land
- Child Day Care Centres run for profit ◇ should they be on public property?
- May be appropriate where a community association runs the Child Day Care Centres on public land
- Does this option provide more opportunities than the proposed Amendment 23?
- Reserves are for public purposes ◇ do child day care centres fit?
- Highly likely community resistance towards the use of open space reserves for child care ◇ how should this opposition be responded to?

At the conclusion of the presentation, Council Members raised questions and points of clarification which were responded to by the City officers.

The following points were discussed :

- There is no differentiation between local and district distributors and there should be
- Should use land that is held freehold by the City to encourage child Care providers
- Waterford Avenue, Jackson Road or Gillon Street were also considered not suitable as possible locations
- Council should approach services providers such as religious institutions and provide incentives for them to provide child care services
- Roads around school would be suitable for child care centres

“Where to from Here”

1. The approach in the Scheme of limiting Child Care Centres and Consulting Rooms to particular roads should be changed to a more open approach where Child Care Centres could be considered anywhere in the City subject to some mandatory provisions which set suitable locations. For example, adjacent to schools. Strategic Planners will investigate other local schemes and develop some suitable requirements.
2. The City should also pursue other ways of encouraging Child Care Centres to locate on appropriate Council-owned land.

Note: The Workshop on Amendment No. 23 concluded at 6.45pm

The Presenters / Developers for Item 2 ‘Cygnet Theatre Presentation’ joined the meeting at 6.45pm

2. Cygnet Theatre, Lot 1 (No. 16) Preston Street, Como

Mr Hames of Hames Sharley, Architects gave a presentation on the proposed redevelopment of the Cygnet Theatre on the following topics:

- The owners are committed to the preservation of the building
- Single screen cinemas are not commercially viable any more
- Cinemas now go hand-in-hand with shopping centres
- There is a large land holding around the Cygnet Theatre
- Concept Plans were presented showing a mixed use proposal with retail, restaurants and garden cinema on the ground floor, car parking in two basement levels, additional cinemas on the first floor and a 3 level office building.
- Variations to plot ratio and car parking are proposed.

At the conclusion of the presentation, Council Members raised questions and points of clarification which were responded to by the presenters and City officers.

“Where to from Here”

Mr Hames stated that he is not seeking planning approval at this stage as it is too soon for the project, but would like some “in principle” or conceptual approval.

City officers will continue to liaise with the applicants in this regard.

3. Closure

The Mayor thanked everyone for their attendance and closed the Forum at 8.10 pm.

DELEGATES' REPORT

Rivers Regional Council Ordinary General Meeting

The Rivers Regional Council meeting was held at the City of Armadale on Thursday, 19 August 2010 commencing at 6.00 pm. The meeting concluded at 6.41 pm.

The Agenda (refer to attached Table of Contents) contained a number of routine items. For ease, the main items discussed by the Council are outlined below:

- | | |
|-----------|--|
| Item 14.1 | Payments for the Period 1 June 2010 to 30 June 2010 |
| Item 14.2 | Financial Report for the Period Ending 30 June 2010 |
| Item 14.3 | Regional Waste Education Coordinator Progress Report |
| Item 14.4 | CEO - Activity Update |
| Item 14.5 | Long Service Leave - CEO |

The Council adopted all of the recommendations for Item 14.1 to 14.5 inclusive.

The Minutes of the meeting are available to be read in full on iCouncil.

Delegates: Cr Cala
 Cr Ozsdolay (Deputy)

20 August 2010

RIVERS REGIONAL COUNCIL - ORDINARY MEETING

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Perth Airports Municipalities Group Inc.

- MINUTES -

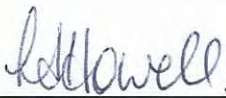
MEETING: Ordinary General Meeting

VENUE: City of Belmont

DATE: Thursday 15 July 2010

TIME: 7.00pm

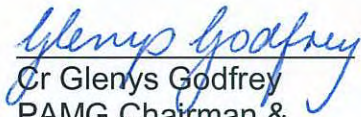
Minutes Prepared by:



Lesley Howell
PAMG Secretary

3 / 9 / 2010

Minutes Approved for
Issue by:



Cr Glenys Godfrey
PAMG Chairman &
Mayor of the City of
Belmont

8 / 9 / 10

MINUTES OF THE PAMG ORDINARY GENERAL MEETING HELD AT THE CITY OF BELMONT ON THURSDAY, 15 JULY 2010 COMMENCING AT 7.10PM.

1. Meeting Opening & Announcements

Those present were:

Delegates

Cr Don Yates
Cr Glenys Godfrey (Chair)
Cr Wayne Barrett
Cr Tony Cuccaro
Cr Travis Burrows
Cr Charlie Zannino

Town of Bassendean
City of Belmont (Mayor)
City of Gosnells
Shire of Mundaring
City of South Perth
City of Swan (Mayor)

Deputy Delegates

Cr Alan Radford
Cr Phil Marks
Trevor Perkins
Cr Peter Reidy
Cr John Daw
Cr Ian Hasleby

City of Bayswater
City of Belmont
City of Gosnells
City of Melville
Shire of Mundaring
City of South Perth

In Attendance

Francesca Lefante
Lesley Howell (Secretary)
Stuart Cole (Treasurer)
Brad Geatches
Alastair Trolove
John Fraser
Mark Sparrow
Cliff Frewing
Mark Dacombe
Cr Jeff Munn
Andrew Fowler-Tutt
Lyndal Strauss (Guest Speaker)

City of Bayswater
City of Belmont
City of Belmont
Westralia Airports Corporation
Westralia Airports Corporation
Jandakot Airport Holdings
Department of Transport
City of South Perth
City of Canning
City of Armadale
Shire of Kalamunda
Royal Flying Doctor Service

Quorum Confirmed - 9 of 10 Members Represented.

1.1 Announcements

Cr Godfrey welcomed representatives from the City of Canning, Chief Executive Officer, Mark Dacombe and from the City of Armadale, Councillor Jeff Munn.

Announcement 1

Cr Godfrey asked Cr Burrows to extend thanks to the City of South Perth for the support provided by Mr Sebastian Camillo, who was the City's Technical Support Officer to PAMG. Mr Camillo was recently appointed Deputy CEO to the Shire of Gingin and the PAMG wishes him well.

Announcement 2

The Minutes of this meeting will not be available until after the 13 August 2010 due to the Secretary's absence (annual leave).

Announcement 3

Agenda Item 7 - Captain Passerini sent his apologies but was now unfortunately unable to present to the PAMG due to family commitments. The Management Committee seek to obtain the Captain for the next meeting. Cr Godfrey advised that Ms Lyndal Strauss from the RFDS would be speaking to the Group instead.

2. Apologies

Apologies received from:

Mike Foley
Cr Dylan O'Connor
Simon Stewart-Dawkins
Cr Ron Mitchell
Mayor Aubrey Russell
Cr Terry Kenyon
Mayor Joe Delle Donne
Ms Amanda Walker
Cr Guenter Best

City of Swan
Shire of Kalamunda
Town of Bassendean
City of Gosnells
City of Melville
City of Bayswater (Mayor)
City of Canning
Westralia Airports Corporation
City of Armadale

3. Acceptance of Previous Minutes

Recommendation:

That the Minutes of the PAMG Ordinary General Meeting held on Thursday 15 April 2010 as circulated to Delegates/Deputy Delegates, be confirmed as a true and accurate record.

Outcome:

Moved: Cr Barrett Seconded: Cr Yates Vote: 9/9

4. Disclosure of Interest

Nil

5. Matters Arising from Previous Minutes

The PAMG noted the actions taken in relation to matters arising from previous meetings.

6. Question Time

Nil

7. Guest Speaker

7.1 Royal Flying Doctor Service – Ms Lyndal Strauss

Ms Strauss provided an overview of the history, role and responsibilities of the Royal Flying Doctor Service and the key points were:-

- Royal Flying Doctor Service began operations in 1928
- five bases around Western Australia, those being:
 - Derby
 - Port Hedland (first base)
 - Meekatharra
 - Kalgoorlie
 - Jandakot
- Co-ordinates/dispatch aircraft out of Jandakot.
- Estimated that in 2009/2010 approximately a 10% increase in medical evacuations. 7500 flights per annum from 6500.
- 300 flights on new jet out of domestic airport
- Medical retrievals/evacuations (free), repatriation (charge associated).
- Photograph of inside RFDS aircraft shown and advised a simulator of the fuselage is used for training to get used to conditions (cramped) – also aircraft pressure.
- Clinic Services – women's health and promotion, GP, child/maternal health, nursing services.
- Dental clinic to be introduced.
- 30,000 calls handled each year.
- 13 PC 12 Aircraft, 1 Hawker Jet.
- On-the-Road Program – preventative health care, distribute information on snake bites and CPR, emergency first aid training.
- Medical Chest Unit – “pharmacy-in-a-box” at stations, roadhouses, small mine sites – must be qualified in first aid to dispense.
- 500 calls per day – income/outgoing.
- New building – four hanger sizes, three ambulance bays, emergency room, six bedrooms (for pilots to cover flying restrictions).
- Call Centre takes information to determine if a flight is warranted then to doctor who will prioritise (triage).
- 2 ½ hours Jandakot to Kununurra vs 6 hours.
- Premature babies to Brisbane using jet – transfer cheaper by Royal Flying Doctor Service than by commercial airline.
- 54 aircraft throughout Australia.

Questions

Cr Don Yates - Do you see tracking services starting again?

Lyndal Strauss replied that rules in Western Australia are different to the Eastern States.

Cr Ian Hasleby a question in relation to funding imperatives. Has royalties for the regions helped refocus priorities?

Lyndal Strauss replied that Royalties for Regions and government input allowed for focus on clinics and bases rather than aircraft.

A copy of Ms Strauss's presentation is at Attachment 1.

8. New Business

8.1 Senate Inquiry into Airservices Australia's Management of Noise

It was noted that the Rural and Regional Affairs and Transport References Committee's report has been published and is available at www.aph.gov.au/Senate/committee/rrat_ctte/completed_inquiries.

Mayor Zannino and Councillor Daw, witnesses for the Inquiry, offered the following comments:-

Mayor Zannino

Interesting exercise and allowed for points of view to be heard and thinks it will be beneficial in the long run.

Cr Daw

One of the significant pieces of information received at the Melbourne Senate hearing into the Effectiveness of ASA's handling of Aircraft Noise was ASA's pre WARRP Environmental Review. It is a significant document. Almost of equal significance was ASA's post WARRP Implementation Review (PIR) document. These documents underpin the WARRP changes and raise questions about the validity of the environmental assessment and therefore the whole justification for WARRP. It took 3 years to get the pre WARRP environmental Review, why so long?

Amongst other things the Senate Report raises serious questions about the complaints and consultation processes used by ASA. It recommends that the noise ombudsman be independent of ASA, that the ANEFs be established by an independent body etc.

But most importantly, The Senate came to this conclusion:

Recommendation 9

6.38 The committee recommends that despite the completion of the Western Australian Route Review Project, sufficient grounds exist for the Minister for Environment Protection, Heritage and the Arts to review the changes to flight paths under paragraph 160(2)(b) of the EPBC Act 1999 in response to stakeholder concerns.

8.2 Global Navigation Satellite Systems vs Broad spectrum flight paths

Mr Cole stated awareness has been heightened and with technology improvements it is time to start a debate. PAMG does not have a resolved position and won't get one tonight but the Group needs to develop a position on this issue at some time in the future. It is healthy to start a debate, ask questions and come to a position. With increased knowledge, we will come to a view on the benefits and drawbacks of each method i.e. flight corridors vs sharing the noise.

Discussion ensued regarding a timeframe on the consultation, it was agreed that the matter was not urgent, and may take several meetings to come to a resolved position, however the discussion does need to happen.

Cr Daw commented that he had raised the question "*what about the people underneath the flight path?*" with Mayor Ron Hoenig, President of AMAC at the April meeting. Mayor Hoenig's response was that the Government could buy them out. Cr Daw said that this will not happen for properties further out. We need to define what sharing means.

Cr Hasleby commented that with a designated corridor, residents know what they are in for, but if spreading noise then spreading the escalation of control of noise to an increased number of people. Need to be aware of generational changes in confined corridor. People know what they're getting and can get insulation etc in a confined corridor and therefore easier to deal with designated corridors – best way to go.

Cr Godfrey commented that the City of Belmont does not have a position on this at this time.

Cr Yates commented that in James Street, Guildford the property titles indicate that the property is aircraft noise affected and Landgate need to step this up.

Cr Daw stated that designated flight paths will still have an impact and have now.

Mr Cole suggested that the Group start with going through AMAC to try to bring some more articulated information from the other states/airports on how it has been dealt with etc. and disseminate that information to members to help with informed decision making.

Action Required:

- **The PAMG Management Committee is to collect information from AMAC and other sources and disseminate to members. Matter to be scheduled for initial discussion at next meeting of the PAMG.**

9. General Business

9.1 Noise

Cr Marks advised that the Noise Committee had been much maligned of late but has been exonerated by the Senate Inquiry outcomes. Airservices Australia (ASA) is a

specialist group and the Noise Committee cannot make comment on the ASA's area of expertise but only take advice from Airservices.

General comments were made on issues faced by the Noise Committee in assessing information from ASA.

Cr Burrows agreed with Cr Mark's comments.

The instigation of the new Community Aviation Consultation Groups and the terms of reference for that group was raised. Cr Daw stated that he hoped the intent was still to retain a dedicated Noise Committee as the metric measuring of noise is a problem and it can't compare with other types of noise.

Cr Godfrey suggested that this will likely be a topic at the AMAC Conference in November.

9.2 Member Updates

Belmont	Nil
Bassendean	Nil
Bayswater	Nil
Gosnells	Cr Barrett advised an article in a local paper claimed aircraft noise had gotten worse and was disappointed because the City of Gosnells has not received any complaints in the last 12-18 months. Article was published at around the same time as the Senate Inquiry. Refer Attachment 2 for a copy of the article.
Shire of Kalamunda	Nil
Shire of Mundaring	Nil
City of Melville	Nil
City of South Perth	Nil
City of Swan	Nil

9.3 AMAC

Councillor Godfrey gave an overview of the AMAC Executive meeting of 26 June 2010. A full copy of the report is at [Attachment 3](#).

9.4 Quarterly Airport Reports

9.4.1 Perth Airport

Mr Brad Geatches addressed the Group and his presentation focussed on the Community Aviation Consultation Groups, the key points were:-

- Community consultation and the path forward are of considerable interest and importance
- WAC takes this seriously and is committed to take it forward
- WAC has given consideration to the draft guidelines for Community Aviation Consultation Groups
- WAC to seek PAMG input re a proposed model.

- CACG's required for leased Federal Airports.
- Four core conditions:
 - Independent Chair
 - Record of outcomes
 - Report on Group's work
 - Funded by Airports
- Other conditions:
 - for consultation only, not decision making
 - to ensure community views are heard
- Noise Committee Perth Airport Advisory Board:
 - already have a number of groups and all should continue to exist, particularly Noise Committee.
 - Also unique to have the PAMG.

WAC's views of PAMG's strengths:

- Representative of a large number of people who are in close proximity to, and are interested in/impacted by airport activity;
- Local Councils are a core stakeholder which would naturally play a central role in Perth CACG;
- Sound governance & well run/administered;
- Trusted, well regarded representatives;
- A strong understanding of airport issues;
- Independent from Perth Airport ownership.

How do you bring together effective consultation without duplication and resource wastage?

- PAMG's Constitution objectives are strong on emphasis with partnership with airports
- Excerpts from PAMG's submission to White Paper referenced
- WAC asks PAMG to act on excerpts.
- WAC has varied stakeholders

Proposal

- PAMG to join with WAC for PAMG to administer underpinned by funding/service level agreement
- Existing forums to continue to operate
- To achieve a measure of independence that CACG sit underneath PAMG and both have a say in membership
- Meets White Paper objectives
- Add to effectiveness of PAMG
- CACG would report to PAMG
- PAMG may refer matters to CACG
- Reduce duplication between PAMG and CACG
- Resourced by airport to fund independent chair, governance, secretariat, scope for additional work of CACG
- PAMG would have full involvement
- WAC has run the model past Commonwealth representatives and noted different from anywhere else and commented excellent model
- Mr Geatches acknowledged that did not expect a decision at this meeting and it was agreed that the proposal would be included for discussion at the next PAMG meeting in November. If accepted, WAC would then move to implement

Questions

- Cr Cuccaro *Would independent chair come from within both organisations or totally new?*
- Mr Geatches *No new, would be discussed with PAMG – probably best to be completely outside both groups.*
- Cr Yates *How would you respond to an independent chair with adverse comments?*
- Mr Geatches *Discuss, respond, inform. Generally the chair should be unbiased.*
- Cr Daw *Stated that it was critical that it (CACG) is a non-decision making body. Copy of the presentation requested.*
- Mr Geatches *Agreed. It is the Government's intention to open up consultation so information is out there. Set strategic plan and emerging issues.*
- Cr Daw *Said he was pleased that it covers Terms of Reference and that the Noise Committee is to remain.*
- Cr Godfrey *Requested Secretary place matter on Agenda for November meeting.*
- Mr Cole *Needed to be absolutely clear on the term "independence". Setting up governance structure crucial to contribution to keep independent and must remain. Terms of Reference must be clear. Pleasing to hear Commonwealth representatives think it a good model. Model has a lot of merit and would like the endorsement of the group to proceed with developing a model.*
- Mr Geatches *Agreed with Mr Coles comments and stated would have a clear funding agreement, governance – budget set.*
- Cr Daw *Commented that it will there still always be a community perception of Airport taking over.*
- Mr Geatches *Commented that the Government perception was that community should not pay but the shareholder.*

Further general discussion took place with general consensus that further discussion was needed at a future meeting. A copy of Mr Geatches presentation is at Attachment 4.

Action Required:

- **Mr Geatches presentation to be forwarded to members by the Secretary.**

9.4.2 Jandakot Airport

Mr John Fraser advised that both the Master Plan 2009 and the Environmental Strategy 2009 have been approved and the for the Conservation Management Plan, the Minister for Environment has included significant offsets e.g.:

- Purchase 1600ha of Banksia bushland
- \$9.2m rehabilitation
- \$75,000 into Research program for Carnaby's Black Cockatoos
- \$700, 000 into Orchid research over five years
- Other miscellaneous offsets

Mr Fraser stated that JAH has started purchase of offset land and will initiate in stages.

CACG – kept existing group but now independent chair implemented. Jack Gregor will chair the Group and the first meeting has been held and the Group will meet four times per year. Airport operators, CASA and ASA are not members of the group at this time although attend in an observer capacity.

Questions

Cr Daw *Was the purchase of Banksia bushland habitat for the black cockatoo?*

Mr Fraser *Yes, feeding habitat and also native fauna. No expert knows how many black cockatoos there are and their food is not Banksia.*

Cr Godfrey *Is there Local Government representation on the CACG?*

Mr Fraser *Yes, City of Cockburn, City of Melville and City of Canning.*

Cr Yates *Is there a fox problem?*

Mr Fraser *Not sure but we do have a feral animal program in place.*

9.5 Membership

9.5.1 New Membership

Membership Application received from the City of Armadale. PAMG voted to accept the application.

Outcome:

Moved: Cr Wayne Barrett Seconded: Cr Peter Reidy Vote: 9/9

9.6 PAMG Financials

Mr Cole provided an interim report of the PAMG's interim financial status. The increasing balance will give the PAMG options for undertaking research projects etc.

9.7 Correspondence

Recommendation:

That the PAMG note the correspondence contained in Agenda Item 9.7.1 as circulated to Delegates/Deputy Delegates since the last Ordinary General Meeting of 15 April 2010.

Outcome:

Moved: Cr Wayne Barrett Seconded: Cr Tony Cuccaro Vote: 9/9

9.8 Other Business

9.8.1 Late Item - Airports Amendments Bill 2010

The Group was advised that this matter had only come to the attention of the Management Committee today. The inquiry period commenced on 24 June 2010 and submissions close on 29 July 2010. Mr Cole gave an overview of the content of the Bill and advised that the City of Belmont is happy to coordinate the PAMG's response. The City's Manager Planning Services has past experience and can put together the PAMG's response.

Questions

Cr Daw *Is it exclusively relating to land use?*
Mr Cole *Almost completely*

Action Required:

- **PAMG Secretary to email a copy of the Airports Amendment Bill 2010 to members 16 July 2010 along with return contact details for comments.**

10. Next Meeting

Cr Godfrey asked the Group to note the change of meeting date from 21 October 2010 to the 18 November 2010, which was rescheduled due to conflicting meeting commitments of the Chair and Deputy Chair.

Meeting	Date	Host
Ordinary General Meeting	Thursday 18 November 2010	<i>To be confirmed</i>

Meeting rotation

1. City of Cockburn	5. City of Swan	9. Town of Bassendean
2. City of Gosnells	6. Shire of Kalamunda	10. City of Belmont
3. City of Melville	7. City of South Perth	11. City of Armadale
4. City of Bayswater	8. Shire of Mundaring	

11. Meeting Close

Meeting closed at 8.42pm.

Royal Flying Doctor Service



Western Operations



RFDS Bases in Western Australia

Jandakot (Perth)

Jandakot Base is Western Operations headquarters where we coordinate and maintain 14 aircraft.

Kalgoorlie

Meekatharra

Port Hedland

Derby

Budget: \$52 Million



What the RFDS

do

> Medical Retrieval Service

This covers 98% of Western Australia and extends from Rottnest Island off the coast of Perth to the Indian Ocean territories of Christmas and Cocos Islands. The State has a highly centralised hospital system with no intensive care facilities outside of the metropolitan area of Perth. Long distance transport over distances of up to 2,000kms



> Repatriation

Repatriation of patients from tertiary hospitals to country hospitals.



What the RFDS do

> Clinic Services



- nursing services
- general practice
- child and maternal health
- Aboriginal and Torres Strait Islander health
- women's health
- health promotion
- allied health, and medical specialists

What the RFDS do

> Remote Consultations

RFDS doctors provide a wide range of emergency and routine advice, mostly by telephone, to patients and health workers in remote and rural parts of Western Australia and ships at sea.

Approximately 30,000 calls are handled each year through our Operations Centre in Perth



What the RFDS do

> RFDS On the Road

The program delivers primary health care services to people living, working and travelling in the Pilbara and Goldfields Esperance region.



What the RFDS do

> Medical Chests

RFDS medical chests contain a range of prescribed medicines and medical supplies given to people living and working in remote areas.

In WA we manage over 500 medical chests.



State Library of Western Australia

Jandakot Operations Centre

- 24 hour telephone and VHF radio assistance
- **The Operations centre handles approximately 500 incoming and outgoing calls every day.** For each aero-medical task, there are a number of calls to task pilots, flight nurses and doctors, plus calls relating to air strips, fuelling, lighting, liaising with the calling location and arranging road transport links.
- More than 30,000 incoming medical and emergency calls are handled each year by the Operations Centre



Prioritising a Patient Transfer

Priority 1 • "Life threatening emergency"

Priority 2 • "Urgent medical transfer"

Priority 3 • "Elective transfer"

.



Our Aircraft

Western Operations have a fleet of 13 single engine prop aircraft and 1 pure jet.

	PC12	Hawker 800XP2
Cruise Altitudes	16,000 to 28,000 feet	21,000 to 41,000 feet
Cruise Speed:	245 knots	440 kts
Range	900 nautical miles	2,600 nautical miles

Pilatus PC- 12



Royal Flying Doctor Service
The furthest corner. The finest care.

Beechcraft B200



Rio Tinto Life Flight



RioTinto
Life Flight
JET


Royal Flying Doctor Service
The furthest corner. The finest care.

RFDS History



> How it all began

- Rev. John Flynn dreamed of providing fast emergency medical service.

RFDS History



> The Pedal Radio

- In 1928 Flynn's dream came true.
- In 1929 a reliable and accessible form of communication was introduced. The pedal radio was accompanied by a typewriter which translated letters into Morse code. Once a doctor was contacted by radio, an emergency flight was organised.

The First Flight



Was a small bi-plane made from plywood and covered in fabric.
It took place on the 17th May 1928 from Cloncurry in Queensland.

RFDS on the move.....



Western Australia spans a massive 2.5 million square kilometres and in total, our fleet of aircraft fly the equivalent of seven times to the Moon and back

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Maddington resident Uwe Heddrich said when the planes fly over his house, he can't talk on the phone outside because it is too noisy.

Noise drives them out

BY JULIAN WRIGHT

The City of Gosnells does not believe air traffic noise is an issue for residents, but Maddington man Uwe Heddrich wants to know if planes flying over his house every three to five minutes from 5.30am isn't an issue, then what is?

Airservices Australia representatives played down the seriousness of aircraft noise by describing it as a perception issue as part of a senate inquiry into Airservices Australia's management of aircraft noise and the effects of flight paths held in Ascot last month.

City of Gosnells director governance Trevor Perkins revealed the city did not have a single complaint about air traffic noise in 2008 or 2009 and did not see it as a big issue that needed to be addressed.

When the Examiner visited Mr Heddrich at 9am, three planes flew overhead in about 10 minutes.

Mr Heddrich and his wife Irmi have experienced countless sleepless nights since they moved into

their house. "We moved here in April, 2008," Mr Heddrich said.

"It was a quiet area and that is why we bought it - nobody told us it was in the flight path.

"About the middle of 2009, air traffic and noise started to get very bad.

"It starts every morning from 5.30am and we get planes going over every three to five minutes.

"That wakes us up.

"Then it is noticeable between 11.30pm and 1am the next morning."

Mr Heddrich said they tried to block out the noise when they could.

"We bought roller shutters to keep out the noise but we can't close them in summer because it is too hot," he said.

"When the planes get too low, the glass windows rattle."

He said the couple wanted to move.

"We are house hunting again," he said.

"We thought this would be our last house, but we

are looking in the Southern River area where they don't have this problem."

The couple's 69-year-old neighbour John Bulchart said he had to put up with the noise because he was too old to move.

"The only way they will get me out of this house is in a wooden box," he said.

"I have been here for 14 years, the flights have increased and it is a pain in the bum.

"Years ago, the planes used to go around the top of us, but now they go right over the top of us."

Mr Heddrich said he calls the Airservices Australia aircraft noise enquiries hotline so often, they know who he is.

"They are polite to me and they are more than happy to take my calls, but they said there is nothing they can do about it to change it," he said.

"We have to make our phone calls inside because it is too noisy in the backyard." A report will be compiled from the findings of the April inquiry and should be completed by June.

ROBIN GETS DOWN DIRTY
PAGE 11



UNSUNG HEROES
PAGE 3

SUPER BEDDING DEALS
PAGE 11

HOGS BREATH CAFE COLOURING COMP
PAGE 30

THIS WEEK'S SHOPPING SPECIALS
BACK PAGE

REAL ESTATE LIFTOUT
PAGES 15 - 26

HOME OF THE WEEK
PAGE 15



LIVE MUSIC

FRIDAY NIGHT ★

Rockin Romie

50's & 60's SOUND

★

SATURDAY NIGHT ★

BEAT 66

60's

ROCK N ROLL BAND

★

AT ZACC'S ITALIAN RESTAURANT

OPPOSITE THE GOSNELLS HOTEL ALBANY HWY. GOSNELLS

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Shop 1, 2150 Albany Hwy Gosnells

FARMER JACKS MADDINGTON

Primo Short Cut Bacon 1kg

8.99 each

AS SEEN ON TV

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DOUBLE POINTS ON ALL FRUIT & VEGETABLES PURCHASED THIS WEEK

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Shop at Thornlie Square for your chance to win some great prizes for your school.

For every dollar spent, one point will be allocated to your school. The Schools averaging the highest number of points per student will win a share of prizes. So, no matter how big or small your school is, it can still be in the running to win some great prizes.

Simply place your receipt* from any Thornlie Square store into the entry box which corresponds to the school you wish to support.

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See Centre Management for details or call 9459 2722.

*Terms and conditions apply. See in centre for details.

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Australian Mayoral Aviation Council

Executive Committee Meeting held 26 June 2010

The meeting was held in Queensland with the following in attendance. Mayor Hoenig from NSW, Mayor Campbell TAS, Councillor Adem VIC, Councillor Tully QLD, Councillor Mangos SA, Mayor Godfrey WA, Mr Fitzgerald AMAC and Mr Patterson AMAC.

Item 4 : Business arising from the Minutes:

The issue discussed at length was the Qantas flight diversion from Adelaide to Canberra airport due to the curfew. Additional consideration was given and it was resolved that: The information be received and that it be noted that the true facts of this incident were not as reported by the media. Rather, at no time could the flight meet curfew requirements at Adelaide Airport or qualify for a dispensation due to exceptional circumstances. The actions that brought about the flight diversion and subsequent inconvenience to passengers was a direct result of actions by the airline that were contrary to curfew arrangements and would have rendered the airline liable for substantial fines similar to those imposed on other operators for curfew breaches.

Item 5 : Consideration was given to the submission to the Senate hearings in Perth, Melbourne and Sydney and the matters raised by the community and AMAC representatives.

The meeting resolved that : 1. The submission to the hearings of the Senate Inquiry into Airservices Australia be received and noted and that publication of the Inquiries report be monitored; and

2. A summary explaining noise measures and metrics be prepared and circulated and that consideration be given to incorporating a session on the topic in the 2010 conference program.

Item 6: Airservices communication and consultation commitment- a good outcome.

Item 7 : Establishment of Community Aviation Consultation Groups. The resolution part 2 : AMAC adopt a policy position that the Mayor or nominee of local government areas impacted by airport operations should have the right of membership of such committees.

Item 8 : Airport Lease Compliance Payments: The City of Botany Bay advised of the agreement presently being negotiated with Sydney Airport Corporation Limited for payment of monies for which the Corporation is liable under the airport lease.

Item 9: National Aerodrome Safeguarding Advisory Group (NASAG). Consideration was given to the information on the membership of the group by the City of West Torrens. It was resolved that the role of reference of NASAG be researched to determine whether its functions warrant inclusion of a local government representative/representatives.

Item 10: Membership - No changes. AMAC will contact Darwin City Council and councils impacted by Avalon airport operations as possible members.

Mayor Glenys Godfrey, Chairman, Perth Airport Municipal Group

10 July 2010.



PERTH
AIRPORT

Community Aviation Consultation Group

15 July 2010



Aviation Policy White Paper



Federal Aviation Policy White Paper included changes in approach to airport community consultation

White Paper anticipates Community Aviation Consultation Groups (CACGs) for leased federal airports:

- designed to formalise & enhance existing consultation
- emphasises adoption of best practice community consultation

CACGs – Core Conditions



- White Paper defines 4 core conditions for CACGs:
 - Independent Chair;
 - Record of outcomes of key discussions to be published;
 - Report on group's work to be reviewed as part of annual airport lease review;
 - Activity to be funded by airports



CACGs – Other Conditions

- CACGs are for consultation only & are not decision-making bodies
- Primary purpose is to ensure community views are effectively heard by airport & to provide members opportunity to obtain information about what is happening on-airport

Department Guidelines



PERTH
AIRPORT



Australian Government

Department of Infrastructure, Transport,
Regional Development and Local Government

- Department released additional guidelines on CACGs in April 2010, providing more clarity on Groups' proposed:
 - Role & purpose;
 - Terms of reference; &
 - Composition & business



Current airport forums

- Perth Airport Aircraft Noise Management Consultative Committee (PAANMC)
- Perth Airport Advisory Board (PAAB)
- Major Tenant Environment Forum (MTEF)
- Environment Consultative Group (ECG)
- Aboriginal Elders and Traditional Land Owners
- Ad-hoc meetings
- Perth Airport Municipalities Group (PAMG)

PAMG strengths



- ✓ Representative of a large number of people who are in close proximity to, & are interested in/impacted by airport activity
- ✓ Local Councils are a core stakeholder which would naturally play a central role in Perth CACG
- ✓ Sound governance & well run/administered
- ✓ Trusted, well regarded representatives
- ✓ A strong understanding of airport issues
- ✓ Independent from Perth Airport ownership

PAMG – current objectives emphasise consultation:



- *Advise relevant State & Federal Ministers, State & Commonwealth Government departments, Noise Management Committee, & Owner/s of Perth & Jandakot airports on issues of major concern affecting airports & surrounding communities*
- *Establish & maintain a strong partnering relationship with Owner/s of Perth & Jandakot airports for the purpose of open & effective dialogue to identify, discuss, advise, research & seek proactive resolutions to issues affecting the airports and immediate local community;*



PAMG – existing focus on consultation

- *Provide a conduit & consultation mechanism for expression of community views & a proper exchange of information with members of the community*
- *Liaise with Local Government on issues of concern to the community, & to provide a forum for discussion of planning & development issues affecting future communities close to the major municipal airports*

PAMG Submissions to Federal Govt Aviation Review Process...



- PAMG's Issues Paper Response:
 - *In relation to Western Australia & Perth Metropolitan area, airport can use the Perth Airports Municipalities Group Inc. as one of the consultative forums for accessing local communities*
 - *Airport operators can consult with local community through local government*

PAMG Submissions to Federal Govt Aviation Review Process...



- Green Paper Response:
 - *Need for improved consultation at outset, not just occasional presentation to update Local Government Councils or media releases after the fact. At present, little more than lip service is paid to need for consultation given land is under control of Commonwealth*
 - *PAMG is keen to ensure the these Community Consultation Groups have credibility & are used effectively, rather than simply be there to provide impression of consultation*

Perth Airport Stakeholders



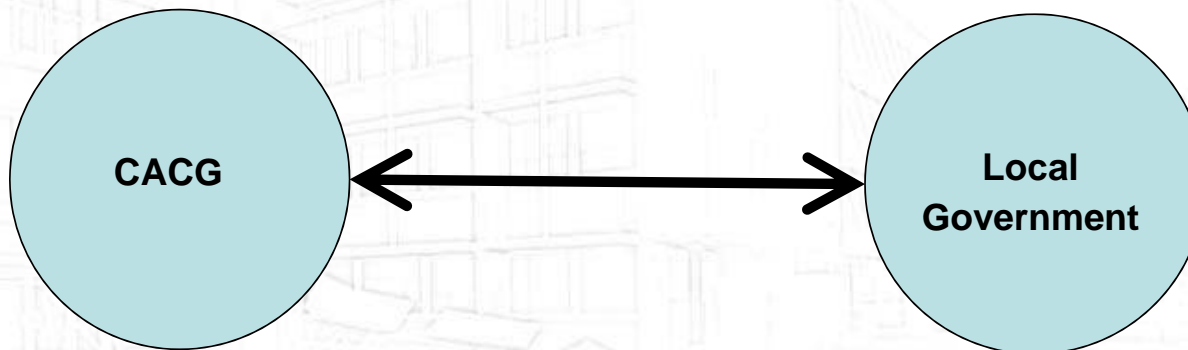
Perth Airport has many & varied stakeholders:



Local Government involvement in CACG



For Perth Airport CACG to be effective, Local Government involvement will be crucial, in recognition of its importance as a stakeholder



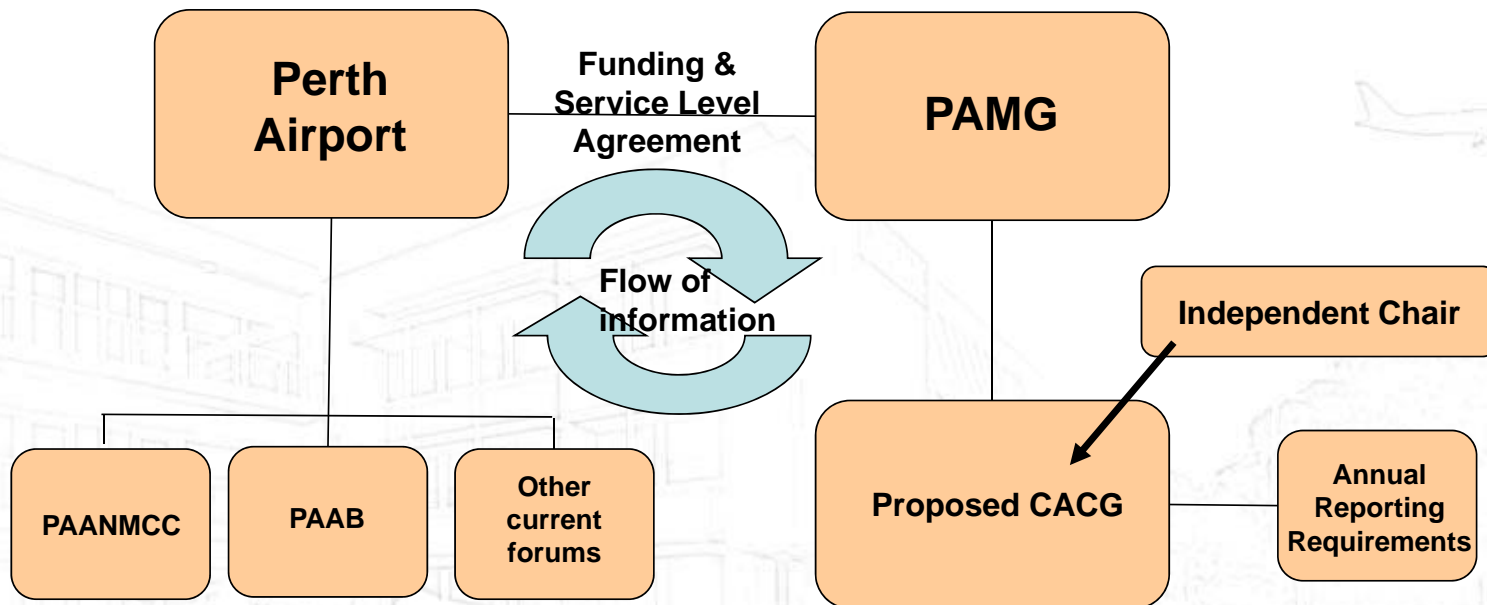
Proposed Model – Preliminary View



To achieve better practice consultation it is proposed that:

*Perth Airport CACG is administered by PAMG,
underpinned by a funding & service level
agreement between Perth Airport & PAMG*

Proposed Model – Preliminary View





Benefits of proposed model

- ✓ High prospects of effective consultation given PAMG's experience & knowledge both of Perth Airport & key stakeholders (namely community)
- ✓ Provides appropriate profile & recognition of role of Local Government in relation to airport engagement
- ✓ Meets White Paper & Guideline objectives
- ✓ Achieves CACG independence from Perth Airport, while using existing communication processes
- ✓ Would add to effectiveness of PAMG through information arising from CACG
- ✓ Can reduce duplication on behalf of PAMG members

Funding & Services Agreement



Detail in agreement to include:

- Independent Chair role – remuneration, conditions of engagement, operation of appointment;
- Terms of reference – CACG scope, objectives, membership;
- Governance matters – procedural arrangements, setting of meetings and agendas;
- Secretariat role – remuneration, conditions of appointment; and
- Scope for additional funds – undertake additional research, engage consultancies etc.



PERTH
AIRPORT

Funding & Services Agreement

Agreement would address matters such as:

✓ = full involvement ✓ = endorsement required	Involvement	
	PAMG	Perth Airport
Independent Chair – appointment	✓	✓
Independent Chair – remuneration and conditions of engagement	✓	✓
Terms of reference	✓	✓
Governance (number and form of meetings, form of agenda etc)	✓	✓
Secretariat - appointment	✓	
Secretariat - remuneration and conditions of engagement	✓	✓
Requests for additional funds (ie: research consultancies etc)	✓	✓

Next Steps



- Receive feedback from PAMG
- If accepted by PAMG, move to implementation:
 - Funding & services agreement
 - Commence process to appoint Chair
 - Draft terms of reference (including membership)

The Old Mill Precinct Concept Proposal 2010

BACKGROUND REPORT

Recapitulation on Due Diligence Studies

Studies

Studies have previously been completed as due diligence to quantify the scope and potential for **cost risk**, and included:

1. Feature Survey Completed
2. Site Levelling Retaining Wall Study Completed
3. Cable Management Survey completed
4. Acid Sulphate Soil Depth Tests
5. Traffic Management

Off-Ramp Removal

The off ramp currently shields the cottage and Old Mill from views from the river. The objective is to return the site to its original levels for heritage interpretation, use and viewing advantages

1. MRWA built retaining walls west of the Old Mill along the freeway, based on 1976 MRD drawings, from the south up to the off ramp.
2. The overburden was placed by the MRWA in C1950s for the off ramp connection to Mill Point Road. The off ramp was subsequently relocated to Judd Street, and was no longer required, which should have allowed the MRWA to remove the over burden as part of a make good to original status responsibility for a heritage site. This work is still to be completed and involves both copper and fibre-optic cable re-alignment.

Millers Pool Acid Sulphate Levels

The Acid Sulphate soils tests established the level to which the pool can be excavated without disturbing AS soils which are now known to be at 1350 below water level. The pool can be safely excavated to 1200 deep, which suits its proposed use for paddling and Swan Sedges.

Traffic Management Studies

The Traffic Management Study determined that the road system was designed to take traffic from the original 'off ramp' of the freeway and as a result of the relocation of the off ramp to Judd Street, the roads had been below capacity. The daily movement of traffic was balanced in the morning as residential users moved out and commercial users moved in. This balance reversed itself at night. Recommendations were made to take up road work to improve all aspects of road use which had been made as part of an earlier unrelated study.

Recapitulation on Previous Public Feedback Studies

Studies

The studies were completed as due diligence to quantify the scope and potential for social and cultural risk, and included:

1. Several Phases Presented to City of South Perth
2. Public Consultation Completed
3. Statutory Authorities Feedback Received
4. Indigenous Research & Collaboration Initiated & Support Received
5. Briefing Notes Schedule Consolidation

Attachment 10.0.1(a)

All submissions from the Public Consultation were recorded into a Briefing Schedule and the Concept was revised to incorporate all key issues. The schedule remains open and has now been expanded to include a significant level of indigenous input to produce a unified cultural brief from pre-European settlement through to present day.

Broad Issues

The consolidation of the brief resulted in identification of 4 broad issues

1. Concept Revisions – The Concept could be revised based on detailed Briefing Schedule produced from the Public Consultation .
2. Master Planning – The feedback required master planning consideration for the Peninsula including Mend Street, the Zoo, the Train Station and the Western Foreshore. This identified a Tourism Loop relating to these key elements.
3. Indigenous Collaboration - Collaborative Indigenous interest has been documented with very interesting, previously unacknowledged significance, and has led to including the accessibility to the river and the possibility for new breakwater & moorings. This aspect had always been a sensitivity between indigenous groups and the Swan River Trust
4. Commercial Density Balanced from East to West – There was a decisive shift of building density to the west bank and new and interesting diversification of activities relating to the community demand for cycling, water leisure and foreshore enjoyment, complimenting the Heritage Tourism components of the Old Mill Precinct concept.

Concept Revisions - Key Issues

Revisions to the concept were then identified in 5 key performance issues:

1. Views should be Unaffected.
2. Density of Commerce should be reduced on the east bank.
3. Heritage should be Diversely Acknowledged
4. Community should be a priority
5. Public Accessibility should be Improved

HERITAGE INTERPRETATION SUMMARY

The Old Mill Precinct Concept proposes Heritage Adaptive Re-use and Revitalisation for Sustainability.

The site represents the oldest lease and industrial building in Western Australian history and is primary indigenous significance. It has an extraordinary history of use since built in 1835, and this together with the indigenous significance provides a wealth of representational story telling for the purpose of interpretation in the public interest.

TRAM ENCLOSURE

Key Brief Issues for location and construction include:

- Location separated from the Old Mill heritage zone – maintain curtilage and clarity of separate heritage interpretation.
- Build Tram enclosure with minimal interference to existing Infrastructure
- Allow activity around the Old Mill operations to continue.
- Interface easily with future construction of Museum with minimal abortive work.
- First stage tram enclosure simple cost effective structure
- Aesthetics – structure should alone aesthetically.

Attachment 10.0.1(a)

Proposal summary:

- Location - on the west end of existing turnaround
 - Minimal road realignment.
 - Adequately separated from Old Mill heritage zone.
 - No interference with the existing infrastructure, operations or public access.
- Aesthetics - Tram Enclosure – will be a clean contemporary steel framed glass box which fully displays the tram and can stand alone until the Museum is built.
- Completed Building - Museum stage wraps the tram enclosure and the completed building will appear as one seamless facility.
- Cost effective Steel framed & glazed structure with floor and rails at existing grade levels.
- Display - Rails run out onto the grassed island for off loading tram and display of tram in the open.
- Logistics - Tram Enclosure interface with Museum – avoids abortive work, re-uses materials for Museum achieves simple structural connections.

CONCEPT DESIGN ELEMENTS

Interpretation of Key Milestones of History incorporated in Concept

Site

Heritage Levels – the site will be leveled to its original grades by removing the ‘off-ramp’ resulting in:

- Exposure of the Mill & Cottage to the river vista.
- Expression of the interpretation of the ‘spur’.
- Improved land use for complementary commercial development.
- Low scale buildings are protected by the Narrows embankment for both noise nuisance and the sou-wester.
- Establishment of centre of focus on the Old Mill and spur extending as a interpretive connection from Millers Pool boardwalk.

Form

The form is one of low scale buildings where a contrast is created between historical detail which is accurately restored, and surrounding commercial structures which are simply detailed in contemporary style.

Design Elements and Heritage Interpretation

Nc	Element	Interpretation and functional Scope
1	Museum and Gallery	<ul style="list-style-type: none">• Centre of Culture for South Perth society.• Protects the precinct from the winds and noise from the freeway• Overlooks Heritage Zone• Facility for the restored 1929 South Perth tram – the site is a milestone in the history of transport in WA as a result of the Narrows Bridge and the freeway
2	Old Mill Heritage Zone	<ul style="list-style-type: none">• Restoration Old Mill – possibly to interactive flour production status.• Rebuild Warehouse – interactive Mill Operation - tourist / retail.• Conservation of the Cottage – interactive Bakery - tourist / retail.• Interpretation of Spur as fountains.• Margaret Forrest House – interpretation - MF involved in painting and arts - foundation built up to stage level.• Tiered outdoor seating built in front of Museum.• Boardwalk and alfresco decking public amenity• Original Lease boundary – represented by corner pegs• Curtilage has been provided between the historic buildings and the new complimentary commercial development.

Attachment 10.0.1(a)

3	East Commercial Buildings	<ul style="list-style-type: none"> Commercial tourist amenity Key interpretation – Satan Brown's 1883 milestone treatment of Old Mill in contemporary materials. 5 Star Restaurant Hot Bread Bakery - relationship to Old Mill Souvenirs, Cafe, Restaurant
4	Celebration Plaza	<ul style="list-style-type: none"> Ceremonial Plaza – collaboration of cultures centred on celebration fountain at the meeting of the spur and the Boardwalk - reach into Millers Pool.
5	West Commercial Buildings	<ul style="list-style-type: none"> Commercial tourist amenity Cafe, Restaurant, Offices – provides centre of heritage river tourism representing the sites relationship to all forms of early river activity, including boating, sailing, walking, cycling, jetski, waterskiing, swimming, etc
6	Millers Pool	<ul style="list-style-type: none"> Re-instate Millers Pool close to original shape, size and location. Pre-Euro- high indigenous interpretation for Katatjin – listen and learn, Post Euro - key element for interpretation of primary use of Old Mill flour supply to the colony. Riverscape - restored historical connection to the river Retention of large ghost gums and spiritual island Reconciliation - celebration plaza and beautification of river foreshore, board walk 'reach' into Pool aligns with centreline of spur and is a strong focus from the river. Swan sedges – recognises pool used as 'Swannery' @ C1900.
7	Moorings	<ul style="list-style-type: none"> Ferry Jetty – reinstatement Ferry Service to historical Margaret Street Jetty Breakwater, moorings north of the Jetski area, is ideally located for deep water berthing, out of the way of river traffic. Masted boats traditionally had regattas in the shadow of Mt Eliza – Narrows prevents access east with out lowering mast - will now be able to berth and interrelate with tourist activities on Perth water.
8	Jetty Enclosure	<ul style="list-style-type: none"> Ferry ticketing, Moorings Admin, Vendor Café, Ablutions, Veranda Alfresco
9	Flying Fox	<ul style="list-style-type: none"> Cable ride in centre of capital city unique to Perth Western Australia. Links Kings Park to the Peninsula. By landing at the 1st Floor terrace and achieves headroom over river and road. Powered by gravity and low infrastructure cost. Designed to the highest safety standards. Hand breaking facility for photography half way down.
10	Serpent Bridge	<ul style="list-style-type: none"> Pedestrian & cycle suspension bridge themed to reflect the river serpent Story telling in laminated glass, links South Perth peninsula directly to the Kings Park Tourist Precinct. Technology sourced from precedent in Kuching, Sarawak.
11	Tram Barn	<ul style="list-style-type: none"> Initially built as a stand alone building but later incorporated into Gallery / Museum building
12	Civil Works	<ul style="list-style-type: none"> Civic paving, landscaping, river walls, bollards & lights, benches, sculptures and public art, entrance statement, roads and carparking.

Peninsula Overview and Collaboration on Western Foreshore and Perth Water

The activities on Perth Water and South Perth, City of Perth and Kings Park will be part of an important triangulation of tourist activity. The Old Mill Precinct will be inextricably linked to the activity of residents and tourists travelling to and from the Peninsula, whether by Foot, Roller Blades, Bicycle, Boat, Bus, Ferry, Taxi or Train or Flying Fox, accessing the Zoo Trail which commenced in 1898, or to and from major events such as the Australia Day Celebrations.

EARLIER COMMUNITY AND STAKEHOLDER PROJECT OUTCOMES

Community Benefits

The community will share in a vast raft benefits including:

1. Cultural Centre - European and Indigenous Heritage Interpretation
2. Old Mill, cottage and warehouse restoration – Accurate Detailing
3. Site levels returned to Original Heritage Level
4. Millers' Pool – returned to River Lagoon
5. Museum
6. Public Amenity – Passive and Active – Water, Paths , Cycleway, Bridges
7. Multiple Cultural Demonstration Areas
8. Presentation Stage
9. Leisure & Commercial Tourism Facilities
10. Interactive Education Centre
11. Interactive Heritage Tourism
12. Accessibility – Foot, Roller Blades, Bicycle, Boat, Bus, Ferry, Taxi or Train, Flying Fox
13. Road Reserve Incorporated into Site
14. Western Foreshore Amenity
15. Sustainability - Mixed use and Tourism features
16. Public Private Partnering - Collaborative Financial Management
17. Community Shares in Long Term Asset Value Improvement

Government Agencies Describe this type of Outcome as having a Triple Bottom Line Result:

1. A wide range of social benefits
2. Financial return for sustainability
3. Caring for the environment

Stake Holder Endorsements

The concept has been given positive endorsement from the following stakeholders

1. National Trust – commitment to partner with management agreement with special interest in heritage interpretation and life cycle management and maintenance.
2. Sovereign Whadjuk – collaboration and participation with interpretive assistance for support for elements which require special approval such as the Millers Pool, moorings, flying fox and the Serpent Bridge.
3. South West Aboriginal Land and Sea Council – consultant assistance for Section 18 Ministers approval with interpretation research.
4. Swan River Trust – general concept support with special but issues with marina / moorings proposal.
5. Perth Water Development – complementary support for synergy with the Perth Water Development and recognition of triangulation of tourism initiatives with Kings Park.
6. Heritage Council – support for heritage interpretation and presentation initiatives.
7. Tourism Commission – support for the project initiatives.
8. Main Roads WA – indicated possible support assistance for removal of the over burden remaining from the 'off-ramp'.
9. Dept Lands and Regional Development – The Director did not identify any issues which would limit the project being implemented, and indicated that with Ministerial approval the security of tenure could be tailored to suit the outcome requirements.
10. WAPC and Department of Planning - Interesting proposal and no negative comments raised.
11. City of Perth / Committee for Perth - Exciting proposal.
12. Department of Premier and Cabinet - Very interested in progress of development.

Attachment 10.0.1(a)

Legal Analysis

1. Road Reserve – a statutory process which does not inhibit the project.
2. Legal Entity and Commercial Tenure – Legal analysis is being done to establish the best method of completing the work to achieve the triple bottom line outcome in the public interest.
3. Management Agreement – Legal analysis is being done to achieve a life cycle community interest outcome.
4. Legal Interfaces – due diligence is being addressed for all stakeholder relationships.

NEXT STEPS

1. Complete Tram Enclosure – Sketch Design and logistics analysis is complete to allow the tram enclosure to be completed as forward works with key outcomes as follows:
 - Build Tram enclosure with minimal interference to existing Infrastructure
 - Allow activity around the Old Mill operations to continue.
 - Interface easily with future construction of Museum with minimal abortive work.
 - First stage tram enclosure simple cost effective structure
2. Concept Strategy Planning Management – Digital Artwork has been completed which provides images of the precinct from a elevated NE (city) river view both day and night, together with close ups for key images.
3. Establish Legal Entity for Security of Tenure – this is mandatory to allow a finance source to be committed to the project.
4. Development Application – The formal approval process is required to achieve statutory approval. Depending on whether an agreement is in place the application can be made by either the City of South Perth or the Management Agreement Partner.
5. Business Plan – A business plan may be required, in a form which provides an overview of the financial sustainability of the facility for statutory consideration.

DRAWINGS & IMAGES

Drawings

- Tram Enclosure Location – showing Road Reserve.
- Tram Enclosure with Museum – with road reserve overlay.
- Completed Museum & Tram Enclosure
- Concept Proposal 2010

Images

- Concept Proposal 2010 - Aerial View
- River View from Elevated North East view point.
- Close up from Millers Pool Bridge
- Close up View to Celebration Plaza
- Close up to Spur & Mill
- Close up to Tram Enclosure & Museum
- Close up to Flying Fox, Pedestrian Bridge & Cycling Restaurant Terrace
- River View at Night

RECAPITULATION ON BRIEF HISTORY WITH NEW EVIDENCE

Pre-European Settlement – Indigenous Significance

Research produced several clear directions for seeking collaboration with the Indigenous groups including:

- Contradictory information regarding Indigenous Significance.
- Statutory feedback recorded minimal formal interest.
- Collaboration with Indigenous representatives produced a story of historical importance.

Indigenous history recorded the site as a most important resting place, Katatjin – listen & learn, where the Zamia nut would have been roasted to remove toxins and then, coincidentally, ground to produce an edible flour, Djiridji. The significance incorporates cultural values for Derbal Yerrigan - the river spirit, education and is ideally located as a Centre of Expression.

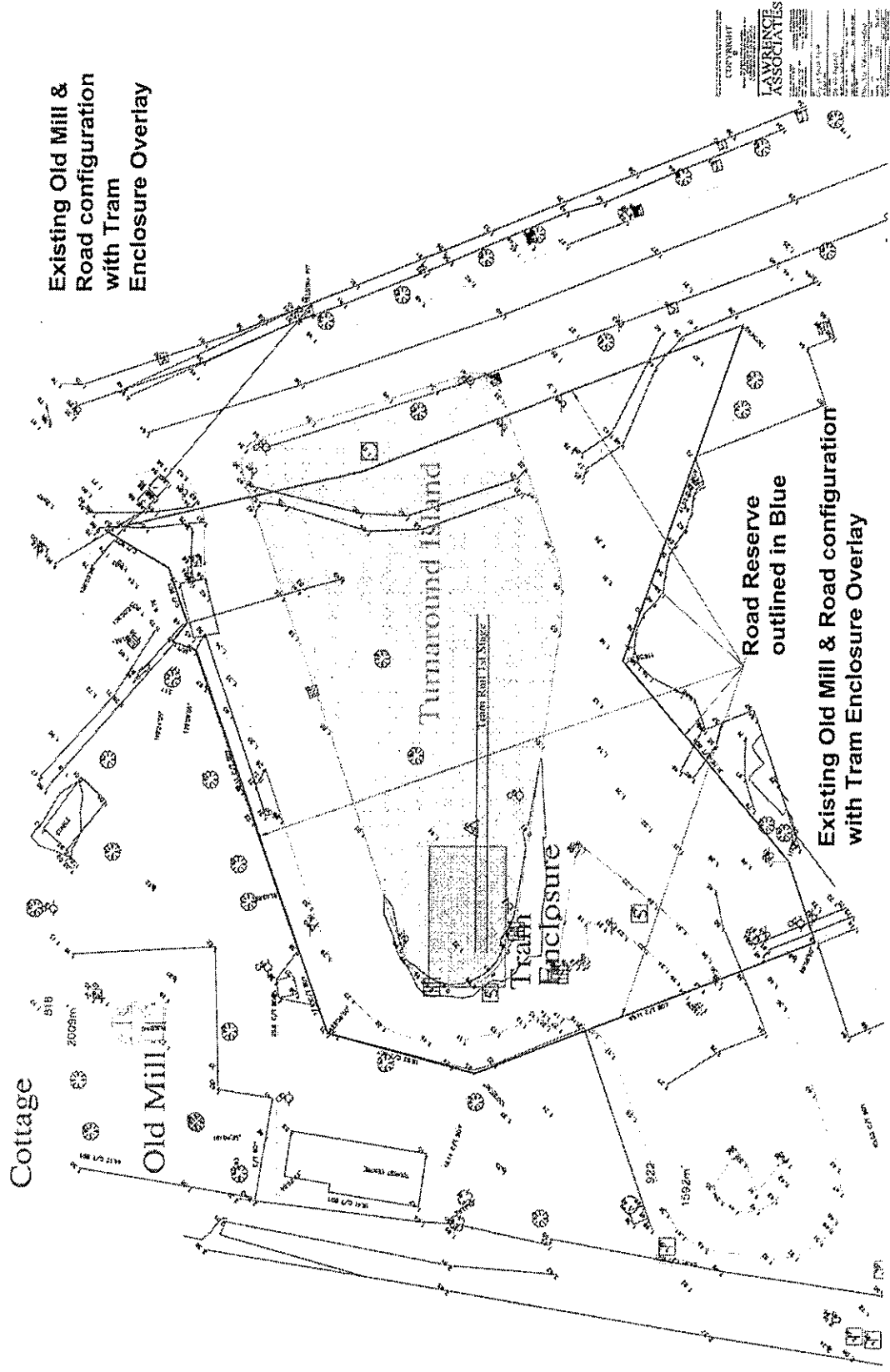
Post-European Settlement - Key Milestones

- 1829 – Colonisation of Western Australia.
- 1833 – The first commercial lease established and original Timber Mill, probably horse driven, was constructed by William Shenton.
- 1834 – Indigenous Significance – Euro-Indigenous Conflict at Pinjarra
 - the conflict evolved from a flour stealing raid in early 1834, by a group of Bindjareb Nyungars led by Gcalyut, on Shenton's Mill, after Stirling had cut off rations to the Nyungars due to shortage of supplies within the colony. The Aborigines saw the ration cuts as a form of punishment, as they believed the rations were a form of payment for the use of their land. The miller was locked up unharmed, in the original timber mill and a large quantity of flour was taken.
 - After several other violent confrontations, and deaths on both sides, and Stirling's plans of expansion centred on the Bindjareb Nyungar territory, his explanation for the attack was to take action against the waring tribe to stop other tribes from attempting resistance to the establishment of the colony.
 - The fight occurred on the morning of 28th October 1834 and resulted in casualties on both sides including Stirling's Captain Ellis and many aboriginal men, women and children.
 - The Battle is also known as the Pinjarra Massacre in the Indigenous History
 - The Old Mill site represents an opportunity to collaboratively interpret history by accurately telling both stories and embracing the differences as part of the reconciliation of cultures.
- 1835 – The existing stone 'Smock' style mill was built for William (Bill) Kernot Shenton, by Lockyer & Son a clever engineer who adapted machinery to produce a working mill, and then operated by miller Mr William Rolfe Steele.
- 1850 – Map shows the water spur, built to float boats up close to the warehouse, Suburban Road had been crossed out, hand written as Mill Point Road. This change did not occur until much later. The short street connecting to Margaret Street and the Margaret Street Jetty, west of the Mill, which had been named Elvire Street was renamed Suburban Road.
- 1858 – Original survey field book by William Phelps was discovered at the Battye library, dated 1858 - Fiche 2 of 5 pp.36 – 48 and 3 of 5, pp.49-51 - records accurately **located the warehouse** with the cottage and mill and the **well**, and **recorded the mill's revolving cap**..
- 1883 – Satan Brown obtains the first liquor license, builds a balcony roof over the gallery and removes the cap, replacing it with a lookout platform.
- 1897 – Maps show Suburban Road is retained, reclaimed land on the shoreline west of the Mill delineates Melville Terrace.

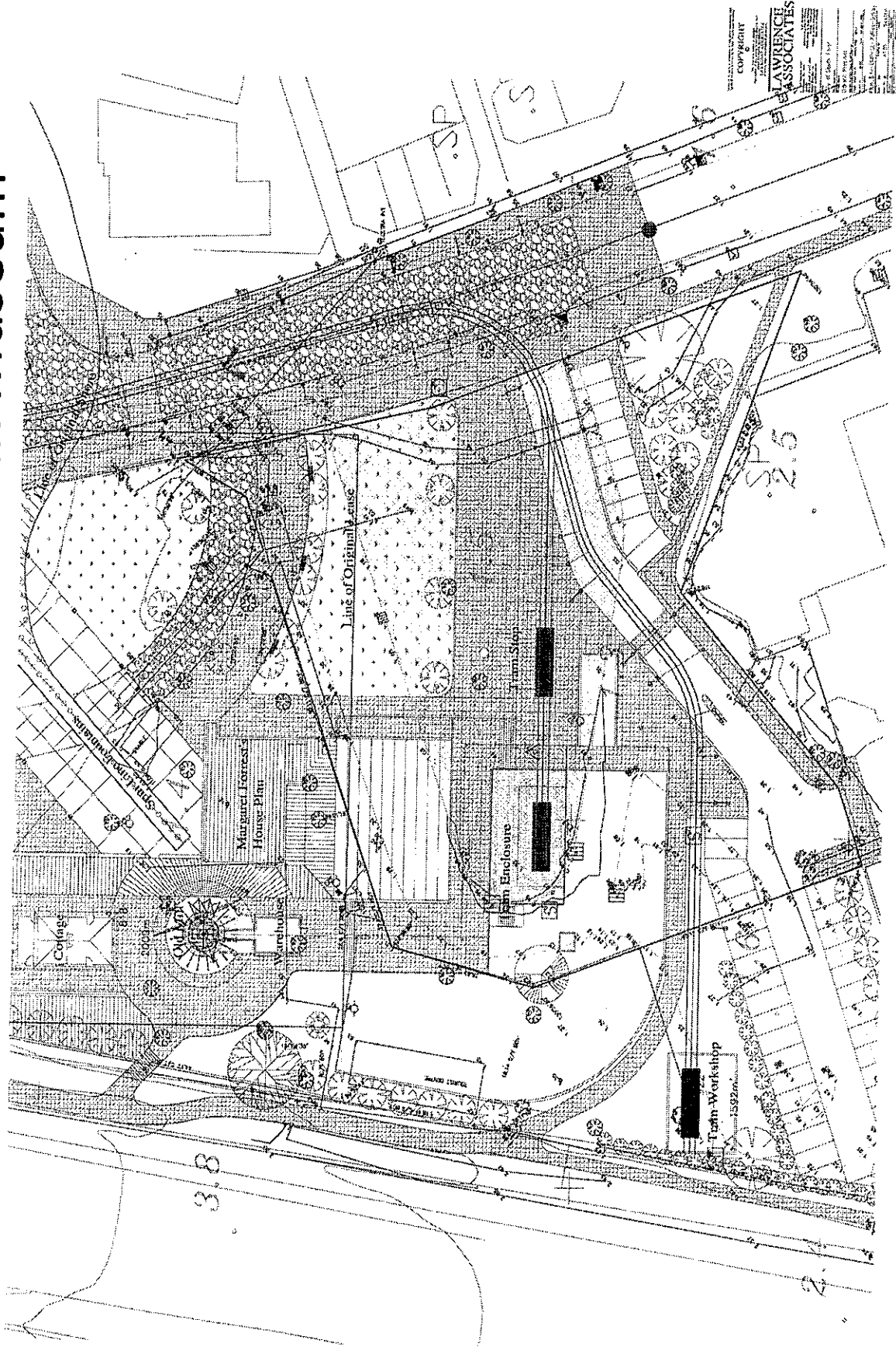
Attachment 10.0.1(a)

- 1900– Old Mill area but, and more specifically, Millers Pool, is known as the Swannery because the River Police fenced off the pool and nursed sick and injured Black Swans back to health before releasing them again to the natural habitat of the river.
- 1910– The warehouse was rubble.
- 1925– Margaret Forrest's house, built at turn of the century and deceased estate is sold to Walter and Lizzie Green. Walter's grandfather built the house. Photos indicate the construction of the garage by Walter Green, soon after 1925 may have followed the warehouse foundations.
- 1929– The state government resumed site on the premise to landscape and beautify.
- 1939– Millers Pool was filled in.
- 1950s– Early 1950 s MRD drawings were prepared depicting the house in order to locate the freeway and off ramp. The drawing was dramatically in accurate and provides no heritage record. The house was much wider than drawn and may have contributed to the untimely demolition.
- 1957– Margaret Forrest's house was demolished to make way for the freeway 'off ramp' spawning the save the mill campaign.
- 1958– Mill, Cottage, Garage and gallery with Satan Brown's roof addition was still in place.
- 1959– Narrows Bridge crosses the Swan River.
- 1959on–Conservation work on the Mill and cottage included removal of the original gallery and garage.
- Recent times– When the off-Ramp was made redundant by the Judd Street exit, the 'off ramp' was disused and became a casual carpark and the overburden placed by the MRD has remained on the site, housing the communication cables servicing the South West of the state, and a fibre optic cable.
- 2005– The bitumen of the off ramp was removed and the area grassed.

Tram Enclosure Location - On the west end of existing turnaround at existing levels.



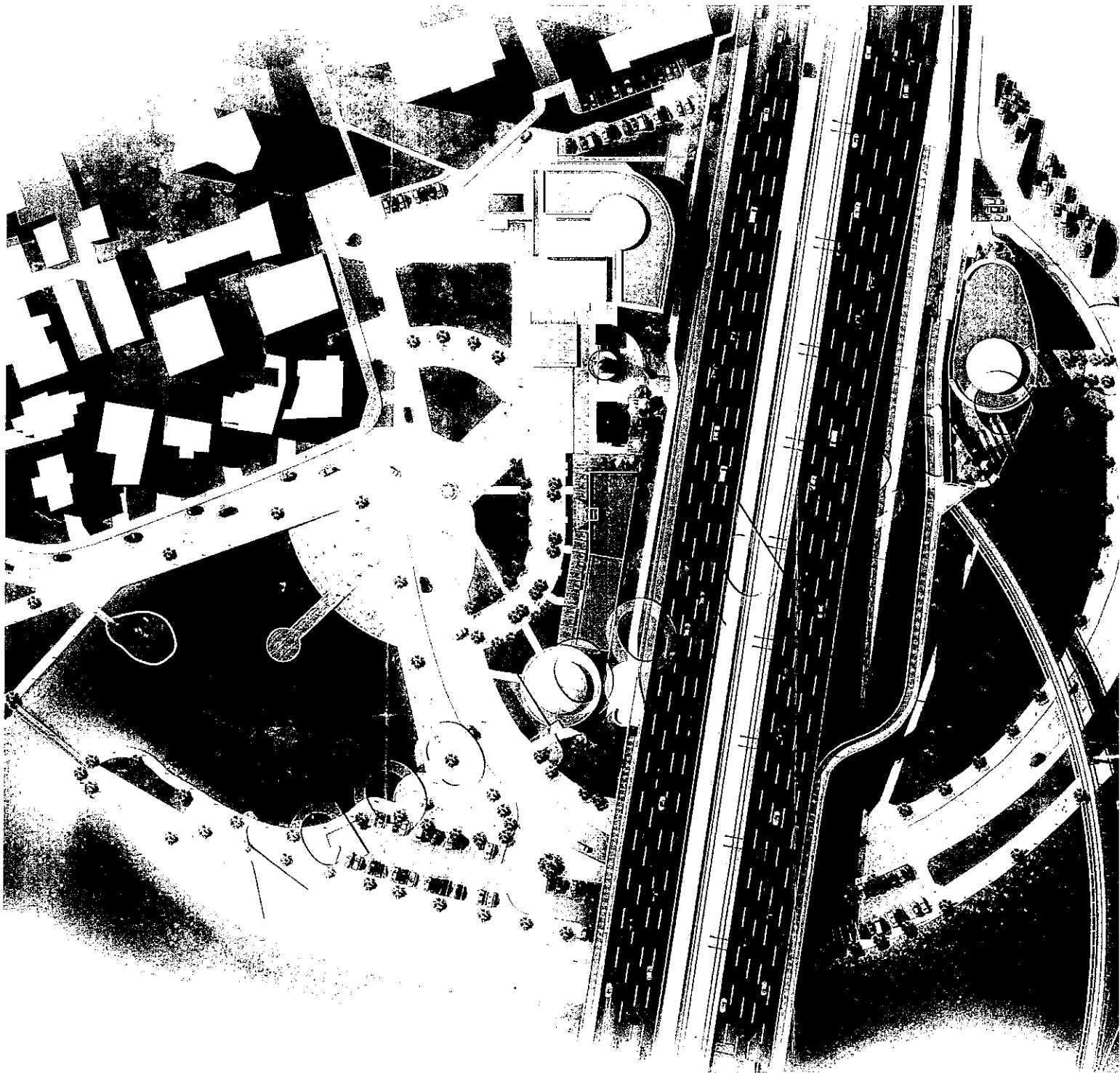
Tram Enclosure interface with Museum



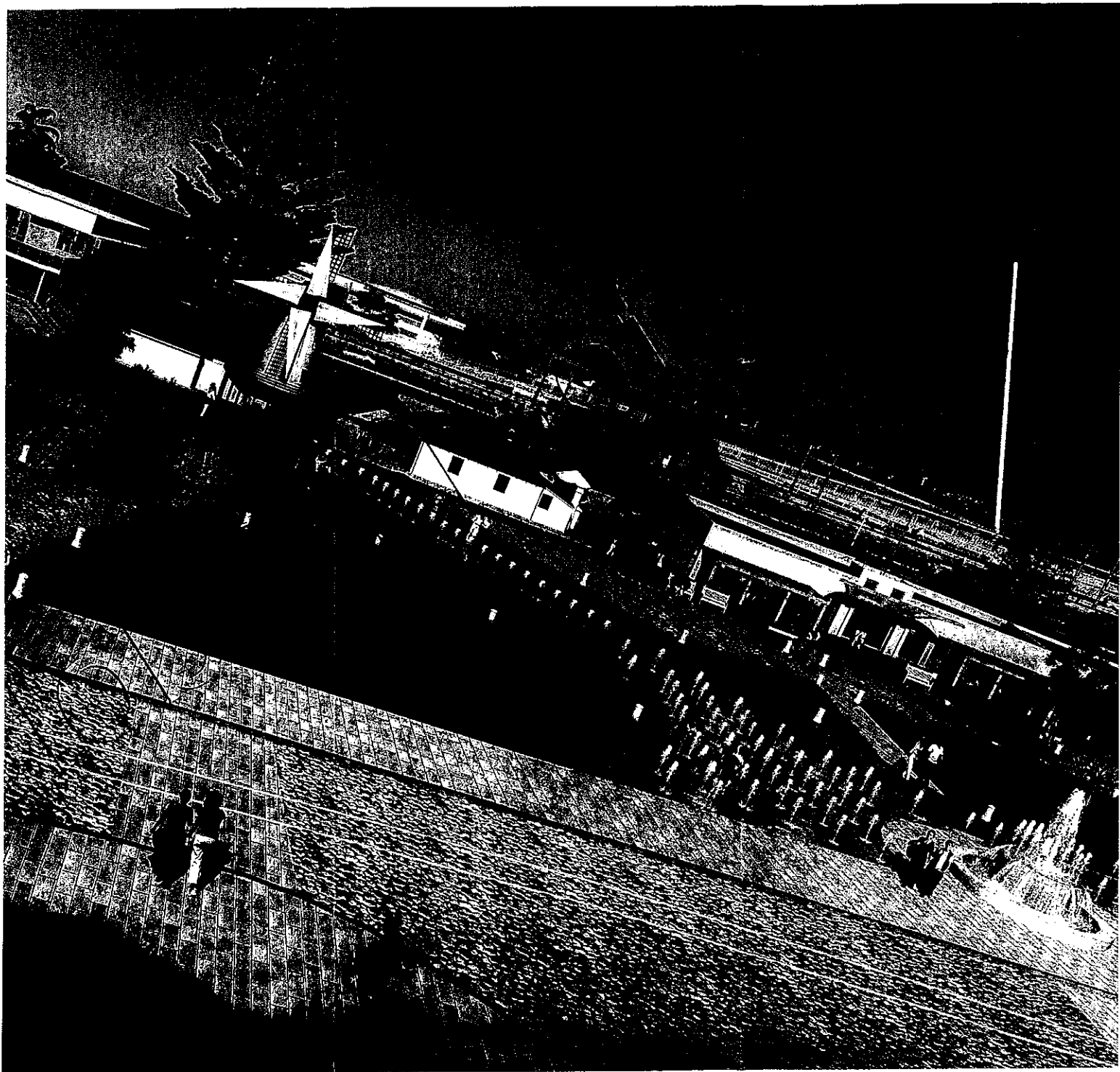
August 2010

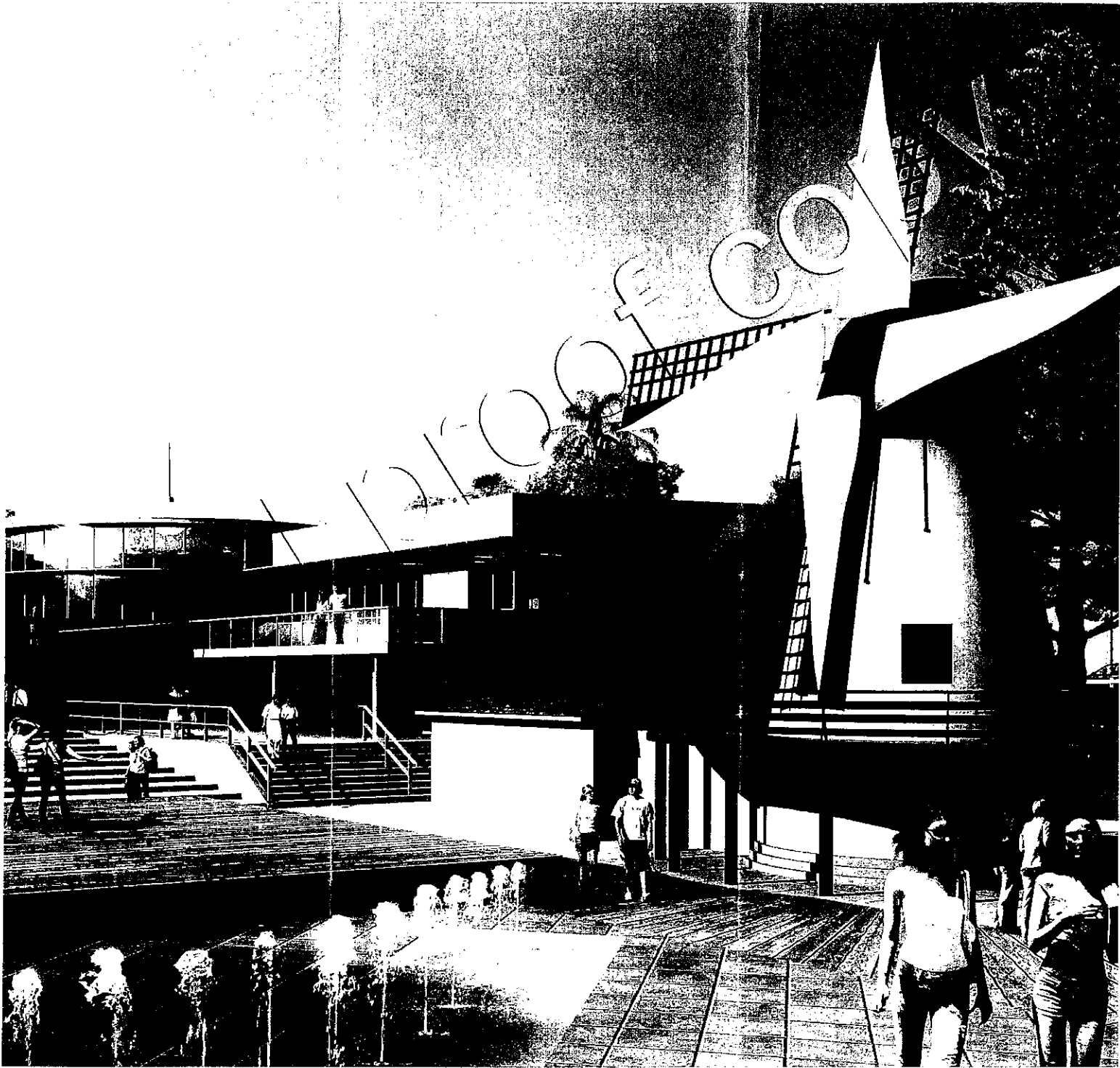
Old Mill Precinct Concept 2010

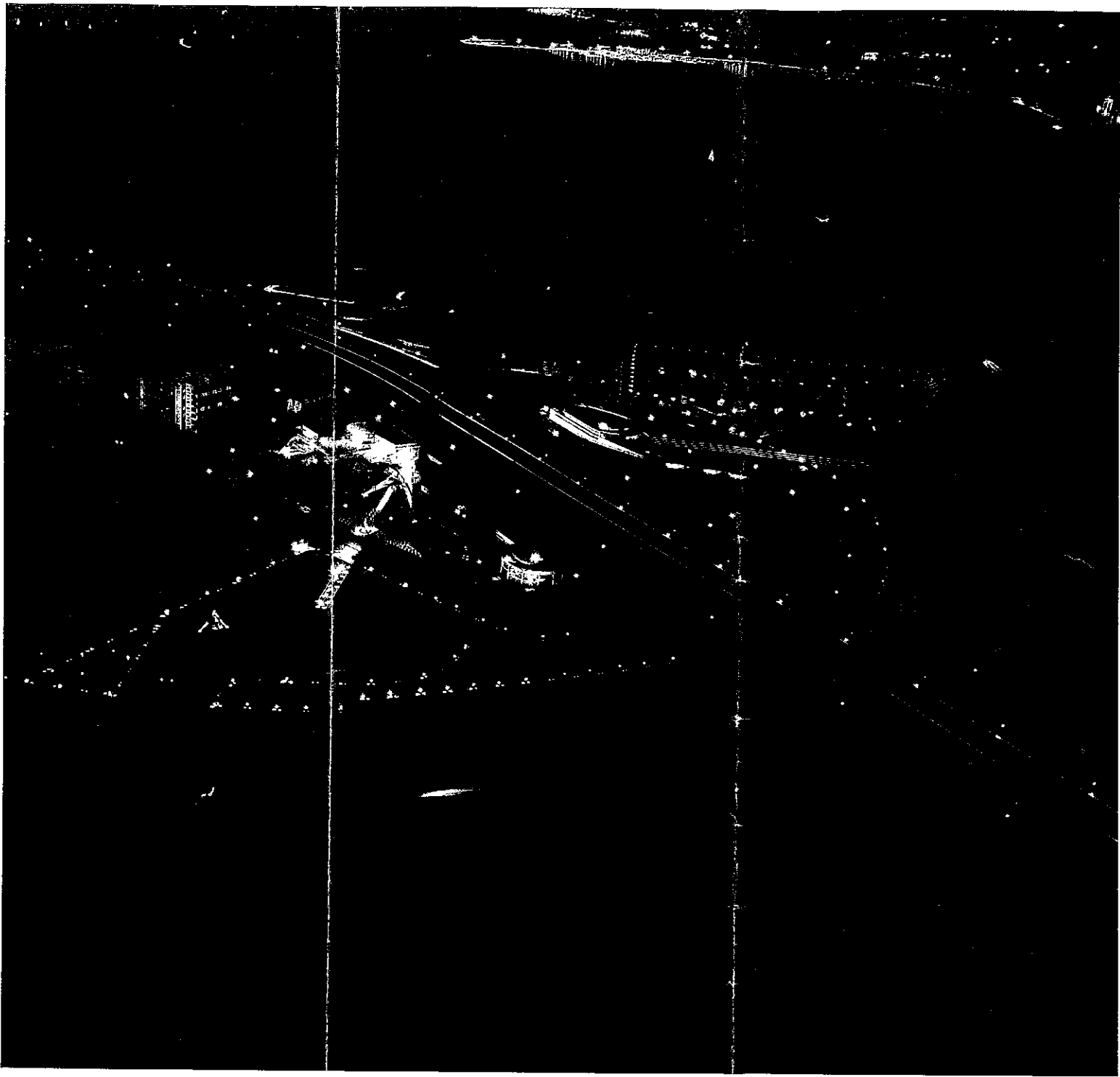












City of South Perth
Town Planning Scheme No. 6

Amendment No. 24

Additional Use 'Office': Lot 5 (52) Manning Road, Como



Civic Centre

Cnr Sandgate Street and South Terrace
SOUTH PERTH WA 6151

Monday to Friday:

Enquiries:
Telephone:
Facsimile:
Email:
Web:

8.30am to 5.00pm

Senior Strategic Planning Officer
08 9474 0777
08 9474 2425
enquiries@southperth.wa.gov.au
www.southperth.wa.gov.au



Proposal to Amend a Town Planning Scheme

- | | |
|--|--|
| 1. Local Authority: | City of South Perth |
| 2. Description of Town Planning Scheme: | Town Planning Scheme No. 6 |
| 3. Type of Scheme: | District Zoning Scheme |
| 4. Scheme Gazettal Date: | 29 April 2003 |
| 5. Serial No. of Amendment: | Amendment No. 24 |
| 6. Proposal: | Inserting a new Item No. 8 in Schedule 2 to permit the Additional Use: 'Office' on Lot 5 (No. 52) Manning Road, Como |



**Resolution Deciding to Amend
City of South Perth
Town Planning Scheme No. 6
Amendment No. 24**

RESOLVED THAT the Council of the City of South Perth, in pursuance of section 75 of the *Planning and Development Act 2005*, amend the City of South Perth Town Planning Scheme No. 6 by:

1. Inserting a new Item No. 8 in Schedule 2 to permit the Additional Use: 'Office' on Lot 5 (No. 52) Manning Road, Como with a maximum plot ratio 20% greater than the internal floor area of the existing dwelling and a requirement relating to the maintenance of residential character; and
2. Amending the Scheme Zoning Map for Precinct 10 'McDougall Park' accordingly.

Dated this 24th day of August 2010.

A C FREWING
CHIEF EXECUTIVE OFFICER



Report on Amendment No. 24 to Town Planning Scheme No. 6

1. INTRODUCTION

At a meeting held on 24 August 2010, the Council resolved to initiate an amendment to Town Planning Scheme No. 6 (TPS6) for the purpose described in this report. Subsequently, at the Council meeting held on 28 September 2010, the draft Amendment No. 24 was endorsed for advertising purposes.

The principal purpose of Scheme Amendment 24 is to amend TPS6 to include 'Office' as an Additional Use for Lot 5 (52) Manning Road, Como. The existing zoning and coding will remain unchanged. The intention of the landowner is to utilise the existing residence for administration of their business.

2. BACKGROUND INFORMATION ON PROPOSED AMENDMENT NO. 24

The subject land is owned by Jeff Winspear and is occupied by a single house with a floor area of approximately 126 sq. metres. The lot area is 914 sq. metres and its frontage to Manning Road is approximately 50 metres. The lot also has a second frontage to Ley Street, approximately 8 metres in length. Vehicle access to the site is from Manning Road, which is restricted by an existing raised median strip to "Left In, Left Out" only.

Properties immediately abutting the east and north boundaries of the subject lot have been recently redeveloped with intensified grouped dwelling units, maximising the allowable densities. The balance of the street block bounded by Manning Road, Clydesdale Street and Wooltana Street is occupied by a combination of Single Houses and Grouped Dwellings. The Manning Road properties are coded R20/30 while the Wooltana Street properties are coded R20.

The land directly opposite the subject property to the south, along Manning Road are zoned "Highway Commercial" and are occupied by shops and other commercial uses. On the east side of Ley Street are the vacant former Telstra Site, a petrol station and music store.

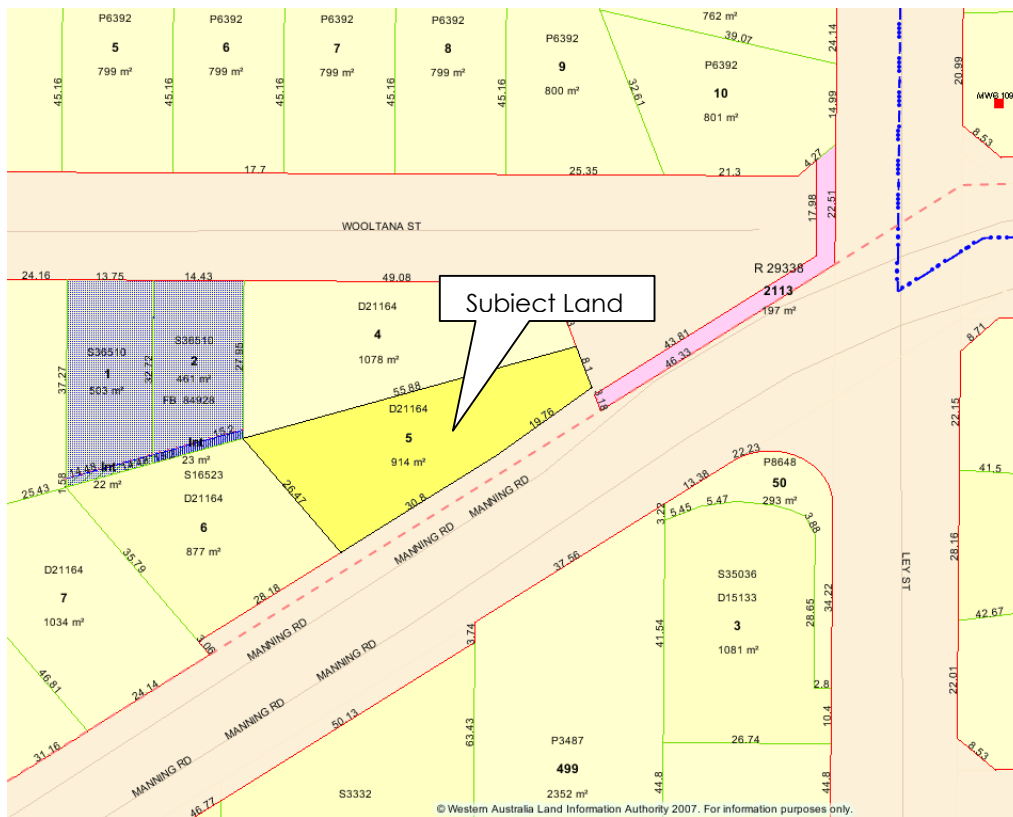


Figure 1. Property View (Source: Landgate, 2010)

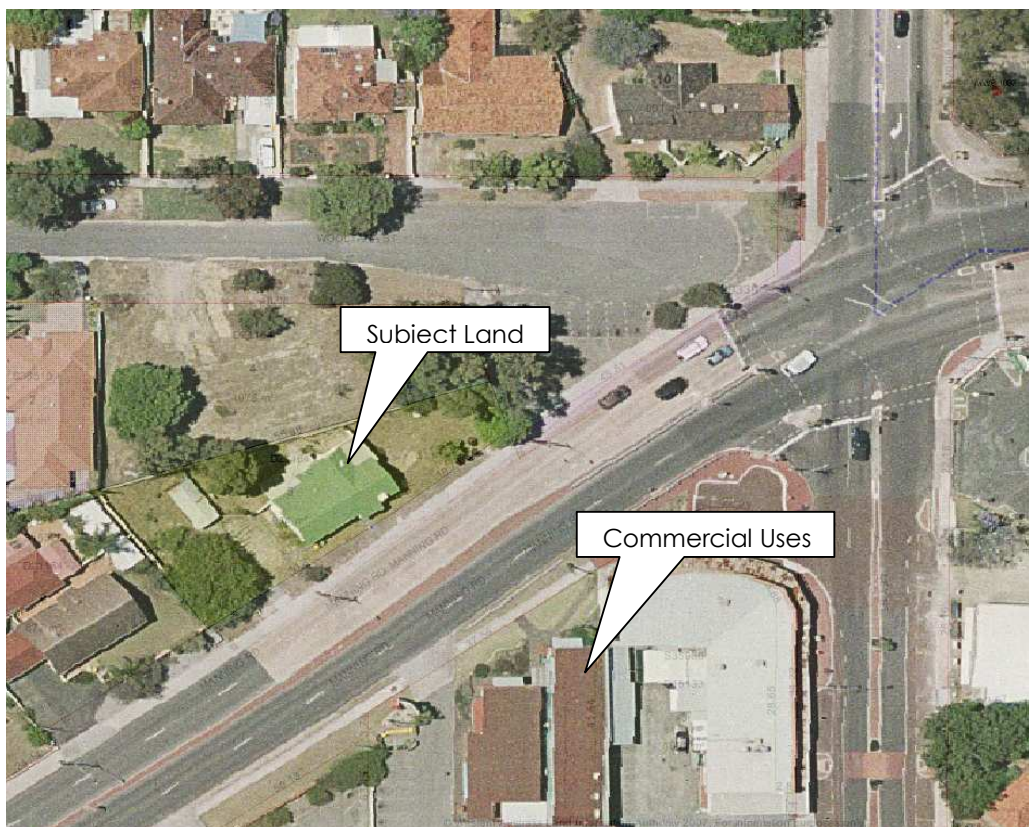


Figure 2: Aerial Image (Source: Landgate, 2009)

2.1 Local Planning Context

The subject land is zoned “Residential R20/30”. The R20 coding prevails as it is not possible to meet the required minimum number of Performance Criteria to qualify for R30 density development.

‘Office’ use is not permitted under this zoning as prescribed in the TPS6 Zoning Table.

Additional Use provisions enable site-specific flexibility to development allowances through the Scheme Amendment process, subject to appropriate justification.

3. COMMENT

It is considered that the subject lot is suitable for office use having regard to the following:

- The subject lot is in close proximity to the cluster of existing commercial development at the intersection of Manning Road and Ley Street.
- The proposed use will be a suitable transition from commercial development to residential development (subject to appropriate plot ratio constraint).
- Scheme Amendment provisions will ensure that residential character is maintained.

The development requirements pertaining to the Additional Use (Office) will be inserted into the existing Schedule 2 of TPS6. To ensure that any redevelopment of the site for office purposes is compatible with the neighbouring residential land use, the permissible floor area needs to be constrained by way of plot ratio control. The prescribed plot ratio will allow the floor area of any office development to be slightly greater than the floor area of the existing house (126 sq. metres). The Amendment resolution has been framed accordingly.

The maximum plot ratio included in Schedule 2 has been calculated based on the plot ratio area of the existing dwelling (as defined by the Residential Design Codes), plus an additional 20 percent.

To further ensure that any office use of the lot will be compatible with neighbouring residential development, Table 2 will include a special provision requiring any proposed office development to maintain the residential character of the property.

3.1 Scheme Objectives: Clause 1.6 of No. 6 Town Planning Scheme

Scheme Objectives are listed in Clause 1.6 of TPS6. The proposal has been assessed according to the listed Scheme Objectives, as follows:

- (1) *The overriding objective of the Scheme is to require and encourage performance-based development in each of the 14 precincts of the City in a manner which retains and enhances the attributes of the City*

and recognises individual precinct objectives and desired future character as specified in the Precinct Plan for each precinct.

The proposed Scheme Amendment meets this overriding objective. The proposal also conforms to the following relevant general objectives listed in clause 1.6(2) of TPS6:

Objective (a) *Maintain the City's predominantly residential character and amenity;*

Objective (d) *Establish a community identity and 'sense of community' both at a City and precinct level and to encourage more community consultation in the decision-making process;*

Objective (e) *Ensure community aspirations and concerns are addressed through Scheme controls;*

Objective (f) *Safeguard and enhance the amenity of residential areas and ensure that new development is in harmony with the character and scale of existing residential development;*

3.2 Other Matters to be Considered by Council: Clause 7.5 of No. 6 Town Planning Scheme

While clause 7.5 is intended to relate to the consideration of development applications, the proposed Scheme Amendment will have an effect on any future application for change of use of the existing dwelling, or for redevelopment of the site for office use. To that extent, clause 7.5 is also relevant to the Scheme Amendment.

Clause 7.5 lists a range of matters which the Council is required to have due regard to, and may impose conditions with respect to, when considering a proposed development. Of the 24 listed matters, the following are relevant to this Scheme Amendment, and will also be relevant when a future development application is being considered for the site:

- (b) *the requirements of orderly and proper planning including any relevant proposed new town planning scheme or amendment which has been granted consent for public submissions to be sought;*
- (i) *the preservation of the amenity of the locality;*
- (j) *all aspects of design of any proposed development, including but not limited to, height, bulk, orientation, construction materials and general appearance;*
- (n) *the extent to which a proposed building is visually in harmony with neighbouring existing buildings within the focus area, in terms of its scale, form or shape, rhythm, colour, construction materials, orientation, setbacks from the street and side boundaries, landscaping visible from the street, and architectural details;*
- (q) *the topographic nature or geographic location of the land;*
- (s) *whether the proposed access and egress to and from the site are adequate and whether adequate provision has been made for the loading, unloading, manoeuvre and parking of vehicles on the site;*
- (t) *the amount of traffic likely to be generated by the proposal, particularly in relation to the capacity of the road system in the locality and the probable effect on traffic flow and safety;*

-
- (v) *whether adequate provision has been made for the landscaping of the land to which the application relates and whether any trees or other vegetation on the land should be preserved.*

The proposed Scheme Amendment will be beneficial in relation to all of these matters.

3.3 City of South Perth Strategic Plan

Amendment No. 24 conforms to Strategic Directions 3 identified within Council's Strategic Plan which is expressed in the following terms:

Accommodate the needs of a diverse and growing population with a planned mix of housing types and non-residential land uses.

Further to this, it is noted that there is currently an unfavourable ratio of employment to population within the City of South Perth. Amendment No. 24 will make a small contribution towards increasing employment opportunities in the City. To this extent, the Amendment will also have positive sustainability implications.

3.4 Operational Considerations

Vehicle traffic movement impacts resulting from this Amendment have been assessed by the City's Engineering Infrastructure department. Having regard to the restricted "Left In, Left Out" movements, with the right turning movements prevented by the existing raised median strip, it is considered that traffic movements generated by this proposed office will be manageable, without disruption to 'through' traffic.

The site is capable of providing on-site parking for a future office use of the existing residence, as required under Table 6 of TPS6.

4. CONCLUSION

Having regard to all of the matters discussed above, the proposed Amendment 24 is logical, is consistent with the objectives of TPS6 and in accordance with the principles of orderly and proper planning.

The Council now requests that the Western Australian Planning Commission and the Minister for Planning favourably consider the proposed amendment.



**Town Planning Scheme No. 6
Amendment No. 24**

AMENDMENT DOCUMENTS



Town Planning Scheme No. 6 Amendment No. 24

The Council of the City of South Perth under the powers conferred upon it by the *Planning and Development Act 2005*, hereby amends the above local planning scheme as follows:

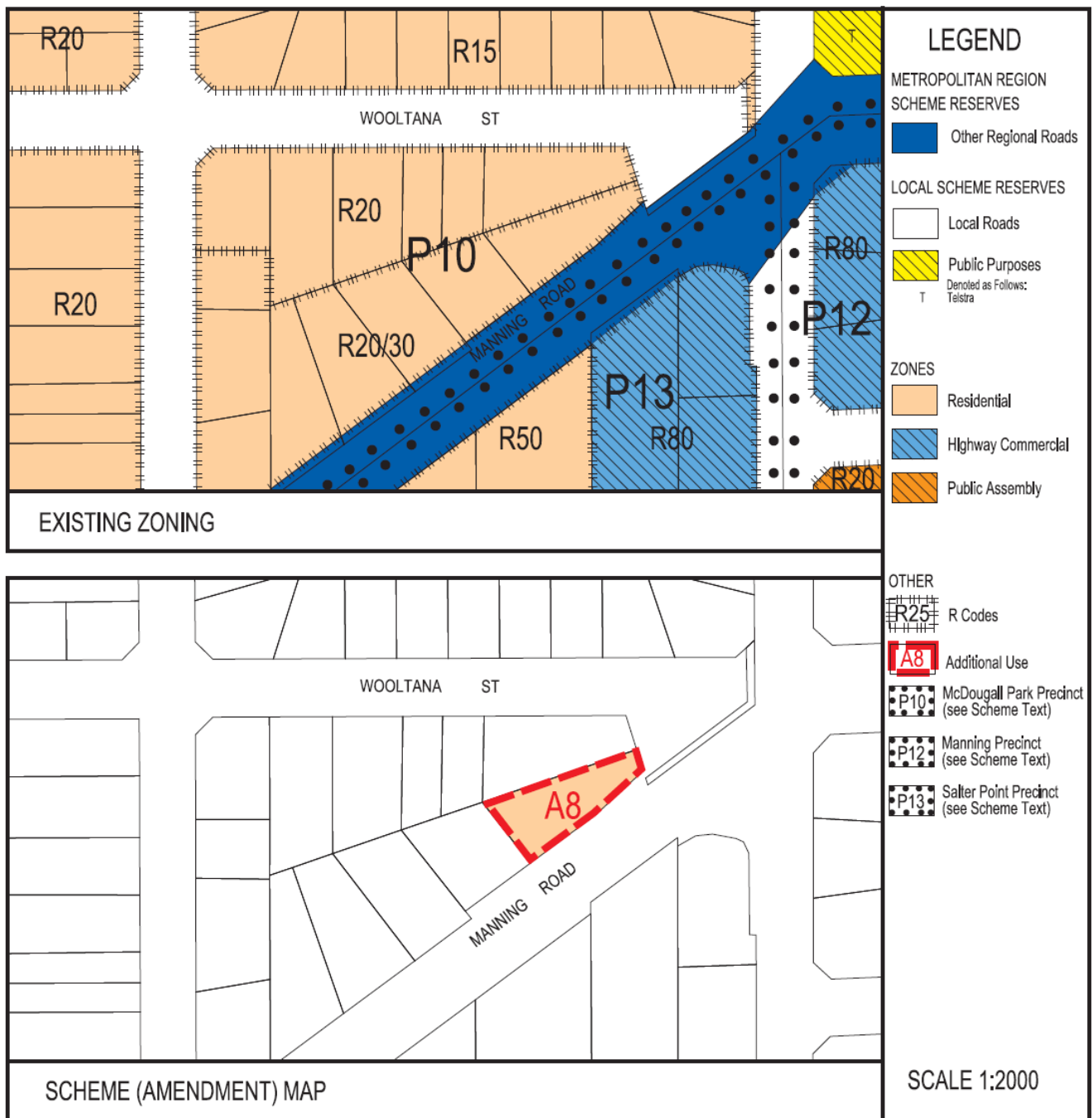
1. Inserting a new Item No. 8 in Schedule 2 to permit the Additional Use: 'Office' on Lot 5 (No. 52) Manning Road, Como, as below; and

Item No	Particulars of Land					Permitted Additional Use	Development Requirements	
	Street Name	Street No.	Lot No.	Location No.	Precinct		Maximum Plot Ratio	Requirements
8.	Manning Road	52	5	Canning 37	Precinct 10 : McDougall Park	Office	0.17	Any proposed office development must maintain the residential character of the property

2. Amending the Scheme Zoning Map for Precinct 10 'McDougall Park' accordingly.

CITY OF SOUTH PERTH TOWN PLANNING SCHEME No. 6

-Amendment No. 24



Adoption

ADOPTED by resolution of the Council of the City of South Perth at the Ordinary Council Meeting held on 28th September 2010.

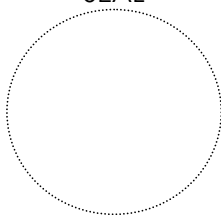
J BEST
MAYOR

A C FREWING
CHIEF EXECUTIVE OFFICER

Final Approval

ADOPTED by resolution of the Council of the City of South Perth at the Ordinary Meeting of the Council held on 2010 and the Seal of the City was hereunto affixed by the authority of a resolution of the Council in the presence of:

CITY OF SOUTH PERTH
SEAL



J BEST
MAYOR

A C FREWING
CHIEF EXECUTIVE OFFICER

RECOMMENDED / SUBMITTED FOR FINAL APPROVAL:

Delegated under S.16 of the PD Act 2005

Dated _____

FINAL APPROVAL GRANTED

JOHN DAY
MINISTER FOR PLANNING

Dated _____

City of South Perth
Town Planning Scheme No. 6

Amendment No. 24

Additional Use 'Office': Lot 5 (52) Manning Road, Como



Civic Centre

Cnr Sandgate Street and South Terrace
SOUTH PERTH WA 6151

Monday to Friday:

Enquiries:
Telephone:
Facsimile:
Email:
Web:

8.30am to 5.00pm

Senior Strategic Planning Officer
08 9474 0777
08 9474 2425
enquiries@southperth.wa.gov.au
www.southperth.wa.gov.au



Proposal to Amend a Town Planning Scheme

- | | |
|--|--|
| 1. Local Authority: | City of South Perth |
| 2. Description of Town Planning Scheme: | Town Planning Scheme No. 6 |
| 3. Type of Scheme: | District Zoning Scheme |
| 4. Scheme Gazettal Date: | 29 April 2003 |
| 5. Serial No. of Amendment: | Amendment No. 24 |
| 6. Proposal: | Inserting a new Item No. 8 in Schedule 2 to permit the Additional Use: 'Office' on Lot 5 (No. 52) Manning Road, Como |



**Resolution Deciding to Amend
City of South Perth
Town Planning Scheme No. 6
Amendment No. 24**

RESOLVED THAT the Council of the City of South Perth, in pursuance of section 75 of the *Planning and Development Act 2005*, amend the City of South Perth Town Planning Scheme No. 6 by:

1. Inserting a new Item No. 8 in Schedule 2 to permit the Additional Use: 'Office' on Lot 5 (No. 52) Manning Road, Como with a maximum plot ratio 20% greater than the internal floor area of the existing dwelling and a requirement relating to the maintenance of residential character; and
2. Amending the Scheme Zoning Map for Precinct 10 'McDougall Park' accordingly.

Dated this 24th day of August 2010.

A C FREWING
CHIEF EXECUTIVE OFFICER



Report on Amendment No. 24 to Town Planning Scheme No. 6

1. INTRODUCTION

At a meeting held on 24 August 2010, the Council resolved to initiate an amendment to Town Planning Scheme No. 6 (TPS6) for the purpose described in this report. Subsequently, at the Council meeting held on 28 September 2010, the draft Amendment No. 24 was endorsed for advertising purposes.

The principal purpose of Scheme Amendment 24 is to amend TPS6 to include 'Office' as an Additional Use for Lot 5 (52) Manning Road, Como. The existing zoning and coding will remain unchanged. The intention of the landowner is to utilise the existing residence for administration of their business.

2. BACKGROUND INFORMATION ON PROPOSED AMENDMENT NO. 24

The subject land is owned by Jeff Winspear and is occupied by a single house with a floor area of approximately 126 sq. metres. The lot area is 914 sq. metres and its frontage to Manning Road is approximately 50 metres. The lot also has a second frontage to Ley Street, approximately 8 metres in length. Vehicle access to the site is from Manning Road, which is restricted by an existing raised median strip to "Left In, Left Out" only.

Properties immediately abutting the east and north boundaries of the subject lot have been recently redeveloped with intensified grouped dwelling units, maximising the allowable densities. The balance of the street block bounded by Manning Road, Clydesdale Street and Woollana Street is occupied by a combination of Single Houses and Grouped Dwellings. The Manning Road properties are coded R20/30 while the Woollana Street properties are coded R20.

The land directly opposite the subject property to the south, along Manning Road are zoned "Highway Commercial" and are occupied by shops and other commercial uses. On the east side of Ley Street are the vacant former Telstra Site, a petrol station and music store.

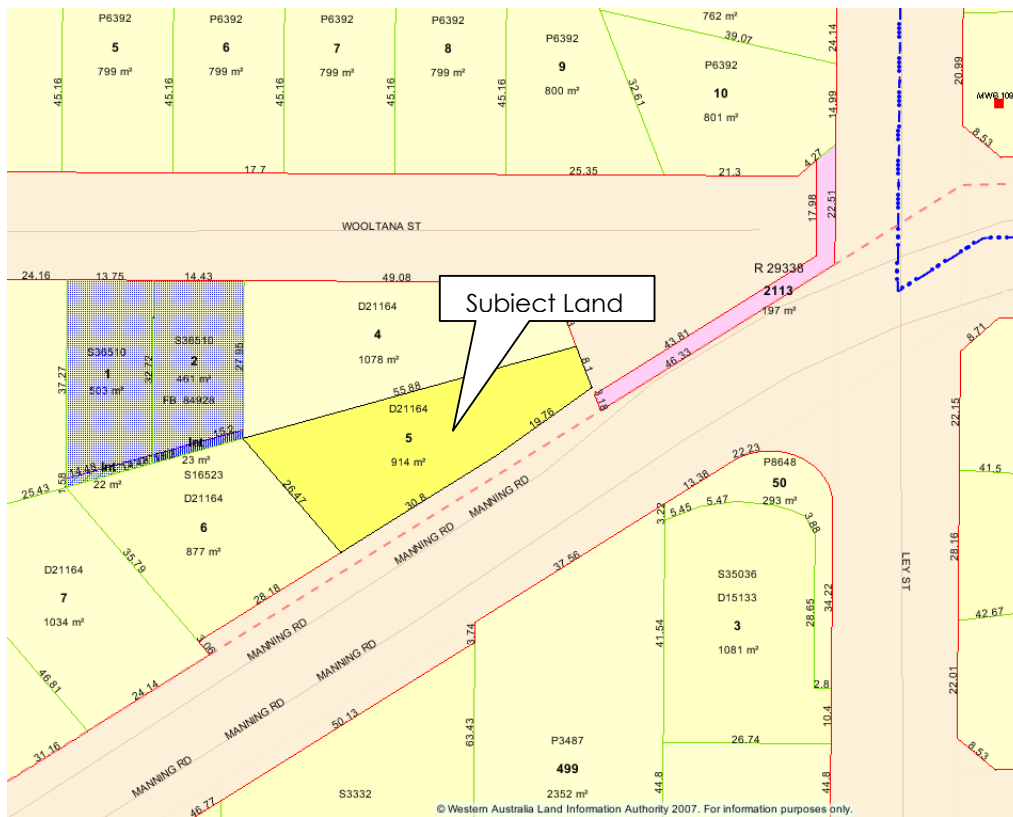


Figure 1. Property View (Source: Landgate, 2010)

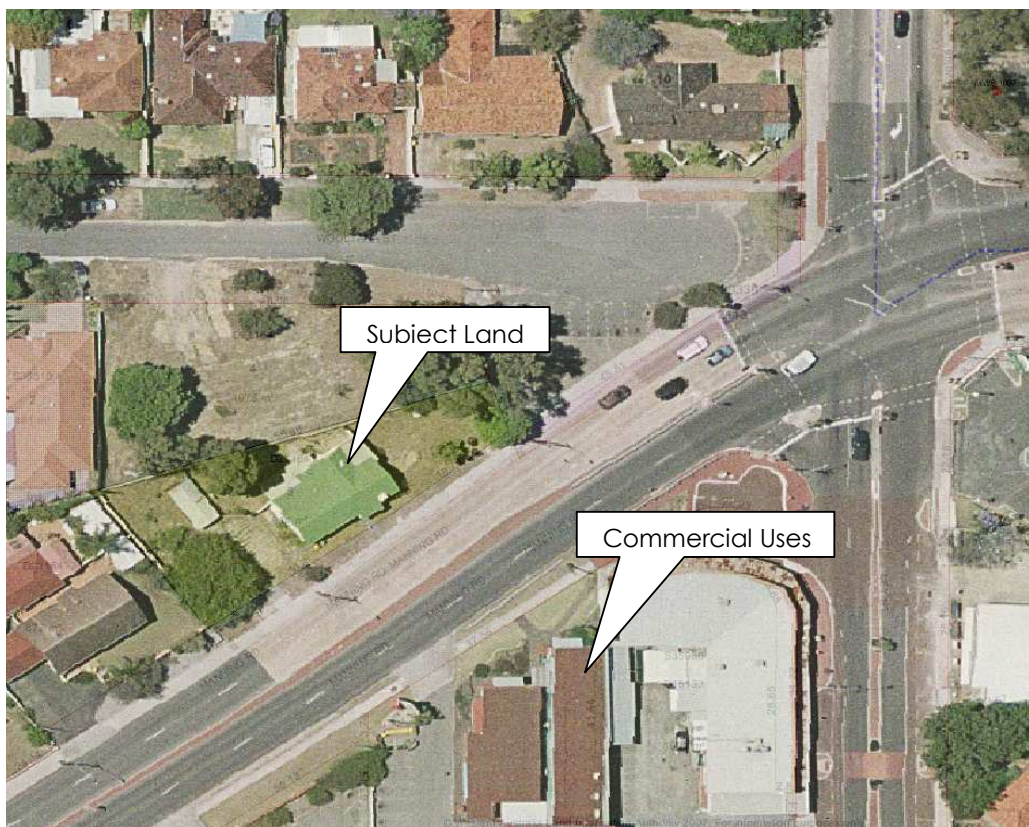


Figure 2: Aerial Image (Source: Landgate, 2009)

2.1 Local Planning Context

The subject land is zoned “Residential R20/30”. The R20 coding prevails as it is not possible to meet the required minimum number of Performance Criteria to qualify for R30 density development.

‘Office’ use is not permitted under this zoning as prescribed in the TPS6 Zoning Table.

Additional Use provisions enable site-specific flexibility to development allowances through the Scheme Amendment process, subject to appropriate justification.

3. COMMENT

It is considered that the subject lot is suitable for office use having regard to the following:

- The subject lot is in close proximity to the cluster of existing commercial development at the intersection of Manning Road and Ley Street.
- The proposed use will be a suitable transition from commercial development to residential development (subject to appropriate plot ratio constraint).
- Scheme Amendment provisions will ensure that residential character is maintained.

The development requirements pertaining to the Additional Use (Office) will be inserted into the existing Schedule 2 of TPS6. To ensure that any redevelopment of the site for office purposes is compatible with the neighbouring residential land use, the permissible floor area needs to be constrained by way of plot ratio control. The prescribed plot ratio will allow the floor area of any office development to be slightly greater than the floor area of the existing house (126 sq. metres). The Amendment resolution has been framed accordingly.

The maximum plot ratio included in Schedule 2 has been calculated based on the plot ratio area of the existing dwelling (as defined by the Residential Design Codes), plus an additional 20 percent.

To further ensure that any office use of the lot will be compatible with neighbouring residential development, Table 2 will include a special provision requiring any proposed office development to maintain the residential character of the property.

3.1 Scheme Objectives: Clause 1.6 of No. 6 Town Planning Scheme

Scheme Objectives are listed in Clause 1.6 of TPS6. The proposal has been assessed according to the listed Scheme Objectives, as follows:

- (1) *The overriding objective of the Scheme is to require and encourage performance-based development in each of the 14 precincts of the City in a manner which retains and enhances the attributes of the City*

and recognises individual precinct objectives and desired future character as specified in the Precinct Plan for each precinct.

The proposed Scheme Amendment meets this overriding objective. The proposal also conforms to the following relevant general objectives listed in clause 1.6(2) of TPS6:

Objective (a) *Maintain the City's predominantly residential character and amenity;*

Objective (d) *Establish a community identity and 'sense of community' both at a City and precinct level and to encourage more community consultation in the decision-making process;*

Objective (e) *Ensure community aspirations and concerns are addressed through Scheme controls;*

Objective (f) *Safeguard and enhance the amenity of residential areas and ensure that new development is in harmony with the character and scale of existing residential development;*

3.2 Other Matters to be Considered by Council: Clause 7.5 of No. 6 Town Planning Scheme

While clause 7.5 is intended to relate to the consideration of development applications, the proposed Scheme Amendment will have an effect on any future application for change of use of the existing dwelling, or for redevelopment of the site for office use. To that extent, clause 7.5 is also relevant to the Scheme Amendment.

Clause 7.5 lists a range of matters which the Council is required to have due regard to, and may impose conditions with respect to, when considering a proposed development. Of the 24 listed matters, the following are relevant to this Scheme Amendment, and will also be relevant when a future development application is being considered for the site:

- (b) *the requirements of orderly and proper planning including any relevant proposed new town planning scheme or amendment which has been granted consent for public submissions to be sought;*
- (i) *the preservation of the amenity of the locality;*
- (j) *all aspects of design of any proposed development, including but not limited to, height, bulk, orientation, construction materials and general appearance;*
- (n) *the extent to which a proposed building is visually in harmony with neighbouring existing buildings within the focus area, in terms of its scale, form or shape, rhythm, colour, construction materials, orientation, setbacks from the street and side boundaries, landscaping visible from the street, and architectural details;*
- (q) *the topographic nature or geographic location of the land;*
- (s) *whether the proposed access and egress to and from the site are adequate and whether adequate provision has been made for the loading, unloading, manoeuvre and parking of vehicles on the site;*
- (t) *the amount of traffic likely to be generated by the proposal, particularly in relation to the capacity of the road system in the locality and the probable effect on traffic flow and safety;*

-
- (v) *whether adequate provision has been made for the landscaping of the land to which the application relates and whether any trees or other vegetation on the land should be preserved.*

The proposed Scheme Amendment will be beneficial in relation to all of these matters.

3.3 City of South Perth Strategic Plan

Amendment No. 24 conforms to Strategic Directions 3 identified within Council's Strategic Plan which is expressed in the following terms:

Accommodate the needs of a diverse and growing population with a planned mix of housing types and non-residential land uses.

Further to this, it is noted that there is currently an unfavourable ratio of employment to population within the City of South Perth. Amendment No. 24 will make a small contribution towards increasing employment opportunities in the City. To this extent, the Amendment will also have positive sustainability implications.

3.4 Operational Considerations

Vehicle traffic movement impacts resulting from this Amendment have been assessed by the City's Engineering Infrastructure department. Having regard to the restricted "Left In, Left Out" movements, with the right turning movements prevented by the existing raised median strip, it is considered that traffic movements generated by this proposed office will be manageable, without disruption to 'through' traffic.

The site is capable of providing on-site parking for a future office use of the existing residence, as required under Table 6 of TPS6.

4. CONCLUSION

Having regard to all of the matters discussed above, the proposed Amendment 24 is logical, is consistent with the objectives of TPS6 and in accordance with the principles of orderly and proper planning.

The Council now requests that the Western Australian Planning Commission and the Minister for Planning favourably consider the proposed amendment.



**Town Planning Scheme No. 6
Amendment No. 24**

AMENDMENT DOCUMENTS



Town Planning Scheme No. 6 Amendment No. 24

The Council of the City of South Perth under the powers conferred upon it by the *Planning and Development Act 2005*, hereby amends the above local planning scheme as follows:

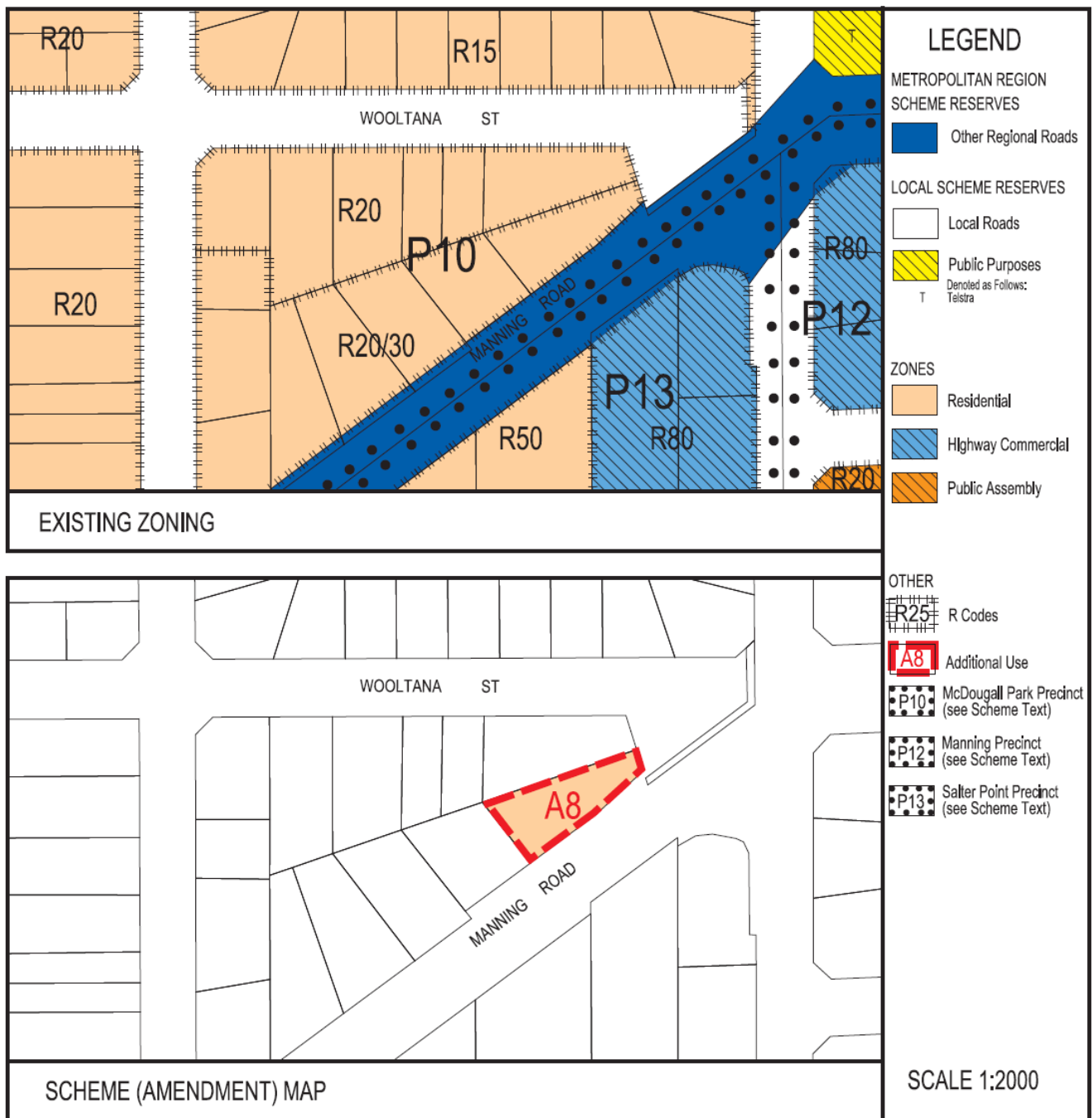
1. Inserting a new Item No. 8 in Schedule 2 to permit the Additional Use: 'Office' on Lot 5 (No. 52) Manning Road, Como, as below; and

Item No	Particulars of Land					Permitted Additional Use	Development Requirements	
	Street Name	Street No.	Lot No.	Location No.	Precinct		Maximum Plot Ratio	Requirements
8.	Manning Road	52	5	Canning 37	Precinct 10 : McDougall Park	Office	0.17	Any proposed office development must maintain the residential character of the property

2. Amending the Scheme Zoning Map for Precinct 10 'McDougall Park' accordingly.

CITY OF SOUTH PERTH TOWN PLANNING SCHEME No. 6

-Amendment No. 24



Adoption

ADOPTED by resolution of the Council of the City of South Perth at the Ordinary Council Meeting held on 28th September 2010.

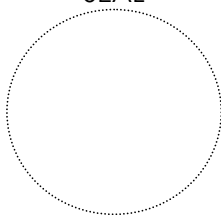
J BEST
MAYOR

A C FREWING
CHIEF EXECUTIVE OFFICER

Final Approval

ADOPTED by resolution of the Council of the City of South Perth at the Ordinary Meeting of the Council held on 2010 and the Seal of the City was hereunto affixed by the authority of a resolution of the Council in the presence of:

CITY OF SOUTH PERTH
SEAL



J BEST
MAYOR

A C FREWING
CHIEF EXECUTIVE OFFICER

RECOMMENDED / SUBMITTED FOR FINAL APPROVAL:

Delegated under S.16 of the PD Act 2005

Dated _____

FINAL APPROVAL GRANTED

JOHN DAY
MINISTER FOR PLANNING

Dated _____

ID No. 11.2009.542.1
File Ref: CO6/12
Processing Officer Mr Lloyd Anderson

TOWN PLANNING SCHEME NO. 6
Schedule 8

Refer to Clause 7.9

Notice of Determination of Application for Planning Approval

Owner: S H Wu & Mr B E Kennedy & Mr J Chan & others
Applicant: SS Chang Architects
Address for correspondence: D2, 118 Railway Parade
WEST PERTH WA 6005

Planning application for proposed: FOUR GROUPED DWELLINGS WITHIN A FOUR-
STOREY BUILDING

Property address: LOT 2 (NO. 12) COODE STREET, SOUTH PERTH

Date of application for planning approval: 8 DECEMBER 2009

Date of determination of application: 25 MAY 2010

Pursuant to the provisions of the City of South Perth Town Planning Scheme No. 6 and the Metropolitan Region Scheme, Planning Approval, in accordance with the application for Planning Approval, and attached plans, is **granted**, subject to the following conditions:

- (1) All obscure glass panels to Active Habitable Spaces shown on the approved drawings shall be installed and shall remain in place permanently, in order to comply with the Visual Privacy requirements of the Residential Design Codes, unless otherwise approved by the City.
- (2) The applicant shall construct a crossover between the road and the property boundary. The crossover shall be constructed in accordance with the approved drawings, associated conditions and the requirements contained within specification SP30 attached to this approval. The existing verge levels at the front property boundary shall not be altered.
- (3) The approved drawings show that the proposed crossover will interfere with services maintained by a service authority or private company. The applicant is required to make arrangements with the responsible service authority or private company for the relocation of this infrastructure prior to the construction of the proposed crossover.
- (4) The existing crossover shall be removed and the verge and kerbing shall be reinstated to the satisfaction of the Director, Infrastructure Services.
- (5) The height of any letterbox, electricity installation, bin enclosure, or other structure, fence, wall or hedge within 1.5 metres of any vehicle driveway where it meets a street alignment shall not exceed the 0.75 metre limit imposed under the provisions of Clause 3.2.6(A6) of the Residential Design Codes.
- (6) The surface of the boundary wall(s) on all sides of the lot not visible from the street shall be finished to the satisfaction of the adjoining neighbour or in the case of a dispute, to the satisfaction of the City. Written agreement from the adjoining neighbour is required at the Building Licence phase, as per City policy P350.2 (Residential Boundary Walls). Sides visible from the street shall be finished as per the rest of the dwelling.

Attachment 10.0.3(b)

- (7) Any required filling or excavation of the site shall be retained by embankments or walls, details of which are to be incorporated in the working drawings submitted in support of a Building Licence application.
- (8) Any required retaining walls along lot boundaries shall be constructed immediately after excavation or filling has been carried out.
- (9) Unless otherwise approved, fences of brick, timber, capped manufactured pre-coloured metal sheet, capped corrugated fibre-cement sheet or brushwood construction, 1.8 metres in height, shall be provided along the side/rear boundaries of the site. Any fencing forward of the building line shall not be of fibre-cement sheet construction, and shall not exceed 1.2 metres in height unless otherwise required or approved by the City. The fence height at any point shall be measured from the level of the ground adjacent to the fence. If the ground levels on each side of the fence are not the same at any point along the lot boundary, the fence height at that point shall be measured from the higher side.
- (10) The existing boundary fencing shall not be removed, until such time as the required new fencing is to be erected.
- (11) External clothes drying facilities shall be screened from view from the street or any other public place.
- (12) All plumbing fittings on external walls shall be concealed from external view as required by Clause 7.5(k) of Town Planning Scheme No. 6.
- (13) In accordance with the requirements of Clauses 6.14(2) and (5) of Town Planning Scheme No. 6, a landscaping plan shall be submitted for approval by the City. No person shall occupy or use the land or any building the subject of this approval for the purpose for which this approval is given unless and until:
 - (i) the City has approved a landscaping plan; and
 - (ii) the landscaping has been completed in accordance with the plan approved by the City.
- (14) The external materials and colour finish of the proposed additions shall match with those of the existing building.
- (15) Details of the proposed colours of the external materials shall be submitted for approval by the City, prior to the issuing of a Building Licence. The selected colours shall demonstrate compatibility with neighbouring buildings.
- (16) The property shall not be used for the use hereby granted until an inspection has been carried out by a Council Officer and the City is satisfied that the conditions of Planning Approval have been complied with.
- (17) Revised drawings shall be submitted, and such drawings shall incorporate the following:
 - (i) Privacy screens to be positioned so as not to project outside of the building height limit as referred to in Clause 6.2 of TPS6.
- (18) Details of the proposed colours of the external materials shall be submitted for approval by the City, prior to the issuing of a Building Licence. The selected colours shall demonstrate compatibility with neighbouring buildings.
- (19) At least one tree not less than 3.0 metres in height at the time of planting, and of a species approved by the City, shall be planted within the street setback area or elsewhere on the site prior to occupation of the dwelling. The tree/s shall be maintained in good condition thereafter.
- (20) The validity of this approval shall cease if construction is not substantially commenced within 24 months of the date of Planning Approval.

IMPORTANT NOTES

- (1) This Planning Approval is **not** an authorisation to commence construction. A **Building Licence must be obtained** from Council's Building Services Department prior to commencing any work of a structural nature.
- (2) It is necessary for revised drawings to be submitted prior to, or in conjunction with the Building Licence application as identified in Condition (17), prior to the assessment of the working drawings.
- (3) The landscaping plan referred to in Condition (13) is required to be submitted prior to, or in conjunction with, the Building Licence application. The Building Licence will not be issued until the landscaping plan has been approved by the City.
- (4) The owner is encouraged to landscape the property to a high standard.
- (5) Where any fencing is proposed to be constructed from brick or masonry, it will be necessary for the applicant to include full construction details in conjunction with the application for a Building Licence.
- (6) Where minor variations are sought at the Building Licence stage from an approved set of plans, a formal request for a variation to the Planning Approval is to be sought by the applicant. If supported, the variation(s) should be granted subject to all the previous terms and conditions. If not supported, either the building plans must be amended for a Building Licence to be issued, or a new application for Planning Approval should be lodged for consideration by Council.
- (7) The applicant / developer and the owners are to comply with the requirements set out in Council Policy P399 "Final Clearance Requirements for Completed Buildings". Policy P399 requires the applicant to engage a licensed land surveyor, drawn from the City's panel to undertake survey measurements on a floor-by-floor basis. The surveyor is to submit progressive reports to the City regarding compliance with the approved Building Licence documents. The City will not issue final clearance certificates until satisfied that the completed building is consistent with the Building Licence documents and the requirements of other relevant statutes.
- (8) It is the applicant's responsibility to liaise with the City's Environmental Health section to ensure satisfaction of all of the relevant requirements.
- (9) It is the applicant's responsibility to liaise with the City's Parks and Environment section prior to designing a landscaping plan for the street verge areas as required.
- (10) The applicant / owner are advised of the need to liaise with the City's Engineering Infrastructure Department in order to comply with all relevant infrastructure requirements.
- (11) If you are aggrieved by aspects of the decision **where discretion has been exercised**, you may investigate the ability to lodge an appeal with the State Administrative Tribunal within 28 days of the Determination Date recorded on this Notice.

There are no rights of appeal in relation to aspects of the decision where the City / Council cannot exercise discretion.

SIGNED: _____ DETERMINATION DATED: 25 MAY 2010
MATT STUART
ACTING MANAGER, DEVELOPMENT SERVICES
for and on behalf of the City of South Perth

30 June 2010
Your Ref: ID No. 11.2009.542.1

CITY OF SOUTH PERTH	
- 2 JUL 2010	
Doc ID No:	646245
File No:	206/12
Original To:	PS
Action <input checked="" type="checkbox"/>	Info <input type="checkbox"/> File <input type="checkbox"/>

SCANNED
S S CHANG
architects
D2, 118 Railway Parade
West Perth WA 6005
T 08 9481 8988
F 08 9481 0308
E sin@sschang.com.au

Mr Rajiv Kapur
Manager
Planning Services
City of South Perth
Sandgate Street
South Perth WA 6151

Dear Mr Kapur

PROPOSED 4 GROUPED DWELLINGS
12-12A COODE STREET (CNR WITCOMB PLACE), SOUTH PERTH

Thank you for the Development Approval granted on 25 May 2010.

We seek to appeal your determination on Condition 17 of the Development Approval which states:

"Revised drawings shall be submitted, and such drawings shall incorporate the following:

- (i) *Privacy screens to be positioned so as not to project outside of the building height limit as referred to in Clause 6.2 of TPS 6"*

Our grounds for this appeal are as follows:

1. The north copper cladded privacy screens are a very important aesthetic feature of the architectural design. We ask that you seek the Design Advisory Committee's opinion on this.
2. If we comply to your DA condition will result in an unsatisfactory aesthetic outcome with a slanting screen.
3. Compliance of your condition will result in loss of privacy between the 4 group dwellings on the 3rd floor North deck as the screens will not be sufficiently high to prevent overlooking. Please refer to the attached part of drawing no.SK 08 illustrating this.
4. Clause 6.2(1) (B) of TPS 6 allows:

"6.2(1) (B) the upper two-thirds of the vertical height of a gable where the gable forms a triangular extension of the external wall;"

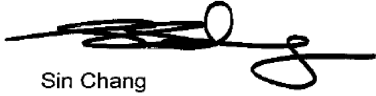
Please see the allowable profile of "imaginary" gable roofs marked in red on drawing SK 07 and SK 08. It is clear that if this building had been designed with a pitched roof at 25 degrees, building envelopes for gable roofs as allowed under Cl. 6.2(1) would have easily contained the copper cladded privacy screens in question.

5. Clause 6.2(1) D of TPS 6 also allows:

"minor projections which extend outside the space referred to in subparagraph (v)(A), including, but without in any way restricting the generality of this provision, such structures as vertical glass planes within the roof structure, dormer and saw-toothed windows, and chimneys.

We ask that we be given an opportunity for a deputation to the Council to present our case.

Yours faithfully,

A handwritten signature in black ink, appearing to be 'Sin Chang', with a large loop at the end.

Sin Chang

Copy: John Chan, Darren Pateman, Shu Wu

6.2 (1)(b) Building Height Limits (continued)

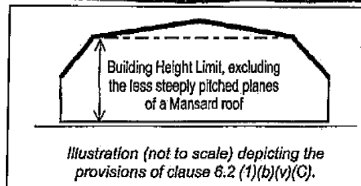
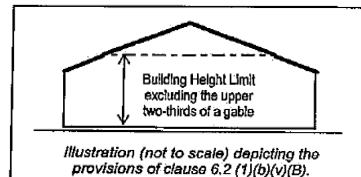
(II) planes forming a notional 25 degree hip roof shape, the lower edges of which meet the plane referred to in part (I) on the alignments of those external walls which project no higher than the Building Height Limit and which extend to the highest altitude;

(B) the upper two-thirds of the vertical height of a gable where the gable forms a triangular extension of the external wall;

(C) the vertical height of the less steeply pitched plane of a mansard roof;

(D) minor projections which extend outside the space referred to in sub-paragraph (v)(A), including, but without in any way restricting the generality of this provision, such structures as vertical glass planes within the roof structure, dormer and saw-toothed windows, and chimneys;

NOTES ON CLAUSE 6.2 (1) :



[NoteS added 29.4.2003]

(c) Notwithstanding the provisions of paragraph (a) and in addition to the extent of variation permitted in clause 6.1, in the case of additions to an existing Single House, the Council may permit the prescribed Building Height Limits to be exceeded by not more than 0.5 metres if the Council is satisfied that the increased height would be beneficial to the preservation of the existing character of the house, and that there would be no adverse impact upon adjoining neighbouring properties.

(d) Notwithstanding the provisions of paragraph (a) and in addition to the extent of variation permitted under paragraphs (b) and (c) and clause 6.1, in the case of an existing building which exceeds the prescribed Building Height Limit, the Council may approve additions to that building above the prescribed Building Height Limit, provided that:

Paragraph (d) added
by Amendment No. 6
(GG 4.3.2005)
[Note added 4.3.2005]

- (i) subject to clauses 6.11(8) and 7.8, the additions will not extend the plot ratio area of the building beyond the prescribed maximum;
- (ii) walls of the additions will not extend to a greater height than the highest wall of the existing building;
- (iii) in the Council's opinion, the additions will contribute positively to the visual enhancement of the building, the scale and character of the streetscape, the preservation or improvement of the amenity of the area, and the objectives for the precinct;
- (iv) in the Council's opinion, there will not be a significant adverse impact upon adjoining neighbouring properties; and
- (v) advertising of the proposed additions has been undertaken in accordance with the provisions of clause 7.3.



Strategic Plan Goal 3
Environmental Management

MODIFIED
Attachment 10.0.5

POLICY P399

Final Clearance Requirements for Completed Buildings

Relevant Management Practice

Nil

Relevant Delegation

Delegation DC 345: Administration of Building Controls

Delegation DC 346: Strata Title Certificates

Rationale

This Policy has been prepared in the interests of ensuring compliance with all statutory 'Building' requirements and enhancing existing processes for comprehensive and accurate assessment and determination of applications by City Officers. The Policy is intended to ensure that completed buildings are consistent with the approved building licence documentation and any relevant statutes. For buildings within the scope of this Policy, in addition to assessment of certain building elements by City officers, other building elements need to be assessed by an independent expert to certify compliance with the building licence plans prior to final clearance certificates being issued by the City's Building Surveyor.

Policy

1. Status

This Policy provides guidance as to the City's requirements prior to issuing a "certificate of local government" pursuant to section 23 of the *Strata Titles Act 1985* ("Strata Titles Act") and a "certificate of classification" pursuant to regulation 20 of the *Building Regulations 1989* and Section 374C of the *Local Government (Miscellaneous Provisions) Act 1960*. These two certificates are referred to hereafter as "final clearance certificates".

2. Objective

To ensure that final clearance certificates are not issued for any completed building within the scope of this Policy, until both an independent expert and City Officers have assessed the building and confirmed that it is consistent with approved building licence documents and the requirements of the relevant statutes referred to in clause 1 of this Policy.

3. Scope

This Policy applies to a building or buildings comprising:

- (a) a residential development which is higher than 7.0 metres, as measured in accordance with clause 6.2 of the City of South Perth Town Planning Scheme No. 6, or contains 5 or more dwellings;
- (b) a non-residential development which is higher than 7.0 metres, as measured in accordance with clause 6.2 of the City of South Perth Town Planning Scheme No. 6, or has a plot ratio area of 1,000 sq. metres or greater; or
- (c) a development consisting of a mixture of non-residential and residential components incorporating any of the attributes referred to in items (a) and (b) above.

4. Definitions

applicant

A person who has applied for a final clearance certificate referred to in this Policy.

building

For the purpose of this Policy, the term refers to a building within the scope of this Policy as specified in clause 3.

Certificate of Classification

A certificate of classification issued by the City pursuant to regulation 20 of the *Building Regulations 1989* and Section 374C of the *Local Government (Miscellaneous Provisions) Act 1960*.

Expert

An independent and suitably qualified person drawn from the panel of experts established by the City, who undertakes the assessment of a building for the purpose of determining whether or not the building is compliant in terms of the building elements referred to in clause 8 of this Policy.

strata title certificate

A certificate of local government issued pursuant to section 23 of the Strata Titles Act.

5. Compliance assessment

Prior to issuing a final clearance certificate, the City shall require confirmation that:

- (a) within the scope specified in Clause 8, the building has been inspected and measured by an independent and suitably qualified Expert, and has been found to be consistent with the building licence plans and specifications; and
- (b) the building has been inspected by City officers and the City's Building Surveyor is satisfied that the building:
 - (i) is of a sufficient standard to be brought under the Strata Titles Act;
 - (ii) is otherwise in accordance with the requirements of any relevant written laws including, but not limited to the Strata Titles Act and Strata Titles General Regulations 1996 ("Strata Titles Regulations"); and
 - (iii) is suitable for the issuing of a Certificate of Classification.

6. Establishment of panel of Experts

The City is to establish a panel of Experts who may be engaged for the purpose of providing the compliance assessment referred to in clause 8. The panel of Experts may comprise either individuals, professional firms or companies. Each Expert shall be suitably qualified to practice in the profession of Licensed Land Surveyor and shall have at least three years experience working in this professional occupation.

7. Applicant's selection and engagement of Expert

- (a) It is the responsibility of the applicant to select and engage an Expert to assess compliance with the requirements referred to in clause 8. The Expert is to be drawn from the panel established by the City under clause 6, unless otherwise approved in writing by the City.

- (b) The applicant's terms of engagement of the selected Expert are to stipulate:
 - (i) the scope of the compliance assessment based upon clause 8 of this Policy;
 - (ii) that the Expert will undertake the compliance assessment process on behalf of the City, and not the applicant, as principal;
 - (iii) that the applicant will be liable to pay the full costs of the Expert in undertaking the compliance assessment process;
 - (iv) that the Expert will provide his or her report to the City directly; and
 - (v) that the Expert has sufficient professional indemnity insurance cover, evidence of which shall be provided to the applicant prior to his or her appointment.
- (c) Having regard to clause 7(b)(ii) of this Policy, prior to the applicant entering into a contract with the selected Expert, the applicant is to obtain written confirmation that the City is satisfied with the terms of engagement set out in the contract.

8. Scope of compliance assessment by Expert

The engaged Expert shall undertake survey measurement on the sites of buildings under construction and completed buildings, to assess compliance with the approved building licence plans and specifications. The Expert's compliance assessment shall include but may not be limited to, the following:

- (a) progressive floor-by-floor assessments:
 - (i) Australian Height Datum (AHD) level of every floor of the building;
 - (ii) the plot ratio areas of each floor of the building and the total plot ratio area for the entire building;
 - (iii) setbacks of all external walls of each floor of the building;
 - (iv) elevation details;
- (b) AHD level of the top of the highest wall of the building;
- (c) AHD height of roof ridge;
- (d) car bay dimensions and numbers;
- (e) driveway alignment and gradient.

9. Expert to submit progress reports and final report

In respect of the building elements referred to in Clause 8, the Expert shall submit reports to the City confirming compliance with the approved building licence plans and specifications, or itemising variations. The following reports are to be submitted:

- (a) progress reports in respect of the items listed in clause 8(a), as each storey of the building is completed; and
- (b) a final report addressing all items listed in clause 8.

10. Construction not to continue until progressive approvals have been issued

Where floor-by-floor compliance assessment is undertaken by an engaged Expert, construction of the next floor slab is not to proceed until the Expert's progress report for the preceding floor has been submitted and the construction work has been approved in writing by the City. Any other construction work on the development site in advance of the City's progressive approval of construction is undertaken entirely at the applicant's risk. Additional costs associated with any required remedial work due to departure from approved plans and specifications are to be met by the applicant.

11. Inspection responsibilities of City officers

Unless otherwise stipulated by the City before confirming satisfaction with the engagement contract between the applicant and the Expert, City officers shall inspect and assess the following:

- (a) compliance with every aspect of the building licence plans and specifications other than those aspects which are to be assessed by the Expert, as specified in clause 8;
- (b) disposal of storm water into soak wells on site or, with approval, into street drainage system;
- (c) adequate noise attenuation;
- (d) checking damage or removal of street trees;
- (e) paving and draining of right-of-way;
- (f) provision of external clothes line and/or internal clothes dryer;
- (g) external materials and colour finish of additions / additional dwelling match original building;
- (h) specified renovation and upgrading works completed to satisfactory standard;
- (i) height and construction standard of boundary fencing satisfactory;
- (j) construction material of internal dividing fences satisfactory;
- (k) submission of landscaping plan;
- (l) landscaping consistent with approved plan;
- (m) concealed plumbing;
- (n) rubbish storage area;
- (o) storeroom dimensions;
- (p) visual privacy (1.6m high sill height and / or obscure glass);
- (q) height of obstructions within 1.5 metre x 1.5 metre truncation adjacent to driveway;
- (r) allocation of car bays;
- (s) configuration of strata lot boundaries;
- (t) disposition of common property consistent with plans;
- (u) any other aspect of the building which may require inspection in particular instances.

12. Prerequisite to final clearance certificate

The City shall not issue a final clearance certificate in respect of any development within the scope of this Policy until:

- (a) the Expert has submitted a final report to the City dealing with the building elements stipulated in clause 8;
- (b) the City's officers have completed assessment of the building elements stipulated in clause 11 together with any other matters which the City's officers deem to be relevant; and
- (c) the City's Building Surveyor, having had regard to the Expert's report and the assessment undertaken by City's officers, is satisfied that the building is suitable for the issuing of a final clearance certificate, having met the statutory requirements under the Strata Titles Act, *Local Government (Miscellaneous Provisions) Act 1960*, subsidiary regulations and any other relevant written law.

13. Applications for strata title certificate in advance of certificate of classification

The City would be prepared to issue a strata title certificate for a building in advance of a Certificate of Classification where the City's Building Surveyor is satisfied that construction has reached a sufficiently advanced stage towards completion to satisfy the requirements of the Strata Titles Act and the Strata Titles Regulations.

Other in Force Documents

- *Strata Titles Act 1985*
- *Building Regulations 1989*
- *Local Government (Miscellaneous Provisions) Act 1960*

This Policy was adopted by Council in October 2008; and was reviewed and adopted by a resolution of Council meeting on 24 February 2009



Front (north) - Lot 499 (No. 69) Manning Road, Como



Internal front (west) - Lot 499 (No. 69) Manning Road, Como



Internal middle (west) - Lot 499 (No. 69) Manning Road, Como



Left (east)



Right (west)



Opposite (north)

POLICY P350.15 Bed and Breakfast Accommodation



Strategic Direction 3
Housing and Land Uses

POLICY P350.15
Bed and Breakfast Accommodation

Relevant Management Practice
Nil

Relevant Delegation
DC342: Town Planning Scheme No. 6

Rationale

This policy provides guidance to applicants seeking approval for Bed and Breakfast Accommodation; and also guides the City in the assessment and determination of development applications for such proposals. The focus of the policy is to specify location and design requirements for Bed and Breakfast Accommodation to complement the provisions of the City of South Perth Town Planning Scheme No. 6 (TPS6) relating to permissibility in the various zones.

Tourism as an industry can play an important role for economic development within the City, as well as fostering diversification in employment within the district. The policy encourages the siting of Bed and Breakfast Accommodation in close proximity to tourism features and opposes excessive concentration of this land use elsewhere in the district.

Introduction

1. Status

This Policy is a planning policy prepared, advertised and adopted pursuant to clause 9.6 of Town Planning Scheme No. 6 (TPS6). Under clause 1.5 of TPS6 all planning policies are documents supporting the Scheme.

2. Objectives

The objectives of this policy are to:

- (a) guide the location, design and operation of Bed and Breakfast Accommodation;
- (b) favour proposals that are appropriately located for guests;
- (c) minimise any adverse amenity impacts on adjoining residential areas from the operation of the Bed and Breakfast Accommodation; and
- (d) assist the Council in exercising discretion with regard to Bed and Breakfast Accommodation.

POLICY P350.15 Bed and Breakfast Accommodation

3. Scope

Table 1 of TPS6 indicates the permissibility of Bed and Breakfast Accommodation in the various zones, as set out in the following extract from that table:

Table 1 TPS6 extract

ZONES	Residential	District Centre Commercial	Mends Street Centre Commercial	Neighbourhood Centre Commercial	Highway Commercial	Mixed Use Commercial	Local Commercial	Public Assembly	Private Institution	Technology Park
Bed and Breakfast Accommodation	DC	D	D	D	DC	P	DC	DC	DC	X

Note refer to clause 3.3(3) of TPS6:

P = Permitted Use

D = Discretionary Use

DC = Discretionary Use with Consultation

X = Prohibited Use

All provisions of this policy apply to any proposal for Bed and Breakfast Accommodation in any zone where that land use is a 'P' (permitted), 'D' (discretionary), or 'DC' (discretionary with consultation) use under TPS6.

4. Definitions

Bed and Breakfast Accommodation

as defined in TPS6 means a dwelling, used by a resident of the dwelling, to provide accommodation for persons away from their normal place of residence on a short-term commercial basis and includes the provision of breakfast.

focus area

as defined in TPS6 means the section of a street extending from one cross intersection to the next cross intersection, together with the residential properties fronting onto both sides of that section of the street.

operator

means the resident or a manager on the resident's behalf having the charge, management and control of providing the Bed and Breakfast Accommodation for short-stay guests.

tourism feature

means a necessary service, a tourist destination or a tourist attraction that guests may wish to access and experience.

guest

means a paying visitor who intends to stay overnight at the Bed and Breakfast Accommodation and does not include the operator or another long-term resident of the dwelling.

POLICY P350.15 Bed and Breakfast Accommodation

Policy Provisions

5. Location

(a) Access to road network

Bed and Breakfast Accommodation is required to be directly accessible by motor vehicles from a constructed public road.

Cul-de-sac streets are generally not favoured for Bed and Breakfast Accommodation as the associated traffic movements and car parking may adversely affect the amenity of neighbouring properties. However, cul-de-sac streets may be considered for this land use where the subject site is within:

- (i) 50 metres of the road junction of the cul-de-sac street and a 'through' road; and
- (ii) Within an 800 metre walkable catchment to a tourism feature.

(b) Areas close to tourism features

Bed and Breakfast Accommodation should preferably be located within an 800 metre (10 minute) walkable catchment of a tourism feature. Identified tourism features within the district include:

- well-known tourism attractions (e.g. South Perth foreshore, The Old Mill, Mends Street, Perth Zoo);
- land zoned Mixed Use Commercial, Mends Street Centre Commercial, or Neighbourhood Centre Commercial;
- rail stations; or
- high frequency bus routes, being routes having buses scheduled every 15 minutes.

(c) Areas not close to tourism features

Other than in areas within an 800 metre walkable catchment of a tourism feature in the Residential zone, Bed and Breakfast Accommodation is not favoured on more than one site within any particular focus area, as defined by TPS6.

POLICY P350.15 Bed and Breakfast Accommodation

6. Development requirements

(a) Design and Siting

The proposal shall comply with the following:

- (i) The total floor area of the dwelling shall not exceed 300 sq. metres, calculated in accordance with the Building Code of Australia.
- (ii) The dwelling including the Bed and Breakfast Accommodation shall be contained on one lot. The Bed and Breakfast Accommodation component may be attached to or detached from the operator's dwelling.
- (iii) The proposal may only be associated with a Single House or a Grouped Dwelling.
- (iv) Any proposed extensions shall be constructed of similar materials and in a similar architectural style to the existing dwelling, consistent with the provisions of Policy P350.4 *Additions to Existing Dwellings*.

(b) Guest Facilities

The guest bedrooms may have individual bathrooms or ensuites. Guest bedrooms shall not contain individual cooking or laundry facilities.

(c) Communal Facilities

If individual bathrooms or ensuites are not provided, communal access to bathrooms and toilets shall be provided for guests.

Dining facilities shall be provided for guests.

(d) Car Parking

One car parking bay per guest bedroom shall be provided, in addition to two bays for the operator's dwelling and any required visitors' bays for the overall development as per clause 6.5.1 of the R-Codes.

All guests' and operators' vehicles and attachments (trailers, boats, caravans, etc) shall be parked on site and otherwise comply with clause 4.3(1)(j) of TPS6, Policy P350.3 *Car Parking Access, Siting and Design* and the R-Codes.

7. Scale of operations

In relation to scale, the following provisions apply to Bed and Breakfast Accommodation:

- (a) The operator shall permanently reside on site.
- (b) A maximum of two bedrooms shall be provided for guests.
- (c) Not more than six guests shall be accommodated at any one time.
- (d) Guests shall not occupy Bed and Breakfast Accommodation for a continuous period of more than three months in any 12-month period.

POLICY P350.15 Bed and Breakfast Accommodation

8. Advertising Signs

The operator may display a non-illuminated sign on the dwelling or the front fence to advertise the Bed and Breakfast Accommodation, provided that the area of the sign does not exceed 0.2 sq. metres. All other signs shall comply with clause 6.12 of TPS6 and Policy P382 *Signs*.

9. Management Plan

To maintain the amenity of neighbouring landowners, an effective and practical management plan or "house rules" shall be prepared and implemented by the operator. The management plan shall be displayed within the building and copies provided for guests' information. As a minimum, the management plan shall address the following:

- the maximum occupancy and duration of stay for guests;
- the behaviour of guests, including limitations on social gatherings and appropriate noise control;
- Check-in and check-out of guests is confined to the hours between 6am and 11pm; and
- managing parking to ensure that guests utilise on-site parking and refrain from parking on the street or on verges.

10. Advice on legislative requirements

Prospective operators of Bed and Breakfast Accommodation are to be provided with advice of the following, whilst noting that this is not an exhaustive list of legislative requirements:

- Residential Design Codes**
Unless otherwise specified within TPS6 or relevant planning policies, proposed alterations or extensions to the dwelling shall comply with the *Residential Design Codes*.
- Building Code of Australia**
The proposal shall demonstrate compliance with the Building Code of Australia. As the maximum permitted total floor area of the dwelling is 300 sq. metres, the building will be assessed as a Class 1b building.
- Food Preparation**
Where breakfast is provided for consumption by guests on the premises, the operator shall be registered with the City of South Perth and the food preparation premises shall comply with the Australia New Zealand Food Standards Code, prior to commencement of the Bed and Breakfast Accommodation.
- Public Health**
The operator shall dispose of refuse in accordance with the City's *Health Local Law 2002*.
- Environmental Protection**
Sources of noise from mechanical ventilation services, motors and pumps shall be acoustically treated and suitably located to comply with the *Environmental Protection Act 1986* and the *Environmental Protection (Noise) Regulations 1997*.
- Effluent disposal**
The dwelling shall be connected to a sewer in accordance with clause 6.8 of TPS6.

POLICY P350.15 Bed and Breakfast Accommodation

Other in Force Documents

- City of South Perth Town Planning Scheme No. 6
- Residential Design Codes of Western Australia
- Building Code of Australia
- *Food Act 2008*
- *Health Act 1911* and relevant regulations
- *Environmental Protection Act 1986* and *Environmental Protection (Noise) Regulations 1997*

Other related Policies

- Policy P140 *Complaints*
- Policy P350.3 *Car Parking Access, Siting and Design*
- Policy P350.4 *Additions to Existing Dwellings*
- Policy P355 *Consultation for Planning Proposals*
- Policy P382 *Signs*

Other relevant Information

- Australia New Zealand Food Standards Code

This Policy was adopted by Council on and was reviewed and endorsed for community consultation by a resolution of Council at the meeting on



Front (South West) - Lot 216 (No. 9) Swanview Terrace, South Perth



Aerial Photograph - Lot 216 (No. 9) Swanview Terrace, South Perth



Left (North) - Lot 217 (No. 11) Swanview Terrace, South Perth





Right (South) - Lot 215 (No. 7) Swanview Terrace, South Perth





Right (South) - Lot 215 (No. 7) Swanview Terrace, South Perth



Applicant's Letter: Original Submission

PROPOSED LEE RESIDENCE – NO.9 (LOT 216) SWAN VIEW TERRACE, SOUTH PERTH

JUSTIFICATION FOR VARIATIONS FROM R-CODES (PHOTO'S ATTACHED)

1. **Study Window:** The Study/Library overlooks the neighbour's front yard. The front yard is readily visible from the street and is not a sensitive outdoor living area of the house (R-Codes **Performance Criteria no.3.8.1 Visual Privacy P1** – "...the lesser need to prevent overlooking of extensive back gardens, front gardens or areas visible from the street").
REFER TO PHOTO 1
2. **Master Bedroom Suite/Retreat windows:** The Master Suite & Retreat (as one room) overlooks the neighbour's front yard which is readily visible from the street and is not a sensitive outdoor living area of the house (R-Codes **Performance Criteria no.3.8.1 Visual Privacy P1** – "...the lesser need to prevent overlooking of extensive back garden, front garden or areas visible from the street").
REFER TO PHOTO 2
3. **First Floor Passageway next to large window:** The window will have an obscure glass up to 1.65m in height above the floor to prevent overlooking to the neighbour's windows on their side of the house.
4. **Shadow Diagram:**
The proposed house comprises of a two-storey section at the front with single storey at the rear;
A. The two storey section will overshadow the house on the neighbour's property, however their outdoor living areas are at the back of the property i.e. the swimming pool and the back garden area, and thus will not be affected due to the design configuration.
B. There are no solar heating devices on the roof that get affected.
C. There appears to be 4 major openings to habitable rooms. However, out of the four, three are corner windows which also benefit from different aspects of the sun. It is noted also that a large portion of this side of the house is a blank wall.
D. There are no balconies or verandahs.
REFER TO PHOTO 3

Based on the abovementioned facts the house design should satisfy the R-Codes **Performance Criteria 3.9.1 Solar Access for adjoining Sites**.

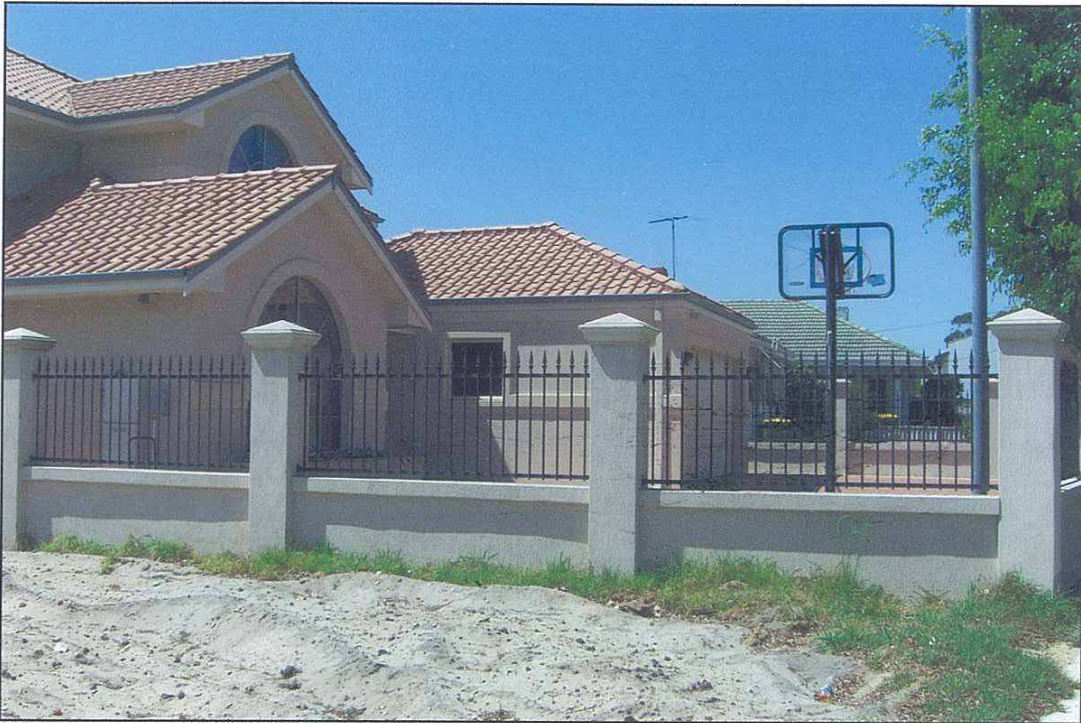


PHOTO 1



PHOTO 2



SIDE VIEW OF NEIGHBOUR'S HOUSE AT LOT 215



AERIAL VIEW OF NEIGHBOUR'S BACK YARD AT LOT 215

PHOTO 3

Applicant's Email: Amended Plans Received 8 September 2010

Dear Vicki,

Thank you for meeting with us on Friday at short notice. This email is to follow up on our site visit on Friday with the City, the applicant and the owner of the abovementioned property and to provide the additional information that was requested by the City prior to the application being presented to full Council (September 2010).

In addition to the 2 dimensional and 3 dimensional overshadowing diagrams previously provided to the City for the proposed dwelling, new overshadowing hard copy diagrams have now been submitted to the City today as well as amended plans illustrating the main outdoor living area of the dwelling.

As discussed on-site on Friday, these additional diagrams illustrate that a fully compliant two storey dwelling, with a compliant setback, will still overshadow the ground floor windows of the adjoining southern dwelling, being the windows of most concern for the City.

The new diagrams that have been provided include the following:

1. A dwelling with a maximum wall height of only 3.82m, with no major openings, setback at 1.5m from the southern boundary, this will still overshadow the ground floor windows of the adjoining southern dwelling. This proposal would still be compliant with the requirements of the R-Codes.
2. A dwelling with no major openings, ground floor at 1.5m, upper floor at 1.55m, will still overshadow the ground floor windows of the adjoining southern dwelling. This proposal would still be compliant with the requirements of the R-Codes.
3. A dwelling with major openings, ground floor at 1.5m, upper floor at 2.5m, will still overshadow the ground floor windows of the adjoining southern dwelling. This proposal would still be compliant with the requirements of the R-Codes.

Please note that the dwelling shown in these diagrams is not considered to be typical of the type of dwellings that are built in this area and has only been shown to demonstrate that a smaller fully compliant dwelling on this property would have no lesser impact in terms of overshadowing (i.e. only overshadow the ground floor windows, upper floor windows not affected) than that which is currently proposed.

Therefore it is considered that the proposed dwelling is acceptable against the performance criteria of Clause 6.9.1 (Solar Access for Adjoining Properties) of the R-Codes, in that the design of the proposed dwelling has no additional impact in terms of overshadowing to the outdoor living areas, major openings to habitable rooms, solar collectors or balconies or verahdahs of an adjoining dwelling than that of a compliant dwelling. Therefore it is considered that the imposition of a condition or a refusal of the application based on overshadowing implications to the adjoining southern dwelling is not substantiated.

In terms of the proposed setback variation to the southern boundary, it is considered that the current proposed design with a wall separation of 4.0m in lieu of 4.5m has no additional / substantial impact on the adjoining southern dwelling in terms of overshadowing to OLA or habitable room windows. As you may remember part of our discussion on Friday was about trying to achieve a compliant southern wall setback via increasing the proposed ground floor and first floor main wall separation.

The applicant has on-site agreed to remove the boundary wall in this area (as requested by the City). On assessment of the actual wall separation variation it is considered that the current proposed ground floor and

Attachment 10.3.3(c)

first floor design meets at 4.0m meets the Performance Criteria of Clause 6.3.1 (Buildings Setback from the Boundary) of the R-Codes in that the proposed design;

1. Provides adequate direct sun to adjoining properties and appurtenant open spaces (as per a compliant development). The proposed dwelling has no additional impact on sun being available to appurtenant OLA open spaces or habitable room windows;
2. The dwelling assists in protecting privacy between adjoining properties in that no major openings overlook the adjoining property;
3. In terms of building bulk, it is considered that a wall separation increase of 4m to 4.5m (to create separate walls for setback assessment) will have no lesser impact on the adjoining southern property in terms of building bulk. The area whereby the wall separation variation is proposed does not adjoin an outdoor living area of the adjoining southern property. The proposed setback variation adjoins a non-usable side (in terms of outdoor living area) of the adjoining southern dwelling. As above, the variation has no additional impact on any outdoor living area or habitable room window than that of smaller compliant dwelling. Therefore it is considered that the proposed current setback meets the requirements of Clause 6.3.1 of the R-Codes. It is noted that the applicant has already amended the upper floor bedroom 2 design so that any bulk impact from the development is reduced by increasing the southern boundary setback to Bed 2 (which adjoins the main OLA of the adjoining southern property).

It is considered that the proposed dwelling meets the Performance Criteria of the R-Codes as demonstrated above.

Without having to again go through the past 6+ month history of this single dwelling application (as discussed on-site) and provide additional drawings / justifications (in conjunction with previous justification already provided and requested by the City) we request that this application be dealt with expediently and in an open and transparent manner with the applicant and owner. If there are any other issues that are required to be addressed prior to the Council meeting this September (so that a positive officer's recommendation can be achieved, as discussed), please let me know immediately so that this information can be provided in time for this meeting.

I am hoping that the City will use common sense in the above assessment of this application rather than a rigid criteria (which is not what the R-Codes are there to achieve), and also note that no objections were received during the advertising period.

I would like to thank you again for coming to meet with all of us on Friday at such short notice. It is appreciated. If there are any issues with the requested additional information that has been provided, please call me immediately on 0421 561 780. I am more than happy to discuss the information that has been presented at any time of the day so that no further delays will occur. Thank you for your time.

Kind regards

Brad



Front (north east) along Comer St



Front (north east) along Comer St



Front (north east) along Comer St



Opposite (south west) along Comer St



Front (north) corner of Canning Highway & Comer Street intersection



Front (north west) along Canning Highway

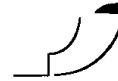


Opposite (south east) along Canning HWY



PETER JODRELL
ARCHITECT

ABN 49 445 504 559



Ref: 080101(b)c

10 May 2010

Planning Department
City of South Perth
Sandgate Street
SOUTH PERTH WA 6151

Attention: Rajiv Kapir

CITY OF SOUTH PERTH	
17 MAY 2010	
Doc ID No:
File No:	CA6/297
Original To:	PS
Action <input checked="" type="checkbox"/>	Info <input type="checkbox"/> File <input type="checkbox"/>

Dear Rajiv,

Re: 297 CANNING HIGHWAY, COMO

We attach our Development Application for a project incorporating

- One single House
- One local Shop & Café
- Two one Bedroom Apartments

The site is located on the corner of Canning Highway and Comer Street and is currently a used car sale yard. To the other side of Comer Street the site which was formerly the Como Post Office, has now been subdivided into 3 House Lots and a Building Permit has been issued for the central lot.

Comer Street, due to current and previous commercial uses has a number of on-street carparking bays.

The site is zoned Residential R40 and has a 7.0m height limitation. It is noted that both Local Shop and Café uses are Discretionary under Council's Town Planning Scheme No 6.

Our proposal opts to subdivide the lot into a 200 sq m Single House Lot to the rear of the site and to create a mixed use lot to the Canning Highway frontage. A 2.2m road widening allowance has been factored into the proposal.

By placing the Single House Lot adjacent the existing house in Comer Street, we have attempted to minimise the impact of our commercial use on the existing residential neighbours to the west of the site.

The residential components of the development we believe will generally be compliant with the R Code requirements in terms of setbacks, open space, privacy and carparking. We have one issue of the garage setback to the single house in that we propose a 1.5m setback in lieu of the required 4.5m. However, the availability of on-street parking as a visitor parking area can be seen as meeting Council's intentions, albeit in a different way. By bringing the home closer to the street we have increased the amount of open space to the rear north side of the property, allowing a better climatic response, and therefore we request Council's consideration of this reduced setback. It is noted that this 1.5m setback will align with the proposed apartments and café to the corner lot.

The mixed-use proposal for the Canning Highway corner will provide a much improved use than the existing car yard and provide another eating destination in the city..

We are proposing a local shop and café with a modest ground floor area that includes 35 sq.m. of seating area, and have linked this with an upstairs open garden terrace with a further 35 sq.m. of seating area. This use will generate the requirement for 15 cars on the basis of 1 bay / 5 sq.m. of seating area, and 1 bay for the Shop. Currently we are proposing 6 on-site bays and believe that by

Attachment 10.3.4(c)

modifying the existing on-street parking can provide a further 7 bays to the Comer Street frontage on our side of the street. Our clients are very happy and ready to enter into discussions with the Council with regard to a monetary contribution to cover the cost of these bays.

We note that there are a further three on-street parking bays to the other side of Comer Street which currently have not been factored into our calculations and will be available for residential visitor use by the surrounding homes.

I have had conversations with Les Croxford from the City's Works Department and he has indicated his support in principle for the proposal. A copy of the plan has been emailed to him for further review. In his opinion it may also be possible to access other on-street parking to the east side of the highway, via an island haven in the centre of Canning Highway.

We also note that due to the location of the site on a bus route and with safe pedestrian connections to much of the West Como area that many patrons can access the site on foot or by bicycle, and we would suggest that a small reduction of 13% in the parking requirements would be in order, in acknowledgement of this. In essence, this will reduce the parking requirements to 13 bays and would bring us into compliance.

The building design has been carefully planned to address the corner of Comer Street and the Highway with a full height double glazed truncation, articulated by the use of a series of vertical Axolotl coated steel fins running from ground to roof. A cantilevered awning will provide good on-street protection.

A large portion of the Canning Highway elevation is proposed to incorporate a living 'green wall' to filter the air along the highway and provide a worthwhile buffer to the highway.

We also intend to recycle rainwater via an underground collection tank below the commercial Carpark and to use this for reticulation of the gardens and the green wall.

A solar array on the Apartment roof will also provide some of the energy requirements for the Café and Apartments. A separate array will be located on the Single House, which is also planned on a solar passive layout to minimise energy use and maximise winter sun for heating.

After the presentation of our proposal to the Major Projects Forum, and the suggestion that our clients explore the possibility of enlarging the development by including the adjoining property at 295 Canning Highway, our clients have made enquiries, and have determined that the site is currently a deceased estate and in due course they believe they may have the opportunity to purchase the site and move toward an additional application for further mixed-use proposals.

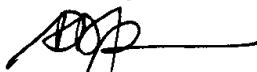
However, due to the unknown time-frame for this transaction, they are inclined to proceed with the current application and to make a separate application at the appropriate time for this lot. It would appear that commercial use along the highway frontage would provide a good acoustic buffer to some residential uses at the rear of the site, with parking possibly being accessed from the Comer Street café Carpark.

Overall, we believe that this proposal will provide an exciting improvement to the locality; will assist in the re-activation and redevelopment of the Canning Highway precinct; and provide another venue for the residents' of the City to enjoy.

I commend this proposal to you and seek your support of our Application for Planning Approval.

Please ring me if there are any matters needing clarification or further discussion.

Yours faithfully


Peter Jordell Architect

Ref: 080102d LH

18 August 2010

Planning Department
City of South Perth
Sandgate Street
SOUTH PERTH WA 6151

Attention: Siven Naidu

Dear Siven,

Re: 297 CANNING HIGHWAY, COMO

I confirm receipt of your email of 17th August 2010 and respond as follows:

1. Revised elevations are attached.
2. Revised site plan attached indicating neighbour's floor levels.
3. Visual truncation line is now dotted on site plan. We will seek approval to create a 4m x 4m corner truncation to the title.
4. Road widening and setbacks are now amended.
5. Proposal adjusted to comply with non-residential setbacks in the Residential Zone 1.5/4.0m. It is noted that the residential portion of the development complies with the 6.0m setback requirement.
6. It is noted that the mixed use lot has an area of 432sq.m including the corner truncation. Our calculations of landscaped areas including setback areas to Canning Highway, Comer Street, area adjacent foyer and upstairs terrace total 142sq.m and bring us into compliance with the required 108sq.m. We also note that our "living wall" along the Canning Highway frontage, should also be credited as a bona fide landscape area (13sq.m.). If there is a query about the suitability of using the upstairs terrace as landscaping, the balance (including the living wall) amounts to 106sq.m and would also be in compliance. Notwithstanding the above, it is our intention to develop all landscaped areas to a high standard in keeping with the intention to create a project of note.
7. In accordance with the 4.0m setback for a non-residential building fronting Canning Highway we request Council's consideration of a 4.0m setback to the boundary wall also. The neighbouring property has a paved driveway along this interface, and our wall will have no adverse effect on this area.
8. The boundary walls have now been redesigned to bring them into compliance with the required 2.7m height. Front setback has been retained at 4.0m as per Council's allowed setback for commercial use building.
9. Bedroom 2 window has been adjusted to meet the 4.5m requirement.
Living Room windows to the NE overlook existing garages to the NE and NW and do not constitute any visual privacy (overlooking) issues. We request Council's approval for this window. If Council prefers, we are prepared to use laminated translucent glass to this window.
Garden Terrace is screened with a 1600mm high laminated translucent screen to prevent overlooking.
10. The apartments are designed to have a dedicated ensuite bathroom to Bedroom 1, and an additional powder room off the living area that doubles as a guest bathroom for a visitor who spends the night on the living room sofa bed. This is a specific client requirement as the clients are resident in Manchester, UK and envisage this need as part of their use of the apartment.

Attachment 10.3.4(c)

11. The ground level unisex disabled accessible bathroom has been provided with a shower cubicle and 4 lockers are located in the airlock space. It is our understanding that this provision will be adequate for staff requirements.
12. We have reviewed the café seating requirements and confirm the following seating areas apply to this project:

• Ground level internal	30 m ²	= 6 cars
• Ground level external	15 m ²	= 3 cars
• First floor terrace	35 m ²	= 7 cars
• Local shop	25 m ²	= 1 cars
Total		17 cars

Our calculated areas are noted on the attached plans. In our original calculations the external ground level was not included in our assessments and if this is problematic it will be deleted from the application. Without this seating area the carparking requirement is 14 cars, of which we are proposing 13 bays (on and off street), leaving a shortfall of 1 bay only (7.7%). We believe that the location of the café and the easy walking and riding accessibility will ensure that many patrons will not arrive by car, and we request Council's exercise of discretion in this matter.

We also note that further to our discussions with Council regarding the adjoining lot (No 295 Canning Highway) our clients have made contact with the Public Trustees to discuss the possible purchase of the lot from the beneficiaries of the deceased estate (Serbian Orthodox Church) and have not yet received any formal response. In the interim, a preliminary proposal has been prepared, and Council have indicated their in-principle support for an extension of the mixed use that would allow some reciprocal-use parking (10 bays) that could help to alleviate any night-time parking issues at the café. We continue to pursue this matter.

13. The setbacks proposed along Comer Street have been established on the basis of an allowable secondary setback for the café and apartments of 1.5 metres. The single house garage has been aligned with this and the living room increased to 3.0 metres to better relate to the neighbouring residential property. It is noted that the normal 4.0m setback does allow a 2.0m minimum, indicating that the 3.0m proposal is not an unusual interface with the neighbour.

Our other primary reason for moving the building toward the Comer Street frontage is to maximise the outdoor living areas on the northern side of the building to make the most of the climatic advantages of winter sun exposure and energy use. We request Council's approval for this performance based amendment to the setback requirements.

14. A revised layout has been prepared which we believe now brings the building into compliance with R Code Requirements.
15. A detailed seating layout has now been prepared on the basis of recommended table spacings and this indicates a potential for 64 seats to internal ground floor and upstairs terrace, and forms the basis for our parking calculations. Due to the Canning Highway location and the Council's own declared intentions to support more activation of this area along the Highway we request Council's favourable consideration of this size of facility. It is difficult to sustain a viable café with only 30 seats.
16. Bicycle bays have been relocated.
17. Alfresco dining on the road widening reserve has been deleted.
18. The 3.0m high wall has been deleted.
19. We attach our Plot Ratio calculations. It is our contention that the proposal complies with the 0.5 requirements.
20. A dumbwaiter has now been added to the proposal.

In conclusion we look forward to your further consideration of our application and we are happy to discuss further with you any outstanding issues.

Yours faithfully,

Peter Jodrell

Peter Jodrell Architect

Ref: 080103d LH

20 August 2010

Planning Department
City of South Perth
Sandgate Street
SOUTH PERTH WA 6151

Attention: Siven Naidu

Dear Siven,

Re: 297 CANNING HIGHWAY, COMO

Further to our meeting with yourself and Rajiv Kapur yesterday we now follow up with further advice regarding Items 5 and 7 of your letter dated 17 August 2010.

Item 5

Our understanding is that you now accept that our setback from Canning Highway of 4.0 metres (or 1.6m after the road widening allowance of 2.4 metres) is acceptable.

With regard to the secondary setback to Comer Street we make the following comments:

- Under the R40 density code the secondary setback allowable for residential development is 1.0 metre.
- The allowable setback for commercial development on Canning Highway (after road widening) is 1.5 metres.
- The Comer Street setback of 1.55 metres extends for a distance of 5.7 metres and constitutes a very small part of the frontage.
- The balance of the Comer Street residential setback is in excess of the required minimum of 1.0 metre and is further enhanced by the introduction of balconies at the upper level.

We seek Council's permission to vary the setback under Clause 7.8 of the Planning Scheme No 6.

Item 8

Our proposal opts for a boundary wall 4.0 metres back from the existing boundary in accordance with the setback allowable in this section of Canning Highway. We submit that this proposal should be considered on the following grounds:

- No overshadowing of the neighbour will result.
- The neighbouring property currently has a paved driveway along this boundary.
- No habitable windows overlook this portion of the boundary.
- The commercial building directly across Canning Highway has a similar situation.
- We have previously described our clients' intention to purchase the adjoining site (deceased estate) and to develop a complimentary mixed use redevelopment in accordance with previous discussions with Council.

In essence it is our contention that a 2.7 metre high parapet wall in this location will not have any adverse affect on the neighbour or the locality and we request your consideration of this matter. We look forward to your further consideration of this application.

Yours faithfully,

Peter Jodrell

Peter Jodrell Architect

Final Canning Bridge Precinct Vision

September 2010

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Summary

In August 2010 the West Australian Planning Commission (WAPC) released *Directions 2031 and Beyond: Metropolitan Planning Beyond the Horizon* to guide development within the Perth Metropolitan Region and to manage the significant population projections for Perth in the next 21 year period.

This policy document, based on the identified six key themes of a liveable, prosperous, equitable, accessible, green and responsible city, was developed with significant community and stakeholder input.

Also released in 2010 was the WAPC's *State Planning Policy: Activity Centres for Perth and Peel (SPP)*. This SPP emerged from the previous *Network City: Community Planning Strategy for Perth and Peel* (Network City) released in September 2004.

In 2007 the commencement of the Southern Suburbs railway passenger service from Perth to Mandurah included a new bus/rail interchange at Canning Bridge. This station has now emerged as a significant node in the public transport network servicing the highest frequency bus routes in the metropolitan region and high frequency train services to and from the Perth CBD.

With its high level of public transport service Canning Bridge is identified in the SPP as a district town centre/ activity centre where community services, higher density housing, employment and a range of mixed use activities are encouraged to accommodate some of Perth's expected growth in the years to 2031 and beyond.

This planning analysis of the Canning Bridge precinct broadly represents land within an 800m walk of the rail station and includes the existing centre on the west side of the river. The analysis was commissioned jointly by the City of Melville (CoM), City of South Perth (CoSP) and the WAPC as a

response to the provision of the Perth-Mandurah rail line and the new station at Canning Bridge.

The key focus of this project is to prepare a precinct vision and implementation strategy for the Canning Bridge area to facilitate the development of transit oriented development that will take advantage of its strategic location and prime regional access characteristics. The vision provides a non-statutory planning framework for the future development of the area as a major activity centre with significant opportunity for additional employment.

A number of key issues identified by stakeholders at both a local and State level have been considered in the preparation of this precinct vision, including traffic concerns, built form, open space, parking, safety and accessibility to the station.

Background reports

Supporting reports have been produced which are to be read in conjunction with this precinct vision report. The supporting reports include;

- a strategic and statutory framework analysis;
- consultation reports undertaken as part of the study;
- a precinct analysis;
- an economic analysis;
- an urban growth analysis;
- a movement network analysis; and
- a report on submissions.

The background reports are available at www.planning.wa.gov.au



Canning Bridge precinct vision statement

The Canning Bridge precinct will evolve to become a unique, vibrant, creative community centred on the integrated transport node of the Canning Bridge rail station. The precinct will be recognised by its unique location, its integrated mix of office, retail, residential, recreational and cultural uses that create areas of excitement, the promotion of its local heritage and as a pedestrian friendly enclave that integrates with the regional transport networks while enhancing the natural attractions of the Swan and Canning rivers.

Precinct vision

The key elements of the precinct vision and proposed land uses are shown in figures 1 and 2. The concepts depicted in the vision plan have been developed through extensive stakeholder consultation and are non-binding at this stage.

The key elements of the vision include:

- substantial redevelopment opportunities with an increase in residential densities and building heights subject to performance based streetscape and built form design guidelines;
- promotion of sustainable building types and uses which support the community;
- creation of a town square and central community hub in Applecross;
- opportunities for new commercial development adjacent to the freeway in Como in the longer term, including limited development on the foreshore;
- enhancement of streetscapes and foreshore reserves, including increasing the size of the foreshore recreation areas;
- improvement in pedestrian, cyclist and kiss'n'ride connections to a new bus/rail interchange and improvement in general pedestrian accessibility within each local government;
- allowance for a future ferry station integrated with the new bus/rail interchange;
- a new traffic connection resulting from the establishment of a third (replacement) structure over the river;

- a relocated/improved bus station in the short term, improved kiss'n'ride access and a bus route from both sides of the river in the long term utilising a local connection through Como; and
- identification of opportunities for improved traffic movement associated with the Canning Highway/Kwinana Freeway interchange.

The final design of the Canning Highway/Kwinana Freeway interchange will be subject to further detailed transport and economic studies.

A detailed analysis of the concepts depicted in the precinct vision can be found in section 3.

The following key actions are recommended to be implemented within the timeframes suggested below in order to improve the function and amenity of the precinct in a coordinated manner.

The timeframes proposed are critical (immediate), short term (1-5 years), medium term (6-10 years) and long term (10+ years).

A3 Map

Figure 1 – Canning Bridge precinct vision

A3 Map

Figure 2 – Canning Bridge land use vision

Critical initiatives

- Develop a memorandum of understanding (MOU) between the City of Melville and the City of South Perth establishing their commitment to the vision for the Canning Bridge area.
- Seek the establishment of a dedicated steering body with State and local government representation to oversee development and implementation of the vision.
- Establish community/stakeholder liaison groups to enable ongoing engagement with the community
- Initiate the preparation of an economic development strategy for the precinct to inform town planning scheme and local planning strategy amendments.
- Develop landscape design guidelines, streetscape design guidelines and built form design guidelines (including performance based zoning guidelines) – as part of an activity centre structure plan.
- Undertake a detailed transport planning and design study to assess the feasibility of the proposed Canning Highway/Kwinana Freeway and bus/rail interchange concept and consider design solutions for the integration of the concept at Kintail Road and Cassey Street (including recommendations for timing and staging of infrastructure development).
- Identify and seek funding to achieve the transport improvements required – prepare a business case for consideration by the Department of Treasury and Finance.
- Undertake a detailed parking and access strategy.
- Improve pedestrian and cyclist access to the existing Canning Bridge rail station as an interim priority measure; may include improved pedestrian phases at traffic lights, new pedestrian overpasses etc.

Short term initiatives

- Establish a bilateral development assessment unit (DAU) with CoM and CoSP, supported by changes to statutory planning controls, which will be responsible for assessing significant developments within the study area.
- Improvements to local roads subject to the transport planning study including alternative pavement treatments.
- Upgrade Canning Highway with priority bus lanes.
- Develop/construct proposed new bus and rail station interchange.
- Establish formal kiss'n'ride areas as per the vision plan and in line with the transport study outcomes.
- Planning and design for Manning Road southbound on-ramp.
- Town planning scheme amendments to support first stage land use and zoning changes.
- Undertake a detailed design study and development concept for the foreshore reserve between the freeway and river.
- Develop incentives for new buildings to meet sustainable building objectives through built form design guidelines.
- Investigate underground power and improved communications infrastructure options.
- Investigate water and sewer upgrade requirements.
- Investigate and develop a community hub in the Applecross/Mt Pleasant area.
- Develop a strategy to implement entry statements, public art, playgrounds, exercise features, public toilets, water fountains, seats etc throughout the precinct.
- Establish statutory mechanisms for developer's

contributions for infrastructure upgrades for all new development.

- Improvements to the river foreshore (both sides) including wetland enhancement and improved public facilities.

Medium term initiatives

- Construct a third bridge (new Canning Highway) over the Canning River immediately to the south of existing bridges to support long term replacement of existing ageing infrastructure. Divert westbound traffic movements to new bridge.
- Repair or replace existing southern Canning Bridge for long term traffic use. Divert eastbound traffic movements to existing/repared/replaced southern bridge.
- Repair/upgrade existing northern Canning Bridge for local and through bus, kiss'n'ride and pedestrian traffic movements.
- Construct Manning Road southbound on ramp.
- (Ongoing) Develop entry statements, public art, playgrounds, exercise features, toilets, water fountains, seats etc throughout the precinct.
- Establish new roads within the precincts as development occurs in line with the vision plan.
- Investigate the opportunity for a ferry service connection.
- Development of public land with demonstration projects such as community buildings etc.

Long term initiatives

- Full upgrade of Canning Highway/Kwinana Freeway interchange including consideration of an improved Manning Highway off-ramp/Canning Highway on-ramp weave.
- Construct ferry terminal based on previous studies.
- Maintain/upgrade/replace existing northern timber bridge for ongoing local traffic movements.

Implementation framework

It is important that the implementation framework recommended by this study be supported at the local and State Government level by service providers and the community to ensure the successful achievement of this vision occurs progressively over time. The redevelopment of established urban areas presents many challenges, and influencing change in the urban fabric is affected by development controls, land tenure, adequate service provision, community acceptance and funding issues.

Consequently, the successful implementation of the Canning Bridge precinct vision will rely on a close political and technical relationship between the two local governments and the State Government. A staged approach will be required with a focus on providing achievable and effective solutions in the short term, and the provision of higher cost infrastructure solutions in the medium to long term. A summary of the implementation framework can be found in Table 1.

1. Introduction

This study has been undertaken within the frameworks of the WAPC's *Directions 2031 and Beyond: Metropolitan Planning Beyond the Horizon* (Directions 2031), the *State Planning Policy: Activity Centres for Perth and Peel* and the previous policy document *Network City: Community Planning Strategy for Perth and Peel* (Network City).

Directions 2031 is proposed to guide development and to manage the significant population projections for Perth metropolitan region in the next 21-year period, and is based around the six key themes of developing a liveable, prosperous, equitable, accessible, green and responsible city.

1.1 Study area

The study area is broadly defined by an 800 metre radius centred on the Canning Bridge train station, which represents development within a short (approximately 10 minute) walk to the station.

Immediately across the river from the Canning Bridge rail station to the west is the Canning Bridge commercial hub in Mt Pleasant/Applecross, comprising offices, retail, restaurants/café's, and several recreational uses. The area is generally well developed, with several medium to high rise developments, including the Raffles Hotel redevelopment, and a significant number of established private homes.

To the east of the train station are the suburbs of Manning and Como, which are generally established private residential areas with generally low density housing.

Figure 3 shows the general boundaries for the Canning Bridge precinct in its regional location, while Figure 4 shows the area in more detail. The boundary is arbitrarily based, and as such the scope of this study has not entirely excluded consideration of relevant issues outside of the study boundary.

This study comprised of the following key components.

- Engagement with key stakeholders to identify issues, opportunities and constraints within the study area.
- An economic study of the precinct to determine how it operates, to assist in identifying an appropriate land use mix for the precinct.

1. Introduction

- An investigation into improving accessibility within and around the precinct; and particularly access to the train station.
- Comprehensive community consultation by the Cities of Melville and South Perth.
- Development of concept plans to facilitate an improvement to the function and amenity of the precinct.
- Identification of recommended capital improvements and funding opportunities.
- Development of a planning framework and implementation guide to facilitate a staged approach to improving the function, accessibility and amenity of the precinct.

1.2 Background

Urban rail is experiencing a revival on a worldwide basis. Experience from cities around the world suggest that the provision of modern and efficient suburban electric rail systems provides a positive incentive for development of land in close proximity to stations for a higher density of housing, commercial, office and other relevant urban land uses.

The Western Australian Government recognises that rail is a particularly beneficial form of public transport because it contributes minimal pollution and provides a fast, efficient and comfortable service for commuters. The Western Australian Government has recently finished construction of the Southern Suburbs rail line from Perth to Mandurah, which is now in full operation.

The new Canning Bridge rail station is located within the City of South Perth (CoSP), directly under the Canning Highway Bridge and within the Kwinana Freeway reserve. The location is highly valued as a bus/rail transfer point, being the nexus of the railway and major east-west bus routes. However, the site for the rail station is highly constrained in a relatively narrow portion of the Kwinana Freeway reserve, which limits opportunities for associated urban development in close proximity to the station and constrains pedestrian access to the station.



Figure 4 – Study area

1.3 Transit oriented development principles

Transit oriented development (TOD) can be described as planning for *“moderate to higher density development, located within an easy walk of a major transit stop, generally with a mix of residential, employment, and shopping opportunities designed for pedestrians, without excluding motor vehicles, whose design and orientation facilitate transit use”*. (Technical Advisory Committee for the “Statewide TOD Study: Factors for Success in California”).

The key elements of TOD are identified below.

- An integrated and good quality transit system, that combines multiple transport modes.
- Reduced dependency on cars within the TOD precinct.
- Moderate to high residential densities within walking and cycling distance to major transit stops.
- Mixed uses that include destinations and activities that need to be accessed on a regular basis (eg live, work, play, shop, civic).

- Maximise safety to generate a safe night time economy which can backload transit use.
- High transit trip generating land uses near major transit stops.
- Creation of a quality sense of place within the public domain.
- Active street frontages that promote vibrancy and safety with a legible street pattern and robust buildings that may facilitate changing land uses over time.

This study will consider ways in which the above principles of TOD can be delivered effectively and in a timely manner to the Canning Bridge precinct.

2. Precinct vision

The concepts depicted in the precinct vision have been developed through extensive stakeholder and community consultation. The main concepts of the vision include:

- substantial redevelopment opportunities with an increase in residential densities and building heights subject to performance based, streetscape and built form guidelines;
- promotion of sustainable building types and uses;
- creation of a town square and central community hub in Applecross;
- opportunities for new commercial development adjacent to the freeway in Como, including limited development on the foreshore;
- enhancement of streetscapes and foreshore reserves, including increasing the size of the foreshore recreation areas;
- improvement in pedestrian and kiss'n'ride connections to the bus/rail interchange and improved pedestrian accessibility within each local government;
- allowance for a future ferry station integrated with the bus/rail interchange;
- a new traffic connection resulting from the establishment of a third (replacement) structure over the river which supports the redeveloped bus station and kiss'n'ride access from both sides of the river and utilising Cassey Street; and
- identification of opportunities for improved traffic movement associated with the Canning Highway/Kwinana Freeway interchange.

The final concept for the design of the Canning Highway/Kwinana Freeway interchange will be subject to substantial transport planning studies in the immediate short term.

The precinct vision allows for substantial additional floor space development for both commercial and residential uses which will support a mix of uses and increased employment.

Key elements of the precinct vision are shown in Figure 1 and Figure 2.

2.1 Detailed features

2.1.1 Infrastructure requirements

The long term precinct vision includes a new traffic bridge over the freeway to the north of the Canning Highway/freeway interchange for all bus traffic and the bus/rail interchange (the bus bridge). This bridge would provide for bus, taxi, pedestrian and cyclist through traffic only, but the connection into the bus bridge would allow for local kiss'n'ride traffic or short term visitors to the foreshore from the west. The bus bridge is proposed to connect into local roads in the CoSP and at the Canning Beach Road/Canning Highway intersection in the CoM.

The bridge is to be introduced in a staged manner with the first stage including a bus station development on the western side of the existing freeway/highway interchange to support the immediate needs of bus and rail infrastructure providers. The second stage includes development of a connection into the CoSP to occur at such time as demand exceeds the capacity of the existing road network.

The vision includes a priority bus lane along the Canning Highway within the CoM heading east and the CoSP heading both east and west.

The new bus bridge and station interchange will provide for much better pedestrian and cyclist links to the rail and bus station when designed appropriately.

The vision also includes a proposed Manning Road southbound on-ramp, which has been the subject of much

community support over recent years.

The vision shows local roads that may be improved within the precinct, with an improved intersection at Kintail Road and Canning Beach Road and possible roundabouts on Kishorn Road, Davilak Street and Cassey Street.

The vision proposes signalised intersections at Canning Highway/Canning Beach Road and at Canning Highway/Cassey Street intersections – subject to a more detailed traffic study and design.

The vision indicates possible new roads in the precinct which support improved accessibility and legibility, such as the road shown between Kintail Road and Canning Highway at the approximate location of the existing IGA supermarket.

Several roads have also been identified as having alternative road pavement treatments to slow down traffic speeds and signify the pedestrian nature of these areas as well as having some areas as 'kerbless' to encourage pedestrian priority over traffic.

Additional local roads have also been shown to reduce the size of existing street blocks between Kintail Road and the Canning Highway, Sleat Road and Kishorn Road and some laneways between Ogilvie Road and Kishorn Road and Kishorn Road and the Esplanade. This can only occur subject to agreement with landowners in these areas through integrated development plans.

The vision also indicates upgrade requirements to Canning Bridge to replace the existing infrastructure comprising a new bridge to the south of the existing bridges, potential

2. Precinct vision

to either upgrade or replace the current southern bridge and the reuse/upgrading of the existing northern bridge to connect into the proposed bus station and bus bridge in the long term.

The foreshore reserve between the freeway and river is shown in the vision as having some development along the river's edge, a potential future ferry or boat dock, improved facilities and strong links to the bus/rail area. The links can be established by developing terraces or built form levels below the level of the bus station or landscaping and fill such that level is eventually equal to the bus station level. Future land use and development in this area will need to be subject to further detailed planning and environmental assessment.

An extended foreshore in the Applecross/Mt Pleasant area is shown near the existing rowing club, which would allow for the development of some additional community facilities and created wetlands, as well as providing more open space area for the community to enjoy recreational pursuits. Likewise, foreshore enhancement on the eastern side of the river is illustrated and proposed in the vision. Enhancement of this foreshore area will be subject to detailed discussions with the Swan River Trust and further detailed design.

An investigation into the upgrade of the Manning Road off-ramp Canning Highway on-ramp weave to improve regional traffic efficiency and potentially support pedestrian and cyclists' activity and accessibility is also required.

2.1.2 Place activation

The precinct vision includes a number of place activation and place management opportunities.

The vision allows for, and provides space for, entry statements at strategic locations in and around the precinct and these can be combined with public art, seating and adequate signage for the precinct generally. Entry statements should clearly identify the precinct to visitors and users to encourage a sense of place in the regional context.

Public art is one way of creating a 'gateway' entry point to the precinct and may be used in conjunction with landscape design and different road treatments. Public art in the precinct should consider the river, the bridge and the city as a source of inspiration.

Once within the precinct, it should be clearly identifiable. A vision for the precinct would include a consistent and repeated palette of colours and design for street furniture, signage and public places.

The existing open, tree lined streetscapes continue to be shown in the precinct vision, with enhanced streetscapes and additional street trees shown throughout. The vision shows new parks along the Canning Highway, the Kwinana Freeway and adjacent to the new Manning Road on-ramp. A park/town square opportunity is also shown near the intersection of Moreau Mews and Kishorn Road and this is mirrored on the other side of the Canning Highway. This area is intended to become the central crossing place between the Mt Pleasant and Applecross sides of the highway, and should be integrated with the existing pedestrian overpass to encourage use of the overpass rather than crossing the highway at ground level.

The vision allows for considerably more development along Canning Highway, and this is expected to be supported by private landowners by way of design outcomes that will promote and encourage higher intensity activity and allow greater interaction between people within the precinct.

The vision shows enhanced green edges along the river front on both sides of the river. Generally it would be expected that all landscaping or planting proposed within the precinct will be of native species and that the river foreshore areas will be designed generally to improve the riverscape, including created wetland features like those seen at the foreshore near Lake Vasto in the City of Perth. The enhanced wetland would provide substantial additional areas and space for community interaction and recreational activity.

2.1.3 Land uses

The land use vision recommends a mix of building heights and land uses throughout the precinct. Greater intensity of commercial and mixed uses is shown along the key transport spines of Canning Highway and Manning Road, while higher density residential uses are proposed to transition into the surrounding traditional lower density neighbourhoods. Urban design guidelines will need to be developed to ensure that the transition areas have high amenity and attractive and equitable streetscapes.

To support and encourage interest and activity in the precinct, the vision identifies an opportunity for some limited development such as cafés, restaurants and retail facilities along the path across the existing northern Canning Bridge (subject to more detailed investigation) and onto the foreshore reserve on the eastern side of the river. Opportunities for similar activities occur at both McDougall

Park and on the Mt Pleasant/Apex reserve foreshore.

Some commercial/residential mixed use functions are also shown in the CoSP in the area closest to the freeway, at the Mt Henry Tavern site and at the corner of Ley Street and Manning Road. These areas should be developed at a local scale, although it is likely they will attract regional users because of their strategic location close to high frequency public transport routes.

2.1.4 Accessibility

Improved pedestrian and cyclist accessibility is shown throughout the precinct based around key infrastructure improvements. Key to the vision in the long term is the inclusion of a dedicated pedestrian/cyclist path along the bus bridge connecting, at a pedestrian/cyclist level, the west and east parts of the study area. This path should be designed to include weather protection for at least some parts of the journey, integrated with built form and activities of interest such as cafés where possible. Improved accessibility features will also need to respond to the needs of the elderly, disabled and children.

Areas designated as having alternative road surface treatments to slow vehicle traffic will likewise improve the pedestrian and cyclist environment in the precinct.

Removal of the existing bus/rail interchange from the Canning Highway/freeway interchange will greatly reduce the required number of phases (bus phase, traffic phase etc) at the signals. Reduced on road vehicle phases will result in greater allowances for pedestrian phases at signalised intersections throughout the precinct.

2. Precinct vision

Additional pedestrian phases will also result from the proposed signalised intersections at Canning Highway/Canning Beach Road and at Canning Highway/Cassey Street when the long term development of the bus bridge is completed.

All paths, existing and proposed, should be well lit, signed and clearly identified.

2.1.5 Built form

Changes to the existing built form of the precinct are proposed in the precinct vision including greater building heights and increased residential density. The opportunity for and significant development should be based on the quality of architectural design and community benefits proposed in line with the performance standards outlined in section 3.2.7.

The major opportunities for built form changes are illustrated along the spines of the precinct on Canning Highway and Manning Road.

2.1.6 Building height

The land use vision shows a variety of building heights within the precinct and an overall graduation of heights downwards from main traffic routes towards the surrounding residential areas.

Generally, taller buildings are to be located along the Canning Highway spine of the study area, with some additional taller development along Manning Road and the freeway becoming progressively lower further away from these areas.

2.1.7 Building setbacks

Limited front and side setbacks are envisaged for development in the mixed use and performance based area, with any tower elements being setback in podium form to ensure the perception of human scale development at the street level. Some developments are shown to provide public spaces and plazas at ground level and these are encouraged. Figure 5 provides an illustration of appropriate street front development with podiums and setbacks.



Figure 5 – Podium development examples

3. Urban design framework

3.1 Optimal land use mix

Transit oriented developments are characterised by a mixture of land uses and activities that create vibrant, diverse centres for people to live and work. The Canning Bridge area is well suited to evolve and provide such opportunities for development, predominantly on the Melville side of the precinct.

It has the potential to become a significant employment centre with close links to the Perth CBD, the Bentley Technology Park (including Curtin University), new regional facilities such as the Fiona Stanley Hospital and the remainder of the metropolitan area generally. Also, its location on the Southern Suburbs rail line and along the major activity corridor of Canning Highway, serviced by the metropolitan areas highest frequency bus route, places it in the enviable position of being highly accessible.

The economic analysis undertaken as part of this precinct vision illustrates that the Canning Bridge precinct is a significant and desirable office space destination in the Perth metropolitan area which could support a substantial increase in office space. An increase in both residential and retail uses would complement increased office development and would allow for additional opportunities in the precinct to diversify the employment generating capacity of the area.

Given the proximity to the Perth central business district, the high amenity of the physical environment and the quantity and quality of infrastructure and social services available in the area, this precinct could support significant residential growth.

3.1.1 Current land use zoning

The current land uses are split into two distinct areas, being the commercial focus of the Applecross/Mt Pleasant areas and the residential focus of the Como/Manning areas. The detailed strategic and statutory framework report provides more detail with regard to zoning of individual properties.

3.1.2 Appropriate land use mix

Commercial growth in the Applecross/Mt Pleasant areas should be encouraged in the short term, subject to appropriate development standards being established. This includes the development of both retail and office floor space, with entertainment uses similarly being encouraged. Commercial uses should first be encouraged along the Canning Highway spine, complemented by residential uses and improvements to movement networks within the area.

Encouraging these developments in the short term will ensure that landowners are aware of and can consider long term options for their land holdings and this will potentially lead to more efficient developments which consider the long term planning for the precinct. Concessions based on high quality built form and community based outcomes may be a catalyst for the type of development being encouraged (see more detail at section 3.2.7).

The development of a multi user community facility should also be encouraged in the short term and has been identified at a number of possible locations. The preferred locations are adjacent to the Tivoli Hall or near to the Moreau Mews/ Kishorn Road/Ogilvie Road/Canning Highway nexus, where a new park area is proposed.

Specifically, the existing supermarket and service station facilities should be maintained, albeit in an altered format. Landowners in the area bounded by the Canning Highway, Kintail Road and Moreau Mews have already identified a possible way forward in this regard, in the form of a memorandum of understanding (MOU) between the landowners. Opportunities for increased development in the area can be substantially improved by considering this type of integrated redevelopment and this can be further encouraged in the form of minimum lot size development controls.

Increased residential densities should generally be encouraged in the short term responding to the unique opportunities afforded by the extensive public and private transport networks in the area. Also, the opportunities to live, work and play in the precinct encourage increased density.

Introducing commercial uses in the Como/Manning area should be considered very carefully. A substantial commercial floor space increase in this area could impact on the commercial viability of the existing Applecross/Mt Pleasant commercial precinct; nevertheless, the community in this area has expressed some demand to be better serviced. Several small commercial nodes could be developed as follows (shown in blue on Figure 2):

- Close to the rail station along Cassey Street and Robert Street.
- The northeast corner of Ley Street and Manning Road.
- At the Mt Henry Tavern site.

These specific locations are identified as they have strong links to key road networks and public spaces associated with proposed elements of the precinct vision.

Commercial development in these areas should be characterised by mixed uses¹ so as not to detract from the predominantly residential nature of the area, should be local in nature and should support the increased public transport proposals of the precinct, particularly the area along Cassey Street which may eventually be the closest access point to the future bus/rail interchange.

The existing commercial centre at the corner of Canning Highway and Henley Street should be maintained in its current format, as it has been identified in the CoSP Local Commercial Strategy that additional floor space here would have traffic impacts that reach beyond the boundaries of this study.

A small café or restaurant and community facilities are suggested at McDougall Park.

Residential densities will be increased generally across the precinct, with a focus on areas along the Canning Highway and Manning Road, adjacent to public open spaces such as Olives Reserve, McDougall Park and enhancing densities along Ley Street and Henley Street as the more significant traffic routes in the area.

NB: It is recommended that an economic development strategy form part of the planning for the precinct to inform the relevant town planning schemes and local planning strategies.

¹ Mixed use refers to sites which comprise development that combines residential, commercial, and/or office uses into one development or building. For example, a mixed-use building could have several floors. On the bottom floor, the space could be dedicated to retail or offices, while upper floors are solely residential.

3. Urban design framework

3.2 Urban design principles

This section investigates the application of the following elements to the Canning Bridge precinct.

- Place activation and place management strategies.
- Integration of complimentary (mixed) land uses into developments (both horizontally and vertically).
- Appropriate and safe access to the foreshore, key activity nodes and the train station.
- Sustainability issues as they relate to place, TOD and built form.
- Crime prevention through environmental design (CPTED).
- Appropriate built form for the precinct, including, but not limited to identifying appropriate height, scale, bulk and design elements.
- Optimum and appropriate land use mix and density.

3.2.1 Place activation and place management

Place activation and place management will have a significant role to play in improvements to the precinct. It is understood from substantial community engagement throughout this process that the precinct is generally not considered to meet all the expectations of the users. This section provides some ideas and opportunities to address the activation and management of the precinct.

Key entry statements

Entry statements at key strategic locations in and around the precinct will help in identifying the precinct and will contribute to the sense of place of the precinct both for the local community and particularly for passing traffic.

Key entry statements to the precinct can be located along the Canning Highway at Sleat Road heading east to define the Applecross/Mt Pleasant area and at the corner of Henley Street heading west and the corner of Ley Street and Manning Road heading west to define the Como/Manning area.

Entry statements can be combined with public art, seating and adequate signage for the precinct generally, or can be stand alone features, but should clearly identify the precinct. It is recognised also that the CoM and the CoSP have different branding and would normally approach this element in their own way; however, it is recommended that the CoM and the CoSP consider a combined approach to wayfinding throughout the precinct.

Public art

Public art is one way of creating a 'gateway' entry point to the precinct and may be used in conjunction with landscape design and different road treatments.

The provision of public art can assist in creating interesting and interactive public spaces throughout the precinct by developing unique spaces and areas of focus. Public art also helps to create a sense of ownership in the precinct. Artwork can be used to create and highlight pedestrian walkways and the presence of the river. The bridge and the city could be used to provide a source of inspiration. Students from local schools and nearby universities (Curtin and Murdoch) should be encouraged to create artwork for placement within the community.

Public art in many varieties

Streetscapes

The existing open, tree lined streetscapes should be maintained, enhanced and expanded within the precinct to promote the sense of place which many of the community already associate with the area. Enhancements and increased tree planting are supported. Measures should also be taken to create streetscapes which encourage pedestrian activity, such as street furniture, public art, shelter and a kerbless environment in specific areas of the precinct such as along Kishorn Road, Kintail Road, Moreau Mews, Ogilvie Road, Cassey Street, Davilak Street, Robert Street and Clydesdale Street.

Development along the Canning Highway frontage needs to be improved for better activation and to allow greater interaction with passing pedestrians, which includes more visually interesting and permeable building frontages as well as features on paths which separate the highway physically

from the pedestrian area. Increasing the attractiveness of the dominant street frontages and attracting the visual interest of passers by within the centre along the highway will also assist in slowing passing traffic by way of creating 'visual friction', establishing the sense of an urban area where caution needs to be exercised rather than a highway for through traffic.

Consistency in the design of streetscape furniture such as seats, bins, light fittings, bollards, directional signage and pavement types will further support a sense of place for the community.

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Form and character

Reinforcing the unique identity of the precinct with entry statements, public art and consistent streetscapes can be supported by forming distinct urban landmarks and vistas to key locations inside and outside the precinct. All developments should be sympathetic to the surrounding environment, particularly open spaces and the river by supporting key vistas to the river, the city or open spaces.

Shopfronts at ground floor level should provide for attractive window displays and active frontages, with limited reflective glazing and/or obscured window painting.

Landscaping

Development of landscaping or planting proposed within the study area should consider planting species native to the study area. Native plantings can be tied into public art through story boards or signs. While other, non-native species can also be considered, native species can contribute to habitat and feeding of native fauna and encourage diversity in native species.

Physical features such as retaining walls throughout the precinct should not be blank or support potential graffiti by way of landscaping in front of retaining, street furniture and articulation of the wall itself.

Landscaping features, such as hard landscape features of furniture etc, should also be consistently designed.

3.2.2 Integration of complementary land uses

A mix of land uses should be encouraged within the precinct that is appropriate to the primary function of the precinct. Greater intensity of commercial uses is recommended for the Applecross/Mt Pleasant area, while the inclusion of smaller more local commercial areas is recommended in the Como/Manning area. In both areas, increase in commercial intensity should be supported by an increase in residential density.

A diverse mix of uses will encourage and have the ability to extend the hours of activity within the centre. Residential development can result in active places throughout the day and into the evening. Mixed with the constant active use of the commercial areas both during the day and in the evening, residential development will support the vibrancy and safety of the area.

A mix and variety of uses is also encouraged both vertically and horizontally. In terms of design, developments which propose a mix of uses or are designed in such a way that supports building resilience (including the ability to convert building uses over time) or development which proposes a variety of community benefits as discussed in section 3.2.7 should be supported.

3.2.3 Accessibility

Accessibility to the foreshore and the rail station are paramount to the success of the area as an 'activity centre'. Detailed infrastructure design must acknowledge the important function that 'people' and 'activity' have to 'place'. Pedestrians and cyclists should be prioritised where it is possible to do so without affecting the regional road function of the Canning Highway and the Kwinana Freeway and this could be achieved primarily by relocating the bus/rail interchange away from the highway.

The new dedicated bus/rail interchange will provide for an increased and more functional bus/rail interchange service and will cater for the long term growth of the public transport network.

The development of a third bridge to the south of the existing Canning Bridge pair in the would allow for the re-use of the northern Canning Bridge as a local access road which could include bus movements (subject to additional traffic planning). The development of the bus bridge over the

freeway in the long term would provide for through bus, taxi, cycle and pedestrian movements only.

In the long term the proposed bus/rail interchange and bus bridge would include shared paths along the full length, supporting access from both sides of the river and also allowing for the development of kiss'n'ride drop off areas (accessed from each side separately).

The bus/rail interchange would also allow for the possible development of some cafés and kiosks in proximity to the bus station, would support the redevelopment of the foreshore reserve on the eastern side of the river (either landscaped/raised or built form with landscaping above), and would ultimately see the pedestrian path leading to the same level as the bus interchange and the lifts to the rail station.

A relocated bus interchange away from Canning Highway would improve the overall configuration of the Canning Highway/freeway interchange and it should be fundamental to the improved infrastructure that pedestrian lights and

3. Urban design framework

phasing be integrated with the design, particularly at traffic lights associated with the Cassey Street/Canning Highway and Kintail Road/Canning Highway intersections. Pedestrian light phasing will be critical in the future design of the interchange.

Dedicated shared bicycle/bus lanes in both the Melville and South Perth sides of the precinct have been indicated in the precinct vision and are supported by PTA. The Canning Highway road reserve currently allows for their development.

Improved pedestrian and cyclist accessibility could be achieved in line with the improvements of the general traffic infrastructure for the bus-rail interchange and an opportunity exists to combine new infrastructure with improved accessibility infrastructure and cyclist facilities. All paths, existing and proposed, should be well lit, signed and clearly identified.

Station environs and passenger facilities

Quality public transport stops should be integrated into the fabric of the precinct to encourage public transport and pedestrian and cyclist activity within the area. Strong, clear signage is encouraged to be incorporated within all development to support wayfinding, with opportunities for smart travelling systems such as electronic signage advising of next trains being incorporated in the precinct.

The Canning Bridge rail station itself, or an area easily accessible nearby, should provide improved facilities such as toilets, signage and bike parking.

All new developments should include end of journey bicycle parking facilities and change rooms or the like and these facilities should be located in an area that allows for passive surveillance and is well lit.

Additionally, development which includes community

facilities accessible to all precinct users such as public toilets are encouraged and should be supported.

3.2.4 Sustainability

To achieve sustainable urban development is a challenge in a city that has been characterised by urban sprawl since the 1950s. The recent increased investment in Perth's public transport network provides an opportunity to focus on urban consolidation around major transport nodes and along major transport routes.

The objective is to create a more sustainable living environment centred on these public transport routes and to encourage more efficient travel habits and building design. While some of this can be achieved through the implementation of this precinct vision, ultimately it will fall to local governments to develop appropriate design guidelines or similar to incentivise sustainable building design and community creation.

The CoM currently has some policies in relation to sustainable development (see background report). These policies provide ideas and guidelines for sustainable residential design and development. The introduction of incentives for efficient design and also water and energy efficiency targets should be considered in the development of specific guidelines for this precinct.

All new development should be designed to maximise passive solar principles for heating, cooling, ventilation and energy conservation. This can be achieved by designing for the climate of the area through correct building orientation, allowing access to natural light and achieving the correct thermal performance of buildings and their materials. New commercial development can achieve significant energy

savings by controlling solar gain through glass, particularly from low angle sun from the east and west. Some design factors are:

- orientation – north and south orientated facades require less energy, minimise west and east facing glass;
- provide adequate shading for all glass other than south facing glass;
- atriums maximise daylight and cross ventilation;
- thermal mass in commercial and residential developments to improve temperature stability;
- natural cross-ventilation to reduce air conditioning needs;
- low energy lamps and controls;
- building energy management systems;
- incorporation of an upper floor roof/ceiling construction with a minimum thermal resistance value of R1.5;
- use materials of a colour which reflects rather than absorbs solar radiation, while ensuring reflective material avoids transferring heat to adjoining properties; and
- encourage design of buildings to meet minimum standards of 4-Star Green Star Building and/or 4-Star rating using the National Australian Built Environment Rating System (NABERS).

3.2.5 Crime prevention through environmental design (CPTED)

Ensuring a well integrated urban form that provides a safe environment for all users by maximising visibility and surveillance, increasing pedestrian activity, maximising

connections within the precinct and clearly defining private and public space responsibilities will support an active and vibrant precinct.

An opportunity exists to incorporate crime prevention through environmental design (CPTED) or designing out crime (DOC) principles into the design of new development, facilities, streetscapes and buildings within the precinct to assist in creating safer, more attractive spaces for the community.

CPTED strategies will assist in management of current stakeholder concerns such as negative safety perception and anti-social behaviours, and assist in providing a positive safety perception for future residents and users of the precinct.

CPTED strategies should be employed as far as practicable to enhance natural surveillance, natural access control and territorial reinforcement around the site. Where CPTED cannot provide the desired level of security, target hardening strategies using security measures may be considered.

The following principles should be applied:

Natural surveillance

- All pedestrian and vehicular entry points providing access to the site will be visible from adjacent apartments (balconies/windows/doors) to provide passive surveillance by residents, and deter offenders by providing 'perceived surveillance'.
- Building elements will not obscure natural surveillance of pedestrian routes, recreational and parking areas.
- Lighting will be designed to provide uniform illumination throughout the site to enhance natural surveillance. Over-illumination that makes adjacent areas appear dark should be avoided.

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Natural access control

- Facilities, such as garbage bin storage areas, will be designed and located in areas where they cannot be used to assist climbing walls or buildings.
- Some types of flora may be considered as able to support security (eg creepers against blank walls to hinder graffiti, thorny plants to deter climbing/approach to windows etc).

Territorial reinforcement

- Different materials/patterns will be used for on-site roads and parking areas to enhance perception of transition from public roads (off-site) to semi-private roads (on-site) to semi-private parking.
- The boundary between private and public space will, where possible, be marked with low walls and/or fences, permitting a high degree of visibility from both private and public areas.

In the design of any development, physical security measures should not detract from the general appearance of the area. However, recognised construction techniques for passive resistance to forced entry are to be employed.

Specific CPTED strategies recommended for consideration for the precinct include:

- ensuring pedestrian access routes to-and-from public transport and main activity centres are designed with the above principles in mind (eg good illumination, bordered by active (safer) areas, clear indication of recommended safer access routes, designed and located to facilitate safety from vehicular access, avoidance of location adjacent to higher-risk areas (eg obscured or hidden areas or non-populated areas);
- main pedestrian access ways and public transport facilities should be provided with weather protection to encourage activity in all weather conditions;
- minimise the use of potential 'movement predictors' which can assist offenders to predict the movement of potential victims (eg access ways with walls on both sides);
- concentration of overlapping CPTED strategies in identified areas of potential risk (eg movement predictors, hotspots);
- illumination of recommended safer pedestrian access routes, areas where night-time activity is encouraged and areas with negative safety perception (note that lighting design should consider surrounding areas and potential effects of illumination on crime risk);
- encouraging traffic permeability to enhance natural surveillance of streetscapes;
- promoting active pedestrian streetscapes through strategic location of community activity areas, outdoor facilities, improvement in streetscape aesthetics, and design elements to encourage safer pedestrian activity such as crosswalks;
- consideration of anti-graffiti strategies in design of new buildings/facilities, distribution of casual surveillance opportunities, choice of building materials and surface treatments;
- selection of vegetation for new development and upgrades to streetscapes should consider maintenance and avoid obscuring pedestrian sightlines;
- street furniture and lighting should be made of durable materials to a vandal-resistant design. Graffiti-resistant materials and surface finishes are appropriate at street level in all developments;

- taller buildings provide opportunities to enhance natural surveillance; and
- access ways that have walls on either side should be minimised where possible. If unavoidable, these types of access ways require consideration of measures to manage crime and unwanted behaviour opportunities.

3.2.6 Built form

Substantial changes to the existing built form of the precinct are proposed in this precinct vision. The aim is to have a variety of building heights within the precinct, and an overall graduation of heights downwards from main traffic routes towards the surrounding residential areas. The opportunity for development of significant buildings on sites should be based on the quality of architectural design and community benefits proposed in line with section 3.2.7.

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The taller built form should occur along the spines of the precinct along Canning Highway and Manning Road. Taller buildings will be encouraged to accommodate a mix of commercial and residential use within the precinct.

Building height

Increased building height can be accommodated in the study area, but buildings should be sensitive to the human scale of the area at ground level. Podium development should prevail in commercial/mixed use areas with tower elements setback from the street frontages, as is illustrated in Figure 5.

Generally, taller buildings should be located along the Canning Highway spine of the study area, with some additional taller development along Manning Road and the freeway, becoming progressively lower further away from these areas. This will also allow the majority of development to access some views. Overall height at the street frontage should respond to the width of the street, with taller elements set back, which would need to be considered in greater detail during development of detailed design guidelines.

The height of residential apartments should respond to the surrounding development and can also include podium elements and a variety of towers and articulated features. A 17 storey building already exists in the precinct at the Raffles Hotel site.

The land use vision at Figure 2 also indicates suggested height limits within the precinct. These heights are indicative and will require careful consideration in the development of detailed built form design guidelines for the area, but generally follow these principles:

- Performance based development with buildings heights subject to development outcomes for

community benefit, primarily proposed along the Canning Highway spine in the eastern part of the COM, which have a podium style development at lower levels to encourage human scale development at ground level with residential building elements set back from the podium edge. These developments should demonstrate provision of benefits to a broader range of users, such as public terraces and spaces and mid block streets or malls to improve accessibility in the precinct.

- Mixed use development of up to approximately 10 storeys subject to detailed built form design guidelines adjacent to the Canning Highway spine in the CoM, along the freeway and near to the local traffic road leading to the future bus bridge across the freeway in the CoSP, with podiums at ground level and residential building elements.
- Six storey developments in the CoSP along the major traffic routes and adjacent to the more intense nodes.
- Three, four and five storey developments are proposed as specific transition heights from the higher intensity central activity areas in the precinct to the low density areas adjacent which have a predominant height of one to three storeys. Design guidelines will specifically address building bulk and setbacks to both ground level and upper level development in these transition zones.

It is important to recognise the role that appropriately developed built form design guidelines will play in the development of this precinct. The elements described in this section will all need to be considered, however, transition guidelines from the core activity centre to the surrounding low density residential suburbs will be critical.

Density

Generally, the residential land areas which are considered to be transition areas to the surrounding established residential suburbs are proposed to have a density code of R40-R60. This density will need to be considered carefully in line with design guidelines for overall built form to ensure a smooth transition/interface.

The mixed use areas are proposed to have a residential density equivalent to R80-100, although it is unlikely that development would be guided specifically by the standard R-Codes in this area.

Density shall be considered on a case by case basis for all development in the performance based zone, but may be guided by detailed built form guidelines.

Street setbacks and side and rear setbacks

Commercial/mixed use areas

Nil front setbacks from streets for the first 2-3 storeys should be encouraged for all development of commercial areas, and then further height should be setback back in a podium style to retain the openness of the streets at the pedestrian scale. Development is also encouraged to provide public spaces and plazas and colonnades or awnings should be provided for all new development at ground level, particularly adjacent to corner truncations to contribute to pedestrian flow and comfort.

Similarly, new development should be built up to both side boundaries except where side boundaries abut a road reserve or pedestrian path, in which case podium style development is also encouraged. Development above the podium height should complement adjacent properties and be designed to allow for adequate access to sunlight and ventilation for all developments, and to support pedestrian activity, development should address all frontages adjacent

to pedestrian paths and roads as if they were primary frontages.

Residential areas

Setbacks in residential areas should be designed to encourage a neighbourhood feel without creating 'gaps' in the flow of streets. Setbacks should be adequate to allow for landscaping and parking, clear entrances and passive surveillance of spaces.

Plot ratio

Variations to the scale and intensity of development throughout the precinct area are encouraged and there is a need to consider performance based development in line with section 3.2.7. An analysis of plot ratio should be undertaken in more detail to determine if plot ratio is an appropriate control for bulk and scale in the precinct, outside of the residential areas.

Responsiveness to public spaces

Development with a focus on supporting public transport and pedestrian/cyclist services, and which protects and enhances pedestrian links while ensuring they are conducive to social activity, safety, shelter and amenity, are encouraged. Development proposed adjacent to bus stops should be designed to provide enough physical space between the building and the stop for comfortable pedestrian usage, including where alfresco dining areas are proposed, and should provide additional shelter for bus patrons.

Significant corner sites should be developed with landmark features such as additional height for the corner element or alternative articulation features. Development of feature corners will further support wayfinding throughout the precinct and should be encouraged to be developed to a scale and in a manner that enhances the overall legibility and amenity of the area.

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Appearance/facades

Developments should respond sensitively to the site, should be pleasing to the eye, be interactive, and provide definition between public and private spaces.

Continuous frontages with large amounts of clear glazing to promote visual interest, active windows and balconies above ground level and development which proposes active uses at podium levels is encouraged. Development of podiums that are publicly accessible (cafés, restaurants, open spaces) would be highly desirable, particularly in the Applecross/Mt Pleasant commercial area and along the river fronts.

Developments should also discourage graffiti and vandalism in their design and include a high level of lighting in all pedestrian links.

Site coverage

To encourage intensity of development while also catering for the wellbeing of precinct users it is proposed that within individual sites in the commercial mixed use areas, development may cover 100 per cent of the site. However, in lieu of ground level open space in development, it would be expected that developments provide adequate terraces and public and private outdoor spaces. As previously identified, public spaces at podium levels are encouraged.

Additional open spaces to cater for the needs of the community are shown in Figure 1 along the foreshore on both sides of the river, as well as in more dedicated small parks. The enhancement of the foreshore is subject to environmental investigation and detailed design with the Swan River Trust but could contribute significantly to the health of the river by incorporating natural drainage 'filter' ponds and other natural infiltration management features. The development and ongoing management of these areas can be supported by developer or development contributions.

Site coverage in residential areas will generally be in accordance with the relevant R-Codes, although some areas will need to be provided with additional guidelines as the R-Codes do not always address relevant higher density development standards.

Landscaping design should be incorporated for all developments that do not propose a nil setback, providing that the landscaping maintains openness and visibility into the development site. Water sensitive design should be required for all landscaped areas in the precinct.

Parking

Adequate vehicle parking and access within and around the precinct is fundamental from both an operational and community perspective. However, generally it is expected that the precinct will discourage excessive vehicle use, and traffic calming and management measures as well as parking policies that consider paid parking and reciprocal arrangements are encouraged. It is unlikely that there will be any long term car parking provided in association with the station as a means of encouraging pedestrian, cycle and bus access.

Parking for commercial uses will need to be considered in line with the relevant state planning policy and the provisions of the relevant town planning schemes would not generally be applicable in this precinct. Detailed design guidelines will need to provide parking requirements, and it is expected that reduced parking provision would be considered based on the numerous public transport alternatives available to precinct users.

A CAT bus service, shuttle service or similar is highly desirable and has been suggested in many of the community forums held. This type of service may contribute to both the local and regional efficiency of this precinct; however, the funding and operational details of this, as well as any potential route, will need to be considered in more detail beyond this study.

Adequate on site parking should be provided for all multi-storey development and should be linked to pedestrian routes and car parking should not dominate the street frontage. Effective screening techniques such as planting, semi-transparent fences or screens should be used to conceal large car parking areas, or active uses should surround car parks.

Opportunities exist for the CoM in particular to utilise its land assets in the area to provide some public parking facilities. Land at and adjacent to the Tivoli Theatre and along the Esplanade could be more efficiently utilised to develop some parking facilities in conjunction with other uses such as community or office spaces.

An access and parking strategy should be developed specifically for the precinct, and this could be undertaken in conjunction with the detailed traffic analysis and modelling proposed in the implementation strategy.

Levels

Pedestrians and users should at all times be visually connected with the land uses that form part of the precinct. Development should maintain a finished floor which ensures interaction between pedestrians and the adjacent buildings.

Roof-scape

Public access to podiums and towers should be encouraged and could incorporate uses such as community facilities and restaurants and bars. Roof gardens or green roofs are also encouraged and can contribute greatly to the amenity of the area and the buildings' immediate users. Additionally, all roof plant (air conditioners, lift shafts, satellite dishes) should be screened from public places by way of good design.

3.2.7 Performance based zoning

Focusing on development proposals generating community benefits:

A relaxation of the residential density and building heights applicable to the parts of the precinct identified in the land use vision as 'performance based zone' may be achieved by consideration of higher densities and a greater mix of uses provided that proposed development plans can demonstrate the provision of benefits to the community or the local government such as:

- controlled public access to upper levels of buildings (viewing deck, rooftop garden, restaurant, health studio, clubs);
- commercial use, hotel accommodation and conference facilities;
- diversity of residential products (small size units to maintain affordability);

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- provision of affordable one bedroom apartments to a maximum size of 55 m²;
- student accommodation;
- public car parks;
- landscaped public spaces at ground and or podium level;
- pedestrian connections through the site;
- enhancement of view corridors;
- exceptional urban design standards;
- Exceptional consideration of and respectful development adjacent to places on the State Heritage Register;
- amalgamation of land parcels;
- water and energy efficient buildings;
- demonstrable commitment to sustainability principles;
- low overshadowing of adjacent properties during mid-winter;
- street art, arbours, fountains, street furniture;
- well designed and active street frontages; and
- maintenance of security without discouraging pedestrian activity.

To achieve bonuses for height or density based on the performance of the proposal, the developer would need to demonstrate how any or all of the above elements have been met. The establishment of a development assessment unit (see section 3.3) would be required which would have powers to make decisions and provide advice to Council regarding applications in the area subject to appropriate advertising and consultation occurring.

To promote the development of combined parcels of land

resulting in better built form outcomes, these performance based controls should also include minimum lot size controls.

In addition, developers would be expected to provide a detailed urban design statement which demonstrates and explains the positive townscape contribution of the proposal and which addresses compliance to the criteria above.

The statement should include the following in addition to the standard requirement for site plans, floor plans and elevations:

- drawings of the proposed development in the context of surrounding development, including the streetscape;
- drawings of the proposed landscape area, including species selected and materials to be used, presented in the context of the proposed building or buildings, and the surrounding development and its context;
- photomontages of the proposed development in the context of surrounding development;
- a sample board of the proposed materials and colours of the façade;
- detailed sections of proposed facades; and
- if appropriate, a scale model that includes the context.

A more thorough analysis of the performance based zone is required in the development of detailed design guidelines for the precinct.

3.3 Development assessment unit or panel

A development assessment unit (DAU) should be established which consists of members from both local governments and the State Government where relevant. The purpose of the DAU would be to assess all proposals within the precinct area against the design guidelines and other guidelines which would be created for the area. The DAU would assess the development proposed and provide advice of these decisions to the relevant Council.

It is recommended that the DAU should consist of a minimum of six expert members, and shall have a background in relevant disciplines such as landscape architecture, architecture, urban design, town planning, interior design, built form sustainability. It would also be expected that an elected member from each Council would be invited to participate.

3.4 Capital improvements

A detailed description of capital improvements can be found in section 4.2. However, within the context of the urban design framework the following capital improvements should be considered for the precinct:

3.4.1 Key infrastructure requirements

An upgrade of the Canning Highway/Kwinana Freeway interchange to safely and efficiently accommodate pedestrian and cyclists activity is required, including consideration of an improved Manning Road off-ramp Canning Highway on-ramp weave, Manning Road southbound on-ramp and upgraded bicycle infrastructure. The upgrade of the Canning Bridge should also be considered now as it is reaching the end of its life cycle.

A traffic overpass (the bus bridge) over the freeway has also been proposed in the long term to the north of the Canning Highway/freeway interchange for an improved bus/rail station interchange which is accessed via priority bus lanes along the Canning Highway heading both east and west. While the bus bridge is not proposed to support private vehicular through movements, the infrastructure may be utilised for local private traffic movements to access kiss'n'ride facilities and access on both sides of the freeway. Vehicle turn around areas are to be provided on each side of the station.

Local roads that may be upgraded include an improved intersection at Kintail Road and Canning Beach Road, signalised intersections at Canning Highway and Canning Beach Road and Cassey Street and possible roundabouts on Kishorn Road, Davilak Street and Cassey Street.

The northern foreshore reserve between the freeway and

3. Urban design framework

river has been identified as an area of some limited tourism/commercial/retail development opportunities and the conceptual planning for this area has identified it as being raised to connect more directly with the bus station and bus bridge level. This may be achieved through development of terraces or built form levels below, or landscaping and fill.

A future ferry terminal is also proposed at this location and should integrate with the bus/rail interchange, as was foreshadowed in the CoM Transport Strategy.

Improved power and communications infrastructure is desirable to improve the appearance, functionality and useability of the precinct, whilst the upgrade of other essential infrastructure such as sewer and water will be critical.

3.4.2 Key entry statements and public art

Key entry statements to the precinct should be located along the Canning Highway at Sleat Road heading east to define the Applecross/Mt Pleasant area and at the corner of Henley Street heading west and the corner of Ley Street and Manning Road heading west to define the Como/Manning area.

Public art should be incorporated into entry statements and should also be considered at the corner of Kishorn Road and Moreau Mews, Ogilvie Road and the Canning Highway, near Raffles close to the Canning Bridge, at the Mt Henry Tavern site and in McDougall Park.

NB: Public art in some form is also encouraged in private developments.

3.4.3 Parking opportunities

In addition to parking that can be provided by private developments, it is recommended that the CoM and CoSP consider the development of Council or State Government owned land for parking (perhaps in the short term). As part of the broader detailed traffic study, a parking and access strategy should be developed for the precinct.

The parking and access strategy should be undertaken to determine the appropriate number of parking bays within the precinct based on public transport frequency and should ensure that the road network does not become overly congested by an increase in intensity in the precinct.

It is not recommended that large scale parking structures be developed as these are considered by all stakeholders to be unsightly. Rather, it is recommended that where parking structures are proposed that these be either underground or surrounded by office or retail uses so they are not obvious at streetscape level.

Where private development proposes to provide public parking, it is recommended that the CoM and CoSP be included in development discussions and consider the management of parking areas by the local authority similar to the management arrangements occurring at the Raffles site.

3.4.4 Public/community outcomes

In addition to proposed improvements in infrastructure, the improved landscape and built form throughout the precinct has a substantial opportunity to provide improved public facilities.

A community hub has been identified as a positive outcome within the CoM. It is recommended that this be located either at a CoM owned site in Canning Beach Road or closer to the corner of Kishorn Road and Moreau Mews where a new park is proposed. The community hub has been described as being a single facility which encompasses all of the existing Applecross/Mt Pleasant civic uses into one facility, including the library and senior citizens' centre.

3.4.5 Landscape/streetscape improvements

A consistent landscape and streetscape design should be considered imperative to the building of sense of place throughout the precinct. The CoM and CoSP should consider consistent design requirements across local government boundaries, albeit in separately branded forms.

Improvements to open space provision in the precinct are necessary generally and an opportunity exists through the increased development proposed within the precinct to

support the enhancement of the foreshore reserves and rehabilitation of the wetland environment similar to that exemplified at Lake Vasto in the City of Perth.

An extended foreshore, subject to environmental investigation and approvals, could also be designed to support the Swan River Trust's intent to better manage sediment movement along the foreshore in this area, to support improved ground and surface water infiltration into the river, to possibly support improved feeding and habitat grounds for native fauna and provide larger foreshore areas for active and passive recreation use.

The foreshore area could include additional wayfinding, signage and educational public art connected with the river and the rehabilitated foreshore area.

Alternate/coloured street pavements in selected locations throughout the precinct should be considered to support the area as a pedestrian environment (along streets identified in section 3.2.1 under streetscapes).

4. Implementation

It is important that the implementation framework recommended by this study be supported by local and State Government, service providers and the community to ensure the successful implementation of this vision occurs progressively over time.

The redevelopment of established urban areas presents many difficulties and influencing change in the urban fabric is affected by challenges in respect to land tenure, service provision, community acceptance and funding issues.

It must be acknowledged that the successful implementation of this study will involve a long term staged approach with a focus on providing achievable, low cost and effective solutions in the short term (ie additional dual use paths, landscaping and zoning changes) with a view to providing higher cost infrastructure solutions in the medium to long term.

There are several key components of the implementation process that are necessary to progress the implementation of the recommendations of this study:

- adoption of the preferred precinct vision by the CoM and CoSP Councils and endorsement by the WA Planning Commission following a suitable consultation process with the community;
- seek agreement from relevant government agencies and service providers for the additional studies, staged funding and provision of key infrastructure;
- adoption of design guidelines by each local government to provide appropriate development control measures over areas of public domain;

- a comprehensive review of town planning scheme provisions for the CoM and CoSP to incorporate provisions required to facilitate the implementation of the precinct vision; and
- set up a dedicated steering body to facilitate the development of the foreshore area near the train station and Kwinana Freeway and the improved freeway interchange, bus station, bus bridge and rail station.

Major opportunities, ideas and implementation issues have been identified throughout this study with both stakeholder agencies and the community. The following Implementation guide has been developed based on the information obtained through this study. A summary of the implementation framework can be found in Table 1.

4.1 Funding opportunities

Funding opportunities need to be identified to contribute to the major infrastructure works that this vision proposes. Features such as substantial upgrades of the Canning Highway/Kwinana Freeway interchange, improvements to the rail station and a new bus station and new bridges over the Canning River all require significant public investment.

At the federal level, one avenue for funding the high cost infrastructure requirements is the Australian Government's newly established Infrastructure Australia Fund (IAF) and subsequent Building Australia Fund (BAF). A budget allocation of \$20 billion over four years was established for the BAF to provide support for a national approach to planning, funding and implementing the nation's future infrastructure needs. While the BAF funding has now been allocated, it would be expected that the IAF program, or similar programs, will continue to be available in the future.

The State Government, CoM and CoSP could also develop a business case for development of major infrastructure in the precinct for funding through the Department of Treasury and Finance (DTF) as an ongoing budgetary consideration. The business case would need to provide a clear economic feasibility assessment of the alternatives for the precinct ('do nothing'/upgrades/significant infrastructure improvement) as well as consider all the policy implications for the precinct (ie Directions 2031).

Public private partnerships (PPP) may also be considered appropriate in this precinct given the large areas of privately owned land compared to Government managed assets.

At the local level, local governments can seek developer contributions for community infrastructure, which is defined as 'the structures, systems and capacities which help communities and neighbourhoods to function effectively' (WAPC, 2008) using the framework of State Planning Policy 3.6: Development Contributions for Infrastructure (see the background report).

Developers' contributions from all new development initiatives in the precinct should be required to establish streetscapes, other public space improvements and required infrastructure upgrades in the and infrastructure works.

Other funding sources for capital infrastructure works include the State Government Perth Bicycle Network grants.

Additional planning studies may be funded through the WAPC, Public Transport Authority (PTA), Main Roads WA (MRWA) and the CoM and CoSP upon endorsement of the Directions 2031 Framework. The Canning Bridge precinct has been identified as a district centre in Directions 2031 and should be considered a key priority in the delivery of the 29 per cent growth expected to be achieved in the central sub-region.

4. Implementation

4.2 Capital improvements and future planning requirements

4.2.1 Key infrastructure requirements

Roads

In relation to improvements in the road network within the precinct, the following actions are required.

- A comprehensive traffic planning study, traffic modelling and feasibility is required to further investigate the preferred concept for the redevelopment/improvement of the Canning Highway/Kwinana Freeway interchange to support:
 - pedestrian and cyclists' activity, accessibility and safety;
 - consideration of an improved Manning Road off-ramp Canning Highway on-ramp weave;
 - upgraded/improved bus station facility to cater for increased public transport activity in the short term;
 - Manning Road southbound on-ramp;
 - replacement of one or both of the Canning Bridges;
 - traffic overpass over the freeway to the north of the Canning Highway/freeway interchange in the long term;
 - Canning Highway priority bus lanes from Sleaford Road to Henley Street; and
 - general improvement to the Canning Highway/Kwinana Freeway interchange and the capacity of the road network.
- Improvements to the Canning Highway/Kwinana Freeway interchange to improve the safety and accessibility of the station as a result of the above transport study:
 - improvements to the pedestrian and cyclist access;
 - new bus bridge and bus/rail interchange;
 - Manning Road off-ramp Canning Highway on-ramp weave and improvement to the Canning Highway/Kwinana Freeway interchange;
 - Manning Road southbound on-ramp;
 - traffic overpass including kiss'n'ride facilities and bus/rail interchange over the freeway; and
 - Canning Highway priority bus lanes.
- Improvements to local roads to support the precinct as an active urban space including an improved intersection at Kintail Road and Canning Beach Road, a signalised intersection at Canning Highway and Canning Beach Road, a signalised intersection leading onto the Canning Highway from Cassey Street in the long term and possible roundabouts on Kishorn Road and Davilak Street (as indicated previously, these intersections require detailed design).
- New roads which may be developed or existing roads which may be upgraded include some additional roads within the precinct resulting from redevelopment of large blocks of land. These roads will support improved and more efficient connections through the precinct and are located in the CoM area within the busy commercial centre. Nominally, these roads are illustrated in Figure 6 and are subject to detailed planning in the precinct.



Figure 6 – Opportunities for new internal road networks

Bus/rail interchange

In relation to improvements for the Canning Bridge bus/rail station, the following actions are required.

- Design and construct a new bus station (short term) and bus bridge (long term) as identified under 'Roads'.
- Establish formal kiss'n'ride on either side of the proposed bus bridge near the bus/rail station.
- Upgrade the existing Canning Bridge rail station to include facilities such as toilets, more bike stores and directional/wayfinding signage as a minimum.

Landscape

In relation to improvements for the landscape of the precinct, the following actions are required.

- Undertake a detailed design study and urban development concept for the northern foreshore reserve between the freeway and river.
- Undertake the development of the foreshore reserve between the freeway and river considering future urban development and/or landscape development to raise levels to connect more appropriately with the bus station and bus bridge level.

4. Implementation

- Undertake improvements to the river foreshore generally, including placement of street furniture, rubbish bins, public toilets etc.
- Consider rehabilitation programs to improve the wetland environment of the river.
- Develop landscape design guidelines for the whole of the precinct.

Service infrastructure

In relation to upgrades to service infrastructure of the precinct, the following actions are required.

- Investigate options to underground power throughout the precinct.
- Investigate improved communications infrastructure for the precinct.
- Investigate capacity of water and sewer infrastructure to determine required upgrades

Parking opportunities

In relation to opportunities for parking in the precinct, the following actions are required.

- Undertake a detailed parking and access strategy to determine maximum and minimum parking requirements for the precinct to sustain an acceptable level of service without contributing undue congestion into the road network.
- Utilise the parking and access strategy to determine the appropriateness of development of Council or State Government owned land for parking and to establish on and off street parking policies.
- Prepare built form design guidelines for private development which encourages private developers to provide public parking that may be managed by the local government.

Built form

The following actions are required in relation to the built form in the precinct.

- Develop detailed design guidelines for the precinct to ensure the highest quality and consistency of development. Design guidelines may be developed for specific areas separately (ie all areas identified as commercial/mixed use and separate guidelines for residential areas), or as a single document agreed to by both CoM and CoSP.
- Incorporate guidelines for built form, streetscape and landscape in an 'activity centre structure plan' as per the SPP.
- Develop guidelines including implementation guides for private landowners encouraging the establishment of memorandums of understanding (MOUs) that will be acceptable to the CoM and CoSP, for future development of combined land parcels.
- Improve the amenity and the transport concerns near the existing IGA supermarket and Kishorn Road/Canning Beach Road intersection through redevelopment of this super lot.
- Undertake an assessment of the land redevelopment opportunities that can be achieved based on the current traffic infrastructure in the precinct. This should occur in conjunction with the transport planning study.

Streetscape improvements

In relation to opportunities for streetscape improvements in the precinct, the following actions are required.

- Develop streetscape design guidelines for the whole of the precinct.
- Establish a developer's contribution strategy for all new development initiatives in the precinct to establish streetscape and other public space improvements.
- Develop alternative/coloured street pavements in selected locations throughout the precinct when undertaking road upgrades.

Key entry statements and public art

In relation to development of entry statements and public art in the precinct, the following actions are required.

- Develop entry statements at the corner of Canning Highway and Sleat Road heading east, corner of Canning Highway and Henley Street heading west and the corner of Ley Street and Manning Road heading west.
- Incorporate public art into entry statements, at the corner of Kishorn Road and Moreau Mews, Ogilvie Road and the Canning Highway, near the Raffles close to the Canning Bridge, at the Mt Henry Tavern site and in McDougall Park.
- Develop playgrounds or exercise areas in the precinct.
- Ensure built form design guidelines for private development encourage public art within private landholdings.

Public/community outcomes

In relation to opportunities for public and community outcomes in the precinct, the following actions are required:

- Investigate and develop a community hub in the Applecross/Mt Pleasant area combining existing public services into one facility, including the library and senior citizens' centre.
- Develop community facilities such as toilets, water fountains etc in public spaces such as the foreshore, McDougall Park, Olives Reserve and newly created open space within the precinct.

4. Implementation

4.3 Statutory requirements

The implementation of this vision will require modifications to both the CoM and CoSP town planning schemes. In the short term these include:

- identify land required for infrastructure improvements and reserve/protect it from future development;
- scheme amendment to support land use and development standards;
- introduction of increased residential densities and performance based zoning (relaxation of planning requirements for proposed developments where community benefits are provided) to achieve the highest and best use of the land in the town planning schemes;
- consideration of plot ratios to accommodate the proposed building heights in non-performance based areas;
- introduction of development contribution plans and development contribution areas into both schemes as per draft State Planning Policy 3.6; and
- the introduction of incentives for new buildings to meet sustainable building objectives (eg at a minimum, a 4-Star Green Star Building and/or a minimum 4 Star rating using the National Australian Built Environment Rating System (NABERS)).

4.4 Governance

The implementation of the precinct vision will require strong governance and cooperation between both local Councils and the State Government. The following actions and concepts should be considered.

- A separate partnership between the local governments should be initiated as a MOU outlining their commitment to the vision and to provide assurance to developers of the future of the precinct.
- Establish a dedicated steering group with State and local government representation to oversee implementation of the vision (could be an existing committee or group).
- The establishment of a joint development assessment unit (DAU) within CoM and CoSP to assess the performance of proposals in performance based zones.
- The development of an economic development strategy for the precinct to inform town planning scheme and local planning strategy amendments.
- Feasibility studies to allow commitments to be made on major infrastructure issues and provide certainty to potential private or public developers.
- Seek a commitment for the Canning Highway/Kwinana Freeway interchange road, rail and pedestrian/cyclist improvements between the WAPC, CoM, CoSP, PTA , DOT and MRWA.

4.5 Land assembly

The assembly of land and dealing with land tenure issues that will arise during the implementation of this vision is a critical factor that needs to be efficiently dealt with. The following actions should be undertaken to assist in the assembly of necessary land parcels and to deal with private land tenure issues.

- A development plan is required for the performance based zone areas in the precinct and the immediately adjacent properties to facilitate the redevelopment of the privately held land. Government demonstration projects on State-owned land such as the land adjacent to the Tivoli Theatre are recommended to catalyse development and showcase what the objectives and outcomes are to the residents.
- The dialogue established by CoM and CoSP with the landowners in the area should be extended and ongoing to support quality land development.
- The redevelopment of the lots adjacent to the Canning Highway/Kwinana Freeway interchange, which are constrained by and may be affected by any future improvements to the interchange, could occur under several scenarios:
 - ‘improvement plan’ under Part 8 of the Planning and Development Act;
 - demonstration projects on land already in Government ownership;
 - public private partnerships involving a partnership between land owners and Government.

- Any development proposed over the Kwinana Freeway reservation and parks and recreation reserve will require careful consideration in order to create an appropriate land assembly framework. Consideration needs to be given as to whether freehold lots are created or leasehold arrangements are made.
- Separate to the planning process, there is the need to review public owned and/or vested land (State and local) within the study area in order to provide the precinct with key infrastructure and services.

In residential transition areas development is unlikely to occur in a sequential manner, but will occur as each landowner decides. It may also be the case that development consortiums will buy up land as it becomes available on the market, in order to amalgamate small landholdings to achieve a larger development. Staging of residential development on privately owned land is expected to occur gradually and progressively over a period of time.

4. Implementation

4.6 Implementation action framework

The following table outlines the key actions, time frames and responsibilities to assist in the implementation of the Canning Bridge precinct vision.

The timeframes proposed are critical (immediate), short term (1-5 years), medium term (6-10 years) and long term (10+ years).

Table 1 – Implementation action framework

Action	Time frame	Responsibility
Governance	(Critical, Short, Medium or Long Term)	(Lead agencies highlighted)
A separate partnership between the local governments should be initiated as a MOU outlining their commitment to the vision and to provide assurance to developers of the future of the precinct.	C	CoM, CoSP
The establishment of a dedicated steering group with State and local government representation to oversee development and implementation of the vision.	C	CoM, CoSP, DoP, MRWA, PTA
Initiate the preparation of an economic development strategy for the precinct to inform town planning scheme and local planning strategy amendments.	C	CoM, CoSP, DoP
Establish a community/stakeholder engagement plan and community/stakeholder liaison groups to enable ongoing engagement with the community	C	CoM, CoSP, DoP,
The establishment of development assessment units (DAU) within both COM and CoSP, or a combined DAU for both local governments to assess the performance of proposals in performance based zones.	ST	CoM, CoSP
Seek a commitment for the Canning Highway/Kwinana Freeway interchange road, rail and pedestrian/cyclist improvements.	ST	DoP, MRWA, PTA
Infrastructure improvements		
Roads:		
A detailed traffic planning study is required to investigate the preferred concept for the redevelopment/improvement of the Canning Highway/Kwinana Freeway interchange including pedestrian and cyclist requirements. The study to include a full feasibility study to allow commitments to be made on major public infrastructure to provide certainty to potential private or public developers.	C	MRWA, DoP, PTA, CoM, CoSP
Undertake parking and access strategy (having regard to staged development of the precinct).	C	CoM, CoSP, DoP
Improvements to the Canning Highway/Kwinana Freeway interchange as a result of the above transport study – develop new bus station interchange and upgrade existing rail station platform to encourage greater use and allow for increased capacity requirements.	C-ST	MRWA, PTA, DoP, CoM, CoSP
Develop transitional access arrangements to the new bus station that can be integrated into the road network when the replacement southern Canning Bridge is developed.	ST	MRWA, PTA, DoP, CoM, CoSP
Establish priority bus lanes along the Canning Highway heading both east and west.	ST	MRWA, PTA, DoP, CoM, CoSP

Action	Time frame	Responsibility
Improvements to local roads including an improved intersection at Kintail Road and Canning Beach Road and possible roundabouts on Kishorn Road and Davilak Street.	ST	CoM, CoSP, MRWA
Develop new roads which support the road network in the COM as the result of private development.	ST-MT	CoM, Private Developers
Construct a new Canning Bridge to the south of the existing bridges. Transition east bound traffic to the new bridge. Repair, upgrade or replace the existing southern Canning Bridge and transition west bound traffic to this bridge.	MT	MRWA, DoP, CoM, CoSP
Repair and upgrade the existing northern Canning Bridge to accommodate bus and local traffic movements, maintain the heritage aspects of the bridge and facilitate development if agreed as an outcome of detailed urban design studies (cafés, kiosks etc). Transition bus traffic onto the bridge.	MT	MRWA, PTA, DoP, CoM, CoSP
Left in left out intersection leading onto the Canning Highway from Cassey Street connecting into the bus bridge(greater consideration of this element in conjunction with local landowners is required).	LT	MRWA, PTA, CoSP
Bus/rail interchange		
Improve access to the Canning Bridge rail station as a priority – short term measures such as increased pedestrian phases at lights and new pedestrian overpasses etc.	C	MRWA, CoM, CoSP, PTA, DoP,
Establish formal kiss'n'ride areas near the existing railway station and foreshore reserve.	C-ST	PTA, MRWA, DoP, CoM, CoSP
Upgrade the existing Canning Bridge rail station to include facilities such as toilets, more bike stores and directional/wayfinding signage as a minimum in the short term.	ST	PTA, DoP
Develop an agreed strategy for wayfinding within the precinct (colours, palette of materials etc) and implement improvements.	ST	CoM, CoSP, DoP, MRWA, PTA
Landscape		
Undertake a detailed design study and urban development concept for the foreshore reserve between the freeway and river.	ST	CoSP, DoP, MRWA, PTA, SRT, DIA
Develop landscape design guidelines for the whole of the precinct.	C	CoM, CoSP
Undertake the development of the foreshore reserve between the freeway and river considering future urban development and/or landscape development to raise levels to connect more appropriately with the bus station/bus bridge level.	ST for levels, M-LT for balance of development	CoSP, DoP, SRT, DEC
Undertake improvements to the river foreshore generally including development of street furniture, rubbish bins and public toilets.	MT	CoM, CoSP, DoP, SRT
Consider rehabilitation programs to improve the wetland environment of the river.	MT	SRT, CoM, CoSP, DoP, DEC, DIA
Service infrastructure		
Investigate the feasibility of underground power throughout the precinct.	ST	CoM, CoSP, OOE
Investigate the feasibility of improved communications infrastructure for the precinct.	ST	CoM, CoSP

4. Implementation

Action	Time frame	Responsibility
Investigate water and sewer capacity in the area to ensure upgrades can be planned to occur in line with staged development.	ST	CoM, CoSP, WC
Parking		
Undertake a parking and access strategy and community engagement to manage community expectations and user groups.	ST	CoM, CoSP
Utilise the parking and access strategy to determine the appropriateness of development of Council or State Government owned land for parking and to establish on and off street parking policies.	ST	CoM, CoSP, DoP
Ensure built form design guidelines for private development encourage private developers to provide public parking that may be managed by the local government.	ST	CoM, CoSP
Built form		
Develop design guidelines for the precinct to ensure high quality and consistent development including staging of development. Design guidelines may be developed for specific areas separately (ie all areas identified as commercial/mixed use and separate guidelines for residential areas), or as a single document agreed to by both CoM and CoSP.	C	CoM, CoSP
Ensure adequate investigation of potential climate change impacts are considered in the development of detailed design guidelines.	C	CoM, CoSP
Undertake a heritage plan for the precinct to protect, enhance or recognise heritage features unique to the area. Consider heritage elements in the development of detailed design guidelines.	C	CoM, CoSP
Develop guidelines including implementation guides for private landowners to establish memorandums of understanding (MOU) that will be acceptable to the CoM and CoSP, for future development of combined land parcels.	ST	CoM, CoSP, DoP
Improve the amenity and the transport concerns near the existing IGA supermarket and Kishorn Road/Canning Beach Road intersection (new development).	ST	CoM
Undertake an assessment of the land redevelopment opportunities that can be achieved based on the current traffic infrastructure in the precinct. This should occur in conjunction with the transport planning study.	ST	CoM, CoSP, DoP
Community outcomes		
Investigate and develop a community hub in the Applecross/Mt Pleasant area combining existing public services into one facility, including the library and senior citizens' centre.	ST	CoM
Develop community facilities such as toilets, water fountains etc in public spaces such as the foreshore, McDougall Park, Olives Reserve and newly created open space within the precinct vision.	M-LT	CoM, CoSP
Streetscape improvements		
Develop streetscape design guidelines for the whole of the precinct.	ST	CoM, CoSP
Establish mechanisms for developer's contributions for all new development initiatives in the precinct to establish streetscape and other public space improvements.	ST	CoM, CoSP
Develop alternative/coloured street pavements in selected locations throughout the precinct when undertaking road upgrades.	S-MT	CoM, CoSP
Key entry statements and public art		
Ensure built form design guidelines for private development encourage public art within private landholdings.	ST	CoM, CoSP

Action	Time frame	Responsibility
Develop entry statements at the corner of Canning Highway and Sleat Road heading east, corner of Canning Highway and Henley Street heading west and the corner of Ley Street and Manning Road heading west.	S-MT	CoM, CoSP
Develop playgrounds or exercise areas in the precinct.	M-LT	CoM, CoSP
Statutory requirements		
Develop an activity centre structure plan for the Canning Bridge commercial area in line with State Planning Policy 4.2: Activity Centres for Perth and Peel.	C	CoM, CoSP, DoP
Identify land required for infrastructure improvements and reserve/protect it from future development.	C	CoM, CoSP, DoP
Scheme amendment to support proposed land use and development standards.	ST	CoM, CoSP
Introduction of increased densities and performance based zoning (relaxation of planning requirements for proposed developments where community benefits are provided) to achieve the highest and best use of the land in the town planning schemes.	ST	CoM, CoSP
Consideration of plot ratios to accommodate the proposed building heights in non-performance based area.	ST	CoM, CoSP
Introduction of development contribution plans and development contribution areas into both schemes as per draft State Planning Policy 3.6.	ST	CoM, CoSP
The introduction of targets for key sustainability indicators within the precinct, including water usage and quality and the energy performance of buildings (targets should identify water reuse and energy efficiency percentages for buildings/land uses).	ST	CoM, CoSP
Introduce incentives for new buildings to meet sustainable building objectives as identified in built form design guidelines (eg at a minimum, a 4-star Green Star building and/or a minimum 4 star rating using the Australian Building Greenhouse Rating (ABGR) scheme).	ST	CoM, CoSP
Land assembly		
Establish a development plan for the performance based zone areas in the precinct and the immediately adjacent properties.	ST	CoM, CoSP
Government demonstration projects to catalyse development and showcase objectives and outcomes.	S-LT	CoM, CoSP
Extend the established dialogues with the landowners in the area to support quality land development.	ST	CoM, CoSP
Review public owned and/or vested land (State and local) within the study area in order to provide the precinct with key infrastructure and services.	ST	CoM, CoSP
Establish a working group to consider the appropriate land assembly framework for and potential development of land between the freeway and the river.	S-MT	CoSP, DoP, MRWA, LandCorp

- CoM – City of Melville
 - CoSP – City of South Perth
 - DEC – Department of Environment & Conservation
 - DIA – Department of Indigenous Affairs
 - DoW – Department of Water
 - DoP – Department of Planning
 - OOE – Office of Energy
 - MRWA – Main Roads WA
 - PTA – Public Transport Authority
 - SRT – Swan River Trust
 - WC – Water Corporation
- Note: The newly created Department of Transport may be a stakeholder in the implementation of State Government transport proposals

LONG TERM VISION

* THIS PLAN IS SUBJECT TO FURTHER STUDIES AS PER THE IMPLEMENTATION ACTION FRAMEWORK

KEY ELEMENTS OF PRECINCT PLAN

- 1 MORE STREET TREES THROUGHOUT PRECINCT
- 2 OPPORTUNITIES FOR KERBLESS LOCAL PEDESTRIAN ENVIRONMENT
- 3 PUBLIC PARKS MIRRORED ON BOTH SIDES AS CENTRE OF MELVILLE PRECINCT
- 4 ADDITIONAL COMMUNITY FACILITIES
- 5 EXPANDED FORESHORE AREA FOR INCREASED FORESHORE USES
- 6 THIRD BRIDGE TO REPLACE AGEING INFRASTRUCTURE - REALIGNED CANNING HIGHWAY
- 7 CONSIDER OPPORTUNITIES FOR CAFE'S, RETAIL, KIOSKS ALONG PEDESTRIAN/LOCAL TRAFFIC BRIDGE (POSSIBLE)
- 8 POSSIBLE FUTURE FERRY PAVILION AND TERMINAL, INTEGRATED WITH BUS/RAIL INTERCHANGE
- 9 LANDSCAPED AND ELEVATED TO CONNECT TO LEVEL OF BUS/RAIL INTERCHANGE
- 10 OPPORTUNITIES FOR MORE MIXED USE DEVELOPMENT IF DESIRABLE
- 11 BUS STATION TO BE DEVELOPED IN THE SHORT TERM (SUBJECT TO DETAILED DESIGN AND CAPITAL FUNDING ARRANGEMENTS)
- 12 LONG TERM LOCAL TRAFFIC, BUS, CYCLIST AND PEDESTRIAN ROUTE RAISED ABOVE FREEWAY TO PROVIDE ACCESS
- 13 NO THROUGH ACCESS FOR LOCAL TRAFFIC (SUBJECT TO FURTHER INVESTIGATION AND DETAILED DESIGN)
- 14 POSSIBLE LOCAL KISS AND RIDE FACILITY (SUBJECT TO FURTHER INVESTIGATION)
- 15 NEW PEDESTRIAN/CYCLIST OVERPASSES LINKING TO THE BUS AND RAIL STATIONS (SUBJECT TO DETAILED DESIGN)
- 16 LANDSCAPED AND ELEVATED TO CONNECT TO LEVEL OF BUS/RAIL INTERCHANGE
- 17 THE NEED FOR 17 OCCURS
- 18 COMMERCIAL FUNCTIONS
- 19 TEAROOMS, AMENITIES
- 20 LOCAL COMMERCIAL AREA
- 21 NEW MANNING ROAD FREEWAY (SOUTHBOUND) ON RAMP AND PARK LANDS
- 22 OPPORTUNITY FOR MIXED USE SITE DEVELOPMENT
- 23 ALTERNATIVE ROAD SURFACE TREATMENTS TO ENCOURAGE REDUCED SPEED AND PEDESTRIANISED ENVIRONMENT
- 24 FURTHER INVESTIGATION OF PROPOSED HEIGHT AND DENSITY REQUIRED

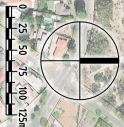


LONG TERM VISION

THIS PLAN IS SUBJECT TO FURTHER STUDIES AS PER THE IMPLEMENTATION ACTION FRAMEWORK

BUILDING HEIGHTS

- PERFORMANCE BASED ZONE, HEIGHTS/STOREYS SUBJECT TO DELIVERY OF COMMUNITY BENEFITS TO A MAXIMUM OF 20 STOREYS
- PERFORMANCE BASED ZONE, MIXED USE DEVELOPMENT (COMMERCIAL/RESIDENTIAL/COMMUNITY USES) TO A MAXIMUM OF 10 STOREYS
- RESIDENTIAL LAND USES TO A MAXIMUM OF 5 STOREYS AS TRANSITIONAL DEVELOPMENT TO SURROUNDING RESIDENTIAL AREA
- RESIDENTIAL DEVELOPMENT TO A MAXIMUM OF 4 STOREYS
- RESIDENTIAL DEVELOPMENT TO A MAXIMUM OF 6 STOREYS, EXISTING COMMERCIAL USES TO REMAIN
- RESIDENTIAL DEVELOPMENT TO 3 STOREYS
- COMMUNITY/PUBLIC USES
- FURTHER INVESTIGATION OF PROPOSED HEIGHT AND DENSITY REQUIRED





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Melville



Western
Australian
Planning
Commission



Government of **Western Australia**
Department of **Planning**

Draft Canning Bridge Precinct Vision

Report on Submissions

September 2010



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Summary

In June 2009 the West Australian Planning Commission (WAPC) released the *Directions 2031: Draft Spatial Framework for Perth and Peel* to guide development within the Perth and Peel Region and to manage the significant population projections for the next 22 year period.

This policy document, based on the identified six key themes of a liveable, prosperous, equitable, accessible, green and responsible city has been developed with significant community and stakeholder input. Also released in 2009 is the WAPC's draft Statement of Planning Policy: *Activity Centres for Perth and Peel* (draft SPP).

In 2007 the commencement of the rail passenger service from Perth to Mandurah included a new bus/rail interchange at Canning Bridge. This station has now emerged as a significant node in the public transport network servicing the highest frequency bus routes in the metropolitan region and high frequency train services to and from the Perth central business district.

With its high level of public transport service Canning Bridge is identified in the draft SPP as a District Town Centre/Activity Centre where community services, higher density housing, employment and a range of mixed use activities are encouraged to accommodate some of Perth's expected growth in the years to 2031 and beyond.

This planning analysis of the Canning Bridge Precinct broadly represents land within an 800m walk of the station extending further around the existing Applecross Centre on the west side of the River, along the Transport Corridor of Canning Highway. The analysis was commissioned jointly by the City of Melville (CoM), City of South Perth (CoSP) and the WAPC as a response to increasing demand from landowners, the provision of the Perth-Mandurah rail line and the new station at Canning Bridge.

The key focus of this project was to prepare a Precinct Vision and implementation strategy for the Canning Bridge area to facilitate the development of transit oriented development (TOD) that will take advantage of its strategic location and prime regional access characteristics. The draft Vision provides a non-statutory planning framework for the future development of the area as a major activity centre with significant opportunity for additional employment.

Canning Bridge Precinct Vision Statement

The Canning Bridge Rail Station Precinct will evolve to become a unique, vibrant, creative community centred on the integrated transport node of the Canning Bridge Rail Station. The precinct will be recognised by its unique location, its integrated mix of office, retail, residential, recreational and cultural uses that create areas of excitement, the promotion of its local heritage and as a pedestrian friendly enclave that integrates with the regional transport networks while enhancing the natural attractions of the Swan and Canning rivers.



1. Introduction

The draft Canning Bridge Precinct Vision (the draft Vision) was released for public comment on 2nd February 2010. Due to the intense public interest, the original closing date of 19th March 2010 was extended to the 1st of April. Several late responses have also been received and are included in this Report.

A total of 410 submissions were received from the general public, government agencies and service authorities. One (1) submission received was considered invalid, as it was from an anonymous source. This report considers the 409 submissions in balance.

Both written (309) and internet (101) submissions were received (of the 410). Several proforma comments were received; these have been counted individually (A proforma submission is a submission which is copied and signed by two or more parties who agree with the statements and sentiments included within).

This report presents a summary of, and responses to, the submissions.

2. Submissions Received

2.1 Volume

410 submissions were received of which 1 was invalid as it was from an anonymous source.

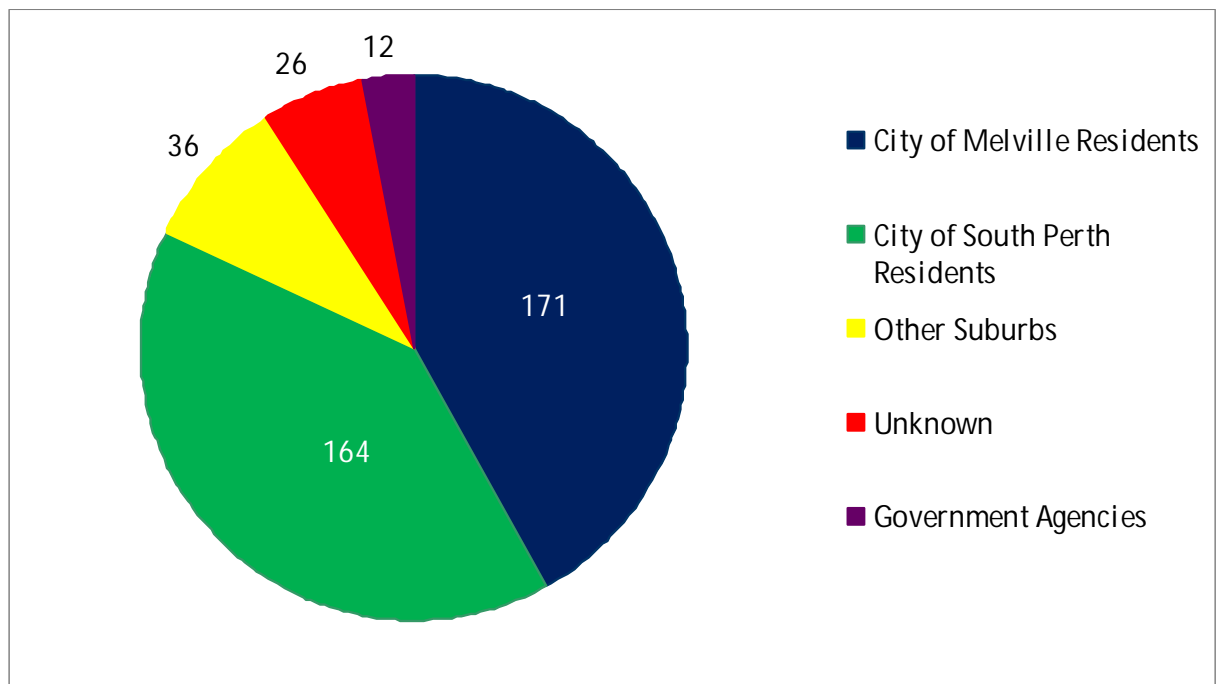
2.2 Key Issues

Of the 409 submissions being considered, a large variety of issues, concerns, suggestion and support have been logged. A detailed response to the key submission themes is included in this report at Section 4.

2.3 Location

Submissions were received from respondents from a number of suburbs, both directly associated with the project and from further afield. In summary, 171 submissions were received from residents in the City of Melville, 164 from residents in the City of South Perth, 36 from other suburbs, 26 were received via email or did not identify a specific address and 12 were received from Government Agencies or service authorities. Figure 1 reflects this graphically.

Figure 1 Submissions by Location





2.4 Submission Type

Along with individual submissions, 141 proforma submissions (9 different proformas) and three multi-signatory submissions were received.

2.5 Submission Character

As a number of the individual submissions expressed both support and opposition to elements of the draft Vision, this Report intends to consider the general intent of each submission. Submissions that used the terms 'Object' (strongly or otherwise), 'Oppose' or were otherwise generally suggesting that all elements of the draft Vision would have a negative impact on the amenity of the area are reported here as **Opposed**.

Submissions that used the terms 'Support', 'Commend' or were otherwise generally suggesting that all elements of the draft Vision would be positive for the Precinct are reported here as **Supportive**.

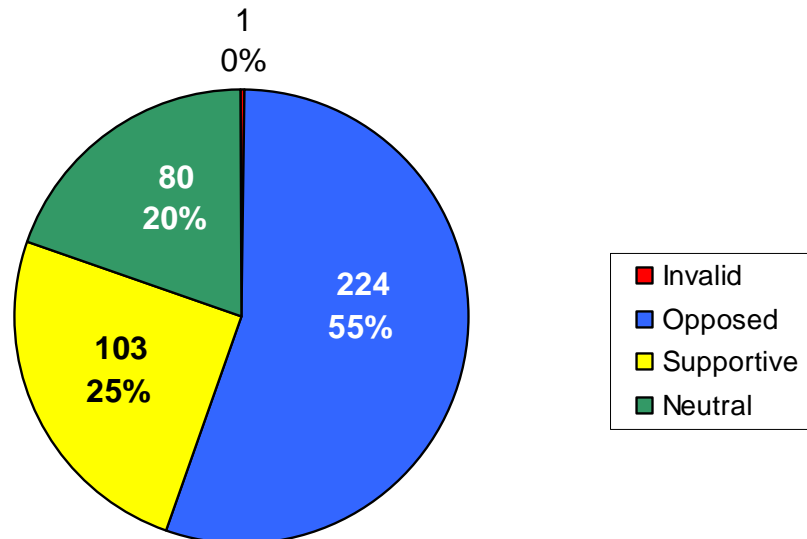
Submissions that have been considered **Neutral** fall into one of the following categories:

1. Used the terms 'Object', 'Oppose' for some elements and 'Support' or 'Commended' for others, but neither more strongly than the other.
2. Did not explicitly state support for the draft Vision but had a tone of support, i.e. suggested additional elements that could be considered for the draft Vision, or suggested ways of achieving certain outcomes.
3. Made comments about the existing issues in Canning Bridge, such as shortage of bicycle facilities at the train station, but did not say that the draft Vision responded or did not respond to the issue.
4. Suggested a need to provide very clear guidelines for built form or for any element that had an environmental impact, but did not indicate a lack of support for these elements.

In terms of Point (1.) above, fourteen (14) of the submissions in this category included an opposition to some areas of density or height in the draft Vision, but expressed general support for increased density and a number of other elements. Four (4) of these submissions included opposition to the change in boundary for the draft Vision outcome from the original study area, but did not express any opposition to any other element of the draft Vision.

Figure 2 reflects the overall outcomes of this analysis graphically.

Figure 2 Submission Character



It should be noted that no submissions objecting to the Manning Road southbound on ramp, or to the improvement of public facilities and amenities was received.

2.6 Summary of Individual Submissions Comments/Issues

Table 1 represents a summary of issues and concerns from all individual public comments received during the public comment period. The comments have been summarised as either 'opposed', 'support', 'concerns' or 'suggestions'.

Table 2 represents a summary of issues and concerns from all individual public comments received during the public comment period from *residents of the City of Melville only* and Table 3 represents a summary of issues and concerns from all individual public comments received during the public comment period from *residents of the City of South Perth only*. Table 4 reflects the balance of the public comments.



Table 1 Individual Comments Summary

Opposed	Total	Support	Total	Concerns	Total	Suggestions	Total
Kiss'n'Ride	3	Cassey St bus bridge over freeway	4	Acid sulphate soils	4	Confine development to study area/certain street boundaries	49
Canning Bridge rail station (close it)	119	High density	19	Will there be any compensation?	10	Develop the area according to the existing TPS zoning	19
Cassey St bus bridge over freeway	140	Vision	62	Compulsory acquisition	8	Develop Formal Park'n'Ride	11
Development on McDougall park (wildlife impact)	7	Vision, TOD	9	Vision inconsistent with Directions 2031	16	Develop Kiss'n'Ride	120
High density (tall buildings)	225	Ferry terminal	9	Lack of consultation	28	Develop South Perth TOD instead	119
Traffic congestion	237	Manning Rd southbound freeway on ramp	144	Poor consultation	140	Don't block river views	6
Parking congestion	56	Development on McDougall Park	2	Lack Public Open Space	31	Build Freeway pedestrian/cyclist overpasses	117
Rear boundary zoning change (overshadowing, loss of privacy)	11	Timely progress of the Vision	15	Vision extends beyond 800m walking distance of rail station	9	Higher buildings should be along Canning Hwy spine, cascade back	110
Street boundary zoning change (amenity)	8	Sustainability recommendations	5	Poor pedestrian station access	37	High density – extend along the Hwy to Riseley St	7



River development	123			Traffic study out of date	137	Improve cyclist access	8
River infill (ecology impact)	23			Not everyone will use Public Transport	10	Improve infrastructure (gas, electricity, telecommunications) for increased density	6
Vision	20			Climate change impacts	2	Improve Public Transport services	5
Ferry terminal	6					Keep Olives Reserve	122
						Plot ratio is not a useful tool in addressing bulk and scale of development	7
						Build a tunnel under Canning Bridge to accommodate through/regional traffic	16
						Increase the density of my property	12



Table 2 City of Melville Key Individual Comments

Opposed	Total	Support	Total	Concerns	Total	Suggestions	Total
Traffic congestion	88	Vision	39	Poor pedestrian station access	25	Confine development to study area/certain street boundaries	44
High density (tall buildings)	81	Manning Rd southbound on ramp	7	Lack Public Open Space	23	Develop the area according to the existing TPS zoning	17
Parking congestion	45			Lack of consultation	22	Build a tunnel under Canning Bridge to accommodate through/regional traffic	11
River infill (ecology impact)	17			Traffic study out of date	12	Increase the density of my property	10
Vision	14			Vision inconsistent with Directions 2031	12	Higher buildings should be along Canning Hwy spine, cascade back	9
Rear boundary zoning change (overshadowing, loss of privacy)	10			Poor consultation	9	High density – extend along the Hwy to Riseley St	7
Street boundary zoning change (amenity)	7			Vision extends beyond 800m walking distance of a rail station	7		



Table 3 City of South Perth Key Individual Comments

Opposed	Total	Support	Total	Concerns	Total	Suggestions	Total
Traffic congestion	117	Manning Rd southbound freeway on ramp	112	Poor consultation	105	Keep Olives Reserve	95
High density (tall buildings)	114	Vision	15	Traffic study out of date	99	Develop South Perth TOD instead	94
Cassey St bus bridge over freeway	105	Ferry terminal	4	Poor pedestrian station access	9	Build Freeway pedestrian/cyclist overpasses	92
River development	96			Will there be any compensation?	7	Develop Kiss'n'Ride	89
Canning Bridge station (close it)	89			Compulsory acquisition	7	Higher buildings should be along Canning Hwy spine, cascade back	84
Parking congestion	9			Lack of consultation	6	Develop Formal Park'n'Ride	7
River infill (ecology impact)	5					Build a tunnel under Canning Bridge to accommodate through/regional traffic	4



Table 4 Other Key Individual Comments

Opposed	Total	Support	Total	Concerns	Total	Suggestions	Total
Traffic congestion	32	Manning Rd southbound on ramp	24	Traffic study out of date	26	Keep Olives Reserve	25
High density (tall buildings)	29	Vision	7	Poor consultation	25	Develop Kiss'n'Ride	23
Cassey St bridge	26	Cassey St bus bridge over freeway	4			Develop South Perth TOD instead	23
River development	25					Build Freeway pedestrian/cyclist overpasses	23
Canning Bridge rail station (close it)	23					Higher buildings should be along Canning Hwy spine, cascade back	16

3. Key Responses

3.1 Removal of the Canning Bridge Rail Station

A total of 118 submissions directly suggested or inferred that the closure of the Canning Bridge Rail station should occur.

It should be noted that there is no intention by the State Government to close the Canning Bridge Rail Station. The station is a significant node in the public transport network linking the highest frequency bus routes in the metropolitan region and high frequency train services to and from the Perth central business district.

The sheer numbers of passengers utilising the station reinforces the importance of the station both to local and regional transport networks. The frequency of services through the Rail and Bus interchange is forecast to increase rather than decrease. The station supports a large integrated metropolitan network of public transport and is important to metropolitan wide objectives of decreasing private vehicle use within the Central Sub Region.

Furthermore, the State Government has no intention of developing significant Park'n'Ride facilities at this rail station, to further encourage the decrease of private vehicles from the road network in the Central Sub Region. The Local Governments support this view. The introduction of Park'n'Ride at the station would increase the amount of traffic in this area and further complicate the interchange. As freeway traffic increases and congestion on the freeway becomes more prevalent, the attractiveness of the train will increase and the transfer from the bus will become more acceptable.

The State and Local Government's do support limited kiss'n'ride at this station subject to appropriate location and design as kiss'n'ride supports accessibility to the Precinct without encouraging excessive inter-suburb car movements. The location of Kiss'n'Ride still needs to be further refined in response to the submissions received.

Bus to Rail transfers or walking and cycling access are the preferred method of accessing the Canning Bridge Rail Station, hence the discussion within the draft Vision report about local connector bus networks. The Vision document will be amended to more clearly identify further investigation of inner suburb networks linking to the Canning Highway, acknowledging that any bus running along Canning Highway can be used to connect to the rail station.

In relation to developing the South Perth TOD instead of the Canning Bridge Activity Centre (i.e. land near the proposed South Perth train station), the State and Local Government's are committed to establishing both. It is noted that Canning Bridge is performing as a quasi TOD already, without the necessary studies or infrastructure considerations to support this. The implementation of a TOD Vision at Canning Bridge will result in planned development of Canning Bridge Precinct in accordance with defined principles and standards.

3.2 Do Nothing – No Changes to the Precinct

A total of 139 submissions directly suggested or inferred that no changes to the Precinct should occur, or



changes should occur in line with existing Town Planning Scheme standards.

The State and Local Government's are committed to developing land across the Metropolitan Region in an efficient and sustainable fashion, making our City more Liveable, Prosperous, Equitable, Accessible and Green; and developing in the most responsible way to make the most efficient use of available land and infrastructure (draft Directions 2031).

Canning Bridge is identified in the draft SPP as a District Town Centre/Activity Centre where community services, higher density housing, employment and a range of mixed use activities are encouraged to accommodate some of Perth's expected growth in the years to 2031 and beyond – the State and Local Government's are committed to having a *plan* for this development.

Whilst the current planning framework does allow for much greater development than currently exists, and no Vision for the Precinct would propose to revoke those development rights, it should also be noted that within the current framework there is no requirement for improvements to public space or public facilities. Nor is there any onus on developers to build high quality or sustainable buildings, or to encourage the use of bicycles or public transport.

Thus, development according to existing frameworks will continue to exacerbate existing concerns without providing any solution or response.

Furthermore, the need to accommodate significant population growth in the Perth Metropolitan Region over the next 50 years will require some change to our existing urban areas. The policy to develop key nodes such as those in proximity to train station, as opposed to metropolitan wide suburban infill, results in the retention of large areas of land in suburbs at reasonably low density, protecting the suburban fabric, whilst also supporting growth and benefitting our environment.

3.3 River Redevelopment and Environmental Concerns

A total of 146 submissions directly suggested or expressed concern over proposals for river infill or other development of environmentally sensitive areas.

The implementation of the Vision is committed to ensuring that any proposal in the Vision be considered in conjunction with the relevant authorities and community stakeholders with regard to detailed design studies to determine the positive or negative impacts of any proposed changes. The following statements relate to specific elements of the draft Vision.

River Redevelopment:

The draft Vision does not propose to develop the riverine environment without appropriate consideration of all issues. A detailed submission from the Swan River Trust (SRT) (considered in Section 5 of this report) provides a number of recommendations for detailed consideration of this element of the Vision. The SRT would be, as requested, party to any Steering Group convened to appropriately implement the Vision and the statutory controls which exist to protect the riverine environment would be adhered to.

Redevelopment of the riverine environment would only occur following substantial investigations into water quality, marine environment and sedimentary concerns; however, preliminary discussions surrounding the Vision suggest that some amendment to the riverine environment could improve the



environment and provide significant benefit to the community.

General Environment:

Development of the Precinct or elements of the Vision would only occur following a thorough assessment of environmental impacts and management including Acid Sulphate Soils, contaminated sites, flora and fauna (including marine life), climate change impacts, drainage, water quality and retention of natural resources. This is a statutory process that cannot be circumvented.

McDougall Park

The draft Vision does not propose to develop McDougall Park without appropriate consideration of all issues, including impact on wildlife and the intent in which the Park was ceded to the City of South Perth. Any proposal would occur in conjunction with the relevant authorities and community stakeholders.

3.4 Cassey Street Bridge

A total of 138 submissions directly expressed concern over the development of the Cassey Street bus bridge over the freeway. This considerable feedback included suggested alternatives. The study partners acknowledge that advertised concept was not directly discussed at local consultation sessions as it had not been formulated at this point, although a number of similar options were.

The Cassey Street bus bridge shown in the draft Vision was the result of a technical analysis of a number of different transport options and finally a technical working forum with the relevant agencies and was included as a *Vision* only, not a *fait accompli*.

The State and Local Government are committed to ongoing consultation surrounding this element of the Vision and have already convened a technical working group with relevant directorates within the Department of Planning, City of Melville, City of South Perth, Main Roads WA, the Public Transport Authority and the Department of Transport.

The working group considered alternatives to the concept in the draft Vision, including suggestions received during the public comment period, whilst continuing to consider how possible short and long term solutions can support safe access to the rail and bus interchange for public and private vehicles, and pedestrians and cyclists.

As a result of the technical working group and concerns expressed by the community, a preferred direction has been formulated. Importantly, the preferred direction provides for short term upgrades as required immediately, with long term options that result in almost no redundant infrastructure development and allows time for ongoing engagement with the service providers and the community in developing the final design.

The draft Vision recognises the concerns of the community and State and Local Governments that safety and access to the Canning Bridge Station needs to be improved. The best process to achieve this will come from further consultation, transport workshops and traffic analysis and modelling.

3.5 Traffic and Parking

A total of 293 submissions directly expressed concern over either traffic, parking or a mixture of both,

with 237 being the greatest number relating to any one issue (traffic congestion).

The ability to appropriately consider traffic and parking elements is only possible once a Vision is formulated. Without a Vision, traffic modelling and engineering design would not fully respond to the future growth expectations of the place being considered, and so a Vision must first be established. Traffic analysis and modelling studies are costly and can take significant time, and would be an inefficient use of taxpayers money were they to occur prematurely (i.e. prior to the community considering the intent of a Vision).

As such, in the interests of open communication the draft Vision was advertised for public comment, with the strict proviso that detailed traffic analysis and modelling occur as a *critical* initiative of the plan (see Section 4.6, Table 1 – Implementation Action Framework of the draft Vision report). These investigations will provide the necessary detail to either support or oppose elements of the draft Vision, and assist with refining the Vision.

The Canning Bridge Precinct Vision study partners remain committed to the careful consideration of traffic impacts and parking shortages resulting from proposed changes to the Precinct and this is reflected in the identification of this action as 'critical'.

Proactive Design for Planned Mitigation

It should be noted that some increased congestion *will* occur in the Precinct, and this will occur regardless of the implementation of the Vision. It is not realistic to expect significant metropolitan growth *and* a decrease in traffic, however, as opposed to unplanned growth and piecemeal mitigation strategies, proactive design of the Precinct is likely to alleviate some of the traffic congestion and parking impacts and provide for a much more desirable Precinct.

In support of this, the following are some elements to be further considered:

- The draft Vision supports a decrease in the number of private vehicles within the Precinct. Future detailed design will consider traffic design that will further discourage private vehicle traffic from utilising local roads to avoid Canning Highway traffic.
- Elements of the draft Vision also support the improvement of facilities for pedestrians and cyclists, including better facilities within developments and improved pathways (shelter etc) to reach destinations.
- Local network feeder buses and other alternatives such as timed on street parking will also be considered to further improve issues relating to informal Park'n'Ride on local streets.
- Kiss'n'Ride provision will also support accessibility to the Precinct and the station without encouraging excessive inter-suburb car movements.
- The development of appropriate and limited parking areas within the Precinct will further discourage the use of the Precinct as a Park'n'Ride area, and realistic fees are proposed to support this. However, flexibility in this element should also occur in relation to short term visitors to the area. A detailed parking strategy will need to be developed.
- Reciprocal use of parking areas for different land uses will be recommended to reduce the overall amount of parking proposed in the Precinct.

- Innovative approaches to the provision of residential parking, such as separate purchasing of car bays to dwellings, will encourage consideration of the real cost of parking and car ownership.

3.6 Intensity and Heights

A total of 225 submissions directly expressed concern over the intensity of development proposed in the draft Vision, with 144 being the greatest number relating to any one issue (overshadowing).

Canning Bridge is identified in the draft SPP as a District Town Centre/Activity Centre where community services, higher density housing, employment and a range of mixed use activities are encouraged to accommodate some of Perth's expected growth in the years to 2031 and beyond. The draft Directions 2031 identifies a requirement for an additional 121,000 dwelling in the central sub region of Perth within existing urban areas. Canning Bridge is well located to absorb a proportion of this growth. The draft Vision considers one scenario to support this Framework and the State and Local Government's are committed to having a *plan* for this development.

Notwithstanding this, the development of the Canning Bridge Precinct must occur in an attractive, amenable, equitable and sustainable way.

It is important to acknowledge the concern of the community in these public submissions, and in doing so the Canning Bridge Precinct Vision study partners commit to ongoing communication via workshops and discussions with stakeholder groups, community representatives, design experts and local Government representatives.

The intensity of development proposed in the draft Vision will be predicated upon the provision of significant improvements to public facilities and infrastructure (including transport), public spaces, high quality design and sustainable outcomes. Suggestions from the community will also be considered in more detail, including suggestions for maximum heights based on minimum lot areas and other elements that would need to be considered for developers to achieve bonuses.

This draft Vision does not determine what the detail of each individual building will be. The Residential Design Codes (the Codes) provide policy and regulations that control the amount of overshadowing and protection of privacy and other design considerations. The Design Guidelines to be developed specifically for the Canning Bridge Precinct will be consistent with the objectives of the Codes.

The detail of exactly how this will occur will be worked through, with the community as a key stakeholder, as the Vision is implemented.

Study Area Boundary

The study boundary is described in Section 1.1 of the draft Vision document as an area broadly defined by an 800 metre radius from the train station. This section of the document also indicates that relevant issues outside of the study area would also be considered as and if they affect the study area.

The Vision area was expanded to the west (within the City of Melville) as the result of the community engagement sessions. As the community forums began to establish a conceptual height and density style it became apparent that an adequate transition from the proposed development along Canning Highway back into the suburban fabric would not be possible in the limited land area within the study boundary. Notwithstanding this, it is acknowledged that the community involved in the earlier



engagement sessions were within the study boundaries.

The release of the draft Vision was an extension of the engagement process. This was an opportunity for those within the extended boundaries to have their say and contribute to the discussion. Each land owner and resident in the area of the extended study boundary and those adjoining were notified by letter of the draft Vision and received a copy of the brochure.

The project partners commit to more detailed community engagement regarding the design outcomes proposed for the transition from the Vision area to the surrounding suburbs during the development of Detailed Design Guidelines. Final heights and density and time lines for their introduction will be considered at that stage.

3.7 Consultation

A total of 167 submissions directly expressed concern over the quality and quantity of public consultation throughout the development of the draft Vision.

The community consultation undertaken during the course of the project was substantial. Attached at Appendix A is a flowchart which indicates the consultation which has occurred. This flowchart was available and presented at the Open Day held in February, and was also on all websites (Department of Planning, City of Melville and City of South Perth) where the draft Vision and supporting documents were available.

In addition to this flowchart, outlining the consultation which occurred as part of the process, Outcomes Reports were also produced and made available which summarised the outcomes of each of the separate community engagement exercises occurring within the context of this study. The outcomes of other community engagement exercises which were considered during the study but did not occur during the timeframe of the study are separately available.

The main concern over consultation appears to stem from the introduction of new elements to the draft Vision such as the Cassey Street bus bridge and the extended boundaries in Mount Pleasant and Applecross. It should be recognised that this advertising of the draft Vision was designed to obtain feedback on these two issues as well as other elements of the draft Vision prior to a Final Vision being drawn.

Notwithstanding the extent to which consultation has occurred throughout this project, the considerable feedback given regarding this element will be taken into account when designing the type of engagement proposed in the future implementation of the Vision.

Invalidation of Engagement

A number of submissions indicated that height and density elements of the draft Vision were not discussed during preliminary community consultation sessions and were therefore considered invalid; however, a thorough examination of the outcomes reporting directly contradicts this. The Outcomes Reports for the community consultation sessions with both the City of Melville and City of South Perth community members reported verbatim written comments and plans sketched by attendees at those sessions.



4. General Submission Responses

4.1 Community Submissions

Table 1 summarised the key issues and concerns identified during the public comment period. Table 5 details a specific response to each of these issues. Additionally, a large number of submissions discussed concern over high density development, but for a number of different reasons. Table 6 provides individual response to each of these key reasons. A detailed register of submissions is attached to this report at Appendix B.

Table 5 Key Submission Comments

	Issue	Total	Response	Changes to Vision
1	Acid sulphate soils exist underground	4	Noted – Development of the Precinct will only occur following a thorough assessment of environmental impacts and management – including ASS. This is a statutory process that cannot be circumvented.	No changes
2	Will there be any compensation?	10	See Below – Compensation would only be provided where land was materially affected by land use/zoning changes that negatively impacted land values. As this document is a Vision plan only, and is not a statutory plan, there is no case for compensation at this stage. Further information in this regard can be found in the <i>Town Planning and Development Act 2005</i> .	No changes
3	Will there be compulsory acquisition?	8	The draft Vision report does not propose compulsory acquisition to deliver the Vision (excepting where land is already reserved for acquisition in the MRS). More consultation would occur with affected landowners should this be proposed to change.	No changes
4	Confine development to study area/certain street boundaries	49	Noted. See Key Response 3.6.	Notate on Vision plan the area for further investigation. Additional Action included in Section 4.6, Table 1 relating to Community Engagement



5	Develop the area according to the existing TPS zoning	19		<p>Noted. The current planning framework allows for much greater development than currently exists on the ground, and no Vision for the Precinct would propose to revoke those development rights.</p> <p>It should be noted also that within the current framework there is no requirement for improvements to public space or public facilities. Nor is there any onus on developers to build high quality or sustainable buildings, or to encourage the use of bicycles or public transport.</p> <p>See Key Response 3.6 for further detail.</p>	No changes
6	Develop Formal Park'n'Ride	11		The State Government does not propose to develop Canning Bridge Rail Station as a Park'n'Ride station.	No changes
7	Develop Kiss'n'Ride	119	Proforma issue	The draft Vision proposes Kiss'n'Ride. The location of Kiss'n'Ride still needs to be further refined in response to the submissions received and the proposed detailed traffic analysis and modelling– see Section 4.6, Table 1 – Infrastructure Improvements.	No changes
8	Oppose Kiss'n'Ride	3		Kiss'n'Ride supports accessibility to the Precinct without encouraging excessive inter-suburb car movements	Notate on the plan Kiss'n'Ride areas for further investigation
9	Develop South Perth TOD (instead of C Bridge)	119	Proforma issue	See Key Response 3.1.	No changes
10	Don't block river views	6		Detailed Design Guidelines will consider this element in more detail with the principle of allowing as many properties to access views as possible via view corridors, setbacks and design features. Note: taller buildings are intended to comprise of podiums on the first few levels with taller elements setback to enable views through.	No changes
11	Build Freeway pedestrian/cyclist overpasses	117	Proforma issue	Noted. Several additional options for pedestrian and cyclist overpasses will be considered as a result of these submissions; the ultimate location will be subject to a detailed investigation as to its most appropriate origin point.	Show additional pedestrian/cyclist overpass to the station from south east quadrant; note subject to detailed design



12	Higher buildings should be along Canning Hwy spine, cascade down from there (South Perth side of precinct)	110	Proforma issue	Noted. Earlier workshops discouraged heights increasing along Canning Highway in South Perth. In light of these submissions the proposed heights of buildings along Canning Highway in South Perth will be considered in greater detail and via more community consultation during preparation of detailed design guidelines. Minor changes to the Vision are proposed to reflect a more compact area of taller buildings.	Amend heights in the north east quadrant to show more compact area of taller buildings
13	High density can extend along the Hwy to Riseley St	7		Noted. This is not part of this Study; however, this may be further considered during preparation of detailed design guidelines or other investigations outside of this process.	No changes
14	Improve cyclist access	8		The draft Vision proposes improved cyclist access (see Section 4.6, Table 1 – Infrastructure Improvements). This will be considered in greater detail during detailed traffic analysis and modelling studies.	No changes
15	Improve infrastructure (gas, electricity, telecommunications) for increased density	6		The draft Vision proposes improved infrastructure (see Section 4.6, Table 1 – Infrastructure Improvements) and this element is further considered under Statutory Requirements.	No changes
16	Not everyone will use Public Transport	10		Noted. The Government is committed to improving the public transport system and achieving more public transport use, as well as cycling and walking, through programs such as TravelSmart (ongoing).	No changes
17	Improve Public Transport services	5		The draft Vision is reliant upon improved Public Transport services. PTA has advised that increased services will occur in the Precinct and the draft Vision report further identifies local opportunities for consideration.	No changes
18	Vision inconsistent with draft Directions 2031 (district centre only)	16		The identification of Canning Bridge as a District Centre relates to the commercial function of the Precinct <i>not</i> to its density and form. The draft Directions 2031 identifies a requirement for an additional 121,000 dwelling in the central sub region of Perth within existing urban areas. Canning Bridge is well located to accommodate a proportion of this growth and the draft Vision considers one scenario to support the draft Directions 2031 Framework.	No changes
19	Keep Olives Reserve	122	Proforma issue	The draft Vision proposes no change to the park at the end of Melville Parade.	No changes
20	Lack of community consultation	28		Noted. See Key Response 3.7	No changes



21	Poor consultation	140	Proforma issue	Noted. See Key Response 3.7	No changes
22	Lack Public Open Space	31		Public open space opportunities are limited given the current land tenure arrangement. However, the Vision considers incentives as a way of encouraging private land owners to provide a variety of public spaces and amenities for the users of the Precinct when redevelopment occurs. Several elements of the draft Vision will support the improvement of open space quality as well as a variety of recreation activities and opportunities.	No changes
23	Oppose Canning Bridge station (close it)	115		Noted. See Key Response 3.1.	No changes
24	Oppose Cassey St bridge	140	Proforma issue	Noted. Please see Key Response 3.4.	Changes as established at the Technical Working Group
25	Support Cassey St bus bridge	4		Noted.	No changes
26	Oppose development on McDougall park (wildlife impact)	7		The draft Vision proposes a small community/public use within the park but does not propose to develop McDougall Park without appropriate consideration of all issues, including impact on wildlife. Any proposal would occur in conjunction with the relevant authorities, and community stakeholders with regard to detailed design studies to determine the positive or negative impacts of any proposed changes.	No changes
27	Oppose high density	225	Proforma issue	Noted. More detailed responses are provided in Table 3.	No changes
28	Support high density	19		Noted.	No changes
29	Oppose increased traffic congestion	237	Proforma issue	Careful consideration of traffic impacts resulting from proposed changes within the Precinct will need to be given in detailed transport studies as recommended by the draft Vision report. Proactive design of the Precinct is likely to mitigate some of the traffic congestion impacts, as opposed to unplanned growth and piecemeal mitigation strategies.	No changes



30	Oppose increased parking congestion	56		Careful consideration of potential parking shortages resulting from proposed changes to the Precinct will need to be given in detailed access and parking studies as recommended by the draft Vision report. Proactive design of the Precinct is likely to mitigate some of the parking impacts, as opposed to unplanned growth and piecemeal parking strategies.	No changes
31	Oppose rear boundary zoning change (overshadowing, loss of privacy)	11		Noted. Detailed Design Guidelines will consider this element in more detail with the principle of ensuring amenable outcomes for all landowners by way of appropriate setbacks and specific design features. The guidelines will address this concern.	No changes
32	Oppose street boundary zoning change (amenity)	8		Noted. Detailed Design Guidelines will consider this element in more detail with the principle of ensuring amenable outcomes for all landowners by way of appropriate setbacks and specific design features. Both this and the previous scenario will be investigated further during the development of Design Guidelines.	No changes
33	Oppose river development	123	Proforma issue	Noted. Please see Key Response 3.3.	No changes
34	Oppose river infill (ecology impact)	23		Noted. Please see Key Response 3.3.	No changes
35	Oppose train station	4		Noted. See Key Response 3.1.	No changes
36	Oppose Vision	20		Noted.	No changes
37	Support Vision	61		Noted.	No changes
38	Support Vision, TOD	9		Noted.	No changes
39	Vision extends beyond 800m walking distance of the station	9		Noted. The Vision extends along the Canning Highway Activity Corridor which has intense public transport activity. There are significant transport and activity nodes within the Applecross/ Mount Pleasant area of Canning Bridge that justifies the extension. The Canning Bridge commercial area is a significant attractor which requires site specific analysis; hence the proposed Vision boundary and subsequent reconsideration of the study area.	No changes
40	Plot ratio is not a useful tool in addressing bulk and scale of development	7		Noted. The draft Vision report indicates that this element requires careful analysis. Development of Design Guidelines for the precinct will also address bulk and scale of development and the merits of plot ratio.	No changes



41	Poor pedestrian station access	37		The draft Vision proposes improved pedestrian access throughout (see Section 4.6, Table 1 – Infrastructure Improvements). Additional pedestrian access points will be shown in the final Vision as subject to detailed investigation; this will be considered in greater detail during detailed traffic analysis and modelling studies.	No changes
42	Oppose ferry terminal	6		Noted. The draft Vision allows for the flexibility of establishing a ferry terminal at a later stage if such a service is determined to be appropriate. The ferry terminal will be considered in greater detail at a later stage but is not considered integral to the Vision nor a critical initiative.	No changes
43	Support ferry terminal	9		Noted. The draft Vision allows for the flexibility of establishing a ferry terminal at a later stage if such a service is determined to be appropriate. The ferry terminal will be considered in greater detail at a later stage but is not considered integral to the Vision nor a critical initiative.	No changes
44	Support Manning Rd southbound freeway on ramp	143	Proforma issue	Noted.	No changes
45	Traffic study out of date	137	Proforma issue	Noted. The draft Vision report recommends a detailed traffic analysis and modelling study as a critical initiative. This is considered to underpin any future development of the area.	No changes
46	Build a tunnel under Canning Bridge to accommodate through/regional traffic	16		Noted. Further considerations for alleviating traffic congestion will be considered during detailed traffic analysis and modelling.	No changes
47	Increase the density of my property (above that shown in the draft Vision)	12		Noted. Detailed Design Guidelines will consider density in greater detail. More community consultation shall occur during this process and opportunities to discuss this in greater detail will exist. There will also be opportunity to engage further during the scheme amendment phase of the project.	No changes
48	Support for development on McDougall park	2		Noted.	No changes



49	Support the timely progress of the Vision	15	Noted.	No changes
50	Support the sustainability recommendations	5	Noted.	No changes
51	Consider Climate Change impacts	2	Noted. Appropriate standards will be followed and allowances made in design for possible climate change impacts.	Add statement within the text regarding this

Table 6 High Density Concerns

Reason	Total	Response
Loss of views	17	Some loss of views will inevitably occur as a result of increased height within any area. However, detailed Design Guidelines will seek to provide equitable solutions to this issue including the inclusion of protected view corridors or side setbacks for all tall building elements. The end result is likely to be some views for more residents rather than all views for some.
Loss of airflow/breeze, more heat	6	This element will be carefully considered during detailed Design Guidelines and solutions such as landscaping, setbacks and roof gardens will be encouraged or built into statutory frameworks.
Overshadowing	144	Some overshadowing will occur as the result of increased density. However, detailed Design Guidelines will seek to ensure no one property is significantly affected by way of introducing setbacks, % allowances and other similar outcomes based statutory requirements. Furthermore, the Residential Design Codes (the Codes) provide policy and regulations that control the amount of overshadowing in residential development. The Design Guidelines to be developed specifically for the Canning Bridge Precinct will be consistent with the objectives of the Codes.



Loss of privacy (overlooking)	17	Privacy will be considered in detailed Design Guidelines. It is likely that similar solutions from other high density areas will be implemented within statutory frameworks here. Furthermore, the Residential Design Codes (the Codes) provide policy and regulations that control privacy in residential development. The Design Guidelines to be developed specifically for the Canning Bridge Precinct will be consistent with the objectives of the Codes.
Loss of property values	140	This is a matter for a licenced valuer to comment upon.
Loss of amenity/ambience	143	The amenity of the Precinct will be considered in great detail during the development of detailed urban Design Guidelines and will include the provision of significant improvements to public facilities and spaces, high quality design of new developments and sustainable outcomes. Ensuring the Precinct remains leafy and green will be a key consideration.
Scale too large	24	<p>The intensity of development proposed in the draft Vision will be predicated upon the provision of significant improvements to public facilities and infrastructure, public spaces, high quality building design and sustainable outcomes. Suggestions from the community will also be considered in more detail, including suggestions for maximum heights based on minimum lot areas and other elements that would need to be considered for developers to achieve the intensity of development shown in the draft Vision.</p> <p>The detail of exactly how this will occur will be worked through, with the community as a key stakeholder, as the Vision is implemented; specifically during the development of detailed Design Guidelines.</p>
Out of character with the area	6	Noted. As the state continues to absorb significant population growth from mortality rates and net interstate and international migration, it is unavoidable that some areas will change over time. However, this does not mean the character of an area needs to change. The amenity of the Precinct will be considered during the development of detailed urban and public space Design Guidelines. Continuity of the character of the area will be a defining theme throughout the future planning of the area.
Wind tunnel effect from tall buildings	6	This element will be carefully considered during the development of detailed Design Guidelines and solutions such as landscaping, setbacks and roof gardens will be encouraged or built into statutory frameworks.



The Vision encourages a different social dynamic	7	Noted. As the state continues to absorb significant population growth from mortality rates and significant net interstate and international migration, it is unavoidable that some areas will change over time. It is not within the purview of planning agencies to restrict suburbs to singular socio economic groups, nor would it be good planning to develop unequitable neighbourhoods.
Increased noise as a result of the Vision	17	Noise will be considered during the development of detailed Design Guidelines and traffic analysis and modelling for the area; solutions such as landscaping, buffering roads, noise attenuating glass and design and location of buildings will be part of further investigations.
Increased crime as a result of the Vision	12	This element will be carefully considered during development of detailed Design Guidelines and solutions included in best practice Crime Prevention Through Environmental Design (CPTED) will be included in Design Guidelines for the Precinct.
Antisocial behaviour (graffiti, hoons)	9	This element will be considered during the development of detailed Design Guidelines. Provision of design which includes best practice CPTED principles and quality urban environments and built form will discourage anti-social behaviour and encourage pride of place. Furthermore, antisocial behaviour is an issue not tolerated in any suburb and it would not be the intent of the Local Government's to support it here as the result of increased density.
Impact on environment and wildlife	4	Development of the Precinct or elements of the draft Vision would only occur following a thorough assessment of environmental impacts and management including Acid Sulphate Soils, contaminated sites, flora and fauna (including marine life), climate change impacts, drainage, water quality and retention of natural resources. This is a statutory process that cannot be circumvented.
Low quality buildings	2	This element will be specifically addressed in detailed Design Guidelines. It is a principle stated in the draft Vision that buildings will be of a high quality. Taller buildings proposed, and iconic buildings, will be even more carefully assessed against this element.
Impact on safety and security	2	This element will be carefully considered during development of detailed Design Guidelines and solutions included in best practice CPTED will be included in Design Guidelines for the Precinct.



5. Government Agencies and Service Providers

The following table outlines the submissions received from government agencies, service providers and internal stakeholders, together with responses to the comments. Government Agencies will continue to be engaged throughout the implementation of the Vision, and a dedicated steering group is proposed to be established as per Section 4.6, Table 1 of the draft Vision.

Table 7 Government Agencies, Service Authorities & Internal Stakeholders Comments and Responses

Name	Comments:	Response:
Department of Education	The Department of Education has reviewed the vision as has concluded that the plan does not provide the necessary level of detail to enable the Department to estimate the potential increase in household numbers and student yield	Noted.
	Request further information on household yields to assist in assessment	Noted. Information to be provided to Department of Education at the appropriate time.
South West Group	Strongly supports the creation of a long term vision for Canning Bridge	Noted.
	Development of higher density will promote housing choice, increased opportunities for local employment and encourage patronage of public transport system	Noted.
	Supports establishment of dedicated steering body to drive development and oversee implementation	Noted.
	Support completion of detailed transport planning and design study for the precinct	Noted.
	Early priorities should be the construction of Manning road freeway on ramp and bridge to facilitate Kiss'n'Ride	Noted.
Public Transport Authority	Supports increasing residential population and densities	Noted.
	Site positioned to take advantage of well-connected public transport network	Noted.



	Canning Bridge station one of ten busiest stations on the network. Long term plans are to stop all trains at this station and increase bus services through transfer station	Noted. Information regarding the stop-all-stations function at this stop is welcomed. Community has noted this previously as a failing of the station.
	Current bus transfer in the confines of the Canning Highway bridge is inefficient and unsafe. Therefore considering new facility NW of station for all non-through routes. Upgrade station will also provide better pedestrian access. Would like to upgrade within 5 years	Noted.
	Concern about moving bus bridge due to cost and community acceptance in Cassey St (with full bus priority to Henley St intersection)	Noted.
	Commencing passenger movement survey at station	Noted. The study partners welcome receiving this information as it becomes available.
	Does not support Kiss'n'Ride in vicinity of station due to busy road network (use sufficient bus services instead)	Noted. Further discussions regarding this element of the draft Vision will occur as part of ongoing discussions with the Public Transport Authority.
	Park'n'Ride not supported due to lack of space, proximity to the city and improved bus services	Noted.
	Supports greater road capacity on the bridge with bus priority	Noted.
	Would like to see Kintail/Canning Hwy intersection outcome	Noted. Further discussions regarding this element of the draft Vision will occur as part of ongoing discussions with the Public Transport Authority.
	Support reduction of northbound freeway on ramp to one lane (other lane bus priority) - improve freeway merge issues and allow relocation west of bridge for bus lane.	Noted. Further discussions regarding this element of the draft Vision will occur as part of ongoing discussions with the Public Transport Authority.
	PTA would like to investigate developer contributions towards public transport	Noted. Further discussions regarding this element of the draft Vision will occur as part of ongoing discussions with the Public Transport Authority.
Department of Sport and Recreation	DSR supports Vision	Noted.
	Recommends more detailed planning be undertaken in relation to provision of community infrastructure which contributes to physical activity and participation in sport and rec	Noted. Further discussions regarding this element of the draft Vision will occur as part of ongoing discussions with all Government Agencies.
	Synergies between health, transport, education, culture and urban design	Noted.



	Enhancements to foreshore will provide for passive and active cycling/jogging.	Noted.
	Consider existing capacity of active reserves and playing fields (identify alternatives)	Noted. Further discussions regarding this element of the draft Vision will occur as part of ongoing discussions with all Government Agencies.
	Supports formation of dedicated steering group (cross sector) to oversee development and implementation	Noted. The Department of Sport and Recreation will be consulted as necessary during the implementation of the Vision.
	Agreed that detailed transport planning is a high priority- undertake in conjunction with integrated transport strategy (taking into account especially commuter vs. recreational cyclists conflict	Noted. Further discussions regarding this element of the draft Vision will occur as part of ongoing discussions with all Government Agencies.
	DSR supports modification river foreshore (wetland enhancement, improved public facilities). Ensure consult with current users to avoid conflict- i.e. Rowing WA (ensure operations not compromised in the future)	Noted. Further discussions regarding this element of the draft Vision will occur as part of ongoing discussions with all Government Agencies.
	Ensure ferry service will not conflict with existing water users	Noted. Further discussions regarding this element of the draft Vision will occur as part of ongoing discussions with all Government Agencies.
	Open space should offer variety opportunities: contemplative spaces, unstructured spaces, access to natural environment, trails and play space for current and future residents	Noted. Further discussions regarding this element of the draft Vision will occur as part of ongoing discussions with all Government Agencies.
	Ensure pedestrian/cyclist network connects to nodes and places of interest, vulnerable road users (elderly, young, disabled) need to be provided for in safe and sensitive manner	Noted. Further discussions regarding this element of the draft Vision will occur as part of ongoing discussions with all Government Agencies.
	Improved streetscape vitality will encourage pedestrian activity	Noted.
	Detailed assessment of sport and rec infrastructure needs will be required ahead of preparation of developer contribution plan (consider rec, organised sport, trail networks, built facilities)	Noted. Further discussions regarding this element of the draft Vision will occur as part of ongoing discussions with all Government Agencies.
Main Roads WA	Main Roads would prefer that local traffic not have access to the bus bridge over the freeway. Used by buses and taxis only controlled by electronic bollards (used in Cambridge, England)	Noted. Further discussions regarding this element of the draft Vision will occur as part of ongoing discussions with Main Roads WA.
	Kintail Rd intersection requires review - ensure buses have priority. Possibly cul-de-sac the western left of Kintail at intersection to divert traffic back to Sleat Rd/Canning Hwy intersection	Noted. Further discussions regarding this element of the draft Vision will occur as part of ongoing discussions with Main Roads WA.



	On the eastern side of Canning Hwy the concept illustrates a high occupancy vehicle roundabout combined with a roundabout for general traffic. Can the two be combined?	Noted. Further discussions regarding this element of the draft Vision will occur as part of ongoing discussions with Main Roads WA.
	Would prefer a bus only intersection into Canning Highway on the eastern side of the Freeway	Noted. Further discussions regarding this element of the draft Vision will occur as part of ongoing discussions with Main Roads WA.
Physical Activity Taskforce	Supportive of Vision and implementation strategy	Noted.
	There are links between design of built environment and impacts on population health-ensure health and wellbeing are considered in planning. Develop Health Impact Assessments and Integrated local transport strategies	Noted. Further discussions regarding this element of the draft Vision will occur as part of ongoing discussions with all Government Agencies.
	Develop the Perth Bicycle network and Walk WA. Support and increase opportunities to walk and cycle (PSPs). Improving walkability reduces crime and improves community cohesion	Noted. Further discussions regarding this element of the draft Vision will occur as part of ongoing discussions with all Government Agencies. It should be noted that the draft Vision is based on TOD principles, which fundamentally supports public transport, pedestrian and cyclist activities and infrastructure.
	Recommends that there be cross sector representation on the steering body (incl. education, recreation, environmental sustainability, community safety)	Noted. The Physical Activity Taskforce will be consulted as necessary in the implementation of the Vision.
	More information on spatial distribution of land uses and residential yields is required to assess impact on primary school provision and co-location with other amenities	Noted. Information to be made available as appropriate.
	Address needs of vulnerable road user groups- those with disabilities, older people, youth	Noted. Further discussions regarding this element of the draft Vision will occur as part of ongoing discussions with all Government Agencies.
	All paths (existing and proposed) should be well lit, signed and identified (designing out crime). Have risk management strategy (ensure all user needs met)	Noted. Further discussions regarding this element of the draft Vision will occur as part of ongoing discussions with all Government Agencies.
	Ensure connectivity of movement network links and foreshore integration	Noted. This is fundamental to future planning.
	DAUs should have health and community development skills	Noted.
	Potential to develop physical activity infrastructure along foreshore (trim trails, etc)	Noted. This is fundamental to future planning and public space design.



	Consult with Rowing WA and other watersport users to ensure balanced management approach	Noted. Further discussions regarding this element of the draft Vision will occur as part of ongoing discussions with all Government Agencies.
	Request final implementation plan more detailed in relation to timeframes, resources and stakeholders	Noted. Further detail will be made available to Government Agencies as appropriate.
James Best, Glenn Cridland, Pete Best City of South Perth	Bus bridge to Cassey St sterilises the area that would be better used for intensive development	See Key Response 3.4
	Cassey St proposal has not had the same level of consultation which has raised significant public concern/opposition	See Key Response 3.4
	Cassey St (compared to Henley St) option would cost more due to high jump over bus ramp and sharper, steeper turning circle for buses (energy costs, wear and tear)	See Key Response 3.4
	Proposed transit hub does not create a sense of place (mix of buses, cars and pedestrians dangerous). Move the Kiss'n'Ride to the SW side of freeway	See Key Response 3.4
	Pedestrian access from SE quadrant dangerous and needs to be addressed	Noted. See Key Responses 3.4 and 3.5. Some changes are proposed as a result of these comments.
	Utilise Henley St and the new bus route (already intersection lights. Can be implemented in short term	See Key Response 3.4
Bicycle Transport Alliance of WA	Canning Bridge is at the heart of a crucial transport nexus. (riding helps the environment and public health)	Noted.
	More cyclists will be riding through the area. Average cyclist can compete with a car on the freeway in peak hour to the city.	Noted.
	Pedestrians should be provided for first-ease of identifiable routes then cyclists	Noted.
	Provide a dedicated path (away from road network) for commuter cyclists travelling through that is permeable with limited interruption, then path network for local cyclists with pedestrian interaction (but not conflict)	Noted. Further discussions regarding this element of the draft Vision will occur as part of ongoing discussions with all Government Agencies.
	Critical initiative - transport planning and design study for this bike highway	Noted. Include bicycle element of traffic analysis and modelling Section 4.6, Table 1 of the Vision.



Provide a central piazza without car access- social gathering place

Noted. Further discussions regarding this element of the draft Vision will occur as part of ongoing discussions with all Government Agencies.

All buildings should have End of trip facilities (bike parking, showers, lockers)

Noted. This is included in the draft Vision.

Only takes small error of bollard placement or ramp design to disrupt cycle traffic. BTAWA happy to offer assistance in design phases (error minimisation)

Noted. BTAWA have been identified as a future stakeholder.

Department of Transport

Perth to Mandurah PSP only direct, safe uninterrupted route. Section under Canning Bridge subject to flooding and poor sight lines. Provide new link for cyclists away from pedestrian area

Noted. Further discussions regarding this element of the draft Vision will occur as part of ongoing discussions with all Government Agencies.

Ensure that where any new development is planned, that pedestrians and cyclists are considered so to avoid conflict (separate paths)- i.e. on bridge

Noted. Further discussions regarding this element of the draft Vision will occur as part of ongoing discussions with all Government Agencies.

Recommend a grade separated crossing for pedestrians (underpass with good surveillance) to link Roberts/MacDougall St with Cassey St. At grade will cause delays

Noted. Further discussions regarding this element of the draft Vision will occur as part of ongoing discussions with all Government Agencies.

Movement network analysis did not address bicycles (existing facilities, types of riders, level of usage). Revise this to address bicycles

Noted. The movement network analysis will be undertaken in more detail during detailed traffic analysis and modelling which will consider broader issues including regional through traffic as well as local traffic.

Page 6 has key element dot points of Vision. Include cycling issues (Vision seeks to embrace and encourage active forms of transport)

Update Report to include.

Short term initiative relating to Upgrading Canning Hwy with bus lanes should incorporate bicycle lanes as well

Noted. Further discussions regarding this element of the draft Vision will occur as part of ongoing discussions with all Government Agencies.

Medium term initiative- new PSP underpass

Noted. Further discussions regarding this element of the draft Vision will occur as part of ongoing discussions with all Government Agencies.

3.2.3 (pg 27) update to say 'pedestrians and cyclists should be prioritised where possible'

Update Report to include.

2nd paragraph pg 28, update to say 'shared bicycle/bus lanes'

Update Report to include.

3.4.1 Key infrastructure- include bicycle infrastructure such as new underpass

Update Report to include.



	4.4 pg 46, last dot point Governance, include DOT as a stakeholder	Update Report to include.
	2.1.4. Include needs of elderly, disabled and children in this section- the needs of these members of the community need to be taken into consideration at all stages of the plan	Update Report to include.
	Roundabouts should be avoided when ever possible (pedestrians must wait for turning vehicles, not the case at uncontrolled intersections)	Noted. Further discussions regarding this element of the draft Vision will occur as part of ongoing discussions with all Government Agencies.
Infrastructure Services	Comment to do not reflect the Infrastructure Services directorate views regarding the Henley Street realignment.	Noted. See Key Response 3.4
City of South Perth	Do not support Cassey St bus route:	Noted. See Key Response 3.4
	Not innovative, affordable and implementable in short-medium term	Noted. See Key Response 3.4
	Height of deck will be 4m above Cassey St road level. will require retaining and/or filling in of privately owned land-resumption and compensation (will be required for any development-fragmented land ownership	See Key Response 3.4
	Roundabouts will require road widening to accommodate buses which will impact on properties	See Key Response 3.4
	Frequent bus traffic (3 minutes) will increase noise and pollution, loss of amenity and risk safety on Cassey St	See Key Response 3.4
	Cassey St is a cul-de-sac onto Canning Hwy. If left in/out, bus access impeded and transport efficiency impeded. Require signals- priority buses over cars (MRWA unlikely support, 150m from other signals- exacerbate traffic	See Key Response 3.4
	Will limit future development that could be used for high density purposes. Will create a barrier for community	See Key Response 3.4
	Support alternative Henley St bus route. Implemented without property acquisition. Direct-east/west. Wont use Canning Hwy. Already signals. Already bus route east of Hwy. Will create safe, walkable catchments	See Key Response 3.4



Opposed Kiss'n'Ride's (sth Leonora St, nth Roberts St): Both cul-de-sacs- require larger turning circles. Will be bottlenecks and place pressure on local road network making unsafe environment. Will lead to motorists wanting to park (implementation of timed parking and policing). Use of motor vehicles should be being reduced.

Preferred Kiss'n'Ride location Davilak St between Robert and Lockhart Sts (required roundabout)

Noted. Kiss'n'Ride locations to be notated on the plan as 'Subject to detailed Planning'. Further discussions regarding this element of the draft Vision will occur as part of ongoing discussions with all Government Agencies.

Noted. Kiss'n'Ride locations to be notated on the plan as 'Subject to detailed Planning'. Further discussions regarding this element of the draft Vision will occur as part of ongoing discussions with all Government Agencies.

Failure to provide formal Park'n'Ride has gathered criticism. Develop west of railway station (on foreshore land)

See Key Response 3.1

Heritage Council of WA

Represent the following State Registered places: Tivoli Theatre (Applecross District Hall), Raffles Hotel and Canning Bridge; on map titled 'Canning Bridge land use vision' on page 8

Noted. The report will be updated to include an implementation action (see Section 4.6, Table 1) to undertake a detailed heritage plan for the precinct.

'Performance based zoning' does not appear to take into account appropriate setting for heritage buildings

Noted. To be further considered in detailed Design Guidelines for the Precinct.

Recommended that section 3.2.7 notes that development should respect the adjacent heritage places, and any development that may impact on a State Registered place must be referred to the Heritage Council of WA

Update report to include. Any development impacting on a State Registered place must be referred to the Heritage Council of WA; this is already the case and would not be precluded by the outcomes of the Vision

Swan River Trust

Need for project like this to consolidate urban form and provide wider choice of housing and lifestyles in a sustainable manner

Noted.

SRT will authorise development works within the river reserve that result in a positive impact- clarify in implementation program

Noted.

The Trust should be formally represented on the steering body

Noted. SRT have been identified as a future stakeholder.

Have due regard for provisions in SPP 2.10 when making decisions

Noted. To be further considered in detailed Design Guidelines for the Precinct.

Clarify amount of river that is proposed to be reclaimed (in excess of 1ha needs parliamentary approval)

Further discussions regarding this element of the draft Vision will occur as part of ongoing discussions with all Government Agencies. Detailed planning and design will determine the specific amount.



Extensive reclamation of river reserve not supported if consequential impact

Reclaimed land to remain in public ownership for parks/recreation/conservation/ecology with small scale cafe/services only

If reclamation requires use of walls, beaches will be lost which is detrimental to users and river.

Re-establish endemic vegetation for native fauna habitat

Detailed channel survey and geomorphological analyses will need to be undertaken

Sourcing clean fill may be an operational issue

Impact on navigational issues on boat traffic and safety (consult DoT Marine Safety)

Ensure adequate protection against sea level rise (tidal influence)

Consult Department of Water for flood mitigation and development within the floodway

Be aware of sites of aboriginal significance/heritage

Improve access to all of foreshore for passive use/enjoyment

Concerned that retention of bridge and building of third bridge will have a negative affect. Prefer single modern bridge for all needs-reduce impacts on river

Support revitalisation of foreshore in principle

Develop existing land, not just create foreshore

Does not support significant development on river foreshore associated with ferry terminal

Further analyse boat traffic, navigation safety, shoreline treatment and potential dredging

Noted. The principles in the draft Vision support this view.

Noted. Further discussions regarding this element of the draft Vision will occur as part of ongoing discussions with all Government Agencies. This will be further assessed during detailed planning and design

Noted. Detailed design will consider treatment; however, at this stage river walls are not contemplated.

Noted. Detailed design to further consider.

Noted.

Noted.

Noted. Detailed design to further consider.

Noted. Detailed design to further consider.

Noted. Detailed design to further consider.

Noted. Detailed design to further consider.

Noted.

Noted. Detailed design to further consider. Advice regarding a architecturally significant bridge structure is welcome.

Noted.

Noted.

Noted. Detailed discussion regarding this element to occur in the future if ferry becomes a consideration.

Noted. Detailed design to further consider.



Buildings along the foreshore should be low scale to blend harmoniously with the environment

Noted. Detailed design to further consider.

Are the rowing clubs a long term land use for the precinct?

This is still subject to some discussion and it is understood that they will not be a long term land use, however they represent an important historical element of the precinct and this is likely to be considered in detailed design and land use discussions.

Support constructing wetlands provided they are appropriately designed and engineered

Noted. Detailed design to further consider.



Appendix A

Consultation Summary

The journey so far

City of Melville		Consultation		City of South Perth
		2004 -2008 Consultation with the community and stakeholders. Included Precinct Planning strategies for Canning Bridge Rail Precinct	←	Strategic Plan
Melville Visions	➡	2005 - 2006 Major Community Dialogue with Residents. Focus Groups, Surveys, Community Meetings	←	Community Engagement Projects Canning Bridge and South Perth Rail Stations
Community Plan	➡	2006 - 2007 Analysis of Community Aspirations. Focus Groups, Community Meetings, Surveys		
Community Information Day	➡	2008 Information collection and engagement to begin project	←	Community Information Day
Neighbourhood workshops for Local Planning Strategy	➡	2008 Major Community engagement workshops to discuss Local Planning Strategy. Information provided on Canning Bridge		
		Our Vision Ahead, community planning project with extensive consultation involving public workshops, focus groups, online surveys, survey hand-outs at City of South Perth events and a community conference	←	Our Vision Ahead
Suburb Workshops	➡	2009 Workshops with Neighbourhood Champions for Neighbourhood Planning. Information provided on Canning Bridge		
Melville Stakeholder Workshops	➡	2008 - 2009 Workshops with Stakeholders within the Canning Bridge Rail Station Precinct	←	South Perth Stakeholder Workshops
Canning Bridge Precinct draft Vision Advertising	➡	2010 Opportunity for all interested Residents, Businesses, Landowners and other stakeholders to comment on the draft Vision	←	Canning Bridge Precinct draft Vision Advertising
Accept Submissions	➡	Comment from Interested Parties	←	Accept Submissions
Review Submissions	➡	Collate, consider and integrate submissions from interested parties	←	Review Submissions

We are here

		Final report taking into consideration input from submissions is being prepared		
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The journey from here

Final Canning Bridge Rail Station Precinct Long Term Strategic Vision presented to City of Melville for Endorsement	➡	Final report taking into consideration input from submissions	←	Final Canning Bridge Rail Station Precinct Long Term Strategic Vision presented to City of South Perth for Endorsement
Final Canning Bridge Rail Station Precinct Long Term Strategic Vision presented to Western Australian Planning Commission for Endorsement	➡	Final report taking into consideration input from submissions	←	Final Canning Bridge Rail Station Precinct Long Term Strategic Vision presented to Western Australian Planning Commission for Endorsement
Implementation Plan initiated	➡	Further studies to be undertaken including Preparation of Development Guidelines, Transport Studies, Environmental Studies, Transition Plan Economic Strategy, and Parking and Access Strategy	←	Implementation Plan initiated



Appendix B

Submissions Register

Location	Interest	Comments:
Dalkeith Rd Nedlands 6009	Visitor to area, Friend of local residents	Strongly support: § the proposed residential density in the plan, as it will make the area more affordable and accessible for younger residents § creation of a town square § quality streetscapes creating an active 'high street' with access for pedestrians and cyclists § preservation of foreshore as public open space § assessment of developments on their merit and sustainability Thanks for a great plan
MacLennan Rd Applecross 6153	Local resident	§ We strongly support the draft proposals and their timely implementation
Warnham Rd Cottesloe 6011	Work in the area/ Possibly buying	§ Would hope the long-planned bus lanes across Canning Bridge are completed § Remove local traffic from the local area as the train is only 5 minutes away. This would encourage more space for pedestrians- a better vibe (Point 11 of the vision) § Develop the foreshore without blocking the views from behind the first line of buildings- allow green corridors to the river § Include interactive art installations that encourage thought and awe and attract people § Give priority to pedestrians in terms of space
Leonora St Como 6152	Local resident	§ Where will train and bus users park? Olive reserve has parking, but it is a long walk to the station § Pedestrian access to the station could be improved by installation of pedestrian crossing on Canning Highway/Freeway exit. It is quite dangerous to cross if you have a young family or are elderly § Mixed community living on the Esplanade would have access/parking problems as it is designed as a small local area. Businesses would have more exposure along Canning Highway. Would the existing owners get government compensation? § Proposed Ferry to where? Would it be viable? § Landscaping of the river is badly needed
Kintail Rd Applecross 6153	Local resident	§ The Precinct Vision would appear to cover most areas § Have due consideration for disabled access § Retain the senior citizens centre § Retain as much green space
INVALID RESPONSE		§ Brilliant
	Resident, City of Melville	§ Would be great to see a South Perth style vibrant community, nicer than what exists now
	Resident	§ Would like to see higher density (about time)
	Resident	§ Would like to see vibrant environment with more density, public transport, open shops, cafes, restaurants.
	Local resident, Melville	§ Like the better transport and mixed use ideas. § Keep the high density and don't contribute to urban sprawl
Carron Rd & Killilan Rd Applecross 6153	Local residents	§ Raffles height would not become a precedent (council promised) § Which community will benefit from this vision? § Why are all the high rise developments on the Applecross side of the river?

		<ul style="list-style-type: none"> § Why aren't other stations on the Mandurah line catalysts for development too? § Why does anything have to change, why cant you leave well alone? § Suspicious of government after establishment of massage parlour in area against residents wishes § How will Canning Highway work by increasing population density? § Didn't agree with how the community forum broke up into groups, rather than have a question and answer session (thought that was 'controlling') § Agree with changes to the bridge
Ogilvie Rd Mt Pleasant 6153	Local resident	<ul style="list-style-type: none"> § Concept to be commended, especially in relation to transport emphasis § Concern over site fragmentation issues- will open market exist, or will sites be resumed (if so, how will they be valued?)
Fourth Ave Applecross 6153	Local resident	<ul style="list-style-type: none"> § Please ensure there will still be access for those who like to fish under Canning Bridge. § Please amend zoning to adjacent streets (i.e. Fourth Avenue) so those surrounding can subdivide
Wren St Mt Pleasant 6153	Local resident	<ul style="list-style-type: none"> § Would like more consideration on how to move people within the precinct (not just to and from). Suggests monorail (like Sydney) linking both sides of the river
Henley St Como 6152	Local resident	<ul style="list-style-type: none"> § Would have preferred a key speakers on open day, followed by Q&A § Does not support large P'n'R car parks as it removes green space § Would like to see more security and safety in the precinct § No K'n'R. Walk to the train/bus station instead, breathing clear air on safe pleasant paths and roads. § Additional traffic will create noise impact
Armstrong Rd Applecross 6153	Local resident	<ul style="list-style-type: none"> § Please keep the library in its current location (north of Canning Highway) § Make sure good traffic control provided for higher traffic density § Pedestrian tunnels are dangerous places § Ensure those living in high-rise have a place to air their washing, or personal clothes dryers will contribute to higher electricity use § More green open space is needed to gather in emergencies, grass needed for children to play, exercise space to stay healthy, a space needed to get away from close proximity living and a place for natural habitat to grow and house local wildlife
Broad St Kensington 6151	City of South Perth councillor	<ul style="list-style-type: none"> § Final plan looks great § Needs more publicity to make sure all are aware of the vision § Development needs to extend down both sides of Canning Highway to Henley St § Manning Road slip road should be build in the first stage of implementation § Canning Highway should be widened to Henley St
George St Alfred Cove	Resident	<ul style="list-style-type: none"> § Would like to see high density all the way along Canning Highway to Risesley St to take advantage of the transport corridor § Would like to see the Canning Bridge library resources expanded with a population increase

		§ Would like to see more high density towers, so the precinct looks like South Perth
View Rd Mt Pleasant 6153	Local residents	§ Density next to existing heights will mean loss of views, overshadowing § Increased population will create more traffic and parking problems, eliminating quiet street § Agree with higher density around train stations, but should not provide a loss of amenity to surrounding residents
Hillarys 6923	Owner/Ratepayer	§ Support key elements 1-18 § Details of Canning Hwy/Canning Beach Rd intersection should be released before endorsement (subject to further public comment) § Raffles Hotel and Tivoli Hall are on the Heritage Council of WA's Permanent Register of Heritage Places- please be considerate of building heights next to these- 4 storeys max (considerate of human scale and art deco building style) § Approve all key elements before land use zoning changes to give developers some certainty § Have a 'use it or lose it' policy to ensure quick implementation of precinct objectives § Implement a CAT bus service or more frequent bus services and stops for elderly § Supportive of improved pedestrian and cyclist accessibility § Support Podium style development throughout the precinct § Support concept of multi user community facility next to the Tivoli building
Moreau Mews Applecross 6153	Local resident	§ Please ensure traffic flow and parking issues are the first priority action
Roebuck Dr Salter Point 6152	Local resident	§ Please plan for an area of P'n'R as cars congest the local streets (K'n'R will not solve the problem)
View Rd Mt Pleasant 6153	Local resident	§ Transitional area should remain inside the study area boundary. No encroachment as will degrade the amenity of the currently-quiet residential streets § The City of Melville supposedly supports the amenity of their city § Increased density of buildings will inevitably lead to increased traffic in an unsuitable area § 10 storeys is out of keeping with the area. A maximum of five storeys like the 'Azure' is only appropriate where it is not near one and two storey houses § The bus bridge is an excellent suggestion. It will make access to public transport easier and safer and ease traffic flow on Canning Highway § Please ensure walking/cycling track alongside the Freeway remains § Please ensure the filling of the river does not impact adversely on the riverine environment § Allow access to sandy beaches for children to play, do not allow river walls in their place
Treacy Wy Waterford	Local resident	§ Manning Road merge lanes onto the freeway are dangerous. This will get worse with more traffic in the area
Mews Rd Fremantle 6160	Business Operator	§ Would like to propose a purpose built Cicerellos Family Restaurant near the rowing clubs along the river. Please call to discuss

Robert St Como 6152	Local resident	<ul style="list-style-type: none"> § Support vision, well planned and forward thinking. § Improve safety, amenities, parking of original station design § Please make Manning Rd slip road onto the freeway a priority § How is the plan going to affect housing prices in the next 1-5 years (no definite zoning)?
Spey Rd Applecross 6153	Local resident	<ul style="list-style-type: none"> § Public meeting was a farce, not enough chairs or opportunity to speak and ask questions afterwards caused anger § Put up displays from public open day at council § Ideas and concerns of public toward planned development need to be valued § Where will the parking for the Tivoli theatre be? § Close car access from Kintail Rd to Canning Hwy- make pedestrian precinct
Fairview Gardens Waterford 6152	Local resident	<ul style="list-style-type: none"> § Would like to see the Manning Road on ramp to the freeway happen (promised in 1988 so wont hold breath) § Would like some P'n'R
View Rd Mt Pleasant 6153	Local resident	<ul style="list-style-type: none"> § Agree with proposal in general § Commercial buildings should let retail/cafes use their parking after hours and on weekends (shared parking arrangements) § Support toilets at the station § Support moving bus traffic off Canning Highway § Manning Road ramp is long overdue § Do not encourage cafes along Canning Highway as this is a hostile, noisy environment. Leave this space to shops and businesses § Please keep tree lined streets, and add more trees § Introduction of ferry service to Applecross/Mt Pleasant area welcomed (stop at Rookwood jetty) § Ensure areas are well lit to encourage safe night time activity § Provide plenty of rubbish bins to ensure rubbish doesn't end up in the river § Ensure local services like post office, chemist, supermarket remain for locals
Tweedale Rd Applecross	Resident	<ul style="list-style-type: none"> § Like most of vision § Frightened by population density proposed (38 20+ storey buildings, 50 10 storey buildings, and over 100 5 storey buildings all in an area smaller than CBD) § Do not want to live in "tower precinct" : no views, lowered property value § Understand inevitability and necessity of value, but not on this scale § Maintain Tweedale road zoning (quiet leafy residential street) § Make heights 4 storeys Forbes Road (outside study area anyway) § Limit buildings to 6 storeys in Applecross (tree level) § For buildings higher than 4 storeys, require min block size 2000sqm to amalgamate blocks and make the most of Performance Based Zoning § Target a market of owner occupiers and young professionals (with/without children) § Plan for a neighbourhood police station § Agree with performance based zoning if it gets buildings like in South Perth (not like the building near

		<p>the Sleat Rd McDonalds)</p> <p>§ In favour of 'Key entry statements'</p> <p>§ In favour of podium developments</p> <p>§ Manning Road slip land good idea, long overdue</p> <p>§ In favour of tapering down building heights from Canning Highway</p> <p>§ Limit buildings higher than 6 storeys to Canning Highway</p> <p>§ Improve cyclist access in the precinct</p> <p>§ Adequate parking (not just on residential streets) for all hours of the day/night</p> <p>§ Hope the Canning Hwy/Kintail Rd intersection is acceptable</p> <p>§ Will we be compensated if our property value drops due to vision proposals (i.e. - loss of views due to high surrounding development)?</p> <p>§ Strongly disagree with student accommodation in the precinct as it is not close to a university of TAFE, students are transient by nature and do not want these residents living in the precinct, students get up to mischief (regularly receive vandalism, disturbance and rubbish)- this will increase if students are encourage to live in the area</p> <p>§ Diversity of residential products is a nice idea, but this area is an up-market area with high property values. Any affordable products will be low quality or small, making the area less desirable</p>
Matheson Rd Applecross 6153	Residents and Property owner	<p>§ Strongly support the vision</p> <p>§ Encouraged that the plan seeks to increase housing options in the area</p> <p>§ Iconic Raffles momentum must continue</p> <p>§ Local services, recreation opportunities and a good public transport system exist</p> <p>§ Recommend 5 storey development be extended to Tweeddale/Strome/Killilan/Moran/ Canning Beach Road</p> <p>§ Would provide more opportunities for retirees to downsize to smaller homes, but still be within walking distance of above mentioned local facilities</p> <p>§ More people in the area will stimulate economic activity (and rates for local government to spend on the area-perhaps- enough impetus for the CoM to take out a loan for development of the area?)</p> <p>§ Increased population will be pushed onto public transport due to insufficient road capacity</p>
Robert St Como 6152	Resident	<p>§ How will residents from the south access the station adequately? (3 road crossings presently)</p> <p>§ Perhaps provide more than one single point of entry to the station (stairs direct to station)</p> <p>§ Support improved foreshore access (presently uninviting)</p> <p>§ Key element 14 of the plan- commercial uses (near new K'n'R and Davilak street) are inappropriate due to traffic impact and residential nature of the area</p>
Dunvegan Rd Applecross 6153	Local resident	<p>§ Would like his land up-coded (was previously down-coded) to settle a family dispute</p>
Ogilvie Rd Mt Pleasant 6153	Business Operator	<p>§ The vision is worthy of prompt action</p> <p>§ Adoption will be of value to ratepayers, district and state of WA</p>

Ogilvie Rd Mt Pleasant 6153	Local resident	<ul style="list-style-type: none"> § Agree with the proposals in the vision § Would want a suitable residence provided and paid for if have to vacate unit
Gibson St Mt Pleasant 6153	Local resident	<ul style="list-style-type: none"> § Would like property on the corner of Gibson and Reynolds Road (1358sqm) upcoded from R17.5 to allow 3 properties on lot to match surrounding development
Leonora St Como 6152	Local resident	<ul style="list-style-type: none"> § Proposed changes are drastically different to those presented at 2009 South Perth community forums § Henley Street is a much better option for buses than Casey Street
Kintail Rd Applecross 6153	Local resident (35 years)	<ul style="list-style-type: none"> § Little work has been done into traffic congestion between Canning Highway and Riseley Street. § High rise towers will force young families to move elsewhere, ruin beautiful lifestyle § Vision is a money grab by developers and councils
Park St Como 6152	Resident	<ul style="list-style-type: none"> § Taller buildings should be set further back from the river to allow lower buildings to have views too (4, 6, then 10 storeys) § Viewing platforms, restaurants and recreation areas could be in the taller buildings
Clydesdale St Como 6152	Local resident (30 years)	<ul style="list-style-type: none"> § An iconic building of 20 storeys with community uses at ground levels, commercial on lower levels, then residential above should be considered to the NW side of the station (parking located underground) § More 10 storey mixed use buildings along Canning Highway. Development can occur here the fastest due to age of existing building stock § Extend 10 storey development down Henley to McDougall Park. § Opportunity for development at corner of Clydesdale and Henley Streets § Increase the opportunity for height and development overlooking McDougall Park- significant outlooks § Resolve the pedestrian connection across the highway at Casey Street. Perhaps an underpass to strengthen connection from station to the precinct § Consider light rail connection between Canning Bridge and the Causeway and Victoria Park. Stations would be at South Terrace, Thelma Street, Douglas Avenue and Berwick Street with increased density § Area NW of station already has new development which will take time to redevelop- study area needs to be broadened § McDougall Park precinct is a brilliant asset in the in the area and more should be made to strengthen connections § McDougall and Davilak Street could both tolerate more mixed use along these routes § (Plan of proposed heights attached)
Robert St Como 6152	Resident	<ul style="list-style-type: none"> § Cul-de-sac at end of Davilak St closest to station needs to be narrowed to one lane of traffic to reduce K'n'R in dead end street § On Canning Highway side of Robert Street, footpath and roadway could be designed to have K'n'R § If buses have a separate ramp built north of the current interchange, perhaps the current bus port could be used as a K'n'R § Support a southern freeway entrance from Manning

		<p>Road</p> <ul style="list-style-type: none"> § What efforts will be made to reduce noise from new busport into residential areas § Build footpaths where people take short cuts over fences, residents lawns etc § Close the path at the end of Davilak Street so only Robert Street is used § Ensure council empties the bins in the precinct often (they already do not do this enough)
Karoo St South Perth 6151	Local resident	<ul style="list-style-type: none"> § Agree with principles of creating TOD around the train station § Strongly support the ferry/river connection § Strongly support mixed use § Support creation of local village on Como side to create vibrant local life (wont close at 5pm) § Need more K'n'R parking- up to 30 minutes wait time § Consider bike storage and hire facility on the foreshore § All land fronting highway should be mixed use, rather than pure residential § Strongly support additional community facilities to activate the foreshore § Ensure the urban areas have open space to encourage outdoor gatherings § Encourage work from home/home businesses § Encourage some areas as pedestrian only § Ensure timely and high quality development
Glenelg St Applecross 6153	Local resident	<ul style="list-style-type: none"> § Concerned undefined area at Raffles Intersection § Ensure the Tivoli remains in this area- community asset- ensure disabled access § Concerned at the level of infill proposed due to traffic density, changing social dynamic of area (only rich will be able to afford) § Find heights proposed to be unacceptable. The community objected to the Raffles height § Concerned at minimal open space proposed § Fresh air/breeze will be blocked by larger buildings § Improve pedestrian access to the station § P'n'R area would increase patronage of station § Recognise that high rise is unavoidable, but it is not in the interest of the local residents- leads to less interaction of the community
Solomon St Palmyra 6157	Commuter through the area	<ul style="list-style-type: none"> § The vision seems to be a waste of money- done by graphic designers, not planners § Traffic problems need to be solved at Canning Highway/Kishorn Street before more traffic is added to the area (irresponsible). Will end up like Leighton traffic example § Vision assumes a high percentage of public transport usage- fix the public transport system to be more reliable and less busy and more people will use it. § Would cycle if the paths were kept to a nice standard and not littered with tyre puncturing debris (glass) § How will Garden City be impacted by Canning Bridge proposals? § The river requires more bridge across it to prevent traffic congestion at points like Canning Bridge §
Strome St Applecross 6153	Local resident	<ul style="list-style-type: none"> § Concerned that the area will become unbearably congested (already at capacity, let alone with new

		<p>density proposed)</p> <p>§ Strongly suggest that density be at a minimum in the area</p> <p>§ Disappointed at lack of information available on the public information day</p>
Lockhart St Como 6152	Local resident	<p>§ Currently poor bike facilities- require large bike shed with swipe card access</p> <p>§ Next train arrival signs able to be seen from outside station (and more informative)</p> <p>§ Pedestrians should be given priority to get to the station</p> <p>§ A P'n'R should be built on the Como side to lessen impact on local streets</p> <p>§ Dedicated off ramp for North bound freeway traffic to Como (with bus bridge?)</p> <p>§ On ramp to freeway south from Como (between Saunders and Cale St- Melville Parade as access point)</p> <p>§ Environs of Point 9, 10, 11, 12 of Como could be considered for cafe development</p> <p>§ Support the bus station further south with 4 elevators for each side and end of the platform</p>
Tweedale Rd Applecross 6153	Local resident	<p>§ Oppose the proposal. Applecross' amenities of attractive open areas, riverside access, friendly neighbours and easy access to Perth and the metro area will be adversely affected/destroyed.</p> <p>§ Noise, dust and road closures from new construction will be too much to handle over a significant period of time</p> <p>§ People living in flats will change the social dynamic of the community</p> <p>§ High density is associated with crime, graffiti and lowering of property values</p> <p>§ The proposed new open space is not in proportion to the density planned</p> <p>§ Don't need a new town square and community hub- already exists at corner of Kintail and Ardross Street</p> <p>§ Canning Bridge train station has caused all these problems</p> <p>§ Corner of Kintail Road and Canning Highway traffic solution should be one of the first initiatives- traffic density will exacerbate problem</p>
Armstrong Rd Applecross 6153	Local resident	<p>§ Our street is outside the precinct study area map, but increased density has been added to street. Already can not park outside house on street due to traffic.</p> <p>§ Would like area to stay as low density residential</p> <p>§ Do not want overlooking properties</p> <p>§ Will lose property value</p> <p>§ Increased noise and traffic levels</p>
Kishorn St Applecross 6153	Local resident	<p>§ Concerned with possibility of allowing commercial buildings up to 5 storeys to encroach on residential areas</p> <p>§ Will devalue homes and cause traffic congestion</p> <p>§ Not against development- contain it within Sleat, Forbes, Kintail and Helm Streets and have harmony with local residents.</p>
Leonora St Como 6152	Registered proprietor	<p>§ The train/bus station was always contentious, being not suitable</p> <p>§ No room for larger bus station without expanding bridge</p>

		<ul style="list-style-type: none"> § Need more room for parking § Area not large enough to warrant such an ambitious development § No P'n'R needed- might as well drive to the city (no transfer penalty) § Concerned will lose property views (10 storeys proposed in view) § 10 storeys should be permitted on own property
Carron Rd Applecross 6153	Local resident	<p>Object to the plan due to:</p> <ul style="list-style-type: none"> § Increased traffic flow (detriment to ambience of area) § Increased need for parking in area already limited in parking Rezoning occurring in the middle of the street (opposite sides of street opposed) § Surrounding high density will reduce property values and impact on privacy
Carron Rd Applecross 6153	Local resident	<p>Object to the plan due to:</p> <ul style="list-style-type: none"> § Increased traffic flow (detriment to ambience of area) § Increased need for parking in area already limited in parking Rezoning occurring in the middle of the street (opposite sides of street opposed) § Surrounding high density will reduce property values and impact on privacy
Macrae Rd Applecross 6153	Local resident	<ul style="list-style-type: none"> § Understand that high density is desirable near a transport hub, but the scale proposed in Canning Bridge will overwhelm the neighbourhood. § Traffic flow is already an issue in the area (agree with local member Dr Janet Woollard). Road widenings would be needed to cope with any traffic increase § Support a ferry terminal § Build a pedestrian path from the Raffles to the station
Kishorn Rd Applecross 6153	Local resident	<ul style="list-style-type: none"> § Acknowledge need for improvements to commercial precinct and benefits of integrating residential uses into this mix § Consider boundaries of study area to be invasive - development should be contained to Sleat, Forbes, Kintail and Helm Streets. Wont impact on existing residents who chose to live in the area for its relaxed and private lifestyle § If density was kept low, it would attract more long term residents with an interest in the community (no transient population) § Council should protect interests of current residents who live in an exclusive suburb (no exposure to noise, traffic, overshadowing, devaluing of property) § We were not invited to be involved in the consultation
Kishorn Rd Applecross 6153	Local resident	<ul style="list-style-type: none"> § Acknowledge need for improvements to commercial precinct and benefits of integrating residential uses into this mix § Consider boundaries of study area to be invasive - development should be contained to Sleat, Forbes, Kintail and Helm Streets. Wont impact on existing residents who chose to live in the area for its relaxed and private lifestyle § If density was kept low, it would attract more long term residents with an interest in the community (no transient population) § Council should protect interests of current residents who live in an exclusive suburb (no exposure to

		<p>noise, traffic, overshadowing, devaluing of property)</p> <p>§ We were not invited to be involved in the consultation</p>
Third Ave Applecross 6153	Local residents	<p>§ Precinct boundary should be Forbes Road, so not to ruin ambience of friendly quiet street</p> <p>§ Different sides of the street should not be different densities</p> <p>§ Local residents have invested \$ into homes on the premise that the area was going to stay the same</p>
Tweedale Rd Applecross 6153	Local residents	<p>§ Oppose filling in of the river</p> <p>§ Intended densities are too high (ratepayers have fought hard for existing density)</p> <p>§ Keep study area to that on the map</p> <p>§ Density will result in higher traffic flow, lack of parking and increased crime</p> <p>§ Como residents will find it too far to walk to the station</p> <p>§ Already pay high rates- do not want them to go up more</p> <p>§ Infrastructure will need increasing- electricity, sewerage</p> <p>§ Traffic calming devices are dangerous, especially if not kept painted</p>
Carron Rd Applecross 6153	Local resident	<p>§ Object to the process used to promote the project. First heard about it on the radio (radio interview with Melville mayor on 5th Feb), then invite to information session. Have not been consulted to be part of the vision development before this time.</p> <p>§ Project is flawed and in the wrong location. Will turn the residential area into another apartment development cluttering the attractive foreshore.</p> <p>§ A vision should enhance an area, not degrade a picturesque area with scenic natural features (upgrade another part of the shire that needs it)</p> <p>§ Will end up with Forbes Road style development eyesores that will degrade the ambience of the area</p> <p>§ What are the exact boundaries? Uncertainty causes anxiety. (casual approach to planning)</p> <p>§ Density should not change in the middle of the street block so you have overlooking</p> <p>§ Why not concentrate density at core, rather than lose character that make it attractive to live there</p> <p>§ Residents within the study area are most affected- lose property values (superannuation)</p>
McCallan Cres Ardross 6153	Local resident	<p>§ Encourage underground parking under the Tivoli with tunnels to walk to the station to encourage patronage (sheltered from weather)</p> <p>§ A kiosk will not work at the station for passengers that just want to catch the train/go home</p> <p>§ A ferry service may not be possible to Perth (tides, sandbanks, storms) but might be possible to Nedlands/Claremont</p> <p>§ Perhaps move Tivoli to Wireless Hill Park, Piney Lakes, Civic Centre as at the moment is it in the way of development</p> <p>§ Perhaps have a tram (like in Fremantle) connecting up Curtin to Garden City and back again (see diagram)</p>
Tweedale Rd Applecross 6153	Local resident	<p>§ Aghast at proposed plans (resident for 30 years)</p> <p>§ Melville Council has ruined jewel in crown (Applecross)- was once a unique location</p> <p>§ Subdivision has allowed for huge houses on small</p>

		<p>blocks with no eaves (not right for WA climate, air-conditioning emissions)</p> <p>§ Has included increase in traffic, noise, \$ towards infrastructure</p> <p>§ Decision to locate train station at Canning Bridge was ludicrous- now have to pay for decision by cramming in more houses and buildings to turn it into activity centre</p>
Lockhart St Como 6152	Local residents	<p>§ Not in principle opposed to change</p> <p>§ Commend the sustainability recommendations (creation of a 'green' neighbourhood)</p> <p>§ Commend/Support the recommendation for a southbound freeway on-ramp from Manning Road - reduce traffic congestion (to what extend- quantify)</p> <p>§ Recognise need to plan communities better (issues of population growth and traffic congestion)</p> <p>§ Opposed to concept of bridge from Applecross to Canning Highway using Casey Street</p> <p>§ Require a social impact study and noise study of bus station impacts (rubbish, noise, hoons, crime)</p> <p>§ What range and nature of commercial buildings allowed (KFC, Red Rooster, Target/KMart)</p> <p>§ How will the parking needs of commercial uses be met? Where?</p> <p>§ By how much will the council rates increase? (more density will push up rental value=rates)</p> <p>§ Previous traffic flow document predates opening of railway (irrelevant now)</p> <p>§ Will compulsory acquisition form part of implementation (happening in NSW)</p> <p>§ Will compensation be payed to those that lose property values and amenity</p> <p>§ Condemn lack of consultation (government bureaucrats only)</p> <p>§ Request vision withdrawn and ratepayers fully consulted on their vision.</p> <p>§ Canning Bridge is a Category A structure on the municipal heritage list, and on the Interim list on the State Register of Heritage Places (can not be torn down). Build new bridge adjacent to for buses (no Cassey Road bridge)</p> <p>§ To accommodate a K'n'R, lots 469 and 471 Canning Highway (2300sqm total) could be purchased (derelict property and medical practice-encourage to move)</p> <p>§ Build overpasses for cyclists</p> <p>§ Heights around McDougall Park will change character of the area (low level skyscraper level). Complete environmental impact on wildlife impact.</p> <p>§ 10 storey mixed use development on Leonora St and Melville Parade will only add to traffic congestion (diminish neighbourhood ambience)</p> <p>§ Proposed heights would affect lighting at street level and sense of wide open space</p> <p>§ Suggestion that residents that live close to the station would not have cars is ludicrous</p> <p>§ Population of the area would change from family oriented (close to good schools) to accommodate mining boom</p>
Kishorn Rd	Commercial Owner	<p>§ Support proposed plan</p>

Mt Pleasant 6153		<ul style="list-style-type: none"> § Identify clear pedestrian linkages which allow north and south precincts to communicate § Provision of a tunnel from Sleat Road to the Freeway will allow better traffic movement.
Bateman Rd Brentwood 6153	Local resident	<ul style="list-style-type: none"> § Provision of outdoor facilities and food outlets which can be used by all members of the public (including those on low incomes): free drinking water fountains, low end healthy kiosks. This will allow more diverse groups to access the river. § Provision of facilities for community activities: § Group bbq facilities, small covered areas (picnics, weddings). Vibrant community life will reduce social problems such as vandalism § Support increasing density and use of public transport to support sustainability § Support inclusion of student housing and one bedroom apartments for reasons of social harmony, justice and diversity § Reinstate feeder bus services to encourage public transport patronage § Ensure cycle paths aren't isolated (threatening safety) § Support wetland restoration and preference for native vegetation landscaping (habitat for local wildlife and unique feel to area) § Ensure proposed reclamation not to detriment of healthy river flow. § Opposed to new ferry service (addition of river pollution)
Ogilvie Rd Mt Pleasant 6153	Local resident	<ul style="list-style-type: none"> § Concerned with possible environmental impacts of filling the river to increase the foreshore § It is very difficult as a pedestrian to get the station from Mount Pleasant § How will increased traffic density be managed? § City of South Perth side should have a broader spread of housing § Will Ogilvie Road remain blocked to Canning Highway? Would like to see it remain the same, so no traffic increase § Support planting of trees § Support 3rd bridge if congestion is managed § Support ferry service if integrated with bus/rail § Support new Manning Road southbound on ramp § Have graduated heights away from the water so all can have views § Increase foreshore along Canning Beach Road where the sand wont drift away
Riverway Applecross 6153	Local residents (Riverway)	<ul style="list-style-type: none"> § Strongly object to proposal to increase heights on the northern side of Tweedale Road from 3 to 5 storeys § Disagree with height changes on rear boundaries. If on streets, can use street trees to soften impact. Natural contours will magnify effect. § Loss of property values due to loss of privacy, views and noise issues § Do not include Riverway in 5 storey zone: only access narrow Right of Way (ROW) § Opposed to more parking on local streets which would require street widening and loss of mature of street trees. § Increased density on Tweedale road should not be permitted

		<p>§ Future density will exacerbate existing traffic problems in precinct. Traffic management plans should have been carried out before the vision document</p> <p>§ Applecross north of Canning Highway needs more public open space</p> <p><u>Second submission:</u></p> <p>§ Object to proposals that will increase density and traffic</p> <p>§ Wasn't Melville and South Perth sides to mirror each other?</p> <p>§ Raffles height was not meant to set a precedent (now unlimited heights)</p> <p>§ Opposed to Cassey St bus bridge. Redevelop existing so no further distance for pedestrian access (if keep Cassey St- develop office/retail on South Perth side)</p> <p>§ Increase in pedestrian and cyclist traffic requires separation of modes</p> <p>§ Provision of open space is minimal. Recreational user will add to parking pressure</p> <p>§ Single bedroom and low cost housing will not occur unless it is enforced (uneconomic to build in this area)</p> <p>§ High rise development will cause overlooking, loss of privacy</p> <p>§ Height changes on streets, not rear boundaries</p>
Riverway Applecross 6153	Local residents (Riverway)	§ Same as submission 90
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Kintail Rd Applecross 6153	Local resident	<p>§ Support overall concept-it will place Canning Bridge as a more defined activity centre</p> <p>§ The plan shows 5 storeys south side Tweedale Road, 10 storeys north side Tweedale Road and 10 storeys north side Kintail Road. Propose 5 storeys either side of Tweedale (as mainly residential) and 10 storeys Kintail (major Applecross road).</p> <p>§ Allow R-codes/plot ratios to encourage small apartments (so all can afford)</p> <p>§ Restrict car parking in the precinct to encourage businesses in the area to use public transport</p>
Kishorn Rd Applecross 6153	Local resident	<p>§ Object to proposed densities in the precinct, especially the boundaries (lower property values, increased traffic, over-shadowing)</p> <p>§ Want the area to stay quiet, leafy, residential</p> <p>§ Increased residents will mean increased traffic and parking problems</p> <p>§ Do not support enhanced river recreation areas as it will only bring more people to the area (increased traffic and parking)</p>
Ogilvie Rd Mt Pleasant 6153	Business owner and operator	<p>§ Support the Vision, long overdue.</p> <p>§ Will provide many benefits to the area, becoming the gateway to the City of Melville</p> <p>§ A special CAT bus service could be established to</p>

		<p>support the train system (along with the ferry)</p> <p>§ Would like property to be in the performance based zone.</p>
Ogilvie Rd Mt Pleasant 6153	Business owner and operator	<p>§ Support the Vision</p> <p>§ Would be helpful to have more detail of the built form community benefits in the final plan</p>
Applecross 6153	Local resident	<p>§ In talks for many years to develop mixed use developments on their property</p> <p>§ Support the Vision, long overdue.</p> <p>§ Will help council make a favourable decision on their property proposals</p>
Edgecumbe St Como 6152	Local residents	<p>§ Concern at proposed Vision.</p> <p>§ Believe it will devalue property, add traffic to the area and decrease security as there will be more population</p>
The Esplanade Mt Pleasant 6153	Local resident	<p>§ Control high rise development standards to look aesthetically pleasing (include as design guidelines) and have podium levels to reduce wind-tunnel effect</p> <p>§ Reclamation of the river between the rowing clubs and the bridge would ruin this lovely and well-used stretch of natural beach.</p> <p>§ Reclamation walls are a barrier to water interaction are costly to maintain.</p> <p>§ The delicate river ecosystem could have its tidal flows further restricted (please conduct further studies)</p> <p>§ Moving the train station is expensive and offers little benefit.</p> <p>§ Will push walking beyond an acceptable distance</p> <p>§ How has pedestrian access to the station been improved?</p> <p>§ Existing bus transfer station was adequate. New bridge will encourage short cuts and creating merging problems</p>
Lockhart St Como 6152	Local residents	<p>§ Opposed to Vision. Will lose views to the river.</p> <p>§ Why not have smaller development closer to the river, then larger development behind that so no loss of views</p> <p>§ Infill in Como has already caused many property subdivisions. How can you achieve density on these small piece of (recently-developed) land</p> <p>§ Only those who have not subdivided will gain a windfall, while causing a decrease in value of the subdivided properties</p> <p>§ Vision will change ambience of area from quiet residential to crime, noise, alcohol problems and hoon behaviour (comparing to high rise development in Scarborough)</p> <p>§ More people- more opportunity for a criminal</p>
Kishorn Rd Applecross 6153	Local resident	<p>§ Would like to see commercial area contained within Forbes/Sleat/Helm Roads so it doesn't intrude on surrounding residents</p> <p>§ Opposed to five plus storey residential buildings, will destroy establish ambience of suburb. Limit to two storeys only</p>
Kavanagh St Mt Pleasant 6153	Local resident	<p>§ Opposed to division between 10 and 5 storey buildings along the rear of properties on Kavanagh St due to overshadowing. Large storey changes should be along street line.</p> <p>§ Concentrate development on Como side (rather than have to cross a bridge from the train station to the</p>

		<p>majority of the TOD).</p> <p>§ Object to performance based zoning subject to community benefits- unlimited heights aren't in the community's benefit. Limit height to 10 storeys and have it only along Canning Highway Como side (closer to train).</p> <p>§ Como side has more graded heights rather than a step down from 10 to 5.</p> <p>§ Lower heights close to the river so those behind still have views.</p> <p>§ Lack of attention to parking- will be exacerbated by further development.</p> <p>§ Affluent suburb means that any less than two car bays per household is unreasonable (plus allowance for visitors and recreational vehicles)</p> <p>§ Traffic flow needs to be managed with underpasses and flyovers (will require resumption of land)</p> <p>§ Pedestrian access to the station from both sides of the river is poor- needs to be addressed</p> <p>§ Bus and train timetable do not match up. Buses should be spread at regular intervals</p> <p>§ Public transport frequency out of working hours is poor</p> <p>§ R zones need to take into consideration normal replacement of housing stock -30+ years</p> <p>§ Land assembly to consolidate lots will rely on the market- so it will be very ad-hoc. This will leave some houses very degraded while developers wait for the neighbouring lot to come onto the market.</p> <p>§ What will be the minimum lot size for 5-10 storey buildings? Will there be any plot ration requirements?</p> <p>§ Will there be any public open space? Needed for those living in apartments</p> <p>§ Energy efficient design should be considered in developments such as: solar gain, capturing breeze, minimising unshaded glazing, minimum r values for construction materials, double glazing, etc. ABGR system does not promote innovation (too prescriptive)</p>
Sandra Wy Rossmoyne	Residential property owner	<p>§ Would have liked to have seen a larger area covered. Residential and commercial development should be within the metropolitan area (close to transport facilities), not on the fringes. Although residents will be resistant to change, this vision is a positive start.</p>
Ogilvie St Mt Pleasant 6153	Local resident	<p>§ Object to high rise development (above 2 storeys) in Ogilvie, Kavanagh, Helm Street.</p> <p>§ Like Applecross as a quiet suburb, don't want it to change.</p> <p>§ There is enough crime here already.</p> <p>§ Develop a high rise suburb in a undeveloped area near a train station.</p>
Amery St Como 6152	Local resident	<p>§ All the development planned will make the population density too high</p> <p>§ If there are high buildings along the river- all those behind them miss out on the views</p> <p>§ Object to the river being filled in- need as much water as we have</p> <p>§ No room for children to play (not always convenient to walk children to a park)</p>
Tweedale Rd Applecross 6153	Local resident	<p>§ Residential development to a maximum of 6 storeys should end at the corner of Tweedale and Forbes St</p>

		and not continue three houses up the street as indicated on the plan
Leonora St Como 6152	Local resident	<ul style="list-style-type: none"> § Cassey St proposed plans will bring unnecessary traffic, crime and chaos to a quiet, friendly street. High traffic already on these streets due to the train station. § Precinct will not be able to accommodate all the extra resident and workers that are expected to access the precinct § Too much infrastructure proposed § Suburb of Como will become over commercialised and urbanised § Land values will depreciate with proposed developments (seniors will be most affected- only assets they own) § High crime rate in area
Dunkley Ave Applecross 6153	Local resident, business operator	<ul style="list-style-type: none"> § Vision is a wonderful idea, long overdue § Essential that important city point developed properly § Support high rise along Canning Highway (more people closer to good public transport system) § High density should extend to Riseley Street § Support ferries and water taxis from Canning Bridge § Would like to see light rail incorporated one day
Tweeddale Rd Applecross 6153	Local resident	<ul style="list-style-type: none"> § Fully support the Vision planned for the area § Like to see Tweeddale Road developed according to the plan
MacLeod Rd Applecross 6153	Local resident	<ul style="list-style-type: none"> § Fully support this Vision-wonderful concept § Will benefit both local residents and business § Will enhance the vibrancy of the precinct
Grosse Rd Applecross 6153	Local resident	<ul style="list-style-type: none"> § Fully support the Vision. Allow for greater facilities for locals without having to travel far. Step forward in making Applecross a vibrant area to live in § Not enough quality developments in Tweeddale Road. § Canning Bridge will be the hub south of the river!
Wilcock St Ardross 6153	Acting on behalf of Canning Highway Reynolds Rd Mount Pleasant	<p>Would like the properties being represented included in 'Performance based zone - Mixes use development' due to:</p> <ul style="list-style-type: none"> § Bounded by Canning Highway to North, with access of Reynolds Road to East. § Size of lots when amalgamated lends itself to unique opportunity to created mixed use development and high density residential- TOD principles § Landmark site § Medical uses occupy site, so further commercial uses should be accepted § No concern for loss of views (no significant views), no overshadowing concerns on other buildings (only on roads), no noise concerns § Mixed use will add to passive surveillance of area
Clive St Mt Pleasant 6153	Local resident, commercial land owner, business operator	<ul style="list-style-type: none"> § Vision essential step in creating sustainable city- will stop endless sprawl. § Hubs at transit centres will reduce need to travel distances § A local bus that took passengers up Riseley to Garden City then on to Murdoch would be beneficial § Would like to see the vision extend to Riseley St
Clive St Mt Pleasant 6153	Local resident	<ul style="list-style-type: none"> § Great Vision- will add vibrancy to precinct. Will create less need to travel outside the local area. § A local bus that took passengers up Riseley to Garden City then on to Murdoch would be beneficial

		§ Would like to see the vision extend to Riseley St
Canning Highway Applecross 6153	Business Owner	§ Support the draft Vision. § Propose development extended to Riseley St.
Grenfell Wy Leeming 6149	Property Owner	§ Support the idea of more units and apartments in Applecross- will make this convenient area to live, more affordable
Kintail Rd Applecross 6153	Local resident, Business Owner	§ Support all the proposals, especially: § Bike storage at train/bus/ferry terminal § Improved pedestrian access and signage from Raffles to train station (stops pedestrians running across the road) § K'n'R § More trees down Kintail Rd § Increased buildings (no need for height limits) § More parking at Raffles area § Ferry service from Raffles area § Extend zoning as far as Riseley St
Kintail Rd Canning Hwy Applecross 6153	Investor, Local resident	§ Vision is good and pragmatic- put it into action now. § Not opposed to high rise density. Rezone higher-R200 (Raffles). Give the market a bench mark § Developers need direction and statutory certainty now. Work on it now.
Kintail Rd Applecross 6153	Local resident	§ Stop the Vision. § Rezone our property so we can plan our lives.
Kintail Rd Applecross 6153	Local resident	§ City of Melville should secure the vision and rezone now if it will never happen
Kintail Rd Applecross 6153	Local resident	§ As land utilisation becomes more intense, there will be less room for airflow and light. § Concerns about overlooking/shadowing. § What will be the minimum lot size to develop to density? § Traffic is at a crawl in peak hours, but hoons are present at night. Increased traffic will add to this as well as pollution and more accidents § Existing properties will be devalued- are the council taking into consideration their ratepayers? § More trees will add to the workload of council streetscape staff § The Vision will destroy the quality of life in this suburb
Kintail Rd Applecross 6153	Local resident	§ Vision extends to Third Ave, but not shown in study area plan. § Can we develop our 513sqm block? Our 1000sqm+ neighbours will develop theirs, overshadowing us, losing our privacy and property values
Sir William St Kew Vic 3101	Residential and property owner	§ Support the Vision re train/bus/road plans § More expedient timeframe will avoid frustration § What do unlimited building heights really mean? § More comprehensive bicycle planning needed (cycle lanes) § Consider solar lighting § Public art and way finding signage needed § POS within high rise developments § Hub should be concentrated around Tivoli
Armstrong Rd Applecross 6153	Local resident	§ Strongly object to high rise destroying quality of life in one of the loveliest suburbs of Perth § Vision due to ridiculously located limited-stop train station with no parking, even K'n'R. § Must be the least used of all train stations § Traffic congestion has increased ten fold since

		<p>Raffles was built</p> <p>§ Research has showed that the closer people live to each other, the more isolated and anti-social they become. Buildings should be no higher than a tree grows- higher than that requires airconditioning which creates pollution</p> <p>§ Build satellite cities and university towns with space in between them. In London, Paris, Rome high rise is not evident, unlike America</p> <p>§ The plan was publicised in a low-key way. Every resident should have received a copy in their letterbox and should have been given a lot of publicity</p> <p>§ Pubic meeting was disappointing- no time for questions and answers</p>
Wooltana St Como 6152	Local resident	<p>§ Support developing Wooltana with higher density (walking distance to train and buses).</p> <p>§ Will result in a more modern city with a more dynamic community, more attractive, more tourists, more jobs.</p> <p>§ Homes west properties have recently been built on Wooltana resulting in decreased land values and people do not feel safe anymore. Suggest relocate these tenants to take advantage of good land value</p>
Edgecumbe St Como 6152	Local resident	<p>§ Would like to see the Manning Road on ramp given the highest priority (reduce traffic congestion, long time coming)</p> <p>§ Please remedy poor pedestrian access to station- dangerous, time consuming. Perhaps path from station with a Manning Road overpass?</p>
Strome Rd Applecross 6153	Local resident	<p>§ Public meeting and individual questions at each of the five groups was inactive and failed to engage the 300 attendees. Previous ratepayers meeting to consider options promised an options document but was never released</p> <p>§ Garden City was built between Leach Highway and Canning Highway to keep congestion off the major arterials- the Vision will add to this (learn from mistakes such as Cannington on Albany Hwy)</p> <p>§ Consider the impact of car parking for high rise development (6 car movements per parking bay)</p> <p>§ Keep quiet, leafy suburb with many views</p> <p>§ Keep density down (don't do it to increase revenue). Focus on quality, not quantity- will decrease property values/viability if quality drops</p> <p>§ Children need room to play in their own properties- not lose exercise by having to be driven to a park</p> <p>§ Traffic has increased considerably in the last few years- imagine what will happen in the future? Keep Canning Highway free for through traffic</p> <p>§ Stephenson Hepburn plan is 10 years after its planning period finished- need new plan</p> <p>§ Quality of life in high density is not in the residents best interests. Three storeys maximum</p> <p>§ High rise buildings create wind tunnels. Do not let them obscure views. Have density at the tops of hills (everyone shares the view) and near hospitals and universities that need large workforces</p> <p>§ Be wary of high tide levels of the rivers</p> <p>§ Be wary of fault line due to Meckering earthquake that runs through the area.</p> <p>§ Build infrastructure and buildings to last- other ways</p>

		<p>wasteful of resources</p> <p>§ What is the total number of dwellings planned for the area?</p> <p>§ Vision shows excellent ideas in relation to vehicle access to station</p> <p>§ Keep ratepayers informed of progress and give them chance to comment</p>
Stoke St Mt Pleasant 6153	Local resident	<p>§ Support implementation of underground power and improved streetscapes (improve amenity).</p> <p>§ Support ongoing improvements to river foreshore-wetland enhancement and improved public facilities</p> <p>§ Support progressive development to encourage a more vibrant area (fairer for all). Too high and too dense now</p> <p>§ 6 storeys should be permitted along the foreshore to be sympathetic and complementary to the foreshore</p> <p>§ Too much too soon can create traffic congestion, noise, crime, security issues, parking issues.</p> <p>§ Manning Road on ramp long overdue</p> <p>§ Support K'n'R</p> <p>§ Support progressive based zoning- develop more sustainable (lower operating costs to owners)</p> <p>§ Building heights and density need to have maximums so planning approvals don't become too subjective/unreasonable</p> <p>§ Maximum heights less than the Raffles- It's height was not suppose to set a precedent</p> <p>§ Canning Bridge is already a bottleneck for high traffic volumes- a tunnel for through traffic will take majority of traffic from local area- improving public amenity</p> <p>§ Increase density only by a small amount so the precinct can still be enjoyed by all (less local traffic problems)</p> <p>§ Those within the higher density areas of the precinct are supporting the plans due to the thought of higher property values</p> <p>§ Max 6 storeys Applecross/Mt Pleasant light blue area. Max 15 storeys purple area. Max 8 storeys light blue area. Max 3 storeys red/brown area</p> <p>§ Do not support construction of a third bridge- retain Canning Bridge and keep it visible. Build a tunnel instead</p> <p>§ Retain beauty of area- leafy, green, peaceful, calm- pay a premium for. Do not destroy this by adding high rises</p> <p>§ Infrastructure and amenity needs to be provided concurrently with development. Don't want stress of growth without appropriate infrastructure in place.</p> <p>§ Minimise disruption to existing community while development takes place</p> <p>§ Have future cafe's and restaurants face the river to take in views (unlike the Raffles)</p> <p>§ More effective consultation with the community needs to take place- not presented with a 'fait accompli' vision. The community should get to decide what community facilities and amenities are needed</p> <p>§ Ensure changes to the foreshore (infilling) do not adversely impact on the flow of water in and out of the River and impact on river health</p> <p>§ There are much better areas for high density where</p>

		traffic is not at a bottleneck
Stoke St Mt Pleasant 6153	Local resident	<p>§ Support implementation of underground power and improved streetscapes (improve amenity).</p> <p>§ Support ongoing improvements to river foreshore-wetland enhancement and improved public facilities</p> <p>§ Support progressive development to encourage a more vibrant area (fairer for all). Too high and too dense now</p> <p>§ 6 storeys should be permitted along the foreshore to be sympathetic and complementary to the foreshore</p> <p>§ Too much too soon can create traffic congestion, noise, crime, security issues, parking issues.</p> <p>§ Manning Road on ramp long overdue</p> <p>§ Support K'n'R</p> <p>§ Support progressive based zoning- develop more sustainable (lower operating costs to owners)</p> <p>§ Building heights and density need to have maximums so planning approvals don't become too subjective/unreasonable</p> <p>§ Maximum heights less than the Raffles- It's height was not suppose to set a precedent</p> <p>§ Canning Bridge is already a bottleneck for high traffic volumes- a tunnel for through traffic will take majority of traffic from local area- improving public amenity</p> <p>§ Increase density only by a small amount so the precinct can still be enjoyed by all (less local traffic problems)</p> <p>§ Those within the higher density areas of the precinct are supporting the plans due to the thought of higher property values</p> <p>§ Max 6 storeys Applecross/Mt Pleasant light blue area. Max 12 storeys purple area until Moreau Mews, then 9 storeys. Max 6 storeys light blue area. Max 3 storeys red/brown area.</p> <p>§ Como side: Max 8 storeys light blue area, Max 4 storeys pink/red area, 4 storeys orange area</p> <p>§ Do not support construction of a third bridge- retain Canning Bridge and keep it visible. Build a tunnel instead</p> <p>§ Retain beauty of area- leafy, green, peaceful, calm- pay a premium for. Do not destroy this by adding high rises</p> <p>§ Infrastructure and amenity needs to be provided concurrently with development. Don't want stress of growth without appropriate infrastructure in place.</p> <p>§ Minimise disruption to existing community while development takes place</p> <p>§ Have future cafe's and restaurants face the river to take in views (unlike the Raffles)</p> <p>§ More effective consultation with the community needs to take place- not presented with a 'fait accompli' vision. The community should get to decide what community facilities and amenities are needed</p> <p>§ Ensure changes to the foreshore (infilling) do not adversely impact on the flow of water in and out of the River and impact on river health</p> <p>§ There are much better areas for high density where traffic is not at a bottleneck</p> <p>§ Be aware of fault line near Henley St</p>
Ullapool Rd	Local residents	<p>§ Generally supportive of Vision and increased density</p>

Mt Pleasant 6153		<p>around important transit hubs. The area is currently quite low density for an important area</p> <p>§ Traffic issues will need to be addressed (esp. Applecross/Mt Pleasant area)</p>
Davilak St Como 6152	Local resident	<p>§ Opposition to extensive railway precinct in Como/McDougall park area</p> <p>§ Higher density zoning will cause parking and traffic problems in our area- less safe, more noisy. May lead to metered street parking with no concern for existing residents</p> <p>§ Increase in rental properties will mean an increase in anti-social behaviour and crime</p> <p>§ High rise development will lead to a loss of privacy and living standards for existing residents</p> <p>§ Proposals impinge on greater area than initially discussed</p> <p>§ Rezoning of 10-3 storeys will destroy character of South Perth</p> <p>§ High rise will bring antisocial behaviour (social noise, litter, crime, hoon behaviour, deterioration of property)</p> <p>§ Higher council rates</p> <p>§ Loss of privacy</p> <p>§ High traffic flow- dangerous</p> <p>§ Acute parking problems</p>
Lockhart St Como 6152	Local resident	<p>§ Submission relates to Robert, Lockhart and Edgumbe Streets</p> <p>§ Most homes have recently subdivided and built well appointed two and three level home with a life span of 20 years minimum</p> <p>§ Proposed density forced and dramatic shift away from organic evolution. Current population will then move away from area as amenity will be degraded</p> <p>§ Topography should be taken into account when establishing heights (access to views for more people) <i>*See plans*</i></p>
Gairloch St Applecross 6153	Local resident	<p>§ Cautious support for Vision</p> <p>§ Traffic bottleneck on Canning Highway at Raffles site bottleneck causes some motorists to shortcut through side streets endangering lives of Applecross Primary School students.</p> <p>§ Commuters park in local streets (for free) to catch transport and avoid paying for more than one zone fares.</p> <p>§ If introducing TOD, be considerate of existing traffic and parking issues</p> <p>§ MRS road reservation review considered a dedicated bus lane on Canning Hwy-why not a light rail system instead? Faster than buses</p> <p>§ Vision should include public spaces that make the area unique and supports and encourages transit use</p> <p>§ Agree on project timeline for project build out (timely approvals process)</p> <p>§ Six Principles for a Successful TOD: Medium to higher density, Mix of uses, Compact pedestrian oriented, Active defined centre, Limited managed parking, Public leadership</p> <p>§ Want Canning Bridge as a TOD not a Transit Adjacent Development</p>
Ullapool Rd Applecross 6153	Local resident	<p>§ Support most of the plan, but not the proposed building heights</p>

		<ul style="list-style-type: none"> § 5 and 10 storey surrounding buildings nearby will create overshadowing (cant use solar panels, grow vege patch) § Reduce 10 and 5 storeys to 5 and 3 respectively. § Extend 3 storey development down Canning Hwy to Riseley St (density over larger area) § All buildings should have adequate access to light, breeze
Davilak Cres Manning 6152	Local resident	<ul style="list-style-type: none"> § Disappointed did not receive letterbox notification of meetings regarding Vision § Concerned about development of old Telecom building site (corner Ley/Manning) causing an increase in local traffic. Propose 2-3 storey residential development instead- Waterford centre being upgraded so no need for more commercial § Any new high density buildings should provide parking on site (underground) as local streets already congested § Completed a survey of how many train station patrons are walk-on (It is a long walk from either side in wet weather) § Concerned that public use structure in McDougall park, possibly a cafe, is in conflict with plan for wildlife sanctuary § To fill the river further will make the tide under the bridge stronger, making water activities dangerous and potentially upsetting the rowing course in the river
Bombard St Mt Pleasant 6153	Local residents	<ul style="list-style-type: none"> § Increase in density will bring an increase in traffic and parking problems § No more Plane trees on verges- messy and grow big § Library and Senior Citizens Hall are very important to us and conveniently located § Limit houses built without eaves (eyesores) § More interesting shopping in the area
Tweedale Rd Applecross 6153	Local residents	<ul style="list-style-type: none"> § Opposed to size and scale of proposed development and unacceptable intrusion into established residential areas § Boundaries of study area encroaching into residential areas- intolerable assault into neighbourhood § The community is already vibrant § Favouring commercial concerns over rights of existing community (current commercial district chaotic and underutilised) § Parking, traffic, crime and pedestrian access to station are already problems- will be exacerbated by density § Large scale remodelling of area will drown out any shreds of local heritage § River quality is threatened by increased runoff, pollution, etc § Redevelopment can proceed if it is limited to 6 storeys and bounded by Sleat, Forbes, Kintail and Moreau.
Roebuck Drive Salter Point 6152	Local resident	<ul style="list-style-type: none"> § Opposed to adding density to already busy area, ruining views. § High density better on Albany Hwy close to the city (on car yards) § Support Manning Rd on ramp
Tweedale Rd	Local resident	<ul style="list-style-type: none"> § If the library moves please ensure it retains same

Applecross 6153		<p>number of resources</p> <p>§ Can Canning River sustain a ferry in area of algal blooms?</p> <p>§ Community hub should be on Moreau Mews as it is closer to facilities and buses</p> <p>§ Government owned land next to Tivoli should be left as parking for the Raffles</p> <p>§ Improved pedestrian and cyclist accessibility and safety on Canning Hwy/Freeway interchange</p> <p>§ Need a Manning Rd onramp to Freeway south and Manning Road off ramp from Freeway south</p> <p>§ Traffic lights required bottom on Kintail and synchronised with Canning Hwy lights</p> <p>§ K'n'R provided at Moreau Mews for bus drop- off</p>
Art Deco Society of WA (Inc)	Representing members/colleagues/those with concern for Canning Bridge art deco precinct	<p>§ 10 storey development close to the Tivoli will overwhelm the heritage building and be detrimental to the integrity of the entire art deco area</p> <p>§ The apartment tower in the Raffles development should be seen as an anomaly to good planning practise</p> <p>§ Make sure there will always be a line of sight from the Bridge to the Tivoli</p> <p>§ Potential to develop around Tivoli into a town square, but on human scale</p>
	Manning Rd / Ley St	<p>§ Subject site represents a key development site on Manning Road-landmark entry point to precinct</p> <p>§ Will provide vital currently absent commercial services on the east side of the precinct (will address shortfall, esp. with increase population)</p> <p>§ Mixed use on the site is supported</p> <p>§ Prefer the site to be highlighted as one major redevelopment opportunity</p> <p>§ Will ensure high energy activity on site with high proportion of retail, commercial, office and high density residential</p> <p>§ Strongly support R80-100 zoning (10 storeys), and commercial mixed use sites to be developed with 100% site cover</p> <p>§ Support performance based zoning and priority implementation via amendment to South Perth TPS</p> <p>§ Strongly support establishment of Development Assessment Unit (ensure efficient coordinated approach beyond municipal boundaries, decisions made by professionals)</p>
Kishorn Rd Applecross 6153	Local resident	<p>§ 10 storeys around the river is not a welcome change to the entrance of Applecross/Mt Pleasant</p> <p>§ The demographic of the area will change (not necessarily for the better)</p> <p>§ Density will create lack of privacy, parking and noise issues, no trees for local wildlife</p>
Third Ave Applecross 6153	Property manager	<p>§ Amenity and property values will be reduced having to face high density</p> <p>§ Would prefer facing sides of the street to be the same density</p> <p>§ No progressive height transition zone in Applecross (but South Perth does)</p> <p>§ Parking is already an issue on the street, let alone allowing for more residents and cars</p> <p>§ Lack of open space on Applecross side- no space for kids to play cricket</p>

Armstrong Rd Applecross 6153	Local resident	<ul style="list-style-type: none"> § Canning Bridge is the gateway to the City of Melville via prestigious suburbs of Applecross and Mt Pleasant § Not enough open space § Pedestrians, cyclists, public transport patrons, residents and employees need greater recreational activities out of hours § The tiny parks on either side of Canning Highway people will not be able to change sides of the highway to visit, so sink the highway § Walking to the station over the bridge in hot heat is unbearable. Most people catch buses to the station
Reynolds Rd Applecross 6153	Local resident	<ul style="list-style-type: none"> § Mixed use development (performance based) should be to a maximum of 10 storeys § Residential development (performance based) should be to a max 6 storeys
Lockhart St Como 6152	Local resident	<ul style="list-style-type: none"> § Delighted the council has taken initiative to create Vision § Support proposed plans § Hope to see it proceed as soon as possible § Will create a lot of benefit to the community
Canning Bridge Rd Applecross 6153	Local resident	<ul style="list-style-type: none"> § Would be great to have a community centre with classes for dancing, relationship seminars, arts/crafts, sports, charity groups. § These events would create interaction between community members
	Local resident	<ul style="list-style-type: none"> § Object to four and six storey buildings/high density infill § Vision does not match City of South Perth's 'Our Vision Ahead' (Sense of community, Natural beauty & river access, Physical amenity of streetscapes & parks) § Not in the best interest of the community
Leonora St Como 6152	Local resident	Proforma Submission
Henley St Como 6152	Local resident	Proforma Submission
Leonora St Como 6152	Local resident	Proforma Submission
Melville Pde Como 6152	Local resident	Proforma Submission
Hill St South Perth 6157	Local resident	Proforma Submission
Leonora St Como 6152	Local resident	Proforma Submission
Pether St Manning 6152	Local resident	Proforma Submission
Pether St Manning 6152	Local resident	Proforma Submission
Kintail Rd Applecross 6153	Local resident	<ul style="list-style-type: none"> § Construction of high density buildings will destroy what makes Applecross so special- amenity § Do not want to live in North Sydney § block river views, loss of privacy, overshadowing § Penalise existing home owners who have invested large sums of money into the suburb § Traffic and parking issues are already bad. Traffic flow study outdated. Replacement of old bridge will cause major disruption § Latest vision extends 1200m or 50% more. 38 towers 20 storeys, 50 10 storeys, 100 5 storeys- 30,000

		<p>residents</p> <ul style="list-style-type: none"> § Recognise need for population density near train stations, but object to scale proposed § High rise restricted to triangle- Kintail, Canning Highway and Moreau Mews- then existing zoning retained, but 6 storeys along Canning Hwy § Existing r codes allow for 4 & 9 storeys § Gain wide and accurate community opinions and listen to them (final draft does not include views from meetings and is very different to the plan at the meetings) § Suggest develop Bullcreek station, or give more zoning to South Perth side
Kintail Rd Applecross 6153	Local residents	<ul style="list-style-type: none"> § Vision is at odds with Directions 2031- no mention of increased density in Applecross. Not consistent with local character of area § More current traffic analysis (Raffles development, train station impact, additional 3,000 dwellings) § Vision boundary change occurred after consultation- not proper consultation § Existing densities can accommodate 9 storeys- has sufficient surplus to sustain property growth § Extreme vision will destroy amenity of local residents § Vision should be scaled back 25%- trial basis to determine impacts of traffic, noise, etc
	Interested party	<ul style="list-style-type: none"> § Vision should distinguish between Transport and Traffic engineering § Improve Freeway on/off ramps with ramp metering § Tunnel or elevate Canning Hwy § Include traffic generation figures for 25, 25, 75, 100% build out models § Any distance over 500m will result in car use- make use of mini buses
Leonora St Como 6152	Local resident	<ul style="list-style-type: none"> § High density was not previously discussed in consultation- came as a surprise. Cant increase in population be met by existing zoning? § High density encourages transient population (renters). Lack of attention to property upkeep, anti social behaviour, wont encourage community feel. Encourage owner/occupier § No parking or development on parklands or river foreshore § Hub cant be a not-all-stops station
Mary St Como 6152	South Perth councillor	<ul style="list-style-type: none"> § Placing a bus ramp at Cassey St sterilises that land, precluding it from future development § Moving bus egress north to Henley gets it out of high density area into less valuable space
Bombard St Mt Pleasant 6153	Local resident	<ul style="list-style-type: none"> § Right to maintain chosen lifestyle. Faceless planners have no right to designate neighbourhood as development node § Location needs a makeover, but not a mini Manhattan § Develop the triangle to low density/height 3-4 storeys § Do not need many new amenities in precinct, just attractive ones § Move the Library to the Senior Citizens (Esplanade), make Tivoli town square § Revamp the area at ground level (look at Fremantle for low density vibrancy) § Fix traffic congestion problem first. Perhaps consider tunnel

		<ul style="list-style-type: none"> § Develop Riseley St as vibrant, creative community, not a Canning Bridge 'pinch point' § Garden City hub was developed away from Leach and Canning Hwys without impeding on traffic § Apartments will not be affordable in Applecross § Applecross/Mt Pleasant is under the 10% open space; Relocate the Library for a piazza, relocate the rowing sheds to Kelmscott and establish river front park, revitalise Lower Heathcote reserve § Perth is not a Honk Kong with a shortage of space. Urban consolidation does not lessen traffic congestion by greater PT usage § Locate high rise in CBD, away from rivers and beaches where only those in front can have the views § Community consultation meetings were structured to promote the positive aspects without debate or alternative options (no pros/cons). § Why has Canning Bridge been targeted as super growth site?
The Esplanade Mt Pleasant 6153	Local resident	<ul style="list-style-type: none"> § In favour of making Canning Bridge vibrant area- will enhance lifestyle of local residents and attract visitors § Support increased public open space, more restaurants and cultural activities § Don't want large numbers of closely packed multistoried buildings (sterile concrete and glass environment). Visually detract from appealing environment § Height will become barrier to block views for residents and visitors (Notes Janet Woollards's diagram), will create wind tunnels and over shadowing § Alternative: Max height 8-10 storeys in triangle and 4-6 surrounding § Large spaces of public open space and al fresco areas must be provided to make the area more enjoyable
Woolana St Como 6152	Local resident	<ul style="list-style-type: none"> § Excited about Vision § Would like street to get higher than 3 storey zoning- would like to match surrounding 4-6 storeys § Would like to see Wooltana St tree lined and beautified like Davilak and McDougall § Area needs cafes, deli's, commercial more than Applecross side § Study traffic flows to optimise car routes
Petition		<ul style="list-style-type: none"> § Limit vision to study area (not Third Avenue) § Third Ave small, quiet single residential R15 street § Never consulted that street was going to be in Vision § Vision proposes one side of street R15, other R50- wrong, unfair, bad planning § Vision misleading- two boundaries § Parking and traffic are already a problem in the precinct (before adding to it)
Third Ave Applecross 6153	Local resident	<ul style="list-style-type: none"> § Strongly object zoning change west side Forbes Rd and East side Third Ave to 5 storeys. § Request maintain current zoning- current residents have invested a lot of money to keep their high standard of living
Third Ave Applecross 6153	Local resident	<ul style="list-style-type: none"> § Limit the precinct area (including transitional) to original study area- i.e. middle of Forbes Rd (not quiet, single residential third ave) § Detailed parking and traffic studies should be

		<p>completed and open for public comment.</p> <p>§ Current Vision inadequate and unprofessional. Has only created uncertainty and fear. It should be withdrawn. Bad planning will result in unfriendly neighbourhood with insufficient open space.</p> <p>§ Reduce the density and height of original precinct area</p> <p>§ Council should learn from mistakes made regarding the Raffles</p>
Third Ave Applecross 6153	Local resident	<p>§ Strong objection to zoning change (West side of Forbes, East side of Third), maintain current zoning as residents have invested in their homes to maintain a high standard of development</p>
Third Ave Applecross 6153	Local resident	<p>§ Strongly object to zoning change (West side of Forbes, East side of Third), maintain current zoning- remain quiet residential street</p>
Kintail Rd Applecross	Local resident	<p>§ Strongly object to zoning change (West side of Forbes, East side of Third), maintain current zoning- remain quiet residential street</p> <p>§ Parking and traffic problems already exist</p>
	Canning Highway	<p>§ Supportive of Vision. Creating flagship TOD</p> <p>§ Support Vision's integrated development and collaboration with stakeholders</p> <p>§ Vision figures/maps are low resolution, making them hard to read</p> <p>§ Arrange Vision maps to document timing of initiatives (possibly short, medium, long term on separate maps)</p> <p>§ A short term initiative that came from the community engagement that hasn't been addressed well is Safety/Security. Increase security, surveillance cameras, lighting, neighbourhood watch, then new safe link Cat bus, etc</p> <p>§ Incorporate climate change principles. Egg shade from street trees, buffer strong winds, architectural design solutions (sheltered bridge- see pictures in submission)</p> <p>§ The supermarket should not remain the same size. 29% increase in population will need a increase in supermarket</p>
Kavanagh St Mt Pleasant 6153	Local resident	<p>§ Vision is inconsistent with Directions 2031- Planned Urban Growth with R30 zoning. Also identified as District Centre</p> <p>§ Underutilisation of zoning that exists in current scheme</p> <p>§ Traffic and parking are currently problems that spill onto local residential streets</p> <p>§ Vision based on premise that people will walk to public transport, but much of the study area outside 800m</p> <p>§ Building heights proposed out of character of area</p> <p>§ Overshadowing of properties at the edge of study area- single residential</p> <p>§ Pedestrians are not safe navigating to the station</p> <p>§ Many tall buildings will have potential to create wind tunnel effect</p> <p>§ Entire plan inconsistent with local character- village style preferred</p> <p>§ Opposed to Vision in current format</p>

Leonora St Como 6152	Local resident	<ul style="list-style-type: none"> § Support the Vision § Practical way to address population boom, climate change, etc § Will allow more people to live closer to the station. § More commercial development will make it a vibrant new area § Will reduce traffic on Leonora St (used as K'n'R)
Duncraig Rd Applecross 6153	Local resident	<ul style="list-style-type: none"> § Canning Bridge under Directions 2031 is not a centre nor a 'key public transport connection'. Vision is contradictory to Directions 2031 § Has been identified as district scale activity centre in Activity Centres Policy- but the Vision goes beyond that scale § Few landowners have taken advantage of existing scheme allowances for 28m heights. Scheme should stay the same and keep the local character § Will the road system be able to cope with increased traffic considering it is already congested? § Perhaps considers grade separation of major intersections rather than traffic lights stopping traffic flow. This needs to be considered at planning stage for space needed § Vision is too large for precinct bisected by major Highway, Freeway and River
Tweedale Rd Applecross 6153	Local resident	<ul style="list-style-type: none"> § Changes in the study area boundary mean that not everyone was properly consulted § No planning rationale to justify projected boundaries § Traffic analysis is out of date- does not consider Raffles and train station impacts § Canning Bridge bottleneck situation wont be improved by shuttle buses as they will be stuck in the traffic! Priority bus lanes will exacerbate the problem § 2 parking bays should be the minimum per residential unit (suburban development) § A ferry next to bus/train terminal will not be able to compete (due to speed) § Basement car parking will have to take into account acid sulphate soils § No consideration for 2002 (Swan River Trust & WAPC) Swan and Canning Rivers Precinct Planning Project Appendix 6: Visual Landscape Character & Visual Landscape Assessment § National and International research shows that TODs should not exceed 400m, not 800m (tool developed to justify Perth Mandurah railway development) § Both councils should look at what their ratepayers want and leave the 'in-between' (highway, bus/train station) to State government
Applecross Rd Applecross	Local resident	<ul style="list-style-type: none"> § Vision should not creep into Applecross residential suburb § Keep high rise to current 9 storeys § Use of solar electricity should be seriously considered § Areas of green should be dispersed to avoid heat reflection and pollution § Apartment dwellers need to sit in shade of trees § 5 storeys should be the max height for living and working standards to avoid anonymity, reclusiveness and consumption of fast food through loneliness and boredom § There should be communal gardens and exercise

		<p>area for those living in buildings higher than trees</p> <p>§ Traffic and parking problems would be horrific</p>
Gairloch St Applecross 6153	Local resident	<p>§ Object to development on western side of Canning Bridge- traffic, air and noise pollution at unacceptable levels</p> <p>§ Existing density hasn't increased train/bus patronage (walking to train station requires GPS and cut lunch)</p> <p>§ Proposals should result in improvement in quality of life (not opposite)</p> <p>§ Most people from the west do not walk to the train station- so higher density is not justified here</p> <p>§ Canning Bridge is a critical traffic node in entire Perth traffic network</p> <p>§ Canning River foreshore is fragile and needs protection (as well as rowing sheds and course)</p> <p>§ High rise ghetto will have a negative impact</p> <p>§ No more residents, workers, visitors, cars parking or cars moving in the area!</p>
Henley St Como 6152	Local resident	<p>§ Canning Bridge was not planned to have land set aside for parking and bus stations</p> <p>§ No bridge should be built into Cassey St- will destroy amenity and property of residents</p> <p>§ Olive Reserve should stay as it is (only reserve around for these residents)</p> <p>§ Community consultation did not mention Cassey St bus bridge, 10 storey plus heights, so are considered illegitimate</p>
Kintail Rd Applecross 6153	Property owners	<p>Property on corner of Kintail and Third Ave. If Third Ave zoning changes occur, property will be devalued due to:</p> <p>§ Increased traffic flow-decreased ambience</p> <p>§ Insufficient parking already</p> <p>§ Zoning change down the middle of Third Ave- inconvenience of looking at density and not being able to achieve the same</p> <p>§ High rise will impact on privacy</p> <p>§ Keep the study area boundary- no encroaching</p>
Kavanagh St Mt Pleasant 6153	Local resident	<p>§ Object to 10 storeys on SW side of Helm St. Propose consistent with Kavanagh St (5 storeys)</p> <p>§ Zoning changes should be along streets, not boundaries to increase separation of height differences (street trees) and reduce overshadowing</p> <p>§ Existing newly constructed properties unlikely to change heights again soon- reducing look of area (tapered effect) and reducing property values</p> <p>§ A single development can cause traffic and parking issues (Raffles)- ensure proper management this time</p>
	On behalf of owners Lot 1 & 2 Strata Plan 1622- 66A & 66B Kishorn Rd Mt Pleasant	<p>Owners are extremely supportive of Vision (within Performance based Mixed use development area)</p> <p>Would like implementation of amendments to TPS to be timely</p>
Kavanagh St Mt Pleasant 6153		<p>§ Object to 10 storeys on SW side of Helm St. Propose consistent with Kavanagh St (5 storeys)</p> <p>§ Zoning changes should be along streets, not boundaries to increase separation of height differences (street trees) and reduce overshadowing</p> <p>§ Existing newly constructed properties unlikely to change heights again soon- reducing look of area (tapered effect) and reducing property values</p> <p>§ Scale of the Vision too big for the area (reduce</p>

		heights and concentrate on spine- Canning Highway) § Propose low- medium density precinct focussed on recreation and entertainment § Leave high density to areas such as Murdoch (many roads to access the precinct) § Consider a tunnel for through traffic (most major centres not split by a highway) § Address traffic and parking (with studies) before property development (not after)
Leonora St Como 6152	Local resident	Proforma Submission (no 4, 6, 7, 9, 10) (Think of future generations, with less space to play which will lead to obesity)
Leonora St Como 6152	Local resident	Proforma Submission
Leonora St Como 6152	Local resident	Proforma Submission
Cale St Como 6152	Local resident	Proforma Submission
Melville Pde Como 6152	Local resident	Proforma Submission (Build bridge alongside and put infrastructure on this bridge away from residential area)
Melville Pde Como 6152	Local resident	Proforma Submission (Build bridge alongside and put infrastructure on this bridge away)
Cale St Como 6152	Local resident	Proforma Submission
Matlock St Mt Hawthorn 6016	Concern for residents	Proforma Submission
Manning St Fremantle 6160	Concern for residents	Proforma Submission
Manning	Local resident	Proforma Submission
Apollo Way Carlisle	Concern for residents	Proforma Submission
Roebuck Ave Canningvale 6155	Concern for residents	Proforma Submission
Roebuck Ave Canningvale 6155	Concern for residents	Proforma Submission
Selby St Wembley 6014	Concern for residents	Proforma Submission
Loude St Como 6152	Local resident	Proforma Submission
Eric St Como 6152	Local resident	Proforma Submission
Mary St Como 6152	Local resident	Proforma Submission
Robert St Como 6152	Local resident	Proforma Submission (No 4, 6, 8, 9, 10) No evidence of community comments in the draft
Leonora St Como 6152	Local resident	Proforma Submission
Leonora St Como 6152	Local resident	Proforma Submission
Leonora St	Local resident	Proforma Submission

Como 6152		
Leonora St Como 6152	Local resident	Proforma Submission
Leonora St Como 6152	Local resident	Proforma Submission
Leonora St Como 6152	Local resident	Proforma Submission
Leonora St Como 6152	Local resident	Proforma Submission
Leonora St Como 6152	Local resident	Proforma Submission Do not want Surfers Paradise style development in neighbourhood. Train station would have been more suited to South Perth (already has high rise) so visitors can visit the zoo
Melville Pde Como 6152	Local resident	Proforma Submission Has a tunnel under the river been considered?
Leonora St Como 6152	Local resident	Proforma Submission Reconsider Vision as will devalue area
Lockhart St Como 6152	Local resident	Proforma Submission
Leonora St Como 6152	Local resident	Proforma Submission (No 10)
Leonora St Como 6152	Local resident	Proforma Submission
Meadowbrook Bvd Dianella 6059	Concern for residents	Proforma Submission
Southport St West Leederville 6007	Friend of local resident	Proforma Submission
Grove Rd Lesmurdie 6076	Friend of local resident	Proforma Submission
Leonora St Como 6152	Local resident	Proforma Submission
Leonora St Como 6152	Local resident	Proforma Submission
Cassey St Como 6152	Local resident	Proforma Submission
Leonora St Como 6152	Local resident	Proforma Submission (No 9, 10)
Leonora St Como 6152	Local resident	Proforma Submission
Donercraile Ct Waterford	Concern for residents	Proforma Submission (Crossed out everything about community consultation)
Melville Pde Como 6152	Local resident	Proforma Submission (Do not divert buses via Henley)
Coogee St Mt Hawthorn 6016	Concern for residents	Proforma Submission
Coogee St Mt Hawthorn 6016	Concern for residents	Proforma Submission
Leonora St Como 6152	Local resident	Proforma Submission
Leonora St Como 6152	Local resident	Proforma Submission
Leonora St	Local resident	Proforma Submission

Como 6152		Strongly agree with 1, 5 & 8
Norton St South Perth 6151	Concern for residents	Proforma Submission
Thelma St Como 6152	Local resident	Proforma Submission
Clarence St South Perth 6151	Concern for residents	Proforma Submission
Melville Pde South Perth 6151	Concern for residents	Proforma Submission
Coode St Como 6152	Concern for residents	Proforma Submission
Lockhart St Como 6152	Concern for residents	Proforma Submission
Mary St Como 6152	Concern for residents	Proforma Submission
Preston St Como 6152	Concern for residents	Proforma Submission
Preston St Como 6152	Concern for residents	Proforma Submission
Preston St Como	Concern for residents	Proforma Submission
Axford St Como 6152	Concern for residents	Proforma Submission
Hensman St South Perth 6151	Concern for residents	Proforma Submission
Alston Ave Leonora St Como 6152	Local resident	Proforma Submission
Alston Ave Leonora St Como 6152	Local resident	Proforma Submission
Davilak St Como 6152	Local resident	Proforma Submission
Leonora St Como 6152	Local resident	Proforma Submission
Roberts St Como 6152	Local resident	Proforma Submission
Roberts St Como 6152	Local resident	Proforma Submission
Leonora St Como 6152	Local resident	Proforma Submission
Leonora St Como 6152	Local resident	Proforma Submission
Leonora St Como 6152	Local resident	Proforma Submission
Robert St Como 6152	Local resident	Proforma Submission
Cassey St Como 6152	Local resident	Proforma Submission
Tribute St Shelley	Concern for residents	Proforma Submission
Preston St Como 6152	Local resident	Proforma Submission
Darley St South Perth 6151	Concern for residents	Proforma Submission
Robert St Como 6152	Local resident	Proforma Submission
Comer St Como 6152	Local resident	Proforma Submission

Todd Ave Como 6152	Local resident	Proforma Submission
Preston St Como 6152	Local resident	Proforma Submission
Hensman St South Perth 6151	Concern for residents	Proforma Submission
Delamere Ave South Perth	Concern for residents	Proforma Submission
Bessell Como 6152	Concern for residents	Proforma Submission
Alston Ave Como 6152	Local resident	Proforma Submission
Talbot Ave Como 6152	Concern for residents	Proforma Submission
Connolly St Wembley 6014	Concern for residents	Proforma Submission
North St Mt Lawley 6050	Investor	Proforma Submission
Melville Pde Como 6152	Investor	Proforma Submission (No 4, 6, 8, 9, 10) Residents concerns were not taken into consideration in writing the Vision
Kurannup Rd Albany	Concern for residents	Proforma Submission (No 4, 6, 8, 9, 10) Residents concerns were not taken into consideration in writing the Vision
Canning Hwy East Fremantle	Personal investment	Proforma Submission (No 4, 6, 8, 9, 10) Residents concerns were not taken into consideration in writing the Vision
University Ave Churchlands 6018	Concern for residents	Proforma Submission
MacRae Rd Applecross 6153	Concern for residents	Proforma Submission
Leonora St Melville Pde Como 6152	Local resident	Proforma Submission Directions 2031, pg 36. Central sub regions. 'Blanket redevelopment/intensification of traditional suburbs will not be considered unless initiatives supported by local communities' Local community not informed by council-dishonest
Leonora St Como 6152	Property owner	Proforma Submission. Require mail by owners address (not property address) 6309 Chillinup Rd Wellstead WA 6328
Melville Pde Como 6152	Local resident	Proforma Submission. Henley St should not be considered for any bus route/high rise development
Mary St Como 6152	Local resident	Proforma Submission
Tain St Applecross 6152	Local resident	Proforma Submission
Melville Pde Como 6152	Local resident	Proforma Submission
Leonora St Como 6152	Local resident	Proforma Submission
Edgecumbe St Como 6152	Local resident	Proforma Submission (No 2, 4, 8, 9, 10)

Petition	Local residents	Proforma paragraph about not recognising community consultation (not legitimate)
Leonora St Como 6152	Local resident	<ul style="list-style-type: none"> § Give strong consideration to tunnelling Canning Bridge under the Swan River § Give Como/South Perth residents a Kwinana Fwy North on-ramp (would reduce traffic on Labouchere Rd)
Star St Carlisle 6101	Friend of local resident	<ul style="list-style-type: none"> § What is the point of changing what is already a beautiful area where residents enjoy a certain lifestyle of their choice. § Why waste money on a unattractive river frontage when it could be spent on more important infrastructure- schools, hospitals, railway stations
Leonora St Como 6152	Local residents	<ul style="list-style-type: none"> § Previous consultation gave impressions that input from residents would be considered in Vision- waste of time. § Government should fix problems of traffic, parking without subjecting the residents to bad planning (ruin neighbourhood) § Hard to imagine what the area will look like to accommodate the density suggested in the plan § How will the traffic be managed with thousands more residents? § Conduct a 'social impact study' and 'noise study' on how a bus station would impact residents § Allocate density elsewhere- decentralisation § Cassey and Henley St should not be turned into bus routes § Meville Parade parks should be left as it for the community to enjoy
Cassey St Como 6152	Local resident	<ul style="list-style-type: none"> § Manning Road residents need access onto Kwinana Freeway north and south § Get pedestrians off Canning Highway with pedestrian tunnels § Como side is already a modern residential suburb § Proliferation of multistoried buildings will lead to influx of lower socio economic groups
Leonora St Como 6152	Local resident	<ul style="list-style-type: none"> § In favour of some elements of the Vision (not opposed to change) § Commend sustainability recommendations- green neighbourhood § Commend Manning Road on-ramp to Kwinana Fwy (reduce traffic congestion) § Recognise need to better plan communities for population growth § Require page 36 of Directions 2031 be adhered to for any new Vision (no blanket intensification of traditional suburbs unless supported by community) § Reject bus bridge to Cassey/Henley St § Reject other opening of Como Beach Ward streets to Canning Hwy/Fwy access § Demand to know if social housing is part of the Vision and if so, in what form? § Has council been advising new home builders of proposed changes? If not, deceptive and misleading under Trade Practices Act § Require social, noise and pollution impact studies of higher density and especially bus bridge on local residents

		<ul style="list-style-type: none"> § What will the range and nature of commercial business be? (KFC, Target, etc) § How will commercial business parking be handled? § What are the plans for Olive Reserve? Keep open space § High density will result in higher rates § Require new traffic study with up-to-date data (include Raffles and train station) § Will compulsory acquisition form part of the implementation § Will compensation be paid if amenity affected by Vision § Condemn lack of consultation that led to current Vision- major points not consulted on (i.e. Cassey St bridge). Process should be restarted (all ratepayers consulted via letter) § No TPS changes until traffic plans finalised § Canning Bridge is heritage listed, so build new adjacent bridge § Freeway north on ramp start further west to reduce bridge congestion § Purchase properties 469 & 471 Canning Highway (derelict and old medical centre) to facilitate K'n'R/parking ~2300sqm § Build overpasses over the freeway for pedestrians and cyclists § Reduce traffic congestion by reducing heights § Highest buildings should be along Canning Hwy, then cascade back from that § Other major developments (Subiaco, East Perth, Burswood) have been largely greenfield sites. This Vision will impact existing residents. Compensation? § Foreshore is already fragile (\$85.56m Infrastructure Australia grant) and sea levels are rising
Davilak St Como 6152	Local resident	<ul style="list-style-type: none"> § Proposals impinge on greater area than initially discussed § Rezoning of 10-3 storeys will destroy character of South Perth § High rise will bring antisocial behaviour (social noise, litter, crime, hoon behaviour, deterioration of property) § Higher council rates § Loss of privacy § High traffic flow- dangerous § Acute parking problems
Ullapool Rd Mt Pleasant 6153	Melville Amenity Preservation (Inc)	<ul style="list-style-type: none"> § Object to increase in height west of Kwinana freeway. Streetscape can be improved without a need for buildings over 4 storeys high § Take traffic off Canning Bridge by building a tunnel § Use R codes that exist already- present height limits not utilised. Demand for residential and commercial is limited. No need to put development all in one area. Other areas that are better suited to density without exacerbating traffic issues § Most of Melville side of study area outside of 800m § DC1.6 encourages a 'sense of place'. Oversize buildings close to the river will not create a sense of place (compared to leafy lifestyle now) § Pedestrian and K'n'R access to the station currently is dangerous

		<ul style="list-style-type: none"> § Move rowing sheds to Kelmscott Rowing Complex to free up public open space § Library should move to the Senior Citizens building on the Esplanade (upgrade)
Todd St Como 6152	Owner Cassey St	<ul style="list-style-type: none"> § Appreciate effort put into formulating vision for Canning Bridge § Area is currently underutilised and redevelopment would be positive § Support Manning Rd on ramp § Support future ferry terminal § Support rezoning of land for high density § Support beautification of streets § Has Transperth been involved? No bus on/off ramps to freeway § Object to moving station north and bus transfer at Cassey St. Current bus/train works well- no need to change. § Pedestrian access to the station needs to be improved by raised accessways (Cassey St would make this problem worse) § Do not agree with roundabout on Cassey St in the short term. Solve the long term plan. Church traffic will pose safety risk § Need formal P'n'R so no parking on local streets
Girawheen Dr Gooseberry Hill	Property owner Leonora St	<ul style="list-style-type: none"> § Support increased density around transit nodes. § Object to present Vision § Higher buildings should be on ridges, and lower near the river so not to destroy vistas § More public facilities- parks and community infrastructure § Support Manning Rd on ramp § Have some units with limits to development so no McMansions § Prefer mix of storeys (Raffles height and lower development) § All buildings should be Green Star § Object to Cassey St bus bridge § Community was not consulted on Cassey St § Traffic data is out of date § Area can be a source of accommodation for Curtin University students- student accommodation
Salter Point Pde Salter Point 6152	Cycle commuter, CB train station patron	<ul style="list-style-type: none"> § Object to the river being filled in more (destruction of river life) § Public open space should not be replaced by commercial buildings § Do not encourage k'n'r, train station was meant to be walk on and bus transfer only § PSP under the bridge has blind corners and is often flooded- build a new underpass
Kintail Rd Applecross 6153	Local residents	<ul style="list-style-type: none"> § Vision fails to address current traffic problems/dangers. Solution must be sought before more traffic brought in § Parking is also a problem that needs a solution before moving forward § Most of Meville side of precinct outside 800m walk to station. Make the station access more pedestrian friendly § Keep the existing zoning (not fully utilised) § Will the existing infrastructure be able to cope with increased density

		<ul style="list-style-type: none"> § Vision does not increase POS or public facilities § Not opposed to revitalisation of Canning Bridge, just at this scale and with existing problems § Vision does not reflect Directions 2031 for the area
Lockhart St Como 6152	Local resident	<ul style="list-style-type: none"> § Delighted at constructive plan for Como- all the features you could want § Support high density as long as it doesn't block river views. Have 4, then 6, then 8 storeys back from the river § Formal P'n'R so no unacceptable, dangerous parking on local streets § Incorporate street trees
	On behalf of Henley St, Como	<ul style="list-style-type: none"> § Support vibrant and unique TOD § Support establishment of sustainable and efficient community
	On behalf of Ogilvie Rd and Kishorn Rd Applecross	<ul style="list-style-type: none"> § Support vibrant and unique TOD § Support establishment of sustainable and efficient community § How will areas of open space be resumed by Local authority? § On this site, amount of developable land after POS resumption in undesirable § Does not support location of POS on majority of site § What compensation will be provided? § Location of POS is adjacent to high frequency road. § Alternative would be to rationalise well used foreshore POS and remove possibility of antisocial behaviour at core (has happened before) § Owner supports 'boutique hotel development' with ground floor alfresco tenancies opening onto public square. More active use of space § Plot ratio is not a useful tool in addressing bulk and scale of development. Exclude plot ratio from eventual design guidelines
	On behalf of Ogilvie Rd and Canning Hwy Applecross	<ul style="list-style-type: none"> § Support vibrant and unique TOD § Support establishment of sustainable and efficient community § Request that both sites be depicted dark blue performance based zone for consistency (transition at boundary of Lot 136). Lots are the same under the TPS § Not adverse to 4.7m wide strip of Canning Hwy property will be acquired under MRS road reservation for bus lanes/light rail, but how will the land be acquired? Total land area should be calculated without reservation § What will a landmark site entail? § Plot ratio is not a useful tool in addressing bulk and scale of development. Exclude plot ratio from eventual design guidelines § Site is located on 'Canning Highway Spine' which has been established as a node for increased development for some time (supported by landowners). Concerned that outside objections to overall Vision will stall progress. Request Spine development be progressed separately through TPS amendment § What will 'community benefits' relating to performance based zoning entail?
	On behalf of	<ul style="list-style-type: none"> § Support vibrant and unique TOD

	Manning Rd & Kent St, Waterford)	<ul style="list-style-type: none"> § Support establishment of sustainable and efficient community § Concerned that Telstra Exchange site (cnr Manning & Ley) has been depicted as 'Local commercial centre', less than 2km from Waterford Plaza, a 'Strategic Specialised Centre' under the Draft Activity Centres SPP. § Mixed use of up to 10 storeys is generally supported with small scale retail suiting a 'entry statement' to study area, as long as significant retail pursuits are not entertained § A supermarket should not be supported on this site and comment should be made to this end in the Vision (will impact retail hierarchy) § Consideration could be given to linking Waterford Plaza/Canning Bridge with a CAT style bus route/light rail to reduce car dependency. Include possible research into as 'Key Element' 17
	Greg Rowe and Associates	<ul style="list-style-type: none"> § Support vibrant and unique TOD § Support establishment of sustainable and efficient community
	On behalf of Canning Hwy Applecross	<ul style="list-style-type: none"> § Support vibrant and unique TOD § Support establishment of sustainable and efficient community § What will 'community benefits' relating to performance based zoning entail? § What will a landmark site entail? § Plot ratio is not a useful tool in addressing bulk and scale of development. Exclude plot ratio from eventual design guidelines § Site is located on 'Canning Highway Spine' which has been established as a node for increased development for some time (supported by landowners). Concerned that outside objections to overall Vision will stall progress. Request Spine development be progressed separately through TPS amendment
	On behalf of Canning Hwy Applecross	<ul style="list-style-type: none"> § Support vibrant and unique TOD § Support establishment of sustainable and efficient community § What will 'community benefits' relating to performance based zoning entail? § What will a landmark site entail? § Plot ratio is not a useful tool in addressing bulk and scale of development. Exclude plot ratio from eventual design guidelines § Site is located on 'Canning Highway Spine' which has been established as a node for increased development for some time (supported by landowners). Concerned that outside objections to overall Vision will stall progress. Request Spine development be progressed separately through TPS amendment
	On behalf of Canning Hwy Applecross	<ul style="list-style-type: none"> § Support vibrant and unique TOD § Support establishment of sustainable and efficient community § What will 'community benefits' relating to performance based zoning entail? § What will a landmark site entail? § Plot ratio is not a useful tool in addressing bulk and

		<p>scale of development. Exclude plot ratio from eventual design guidelines</p> <p>§ Site is located on 'Canning Highway Spine' which has been established as a node for increased development for some time (supported by landowners). Concerned that outside objections to overall Vision will stall progress. Request Spine development be progressed separately through TPS amendment</p>
	On behalf of Canning Hwy Applecross	<p>§ Support vibrant and unique TOD</p> <p>§ Support establishment of sustainable and efficient community</p> <p>§ What will 'community benefits' relating to performance based zoning entail?</p> <p>§ Support multi-user community facility and park/town square near Moreau/Kishorn intersection. Provision of street furniture, public art, shelter and kerbless environment will create a pedestrian friendly environment and benefit the area. Provision of these facilities should be considered as 'community benefits' towards performance based zoning development potential</p> <p>§ Plot ratio is not a useful tool in addressing bulk and scale of development. Exclude plot ratio from eventual design guidelines</p> <p>§ Site is located on 'Canning Highway Spine' which has been established as a node for increased development for some time (supported by landowners). Concerned that outside objections to overall Vision will stall progress. Request Spine development be progressed separately through TPS amendment</p>
Henley St Como 6152	Local resident	<p>§ In favour of some element of Vision. Not opposed to change</p> <p>§ Commend creation of green neighbourhood</p> <p>§ Support Manning Road on ramp</p> <p>§ Recognise need to address population growth & traffic congestion</p> <p>§ Will there be any 'social housing', what nature?</p> <p>§ Will compulsory acquisition of properties occur?</p> <p>§ Condemn lack of consultation</p> <p>§ High rise along Canning Hwy only, then scaled back so all residents have a view. No high rise on foreshore</p> <p>§ Congestion will occur if increase in population. People will own cars unless the PT runs at least every 15 minutes.</p> <p>§ Have feeder bus system rather than K'n'R</p> <p>§ Develop Murdoch instead</p> <p>§ Reduce bridge congestion with freeway north on ramp from west of bridge (no need for separate bus bridge then)</p> <p>§ Consider range of housing for singles, couples, families</p>
Conon Rd Applecross 6153	Local resident	<p>§ Opposed to Vision in current form</p> <p>§ Vision in contradiction to Directions 2031 hierarchy for Canning Bridge (too big scale). Will create overshadowing, wind tunnels and impact on urban and river wildlife</p> <p>§ Traffic congestion already exists- cant rely on majority</p>

		<p>to use public transport</p> <p>§ Lack of community consultation</p>
Conon Rd Applecross 6153	Local resident	<p>§ Opposed to Vision in current form</p> <p>§ Vision inconsistent with Directions 2031 hierarchy for Canning Bridge (too big scale). Will create overshadowing, loss of privacy and amenity.</p> <p>§ Develop green field train station sites instead</p> <p>§ Traffic congestion already exists.</p> <p>§ No purpose to town square-already one at Ardross St</p> <p>§ No height limits will become too discretionary</p> <p>§ Lack of community consultation</p> <p>§ Constrained TOD by Canning Hwy, Freeway, River.</p> <p>§ Pedestrian access to the station is poor</p> <p>§ Lack of adequate parking</p>
Conon Rd Applecross 6153	Local resident	<p>§ Opposed to Vision</p> <p>§ Directions 2031 identifies many other sites that will be better suited to development on railway line (rather than modify existing).</p> <p>§ High density will create overshadowing (impact on vegetation) and wind tunnels. Out of character with existing development</p> <p>§ Cant rely on majority to use public transport (outside 800m, reliance on cars)</p> <p>§ Traffic congestion already exists</p> <p>§ Lack of community consultation</p>
Third Ave Applecross 6153	Local resident	<p>§ Object to Vision. Went beyond study area boundaries</p> <p>§ Traffic congestion already exists</p> <p>§ Lack of consultation</p> <p>§ Pedestrian access poor</p> <p>§ Opposed to river infill- fragile ecosystem</p> <p>§ Transition zone needs to be a larger area</p> <p>§ Loss of privacy-overlooking</p> <p>§ Already increase in crime due to train station</p> <p>§ No increase in POS</p> <p>§ Develop length of Canning Hwy- needs development</p> <p>§ Vision inconsistent with Directions 2031 hierarchy for Canning Bridge. Against ethos of area</p>
Macrae Rd Applecross 6153	Local resident	<p>§ Object to Vision in current form. Request new one with more consultation</p> <p>§ Traffic data out of date (before Raffles and Railway)</p> <p>§ Area already congested</p> <p>§ Unsafe pedestrian access to station</p> <p>§ Inadequate parking</p> <p>§ Radical changes in heights from 10 to 5 to 1</p> <p>§ Increased noise</p> <p>§ Will lose relaxed, pleasant, safe village atmosphere to busy area (not for families)</p> <p>§ General design/appearance needs to be sensitive to area</p> <p>§ Ecological habitats will be destroyed</p> <p>§ Overcrowding of local schools</p>
Ardross St Applecross 6153	Local residents	<p>§ Object to increased densities in congested area</p> <p>§ Sort traffic problems before new plans</p> <p>§ Keep Applecross-Mt Pleasant low density</p>
Bombard St Mt Pleasant 6153	Local resident/Business operator	<p>§ Traffic study needed before development</p> <p>§ Tunnel under bridge (from Sleat Rd) - access onto Freeway -before development. Pay for with tolls</p>
Tweedale Rd Applecross 6153	Local resident	§ See 228
Tweedale Rd	Local resident	§ See 228

Applecross 6153		
Clydesdale St Como 6152		<ul style="list-style-type: none"> § Lack of consultation (poor information session) § Area could become picturesque hub with coffee shops, small shops and viewing platforms over the station (provision of parking too) § Support high rise along Canning Hwy, not along the river § Develop as far as Sleat Rd and Henley St § Height bonuses for providing parking § Pedestrian access to station must be safer § Support Manning Rd on-ramp § Concerned development near McDougall Park will impact wildlife
Melville 6956	Local resident	<ul style="list-style-type: none"> § Ensure risk assessment for adaptation to climate change is undertaken § Refer to 'Climate change impacts & Risk management- A guide for business & government' Fed gov, 2006 § Geographically high risk area (on river)
Canning Hwy Melville 6156	Local resident	<ul style="list-style-type: none"> § Area unsuitable for scale of development proposed § Traffic already congested- increase in population will exacerbate
Tweedale Rd Applecross 6153	Local resident	<ul style="list-style-type: none"> § See 228
Karoo St South Perth 6151	Local resident	<ul style="list-style-type: none"> § Development unsuitable at river bridge constriction point (railway station and no P'n'R exacerbates the problem) § Inconsistent with Directions 2031 § Third bridge and priority bus lanes wont reduce congestion unless Hwy widened § Raffles height was not meant to set a precedent § Long walk over windswept bridge will not help ferry patronage. South Perth more suitable location for development § Belmont Park/Burswood is a good location for development (ferry access, close to Airport) § Little provision of POS and sports facilities § High density will cause overshadowing, then loss of property values § Support Manning Rd on ramp § Support future Ferry terminal § Lack of consultation
Petition	Canning Bridge employees	<p>Proposed development will exacerbate:</p> <ul style="list-style-type: none"> § Lack of suitable parking § Traffic congestion
Ardross St Applecross 6153	Local member of Parliament (on behalf to residents of Alfred Cove electorate)	<ul style="list-style-type: none"> § Vision scale not suited to area- inconsistent with existing character. Opposition to change in existing heights § Not consistent with Directions 2031 § Current TPS hasn't reached full potential- heights § Traffic congestion issues § Not all that live within the precinct will be able to use PT § Construct a tunnel to ease future traffic congestion § A lot of the study area is outside 800m walk to station § Pedestrian access to the station is discouraging § Proposed heights will cause overshadowing, wind tunnels, heat islands and will impact on urban and river wildlife/ecosystems § No landscape pictorial representation of how the area

		<p>will look</p> <ul style="list-style-type: none"> § Dark blue should be 9 storeys max (12 with community benefit), no light blue and transition areas- leave at current zoning § Lack of consultation § Traffic data is out of date
Kishorn Rd Mt Pleasant 6153	Local resident	<ul style="list-style-type: none"> § Object to Vision § Canning Hwy cannot cope with current traffic, let alone more (traffic data out of date- before Raffles and station) § Parking is already inadequate § No visible increase in POS § Inconsistent with Directions 2031 § Utilise existing zoning
The Esplanade Mt Pleasant 6153	Local resident	<ul style="list-style-type: none"> § Existing traffic congestion will be exacerbated by Vision. Repair or replace 2nd bridge- which? § Provide safe routes for cyclists and pedestrians through precinct (increased local traffic) § Will river reclamation have an environmental impact? § Infrastructure requirements should be put in place before population increase § Performance based zone is vague § Lack of consultation
Tribute St Shelley 6148	Local business	<ul style="list-style-type: none"> § Supportive of over-arching principles in Vision § Supports building heights of up to 20 storeys in 'Performance based zone' § Under Density heading pg 33, it is not made clear if mixed use areas correspond to performance based zone. Tie into fig 2 § Plot ratio is not an appropriate control for bulk and scale. Site cover, building setbacks and maximum heights are suitable alternative methods § Supports proposed development to cover up to 100% of site in commercial mixed-use areas § Support provision of single bedroom dwellings, but 60sqm size limit (consistent with R-codes) § Supports reduced car parking and zero side boundary setbacks § Consider consistency with multi unit housing code § Object to minimum (size) development parcel (and adjacent sites) to facilitate land assembly. This would be a 'show-stopper'
The Esplanade Mt Pleasant 6153	Local resident	<ul style="list-style-type: none"> § Support increase in population density § Concerned that 25 storeys is too high. Raffles should be the top limit § Put Canning Highway underground (costly, but best option) so existing level can be developed into people friendly area § Support shuttle bus to encourage patronage of train station and local businesses
Ley St Como 6152	Local resident	<ul style="list-style-type: none"> § Why not included in the Study Area (10 Ley St Como) (cnr Ley St & Crawshaw St and) <p>[Study Area cuts through McDougall Park between Crawshaw and Henley St]</p> <p>Second submission:</p> <ul style="list-style-type: none"> § Strongly disagree with commercial building being built on McDougall Park (i.e. tearoom). Traffic congestion would increase and create negative impact on lake environs § Reject building bridge into Como Beach- traffic flow

		<p>would create negative property values as well as noise, safety and hoon issues. Melville Parade park should be left as a park</p> <p>§ Disagree with foreshore development (requires environmental consideration)</p> <p>§ Disagree with multistorey development on the foreshore</p> <p>§ Traffic flow study is outdated</p> <p>§ Support Manning Road on ramp</p>
Winchester Wy Leeming	Own property in Applecross	<p>§ Develop P'n'Rs in the reclaimed area of the river either side of Canning Highway.</p> <p>§ The current signage and lack of penalties seem not to deter drivers from leaving their vehicles for the whole day on Kishorn and Macrae Rd.</p> <p>§ Inconsistency between Study Area map and Vision map boundaries (north west of Macrae) - misleading.</p> <p>§ Against any move toward 5 storey accommodation so close to single residential</p>
Waddell Rd Bicton	City of Melville councillor, Wards Bicton/Attadale/Alfred Cove	<p>1. To achieve the density objectives as listed in the Draft, it is extremely important for architectural design of each high rise and medium rise building to be of a high calibre, to make it publicly acceptable. In other words the public are much more favourable towards beauty than the high rise block of flats/commercial building that has just been built on Canning Highway near the corner of Sleat road Applecross (Canning Bridge precinct)</p> <p>2. Parking is a current major issue at the Canning Bridge precinct now, and this requires major provision to accommodate the population numbers that would be brought to the area with the density.</p> <p>3. Traffic congestion is a problem that is continuing to grow, density will obviously make it worse, thus ease of use of public transport a must, including capacity. The current rail system cannot cope, how will this be rectified before habitation? and not end up with a "concertina" effect. Will a ferry service be up and running before population capacity is reached?</p> <p>4. Consideration of "one way traffic" throughout Canning Bridge precinct to allow continuous flow, thus removal of stop/start traffic. Consideration of timed traffic lights.</p> <p>5. As not all buildings will be erected at same time, ensure "streetscapes" are maintained, which needs to include street trees and sustainable verge treatments (plantings are maintained)</p> <p>5. Performance based building applications should be weighted towards "Green design" and "Architectural beauty" (no high rise slums)</p> <p>6. High consideration towards public parks, as there is and will be even more so, a short fall in public open space.</p> <p>7. Consideration towards public use gym equipment (as per South Perth)</p> <p>8. Consideration towards public art</p> <p>9. Consideration towards the shopping precinct at Canning Bridge having large water falls/features to maintain ambience.</p> <p>10. Consideration in regards to bicycle use and flow through Canning Bridge shopping precinct so as to</p>

		<p>attract.</p> <p>11. Consideration for taxi service provision at the Canning Bridge shopping precinct (good flow pick up/drop off)</p>
Downey Drive Manning 6152	Local Resident	<p>§ I fully support the Draft Canning Bridge Precinct Vision.</p> <p>§ In particular I support the inclusion of an entry to the Freeway South via Manning Road. This currently requires significant traffic to have to enter the Canning Highway / Freeway Overpass lights which further adds to traffic congestion.</p>
Moreau Mews Applecross 21 years til 2007	Former local resident	<p>§ Canning Bridge deserves its own precinct and as such a commercial/residential hub suits this purpose perfectly (create a new suburb with name 'Canning Bridge?')</p> <p>§ Development would be in-keeping with other 'tall' buildings already within the area and would offer a great balance of work, home, parks, waterway, retail and ease of movement.</p> <p>§ Any new commercial office buildings in the precinct should be taller than the Raffles so they have the ability to overlook it and view the city skyline and views towards the hills and Fremantle.</p> <p>§ The development, as proposed, is a fantastic attempt to address the need to make Canning Bridge unique</p> <p>§ Will stop the need for increasing land opened up for development on the edges of Perth, whilst addressing the transport needs for Perth for many years to come.</p> <p>§ Well done</p>
Tweeddale Rd Applecross 6153	Local resident	<p>§ Congratulations on planning ahead and on consulting interested parties.</p> <p>§ Need more free short-term parking in the commercial area (difficult to find convenient free parking for a quick shopping trip)</p> <p>§ Affordable longer-term parking for commercial workers, to reduce the current problem of workers parking in and congesting nearby streets (hazardous for locals as single lane roads).</p> <p>§ Access to Canning Beach Road / Kintail Road / Canning Highway needs urgent attention- frequent accidents and congested during peak periods</p> <p>§ The current tree-lined low-rise nature of Tweeddale and Kintail Roads is beautiful and unique to Applecross (should be preserved and embraced), so request level of development be restricted to 5 stories along Kintail Road as far as Forbes Road.</p> <p>§ The new apartment/retail development near McDonalds is an eyesore. If the council wishes to proactively develop the area, it must exert greater control on the aesthetics/quality/style</p>
Macrae Rd Applecross 6153 0417 84 3329	Local resident - owner	<p>§ Would like to see a Brisbane style South Bank area created at Canning Bridge (beach for kids to play in, restaurants (leases can pay for upkeep of area), shops, with good walking/biking tracks and a public ferry to the city.</p> <p>§ Keep up the good work with the designs.</p>
Edgecumbe St Como 6152	Local Resident	<p>§ Why have some parts of Edgecumbe Street been zoned 'Residential Development to 3 Storeys' where</p>

		<p>as other parts have been zoned 'Residential Development to a Maximum of 4 Storeys'.</p> <p>§ My request is that the rest of the street should be treated as one just one block between Davilak and Woltana Streets should not be an isolated case and zoned only for a maximum of 4 storeys.</p>
Dunvegan Rd Applecross 6153	Owners Lockhart Street, Como	<p>§ Why have some parts of Lockhart Street been zoned 'Residential Development to 4 Storeys' where as other parts have been zoned 'Residential Development to a Maximum of 6 Storeys Existing Commercial Uses to Remain'.</p> <p>§ Whole street should have the same zoning.</p> <p>§ Do not want to be on the other side of the street facing buildings of 6 storeys high. The boundary line of zoning should be based on ROW or back of streets not in the middle of the street. The zoning on that street should all be the same to allow a similar look and feel for the streetscape which is what the Council currently proposes.</p>
Central Ave Mt Pleasant 6153	Local resident. Owner of Ogilvie Rd, Mt Pleasant	<p>§ Generally supportive of the plan (appreciate increasing population density reasons).</p> <p>§ Object to plans to transform currently quiet suburban streets into busy high rise apartment and/or commercial precincts.</p> <p>§ 5 storeys will mean a major increase in pedestrian and vehicular traffic and a general decrease in amenity.</p> <p>§ A natural boundary for the limit of high rise residential and commercial buildings is Helm St, which is already subject to high levels of vehicular and pedestrian traffic and faces commercial precincts directly.</p> <p>§ Alternative: change the zoning less dramatically, but still achieve an increase in density. Change R17.5 to R25 and apply to the whole road, not just a portion so any change affects all residents positively and negatively in equal measures.</p>
Tweeddale Rd Applecross 6153	Local Resident	<p>§ GHD has a conflict of interest in submitting this report. They are developers, engineers and project managers and need to develop projects to keep their company viable.</p> <p>§ Mt Pleasant side has the majority of high development- is this a Council recommendation?</p> <p>§ Tweeddale Road is completely residential and should remain as such</p> <p>§ Any high development should have buffer zones so the impact of hospitality, entertainment etc does not impact on the residents</p> <p>§ Buffer zone to the North should be Kintail Road</p> <p>§ Applecross as a leafy residential suburb should be respected.</p> <p>§ Prepared to get many signatures to support this view, either from directly affected residents or the whole community.</p>
Eleanor St Como 6152	Local resident (Como)	<p>§ Generally support the Canning Bridge Vision as it promises activation of the area</p> <p>§ Strongly encourage identification of major cycle routes through the area and improvement of their alignment. There should not only be space for the recreational riders but also support the many</p>

		<p>commuters along the principal shared path, who want to cycle at a descent speed.</p> <p>§ The following main corridors should be considered: - North-South along Kwinana Freeway with westward connections over Canning Bridge. West-East over Canning Bridge and the Freeway to provide an attractive connection to Curtin University, possibly using the new Bus Bridge and continue via Cassey and McDougall Streets.</p> <p>§ Would like to see previous ideas of introducing Light Rail on Canning Highway or along Manning Road (coming from Curtin) to continue over Canning Bridge and service Applecross and Garden City.</p>
		<p>§ The bus interchange on the canning bridge is neither efficient or effective. Passengers cannot easily walk from the shopping/restaurant area to catch a bus or train. Buses experience significant delay turning into the interchange area and exiting out. The whole canning bridge area feels busy and dangerous (not people-friendly at all). None of the above encourages use of public transport.</p> <p>§ The traffic on Canning Highway and the access roads has become unmanageable. People need to be encouraged to park their cars and get on the train. The Canning precinct does nothing to encourage this. Adequate car parking is desperately needed. I'd suggest multi-story car parking is required-even underground.</p> <p>§ Elderly residents are finding the increasing traffic difficult to live with.</p>
Ogilvie Rd Mt Pleasant 6153	Local resident	<p>§ Excited to hear about the vision for the canning bridge precinct.</p> <p>§ Excited about the plans to expand the foreshore area in map area 5, and possibility for cafes/ retail near this area which is currently very limited.</p> <p>§ Proposal of additional public parks and community facilities are very welcome (currently limited).</p> <p>§ Concerned about the re-zoning of areas south of Helm St. Feel that these areas are currently well-established low density residential areas. Allowing 5-10 storey developments in this area will be highly disruptive to the residents, especially as the zoning changes within the same street. Limit increased density zoning to north of Helm St, and keep the cul-de-sac on Ogilvie Rd that is already there</p>
Kintail Rd Applecross 6153	Local Resident	<p>§ A number of issues are covered by motherhood statements but it is not clear how these will be implemented.</p> <p>§ Supportive of development and growth in the Canning Bridge area: inevitable and desirable.</p> <p>§ Particularly like the additional river-side amenities proposed.</p> <p>§ Some proposals appear to be outside of the Canning Bridge study area. What is the area limit of this study and recommendations?</p> <p>§ The proposals show 4 blocks deep on the south side of Kintail Road and the west side of Forbes Road to be allowed to grow to 5 storeys, but only 3 blocks deep on the north side of Kintail Rd and west side of Forbes Road to be allowed to grow to 5 storeys. The</p>

		<p>choice of number of blocks and their position appears arbitrary and potentially leaves us at 38B Kintail Rd with a 5 storey neighbour and a 5 storey building opposite across the road, but we remain limited to 2 levels.</p> <p>§ How are the boundaries derived? Why is the change between 5 and 2 levels not along hard boundaries such as road?</p> <p>§ What component of this study encourages traffic to use the Canning Highway and not divert through residential streets? Are traffic calming measures considered?</p>
View Rd Mt Pleasant 6153	Local residents	<p>§ Bought house in View Street as low density. Do not want to be surrounded by high density (will cause overshadowing, loss of privacy, loss of property values)</p> <p>§ If the Vision is going ahead, request our property also be given higher density so as to capitalise on development</p> <p>§ Entirety of View Rd should remain the way it is currently zoned</p> <p>§ View Rd seems to outside an acceptable walking distance- so why has it been included?</p> <p>§ Any proposals to reclaim river to be objectionable- precious resource. Get more green space by acquiring land</p> <p>§ Traffic and parking problems should not be underestimated</p>
Leonora St Como 6152	Local resident	<p>§ Como beach is high value residential area with view of the river that we do not want destroyed by highly populated ghetto</p> <p>§ Parking and traffic already problematic- density will only add to that</p> <p>§ Graduate the building heights back from the river- don't block views for all</p> <p>§ Cassey and Leonora Sts were previously closed to through traffic many years ago- do not allow bridge for buses. Build alternative bridges</p> <p>§ State government owned (MRWA) park on Melville Parade. Should not be used as a transport depot (impact on amenity)</p> <p>§ Pay fair market value for properties 469, 471 to enable a K'n'R (also offer surrounding residents for possible adverse impact)</p> <p>§ Build train station and TOD at South Perth and close Caning Bridge</p> <p>§ The public consultation so far has been illegitimate, ineptly and incompetently managed. Political stunt to deceive people into thinking there would be public consultation</p>
Ogilvie Rd Mt Pleasant 6153	Local resident	<p>§ Vision document is very detailed, but found it difficult to digest implications on specific properties and lifestyles</p> <p>§ What are the financial implications for property/residential owners? How will the Vision impact my assets?</p> <p>§ Will the street that I live on have high density housing?</p> <p>§</p>
Kintail Rd	Part owner	<p>§ Concerned regarding rezonings. Our property will be</p>

Applecross 6153		greatly affected. Rezoning should be down both sides of the street or none
Clydesdale St Como 6152	Local resident	<ul style="list-style-type: none"> § Object to 4 storey building heights proposed Clydesdale St, then 10 storeys onwards to Canning Bridge. § Already traffic and parking problems in the area (will worsen with density). Why not build multistorey car parks instead? (Perth people love cars) § Views will be lost due to high rise § Density should be spread to South Perth (new train station) and the rest of Applecross as well § Buses along Henley and Leonora Street will make life very difficult for residents § Build Manning Road on ramp soon, and remove some of the traffic on Canning bridge § ALSO SUBMITTED PROFORMA
Riverway Applecross 6153	Local resident	<ul style="list-style-type: none"> § Residents are concerned that high density is non-negotiable. Should have been asked what density, if any, was acceptable (outcome largely predetermined) § High rise development maximised on Applecross side 350m from station. Maximise on South Perth side- closer to station and reduce choke-point on Applecross side of bridge
Lockhart St Como 6152	Local resident	<ul style="list-style-type: none"> § Zone changes should be at the back of blocks so streetscapes similar either side § Take advantage of topography § Residential should have river views- not commercial (dead space evenings/weekends)
Leonora St Como 6152	Local resident	<ul style="list-style-type: none"> § Strongly object to bridge to Cassey St and K'n'R due to increased traffic, noise, crime, loss of residential feel § Strongly object to proposed 10 storeys on Henley, Leonora and Freeway due to loss of views, devalue property, overshadowing, loss of residential ambience, increase in noise and traffic and parking congestion § Alternative traffic bridge from Canning hwy to Manning Rd- K'n'R near Mt Henry Tavern
Tweedale Rd Applecross 6153	Local resident	<ul style="list-style-type: none"> § Maintain current zoning both sides Tweedale and west of Forbes Rd (maintain tree lined streetscape) § Restrict height to 4-5 storeys east of Forbes (zoned commercial) § High rise behind will cause privacy issues
View Rd Mt Pleasant 6153	Local resident	<ul style="list-style-type: none"> § View Road will be surrounded by five storey buildings, creating shading, loss of views to North and traffic flow problems § Support widening of foreshore from rowing club to Helm- extend it further to Rookwood to create a green picnic area (eroded foreshore) § Support shops/cafes on third bridge § Support K'n'R near train/bus station
Robert St Como 6152	Local resident/property owner	<ul style="list-style-type: none"> § Support Vision § Can become greater attraction than South Perth foreshore § Bold, considerate but not stifled by change § Development of the foreshore on the Como side of the river with cafes, restaurants and retail is important to develop a focal point around the train station- momentum for development

		<ul style="list-style-type: none"> § Robert St is prime for development- largely town houses/units- no long term large block owners to object. § North end of Robert Street is high land, so will not affect others' views. Develop as demonstration of development potential of area. Residents look forward to greater street level activity, public artwork and paved low speed roads § Link Como side to river better- boardwalk over freeway § Support upgrade to station and bus transfer § Vision will assist traffic and pedestrian problems
		<ul style="list-style-type: none"> § Commend involved authorities for being proactive to create vibrant, prosperous city § High density helps with housing affordability § Vision will aid environment impacts, urban sprawl, reduce carbon emissions, reduce traffic congestion § Pedestrian access to the station is a safety concern
Ogilvie Rd Mt Pleasant 6153	Local resident0	<ul style="list-style-type: none"> § Strongly object high density on Ogilvie between Helm and Kavanagh- will increase traffic and noise § On street parking is current and continuing problem- pseudo P'n'R § Density will impact on overall appearance of suburb
Ogilvie Rd Mt Pleasant 6153	Local resident	<ul style="list-style-type: none"> § Introducing high density into Ogilvie Rd will alter quality of life- vehicle and pedestrian traffic and associated noise, overshadowing, loss of greenery and increase of heat
Bradshaw Crescent Manning WA 6152	Local resident	<ul style="list-style-type: none"> § Approve vision. Commend all sections of government for very extensive community engagement process and detailed technical supporting material § 3.2.7 Performance based zoning-key to statutory control. Will system be fair and stimulating to developers? Bonuses above prescribed plot ratio, height, etc? Bonus for affordable dwellings, clean energy generation, etc. Mathematic formula to determine bonuses § 3.3 DAP/U- protection from local politics. Include in composition Real estate, Building engineering, Green energy, Economics, Transport § 4.2.1 Key Infra Requirements. Moving bus/train station north will ensure pedestrian safety. Create 1200 car bays on river side and activate with cafes, restaurants § Support Manning Road on ramp. Ensure freeway north to Lockhart St movement preserved § A commitment must be established to deal with river reclamation issues critical to give the required open space amenities to the projected population
Coglan Cl Murdoch 6150	Previous resident, Frequent visitor to the area	<ul style="list-style-type: none"> § Access to Freeway South from Canning Highway is appalling. Exiting to Manning Road is very dangerous § Lack of parking for the station makes it unusable for some residents (elderly) as there is no easy drop off point. Some drive to Bullcreek to catch the train to the city § Pedestrians risk their lives on Canning Bridge going over barricades
Welwyn Ave Manning 6152	Local resident (EPRA)	<ul style="list-style-type: none"> § Density is required for the are to work as a TOD § Range of heights will foster cyclist and pedestrian activity. Develop end of trip facilities in public places § Good to see reconnection/engagement back to the

		<p>river (lost with bridge, freeway)</p> <p>§ Great that revitalising underutilised public spaces has been considered</p> <p>§ Third bridge will disperse traffic</p> <p>§ K'n'R will be greatly used</p> <p>§ Land bridge over freeway to river?</p> <p>§ Applaud agencies for visionary plan</p> <p>§ Hope detractors don't derail ambitious project</p>
	Local resident	<p>§ Vision out of touch with local residents desires</p> <p>§ Improve access to PT</p> <p>§ High rise will create a wall between the residents and the river</p> <p>§ Prefer quality buildings</p> <p>§ Congested traffic</p> <p>§ Loss of mature trees</p> <p>§ Why wont Melville protect its residents from Vision (compared to Nedlands, Peppermint Grove)</p>
	Transit user and cyclist	<p>§ Missing from the Vision is quality, priority pedestrian and cyclist links from suburb to station, river,</p> <p>§ Put pedestrians and cyclists first for the precinct to survive</p> <p>§ Shift built form to river where want it (greater amenity)</p>
Edgecumbe St Como 6152	Local resident	<p>§ Opposed to developing river foreshore- dwindling places to walk dogs. Prefer clean up of area on small scale</p> <p>§ Perth does not need that much high rise. 2 storeys max, poss. more if located on a ridge (overshadowing, no breeze)</p> <p>§ Relocating train station further north is a waste of money</p>
Sixth Ave Applecross 6153	Local resident	<p>§ Traffic and parking problems already exist in the area.</p> <p>§ Employees park all day in the local streets causing traffic hazards and detracts from ambience</p>
The Esplanade Mt Pleasant 6153	Local resident	<p>§ Support Janet Woolard's submission</p> <p>§ Fix traffic and access before Vision plans</p>
Killilan Rd Applecross 6153	Local resident	<p>§ Applaud scope and intent of Vision</p> <p>§ Area can become special once loose end are tidied up</p> <p>§ Canning Hwy/Canning Beach Rd is a very problematic intersection. Perhaps close it (use Sleat Rd)</p> <p>§ Poor access to station causes people to take dangerous risks. Propose under/overpasses to station</p>
Kishorn Rd Applecross 6153	Local resident	<p>§ Oppose Vision</p> <p>§ Traffic already congested</p> <p>§ Security in area will be affected by increase in population</p> <p>§ Increased environmental impact of population increase</p> <p>§ Many other areas need redevelopment more than Canning Bridge</p> <p>§ Take a staged approach, as in 15-20 years, requirements may have changed</p>
Strome Rd Applecross 6153	Local resident	<p>Agree some modernisation of Canning Bridge is required, just on a smaller scale</p> <p>Inconsistent with Directions 2031</p> <p>Lack of consultation. Council not taking into account ratepayers views</p> <p>Utilise current TPS</p>

		<p>Traffic congestion- suggest tunnel</p> <p>Access to train station is poor</p> <p>Trains are often full by the time they reach Canning Bridge (city bound, morning peak)</p>
Swan View Tce South Perth 6151	Local resident	<p>Vision addresses lack of vitality</p> <p>Plans will not be detrimental to area, wont deteriorate property values</p> <p>Will improve living standards and create more choice</p>
	Future property owner	<p>§ Congratulate the Cities of Melville and South Perth for recognising the importance of Canning Bridge as a key transport hub,</p> <p>§ In essence, I support the vision.</p> <p>§ Duplicate Canning Bridge to improve traffic</p> <p>§ Maintaining the Precinct - Parkland, streetscape, footpaths and community facilities all cost money to maintain. Propose Specified Area Rates (SAR) for areas that are the result of large scale developments.</p> <p>§ Funding for Infrastructure</p> <p>§ Provide high quality Commercial, Entertainment and Residential Facilities</p> <p>§ Widen Canning Highway</p>
		<p>§ What time frame is envisaged for the terms critical, short term and medium to long term?</p>
Moreau Mews Applecross 6153	Resident	<p>§ The CB Vision is forward thinking and appropriate for the area- particularly development of the boatyard and surrounds</p> <p>§ Canning Bridge station needs to be an all-stops station</p> <p>§ Support the parking proposals towards fixing the problem</p>
Kintail Rd Applecross 6153	Business operator	<p>§ Aware of the plans proposed by several landowners in the precinct and believe the proposed concept will create a great local environment and overall make Canning Bridge an attractive and welcoming gateway to both the City of Melville and City of South Perth</p> <p>§ It will also allow improved access to the bus station, better utilise the rail system and improve availability of parking and retail</p>
Canning Highway Como 6152	Business Owner	<p>§ Believe that the Councils, State Government and WAPC are correct in their vision for the area</p> <p>§ The plans as developed by several landowners in the precinct, if built will improve amenity and liveability of the area and make access to the train station better improving the area markedly</p> <p>§ The most should be made of the development potential of the proximity to the bus and train station, Freeway, Canning Highway and Swan and Canning Rivers</p>
Canning Hwy Applecross 6153	Business operator & Local Resident	<p>§ Welcome the vision put forward by the Local Councils and State Government, support the innovative design concept</p> <p>§ Fully support the plan as commissioned by the owners of several businesses in the precinct</p>
Canning Hwy & Kintail Rd Applecross 6153	Part owner of property	<p>§ Believe that the Councils, State Government and WAPC are correct in their vision for the area</p> <p>§ The plans as proposed by several landowners in the precinct, if built will improve amenity and liveability of the area and make access to the train station better improving the area markedly and bring significant</p>

		<p>benefits to the area</p> <p>§ The most should be made of the development potential of the proximity to the bus and train station, Freeway, Canning Highway and Swan and Canning Rivers</p>
	Local resident	<p>§ Believe the design proposal is just what the area needs to bring future prosperity</p> <p>§ Perhaps include a hotel development as the CBD is lacking</p> <p>§ Students need an alternative to campus living-apartment living</p> <p>§ Local residents require more retail and open space</p> <p>§ Strongly agree with proposed vision, especially if ferry link to UWA goes ahead</p>
Leonora St Como 6152	Business owners	<p>§ Support and appreciate the community consultation period and well balanced, forward-thinking planning work</p> <p>§ Welcome MRWA's consideration to build a Manning Road on-ramp</p>
Oxford St Kensington 6151	Concern for residents	<p>§ No bridge should be built from the City of Melville into the Como Beach residential precinct. It will cause traffic congestion, loss of amenity and loss of property value. Alternative would be to build direct on/off ramps from westerly part of bridge</p> <p>§ The park on Melville Parade that is owned by Main Roads WA should be left as a park so as not to spoil amenity of area</p> <p>§ Foreshore development needs to be carefully managed as the area is subject to storm damage (fragile)</p> <p>§ Support Manning Road on ramp (no need for circuitous route, less traffic congestion)</p> <p>§ Object to 10 storey development on the foreshore. Was not part of consultative process. Despite TOD ideas, will increase congestion due to additional cars</p> <p>§ Highest buildings should be along Canning Highway and cascade down to the foreshore, maximising views, minimising traffic congestion</p> <p>§ Traffic flow study is out of date (Predates Raffles occupation and opening of train station). New study required before new plans</p> <p>§ Build pedestrian overpasses from each end of the bridge now (other examples exist on Kwinana freeway)</p> <p>§ Purchase properties 469 & 471 Canning Highway (derelict and old medical centre) to facilitate K'n'R/parking ~2300sqm</p> <p>§ Build South Perth station (in favour of station/TOD, already has high rise, close to zoo, has extended trading hours), close Canning Bridge station</p> <p>§ Do not recognise previous community forums held as they failed to mention Cassey St bridge, 10 storey plus heights and zoning leading to loss of river views, Forums were ineptly and incompetently managed-political stunts</p>
Mary St Como 6152	Local resident	<p>§ Same as 172</p> <p>§ What will stop overshadowing?</p> <p>§ K'n'R should be on Melville side- more space and overpass already. Already has petrol stations and shops, so Como Canning Highway would not need to</p>

		<p>be developed, creating more congestion</p> <p>§ Area around McDougall Park should not become high density- will damage the park, create noise pollution and parking and traffic congestion</p>
Leonora St Como 6152	Local resident	<p>§ Proforma Submission</p> <p>§ Concerned at overshadowing of high rise</p> <p>§ Impact on species diversity, ecosystem, biodiversity and degradation of the bank by high rise</p> <p>§ High density will compromise current way of life, impact on safety and well being. Embrace urban sprawl- we are a large state</p> <p>§ High density better near the airport to service fly in/out residents</p> <p>§ Build a new bridge to cope with traffic congestion and buses. Old bridge could be for cyclists and pedestrians</p>
Leonora St Como 6152	Local resident	<p>§ Proforma Submission</p> <p>§ Concerned that Canning Bridge will become another Northbridge, Fremantle or Joondalup. Unsociable people, violence (attracted by night clubs and liquor outlets)</p>
Myera St Swanbourne 6010	Concern for residents	<p>§ Proforma Submission</p>
Banool Cres City Beach 5015	Concern for residents	<p>§ Proforma Submission</p>
Ednah St Como 6152	Local resident	<p>§ Proforma Submission</p>
Ednah St Como 6152	Local resident	<p>§ Proforma Submission</p>
Henry St East Cannington 6107	Concern for residents	<p>§ Proforma Submission</p>
Henry St East Cannington 6107	Concern for residents	<p>§ Proforma Submission</p>
Mountjoy Rd Nedlands 6009	Concern for residents	<p>§ Proforma Submission</p>
Mountjoy Rd Nedlands 6009	Concern for residents	<p>§ Proforma Submission</p>
Hill Pl Morangup	Concern for residents	<p>§ Proforma Submission</p>
	Concern for residents	<p>§ Proforma Submission</p>
Philip Ave Como 6152	Local resident	<p>§ Proforma Submission</p>
Coolidge St Como 6152	Local resident	<p>§ Proforma Submission</p>
Coolidge St Como 6152	Local resident	<p>§ Proforma Submission</p>
Leonora St Como 6152	Local resident	<p>§ Strongly object to bridge to Cassey St and K'n'R due to increased traffic, noise, crime, loss of residential feel</p> <p>§ Strongly object to proposed 10 storeys on Henley, Leonora and Freeway due to loss of views, devalue property, overshadowing, loss of residential ambience, increase in noise and traffic and parking congestion</p> <p>§ Alternative traffic bridge from Canning hwy to</p>

		<p>Manning Rd- K'n'R near Mt Henry Tavern</p> <ul style="list-style-type: none"> § Build South Perth station- less disruptive to residents § Accommodate dense population along Canning Hwy to receive views (see attached plans)
Ullapool Rd Mt Pleasant 6153	City of Melville councillor Applecross- Mt Pleasant	<p>Vision should have a clearer statement and prioritisation of major objectives. Highest priorities:</p> <ul style="list-style-type: none"> § Achieve vibrant and balanced Canning Bridge precinct (more retail and residential, longer trading hours) § Improved pedestrian and K'n'R access to the station § Higher density zoning- greater range of affordable housing, overcome ageing trend in CoM § Provide strategies to link Canning Bridge to Murdoch, Garden City precincts § Address traffic congestion Canning Hwy and unify north south of hwy § Address parking issues in the precinct § Development of enhanced community hub- Library, Senior Citizens, other <p>-Fear, controversy and dislocation of community about higher density (heights) needs to be addressed in the Vision to facilitate its implementation</p> <p>-Desirable high density should include characteristics:</p> <ul style="list-style-type: none"> § Buildings that have architectural merit § Provide for public access and community benefits § High rise buildings that are sufficiently spaced (avoid 'North Sydney' effect) § Human scale on street (podium development) § Bridge over Canning Highway § Adequate parking and traffic controls <p>Have 'Differential zoning' (under 2000sqm land can only be developed to current zoning- no change scenario). Facilitates staged development, encourages grouping of properties for development, minimises high rises in precinct- more pleasant</p> <p>High densities in the surrounding residential areas and keen property owners will create a 'soup-bowl' effect (developed ahead of heart of precinct). Developing the heart of the precinct should be progressed first. Change zoning on edges of precinct at later date</p> <p>Higher density should focus on Canning Highway spine</p> <p>Consideration should be given to whether zonings will change at the street front or rear boundary</p>
Cassey St Como 6152	Local resident	<ul style="list-style-type: none"> § Vision appears to be a 'wish list' so no costing, feasibility studies § Support development of area bounded by Cassey, Leonora and Canning Hwy- increased density mixed use development in close proximity to the train station § Support southbound freeway on ramp (will reduce traffic congestion) § Object to costly, unpractical bus bridge proposal into Cassey St. Expanding the bus station above the existing train station (ideas mentioned) is much cheaper § Better management of parking associated with the train station could be improved by developing MRWA land at the end of Leonora St, or foreshore parking or purchasing properties 469 and 471 § Build new pedestrian and cyclist overpasses over the freeway

		<ul style="list-style-type: none"> § Document raises issues which were not spoken of in previous community engagement § Some of the draft ideas will never occur, but this document will still affect property values, etc § Residents from the area most affected should be invited to be involved in discussions about the K'n'R and other plans § Shock value of radical ideas has created community backlash. Not everyone opposes all the ideas. Can see merit in TOD § Vision does not address compensation for owners adversely affected, will there be any compulsory acquisition? Deal with these issues quickly to eliminate stress §
Cassey St Como 6152	Local resident	<ul style="list-style-type: none"> § See199 comments
Edgecumbe St Como 6152	Local resident	<ul style="list-style-type: none"> § Dismay at vision. Only a few days notice for info session, so were unable to attend § Why wasn't there a greater consultation process to engage more of the affected public
Leonora St Como 6152	Local resident	<ul style="list-style-type: none"> § No solution to bus route tie in § Strongly object to Cassey St Bus Bridge. Adversely affect residents and create accidents on Canning Hwy § Public transport hubs allow the ugly side of life to congregate, then crime and graffiti (in local residential street) What in the vision will prevent this? § Locate new bus bridge south of Canning bridge § Agree with beautification of river. Will only be able to cope with small kiosk for ferry terminal. Could be developed really well though- focal point of vision. City of South Perth needs more cafe/restaurants. Living with little social infrastructure creates boredom § Agree with commercial property along Canning Hwy in Como, but not 4-5 storey buildings. § Streets are predominately east-west, which will create overshadowing issues § Como has more than enough units. villas, townhouses, etc
Kavanagh St Mt Pleasant 6153	Local resident	<ul style="list-style-type: none"> § Object to vision and how it relates to properties northern side of Kavanagh § Object to zoning change Helm/Kavanagh. Make them the same zoning or reduce the zoning heights § Prefer zoning change on street (use streetscaping to minimise), not property boundaries- more privacy, less overshadowing § Kavanagh St has new properties with narrow blocks- unlikely to be developed soon which will create inconsistencies § Traffic and parking congestion are significant problems- ensure addressed before add more development (esp. Canning Bridge bottleneck) § Ensure sufficient telecommunication upgrades to keep up with proposed population increases (high speed internet access- can affect property values)
The Esplanade Mt Pleasant 6153	Local resident	<ul style="list-style-type: none"> § Serious concerns traffic flow (esp. rush hour unsafe road rage) § Not everyone will work within the precinct or be able to catch PT to their job- will need to consider these

		<p>cars</p> <p>§ Need solution Canning Beach/Canning Hwy intersection</p> <p>§ Pedestrian and cyclist movement is indirect, convoluted and difficult to use</p> <p>§ River reclamation has implications for water/wildlife ecology and tidal flows</p> <p>§ Village ambience/atmosphere, open low building density with tree lined streets will be ruined</p> <p>§ Disappointed by lack of consultation/advertising</p>
Clydesdale St Como 6152	Local resident	<p>§ Vision has to be rejected. Will lead to destruction of Como precinct which does not need renewal (no derelict/disused buildings)</p> <p>§ Does not address fair compensation to affected land owners (reduced land values)</p>
Cassey St Como 6152	Local resident	<p>§ Have prepared detailed plans for alternate Canning Bridge transport interchange</p> <p>§ Cassey St would be subject to high bus traffic volumes on narrow street- not an appropriate environment for streetscaping and kerbless roadways</p> <p>§ Property resumption may be required</p> <p>§ Bus port is ill conceived and costly</p> <p>§ Vision doesn't account for significant future traffic volumes</p>
Carron Rd Applecross 6153	Local resident	<p>§ Strongly opposed to height and zoning changes north Tweeddale, West Forbes</p> <p>§ Wont resolve current amenity, parking, traffic and pedestrian problems by adding to them</p> <p>§ Previous public consultations haven't taken into account residents submissions (Raffles development and no parking at train station)</p> <p>§ Support detailed transport and design study for bus/rail/bridge/freeway interchange and Canning Beach Rd intersection</p> <p>§ Support identifying and seeking funding for transport infrastructure required</p> <p>§ Support undertaking parking/access strategy</p> <p>§ Support improved pedestrian/cyclist access</p> <p>§ Vision has not acknowledged overuse of traffic signals in precinct- creates bottlenecks</p> <p>§ Overcome using back streets to rat run congestion- detriment to safe hub</p> <p>§ Fix traffic, parking, interchange, access issues before looking at heights, etc. Cant design before you know it will work where you want it (lost sight critical problems)</p> <p>§ Limit heights to 6 storeys and don't change R50/60 zones (CoM)</p> <p>§ Don't want grandiose plan that wont be achieved in this lifetime</p>
Stoke St Mt Pleasant 6153	Local resident	<p>§ Do not agree with proposed increase in density in Vision</p> <p>§ Do not want to see version of North Sydney built here</p> <p>§ Want parks for children to play in, not noisy, traffic congested area</p> <p>§ Greater mix of housing types accepted, but still with traditional homes with gardens</p> <p>§ No provision in Vision for older residents/nursing homes (ageing population)</p> <p>§ Concerned at scale and timing of infrastructure</p>

		upgrades (disrupt area)
Stoke St Mt Pleasant 6153	Local resident	<ul style="list-style-type: none"> § Do not support radical changes to Melville side of Canning Hwy § Bridge is already high traffic area- increasing population will not help situation § High rise will repel us from living in the area § Area lacks amenity and have to go outside area for groceries, clothing and hobbies. High rise will not address this § Uncomfortable walking near massage parlour § Plan does not propose traditional stores (butcher, green grocer, bakery, etc, not just supermarkets). Include space for a market § Should be squares/public spaces where light and trees can penetrate
Stoke St Mt Pleasant 6153	Local resident	<ul style="list-style-type: none"> § Development of the area is long overdue- but not too much development in a small area along an already congested Canning Hwy § High percentages of single bedroom apartments are associated with crime and antisocial behaviour. Have security consultants assessed plan? § Local streets become congested whenever Canning Bridge is gridlocked (will only increase with more residents) § Would like more entertainment in area, but not in the shadow of a 20 storey building and away from traffic
Stoke St Mt Pleasant 6153	Local resident	<ul style="list-style-type: none"> § Do not agree with the Vision. Buildings are too high and close together- Out of proportion with area and quality will be poor. § Development of 5-7 storeys would be more appropriate for the area § Traffic is a major issues- especially on the buses over the highway in peak periods
Stoke St Mt Pleasant 6153	Local resident	<ul style="list-style-type: none"> § Greatest concern is overall scale of development. Dark blue heights are excessive and inappropriate for community hub (disrespectful to existing ratepayers). Redevelopment is welcomed at lesser scale § Area was named Mt Pleasant for natural beauty and those seeking to live in pleasant area- not edgy inner urban environment § Increases in residential and worker populations are radical and aggressive attack on our community § Vision is needlessly wasteful of 60 years of social capital and destructive of community values § Large scale development should be at Murdoch where offices, apartments and hotels will be needed for 5000 workers (also has road access from all directions) § Any minor event causes traffic chaos in our suburb- you have to walk everywhere § Limited open space/parks in north Mt Pleasant means that kids play ball on the streets and people walk their dogs on the streets. Increases in traffic will prevent this § Foreshore reclamation for open space will not benefit locals (remote from residences- not safe for children to play unsupervised) § Not a natural District centre due to physical and geographic limitations. Murdoch, Curtin, Booragoon better placed to expand

		<ul style="list-style-type: none"> § The area is unique so unimaginative development options are insensitive § Cheap businesses such as the tattoo parlour and massage parlour have driven away tenants and custom § Manhattan did not experience such shockingly rapid change § Residents should be informed of costs and disruptions associated with major infrastructure associated with Vision (previously suffered from poor disclosure of financial decisions from council) § Basic rights should be- good quality design, environmental sustainability, water/energy efficient buildings, active street frontages, low overshadowing and public art (not additional community benefits!) § one bedroom units encourage rental market, so transient population rather than those wanting to contribute to society § Would prefer a variety of housing (not just all high rise) § Vision does not consider- those with disabilities, ageing population, families, child play areas, recreational users, restaurant culture, professional offices, current residents. § Include diversity of retailers (like Europe)- markets with fresh produce, baker, etc § Currently retailers confined to noisy highway or surrounded by unpleasant carparks- stifled development and created unattractive retail environments § Develop human scale buildings- 12 storeys max, 5 storeys podium level. § Do not crush developing charm of area § DAUs will have no reference to ratepayers- only the community can determine 'community benefit' § Create real open space- not token areas of green next to the hwy. Absence of open space has serious health and mental impacts (RESIDE, UWA)
	Local resident	<ul style="list-style-type: none"> § No need to redevelop Como (not run down) § Plan is undermining lives of residents who do not need stress and uncertainty § Residents do not use train-accessing it is dangerous and time consuming § All high rise residents will still need cars to get around Perth § Development can be along Canning Hwy, but not in the residential areas
The Esplanade Mt Pleasant 6153	Local resident	<ul style="list-style-type: none"> § Struggling to cope with existing traffic § Not everyone works within the precinct or can/will use PT to get to work- so there will be an increase in traffic § Pedestrian and cyclist movement is inhibited by indirect, convoluted and difficult network § Concerned about infill impact on river ecology § Area is currently attractive due to ambience of low density- heights would affect this § Current urban growth documentation does not align with Vision § Extremely disappointed with lack of consultation
Bruce St	Local resident	<ul style="list-style-type: none"> § Object to any planning that will negatively impact on

Manning 6152	Chairman, Friends of Neil McDougall Park	<p>the fauna, heritage and environmental fragility of McDougall Park (in conflict with Friends of the Park mission statement and objectives)</p> <p>§ Increase in population and commercial food outlets will mean litter and hand feeding of resident birds which is detrimental to their health</p> <p>§ Object to changes in zoning above two storeys</p> <p>§ Density will change population of suburb away from families, increase harmful runoff which will affect park wildlife, increase in pets which will threaten wildlife, increase shadowing of park, change aesthetic of park and surrounding area</p> <p>§ Object to the removal of street trees (vital for bird life)</p> <p>§ Increased traffic will make the area less safe for pedestrians and wildlife crossings and create noise pollution</p> <p>§ Object to any changes made to the park which do not meet the wishes and guidelines (should be taken seriously) set out by Hazel & Neil McDougall who bequeathed the park to the City of South Perth</p>
Reynolds St Applecross 6153	Local resident	<p>§ Vision does not provide a solution to congested traffic (67,000vpd) using the bridge- involves delays and unacceptable utilisation of domestic streets</p> <p>§ Adequate parking wont be provided</p> <p>§ Oldest side of the bridge will have to be replaced within 25 years- will create disruption</p> <p>§ Traffic flow study not current/relevant</p> <p>§ No increase in public amenities for increased population</p> <p>§ Protect trees and ecological habitats</p> <p>§ Proposed high rises will destroy special appeal of Applecross</p> <p>§ Changing zoning after residents have invested significant money into the suburb will penalise owners</p> <p>§ Study area expanded from 800m to 1200m (50% increase)- frightening magnitude</p> <p>§ 38 towers of 20 stories, 50 of 10 stories, 100 of 5 storeys results in 30,000 resident</p> <p>§ Realise that increased population near train stations is desirable, but not at this scale</p> <p>§ High rise should be restricted to Triangle. Outside of that 6 storeys only. Existing R codes allow 4 & 9 storeys</p>
		<p>§ Do not locate public toilets in front of our apartment block (noise, smell, security, resale value)</p> <p>§ Vision will have serious impact on traffic flow and noise for residents</p> <p>§ Reclaiming land will put stress on bird life in area</p>
The Esplanade Mt Pleasant 6153	Local resident	<p>§ Strongly object to proposal to reclaim land in front of Azure apartment (devalue property, detrimental to river system, detract from view enjoyment)</p> <p>§ People use The Esplanade to get to Leach Hwy which will only get worse with increase population</p> <p>§ Support improvement of buildings along Canning Highway</p> <p>§ Requires parking control</p> <p>§ Did not plan to live in high rise/density area</p>
	Local resident	<p>§ Directions 2031: Canning Bridge as District centre, not the proposed Vision scale.</p>

		<ul style="list-style-type: none"> § Most of the proposed precinct is outside 800m- outside the TOD/ walking distance § Buildings of 5-6 storeys are a more human scale (wont create wind tunnel). Keep to R30 density § Raffles should not be used as a precedent and current TPS heights should be used § Transition of building heights from 5 to single storey will destroy amenity (privacy, overshadowing, noise) § Insufficient POS provision proposed. Not enough in North Mt Pleasant for relaxation, games (esp. if no yards in density) § River infill poses risks to river health § Increase in traffic to already congested area (not everyone will work locally or use PT). Local residential streets are congested- destroys amenity. § Only solution is a tunnel under the river § Parking places huge pressure on local streets (workers, PT users) § Reduce to 10 storeys dark blue, 7 storeys light blue, 3 storeys transitional with streets as boundaries
Tain St Applecross 6153	Local resident	<ul style="list-style-type: none"> § Vision contrary to Directions 2031. Not a planned urban growth area. Not appropriate for District Town Centre § How can future traffic be managed. Current situation already hazardous § Precinct boundary is 400m over 800m limit § Heights inconsistent with present character and Draft SPP (Activity centres). Overshadowing will cause neighbourhood tension. Allow current TPS to reach full potential § What style of building is proposed?
Birdwood Ave Como 6152	Local resident	<ul style="list-style-type: none"> § Henley St is better option for bus route (rather than Cassey St). More efficient- ability to be widened (link between Murray and Jackson opened up) § Will Canning Highway reserve review take into account proposed bus lanes? § Construct Manning Road southbound on ramp as a short term priority § Support increase in zoning- take into account topography § Look at aspects of Subi Centro as a TOD that did not work and fix here § Create vibrant village centres to change people's way of thinking towards TODs
Murray St Como 6152	Local resident	<ul style="list-style-type: none"> § Traffic study is irrelevant (prior to Raffles and train station)- new study needed before new plans § 10 storey development is risky to the fragile foreshore development § Tunnel under the river to avoid traffic congestion § Support Manning Road southbound on ramp § Build South Perth station and allow those who walk or cycle better train access
Henley St Como 6152	Local resident	<ul style="list-style-type: none"> § Locate the bus transfer facility to accommodate buses from Curtin university (largest volume, don't need to cross Hwy). Bus route would provide more development opportunities § Economic profile is difficult to interpret- need clear guidance types and amount of commercial development can be sustained based on market share. Where will commercial go? demand for

		<p>supermarket east of bridge</p> <p>§ Provide station access from south of the bridge without crossing bridge. Via pedestrian bridge to south of platforms</p> <p>§ Manning Road west of Ley St unsuitable for development as too far walk from station, no PT, constrained access by car and is transition area to on-ramp</p> <p>§ Develop Como/Manning hub in Hazel McDougall House</p> <p>§ Cost vs. Benefit of local traffic bridge for K'n'R</p> <p>§ Have agreed architectural theme to tie place and identity</p> <p>§ Robert St K'n'R is too far from train station entry and requires traversing roads to get to the station</p> <p>§ Ensure public are aware, welcomed and able to access new public spaces (egg.- roof gardens)</p> <p>§ Fig 5 should be moved from pg21 to pg33</p> <p>§ Make reference to Multi Unit housing code</p> <p>§ 2.2.1 and 3.4.1 both discuss duplication</p> <p>§ More emphasis on statement pg 40 relating to successful implementation requiring staged approach</p> <p>§ Develop bus bridge south of bridge (see plan attached)</p>
The Esplanade Mt Pleasant 6153	Local resident	<p>§ Concerned at implications of increased traffic along the Esplanade</p> <p>§ Pedestrian and bike movement is likely to be greatly affected</p> <p>§ Reclamation of three sides of the river and building height will be a major concern to existing residents</p>
Kishorn Rd Applecross	Local resident	<p>§ Seek an extension of precinct boundary to include property and whole of Kishorn/Ullapool/Macrae triangle to allow for gradation from 5 storeys to existing</p> <p>§ Inconsistent Kishorn streetscape exists already</p>
Lockhart St Como 6152	Local resident	<p>§ Object to Vision. Too broad, many aspects require further investigation</p> <p>§ Study area is not 800m on Melville side- confined to exact street boundaries- why?</p> <p>§ TOD can not be applied as a 'one-size fits all' scenario</p> <p>§ Much of the Vision was not discussed nor arrived at through community consultation</p> <p>§ No densities identified, only heights, so is it expected that land assembly will occur to achieve heights?</p> <p>§ Residential design codes outline that densities should change at rear boundaries (overshadowing, restriction of views)</p> <p>§ Edgecumbe sty is a natural ridgeline-make this a boundary for height/density change</p> <p>§ 10 storeys along the freeway would block views</p> <p>§ Open Robert/Lockhart St to Canning Hwy/Manning Rd to ease traffic</p> <p>§ What are 'sustainable building types'?</p> <p>§ Keep section of Como between Canning Hwy and Manning Rd residential only, no more commercial</p> <p>§ Address the environmental impact of river infill</p> <p>§ Restrict K'n'R due to dangerous drivers in residential areas (train station not meant to have parking)</p> <p>§ If the ferry is to succeed, put it at the Raffles jetty</p>

		<p>rather than further damage the river environment</p> <p>§ Usage of Cassey St as a bus route impinges on the local community</p> <p>§ TODs should reduce car use- not provide more opportunities for them</p> <p>§ To expand the bridge structure across the river seems to be an approach from the past. A rebuild of the bridge could incorporate pedestrians, public and private vehicles</p> <p>§ Transport studies need to be carried out before implementation begins (traffic data is out of date)</p> <p>§ Carefully plan to make sure the right mix of commercial uses occurs. Make sure commercial does not infiltrate residential (ribbon development of old residential occurring on Hwy)</p> <p>§ Do not want to see high end residential that means many can not afford to live here</p> <p>§ Would employment opportunities be created for those living in the area- or create more people travelling in and out of the area</p> <p>§ Infrastructure spending requires commitment</p> <p>§ Ensure existing infrastructure (water, power, gas, sewer) is able to cope with increased density</p> <p>§ Construct South Perth station, then reconsider if Canning Bridge station should be moved north</p> <p>§ Not all trains stop at Canning Bridge and they are often full when they do stop (in peak)</p> <p>§ Construct Manning Road on ramp as a priority (reduce traffic on bridge)</p> <p>§ Conduct traffic study to determine impact of newly created streets and intersections. Consider nature and function of Canning Hwy</p> <p>§ Entry statements and public art do not create an identity for the area (detail and public domain treatment do)</p> <p>§ New parks along the Hwy, Manning Road and freeway do not create nice recreational areas</p> <p>§ Commercial buildings should not be in McDougall Park (contrary to bequeathment of Neil and Hazel McDougall)</p> <p>§ Corner of Manning and Ley should be for residential purposes. Commercial would impact on Waterford plaza</p> <p>§ Ribbon development along Canning Highway will disturb the flow. Use for affordable housing instead</p> <p>§ Commercial uses in residential areas is likely to create sterile environments</p> <p>§</p>
Leonora St Como 6152	Local resident	<p>§ Vision should not disadvantage residents</p> <p>§ Compensation should be provided at more than market price to residents who are forced to sell their properties</p>
Munro Rd Applecross 6153	Local resident	<p>§ Traffic and parking congestion already bad (no formal P'n'R)</p> <p>§ Vision will make things worse</p>
Tweedale Rd Applecross 6153	Local resident	<p>§ Increased density is not in keeping with local area</p> <p>§ Traffic congestion</p> <p>§ Not all residents will use PT</p> <p>§ Poor pedestrian access to station</p> <p>§ New bus bridge site is isolated, which will increase</p>

		<p>crime due to secluded area</p> <p>§ New bus route will require opening of cul-de-sacs and possible traffic signal which will further disrupt traffic</p> <p>§ Commuter traffic on local streets has led to loss of parking for recreation, so loss of community</p> <p>§ Opposed to infill of unstable river- loss of ecology</p> <p>§ High rise will create wind tunnels</p> <p>§ POS along the Hwy is not safe for children</p>
Helm St Mt Pleasant 6153	Local resident	<p>§ Object to others on Helm St getting increased zoning, but their property.</p> <p>§ Request increase zoning on 20 Helm St- 6 storeys</p> <p>§ Object to river infill</p>
Tweedale Rd Applecross 6153	Local residents	<p>§ Opposed to Vision in current form. Scale too intensive</p> <p>§ Oppose building height increases</p> <p>§ Oppose outside study area</p> <p>§ Develop to existing Rcodes</p> <p>§ Not all residents will use PT</p> <p>§ K'n'R will add to traffic</p> <p>§ Create new lanes for buses</p> <p>§ Increased density will mean loss of amenity and character</p> <p>§ Increased density will mean increase in crime and antisocial behaviour</p>
	Interested party	<p>§ Page 9 – Critical initiatives should have included MRS amendment.</p> <p>§ Page 46 - Statutory requirements should have included reference to a MRS amendment.</p> <p>§ Page 48 – Governance: Dedicated steering group should include Swan River Trust.</p> <p>§ Page 51 – Statutory requirements on council to amend their scheme in the short-term; hopefully MRS at the same time. It appears that we don't put the same pressure on ourselves to deliver.</p>
Robert Street Como	Local landowner and community facility managers	<p>§ Subject site does not appear to be included in the performance based zone - would like to be included.</p> <p>§ Seek a commitment that Local/State government funding to provide appropriate sound reduction barriers and appropriate safety/security fencing to for the subject site when developing Cassey Street bus bridge element.</p> <p>§ Would like to be kept informed as plan and technical studies progress.</p> <p>§ Please improve intersection of Canning Highway and Robert Street – illegal movements currently occurring.</p> <p>§ Consider specific uses allowed for the performance based zone (uses provided)</p>





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Document Status

Rev No.	Author	Reviewer		Approved for Issue		
		Name	Signature	Name	Signature	Date
0	A Kelderman	R Montgomery		A Kelderman		
1	A Kelderman	R Montgomery		A Kelderman		27 July 2010
2	A Kelderman	S Jeffrey		A Kelderman		27 August 2010

CITY OF SOUTH PERTH
STATEMENT OF FINANCIAL POSITION AS AT 31 AUG 2010

	2011 YTD \$	2010 YTD \$	2010 \$
CURRENT ASSETS			
Cash	2,736,287	1,604,578	90,284
Investments	46,053,934	42,901,928	33,484,417
Receivables	14,771,614	13,746,567	3,694,915
Inventories	115,380	225,266	143,986
Other Current Assets	977,481	917,181	425,702
TOTAL CURRENT ASSETS	<u>\$ 64,654,697</u>	<u>\$ 59,395,521</u>	<u>\$ 37,839,304</u>
NON-CURRENT ASSETS			
Receivables	3,179,454	1,681,808	3,348,570
Investments	135,056	0	135,056
Property, Plant and Equipment	201,904,855	190,890,366	203,128,802
TOTAL NON-CURRENT ASSETS	<u>\$ 205,219,365</u>	<u>\$ 192,572,175</u>	<u>\$ 206,612,429</u>
TOTAL ASSETS	<u>\$ 269,874,062</u>	<u>\$ 251,967,696</u>	<u>\$ 244,451,732</u>
CURRENT LIABILITIES			
Payables	5,783,580	4,775,696	4,077,914
Interest Bearing Loans and Borrowings	515,208	488,451	586,302
Provisions	2,128,205	2,045,084	2,122,010
TOTAL CURRENT LIABILITIES	<u>\$ 8,426,993</u>	<u>\$ 7,309,232</u>	<u>\$ 6,786,226</u>
NON-CURRENT LIABILITIES			
Payables	551,599	517,968	530,974
Interest Bearing Loans and Borrowings	5,927,814	4,519,072	5,927,814
CPV Leaseholder Liability	28,281,307	25,652,492	27,328,930
Provisions	412,934	319,075	412,934
TOTAL NON-CURRENT LIABILITIES	<u>\$ 35,173,654</u>	<u>\$ 31,008,607</u>	<u>\$ 34,200,652</u>
TOTAL LIABILITIES	<u>\$ 43,600,647</u>	<u>\$ 38,317,839</u>	<u>\$ 40,986,878</u>
NET ASSETS	<u>\$ 226,273,416</u>	<u>\$ 213,649,854</u>	<u>\$ 203,464,855</u>
EQUITY			
Retained Earnings	142,126,048	138,383,568	120,664,743
Reserves	84,147,368	75,266,286	82,800,112
TOTAL EQUITY	<u>\$ 226,273,416</u>	<u>\$ 213,649,854</u>	<u>\$ 203,464,855</u>

**CITY OF SOUTH PERTH
STATEMENT OF CHANGE IN EQUITY
AS AT 31 AUG 2010**

	2011 YTD \$	2010 YTD \$	2010 \$
RESERVES			
Cash Backed			
Balance at beginning of reporting period	25,549,338	24,326,320	24,326,320
Aggregate transfers to Retained Earnings	(122,023)	(238,400)	(8,679,944)
Aggregate transfers from Retained Earnings	1,469,279	1,034,873	9,902,962
Balance at end of reporting period	<u>\$ 26,896,594</u>	<u>\$ 25,122,793</u>	<u>\$ 25,549,338</u>
Non - Cash Backed			
Asset Revaluation Reserve	55,891,034	48,783,755	55,891,034
Balance at end of reporting period	<u>\$ 55,891,034</u>	<u>\$ 48,783,755</u>	<u>\$ 55,891,034</u>
TOTAL RESERVES	<u>\$ 82,787,628</u>	<u>\$ 73,906,548</u>	<u>\$ 81,440,372</u>
RETAINED EARNINGS			
Balance at beginning of reporting period	122,024,483	118,444,084	118,444,084
Initial adjustments to comply with accounting standards	-	-	
Change in Net Assets from Operations	22,808,561	22,095,694	4,803,417
Aggregate transfers to Reserves	(1,469,279)	(1,034,873)	(9,902,962)
Aggregate transfers from Reserves	122,023	238,400	8,679,944
Balance at end of reporting period	<u>\$ 143,485,788</u>	<u>\$ 139,743,305</u>	<u>\$ 122,024,483</u>
TOTAL EQUITY	<u>\$ 226,273,416</u>	<u>\$ 213,649,854</u>	<u>\$ 203,464,855</u>

CITY OF SOUTH PERTH
2010/2011 OPERATING REVENUE & EXPENDITURE - BUDGET VERSUS ACTUAL
August-2010

Attachment 10.6.1 (2)

Key Responsibility Areas	MONTH					YEAR TO DATE					Total Budget
	Month Budget	Month Actual	Variance \$	Var F/U	Var %	YTD Budget	YTD Actual	Variance \$	Var F/U	Var %	
REVENUE											
Chief Executive's Office											
City Administration	0	0	0	U		0	0	0	U		23,000
Human Resources Admin Revenue	0	0	0	U		0	0	0	U		17,000
Governance Admin	0	0	0	U		0	0	0	U		0
City Communications	0	0	0	U		0	0	0	U		0
Ranger Services											
Animal Control	2,400	1,445	955	U	40	4,550	4,124	426	U	9	43,000
Fire Prevention	0	0	0	U		0	0	0	U		2,000
Parking Management	74,600	71,727	2,873	U	4	149,200	161,545	12,345	F	8	988,500
District Rangers	0	45	45	F		0	45	45	F		0
Sub Total Revenue - Ranger Services	77,000	73,217	3,783	U	5	153,750	165,714	11,964	F	8	1,033,500
Total Revenue - Governance & Legal	77,000	73,217	3,783	U	5	153,750	165,714	11,964	F	8	1,033,500
Total Revenue - Chief Executive's Office	77,000	73,217	3,783	U	5	153,750	165,714	11,964	F	8	1,073,500
Directorate - Financial & Information Services											
Administration	0	0	0	U		0	0	0	U		23,000
Financial Services											
Administration	0	2,740	2,740	F		0	4,570	4,570	F		655,000
Investment Activities	189,670	175,586	14,084	U	7	370,990	346,749	24,241	U	7	2,527,005
Rating Activities	203,250	221,563	18,313	F	9	23,735,560	23,767,175	31,615	F	0	24,118,560
Property Management	19,635	30,325	10,690	F	54	64,270	72,196	7,926	F	12	342,500
Total Revenue - Financial Services	412,555	430,214	17,659	F	4	24,170,820	24,190,691	19,871	F	0	27,666,065
Information Services											
Information Technology	0	0	0	U		0	0	0	U		0
Total Revenue - Information Services	0	0	0	U		0	0	0	U		0
Library & Heritage Services											
Administration	885	148	737	U	83	1,645	1,702	57	F	3	9,500
Civic Centre Library	130	0	130	U		260	0	260	U		1,500
Manning Library	255	9	246	U	97	510	325	185	U	36	3,000
Old Mill	170	341	171	F	101	340	594	254	F	75	2,000
Total Revenue - Library Services	1,440	635	805	U	56	2,755	2,758	3	F	0	16,000
Total Revenue - Dir Financial & Info Services	413,995	430,849	16,854	F	4	24,173,575	24,193,448	19,873	F	0	27,682,065

CITY OF SOUTH PERTH
2010/2011 OPERATING REVENUE & EXPENDITURE - BUDGET VERSUS ACTUAL
August-2010

Attachment 10.6.1 (2)

Key Responsibility Areas	MONTH					YEAR TO DATE					Total Budget
	Month Budget	Month Actual	Variance \$	Var F/U	Var %	YTD Budget	YTD Actual	Variance \$	Var F/U	Var %	
Directorate - Planning & Community Services											
Administration	0	0	0	U		0	0	0	U		0
Planning	42,750	82,888	40,138	F	94	83,000	126,725	43,725	F	53	524,000
Building Services	43,150	100,500	57,350	F	133	111,300	169,106	57,806	F	52	580,000
Community, Culture & Recreation											
Administration	500	2,452	1,952	F	390	1,000	3,279	2,279	F	228	6,000
Major Events	0	0	0	U		0	0	0	U		415,000
Community Events	2,000	577	1,423	U	71	4,000	1,864	2,136	U	53	5,000
Fiesta	0	0	0	U		0	0	0	U		70,000
Recreation	12,795	14,035	1,240	F	10	39,590	40,740	1,150	F	3	202,500
Senior Citizens	0	0	0	U		0	0	0	U		0
Halls & Public Buildings	7,010	12,469	5,459	F	78	14,020	22,106	8,086	F	58	96,500
Total Revenue - Community, Culture & Recreation	22,305	29,533	7,228	F	32	58,610	67,989	9,379	F	16	795,000
Collier Park Retirement Complex											
Collier Park Village	87,285	90,247	2,962	F	3	144,570	144,745	174	F	0	770,640
Collier Park Hostel	110,120	155,875	45,755	F	42	220,240	295,627	75,387	F	34	1,371,500
Collier Park Community Centre	335	591	256	F	76	670	1,000	330	F	49	4,000
Total Revenue - Collier Park Complex	197,740	246,713	48,973	F	25	365,480	441,371	75,891	F	21	2,146,140
Health & Regulatory Services											
Administration	0	540	540	F		0	585	585	F		4,000
Preventative Services	0	(11,596)	11,596	U		47,000	35,226	11,774	U	25	47,000
Other Sanitation	100	0	100	U		200	0	200	U		1,000
Total Revenue - Health Services	100	(11,056)	11,156	U		47,200	35,812	11,388	U	24	52,000
Total Revenue - Dir Planning & Community	306,045	448,577	142,532	F	47	665,590	841,002	175,412	F	26	4,097,140
TOTAL REVENUE - ADMIN BUSINESS UNITS	797,040	952,644	155,604	F	20	24,992,915	25,200,165	207,250	F	1	32,852,705

CITY OF SOUTH PERTH
2010/2011 OPERATING REVENUE & EXPENDITURE - BUDGET VERSUS ACTUAL
August-2010

Attachment 10.6.1 (2)

Key Responsibility Areas	MONTH					YEAR TO DATE					Total Budget
	Month Budget	Month Actual	Variance \$	Var F/U	Var %	YTD Budget	YTD Actual	Variance \$	Var F/U	Var %	
EXPENDITURE											
Chief Executive's Office											
City Administration											
Corporate Support	59,150	63,205	4,055	U	7	102,730	108,349	5,619	U	5	637,130
Building Operating Costs	4,165	6,167	2,002	U	48	12,730	14,975	2,245	U	18	82,743
Human Resources Administration	22,680	28,734	6,054	U	27	55,320	43,400	11,920	F	22	171,055
Total Expense - City Administration	85,995	98,106	12,111	F	14	170,780	166,725	4,055	U	2	890,928
Governance Admin	35,170	36,081	911	U	3	63,430	58,568	4,862	F	8	359,044
Governance - Elected Members	76,580	79,727	3,147	U	4	184,790	185,089	299	U	0	879,524
City Communications											
Community Promotions	27,245	28,992	1,747	U	6	54,490	50,417	4,073	F	7	354,061
Publications	17,500	16,818	682	F	4	17,750	16,818	932	F	5	82,000
Ranger Services											
Animal Control	12,795	12,382	413	F	3	26,560	24,677	1,883	F	7	152,478
Fire Prevention	785	543	242	F	31	29,070	30,508	1,438	U	5	64,841
Parking Management	37,665	41,872	4,207	U	11	68,780	72,390	3,610	U	5	480,719
District Rangers	18,560	14,330	4,230	F	23	38,630	33,220	5,410	F	14	229,193
Other Law & Order	0	136	136	U		0	272	272	U		0
Total Expense - Ranger Services	69,805	69,263	542	F	1	163,040	161,067	1,973	F	1	927,231
Total Expense - Governance	226,300	230,881	4,581	F	2	483,500	471,959	11,541	U	2	2,601,860
Total Expense - Chief Executive's Office	312,295	328,987	16,692	U	5	654,280	638,684	15,596	F	2	3,492,788
Director Financial & Info Services											
Administration	12,880	12,450	430	F	3	26,585	25,636	949	F	4	184,493
Financial Services	0	0	0	F		0	0	0	F		0
Administration	79,800	69,104	10,696	F	13	88,830	71,218	17,612	F	20	382,577
Rating Activities	9,870	10,713	843	U	9	110,740	86,811	23,929	F	22	228,962
Investment Activities	17,500	18,808	1,308	U	7	42,500	38,997	3,503	F	8	526,590
Property Management	11,870	14,671	2,801	U	24	40,620	38,206	2,414	F	6	113,900
Total Expense - Financial Services	131,920	125,746	6,174	F	5	309,275	260,868	48,407	F	16	1,436,522
Information Technology	38,525	37,107	1,419	F	4	64,845	63,859	986	F	2	594,786
Customer Services Team	15,595	14,544	1,051	F	7	31,065	28,266	2,799	F	9	181,960

CITY OF SOUTH PERTH
2010/2011 OPERATING REVENUE & EXPENDITURE - BUDGET VERSUS ACTUAL
August-2010

Attachment 10.6.1 (2)

Key Responsibility Areas	MONTH					YEAR TO DATE					Total Budget
	Month Budget	Month Actual	Variance \$	Var F/U	Var %	YTD Budget	YTD Actual	Variance \$	Var F/U	Var %	
Library Services											
Library Administration	8,220	14,153	5,933	U	72	15,245	19,839	4,594	U	30	172,300
Civic Centre Library	84,362	76,599	7,763	F	9	163,957	153,356	10,601	F	6	1,011,857
Manning Library	44,545	46,850	2,305	U	5	86,240	100,605	14,365	U	17	509,313
Heritage House	9,885	10,193	308	U	3	17,930	18,551	621	U	3	121,176
Old Mill	4,090	4,182	92	U	2	8,620	8,256	364	F	4	56,427
Total Expense - Library Services	151,102	151,978	876	U	1	291,992	300,608	8,616	U	3	1,871,073
Total Expense - Dir Finance & Info Services	337,142	329,375	7,767	F	2	697,177	653,600	43,577	F	6	4,084,341
Directorate - Planning & Community Services											
Administration	15,335	17,910	2,575	U	17	30,225	29,887	338	F	1	196,509
Planning	105,070	136,272	31,202	U	30	203,390	238,249	34,859	U	17	1,301,236
Building Services	46,935	49,023	2,088	U	4	93,120	88,035	5,085	F	5	567,002
Community, Culture & Recreation											
Administration	61,265	59,997	1,268	F	2	118,885	121,149	2,264	U	2	758,057
Major Events Expense	10,000	11,000	1,000	U	10	57,500	56,023	1,477	F	3	750,000
Community Events	6,210	3,765	2,445	F	39	8,920	7,328	1,592	F	18	139,000
Civic Functions	20,175	29,193	9,018	U	45	35,850	37,696	1,846	U	5	239,823
Donations	5,000	0	5,000	F		40,000	38,200	1,800	F	5	195,000
Fiesta	1,140	1,476	336	U	29	2,280	3,176	896	U	39	263,683
Safer City Program	9,820	2,278	7,542	F	77	19,640	6,375	13,265	F	68	92,871
Senior Citizens	33,380	36,464	3,084	U	9	73,440	68,476	4,964	F	7	369,040
Recreation	48,975	50,168	1,193	U	2	100,310	98,381	1,929	F	2	571,399
Halls & Public Buildings	40,915	31,955	8,960	F	22	72,780	58,918	13,862	F	19	358,183
Total Expense - Community, Culture & Recreation	236,880	226,294	10,586	F	4	529,605	495,720	33,885	F	6	3,737,056
Collier Park Retirement Complex											
Collier Park Village	131,910	144,395	12,485	U	9	267,500	275,758	8,258	U	3	1,317,120
Collier Park Hostel	145,930	148,849	2,919	U	2	289,820	290,124	304	U	0	1,693,795
Collier Park Community Centre	100	0	100	F		200	88	112	F	56	1,250
Total Expense - Collier Park Complex	277,940	293,244	15,304	U	6	557,520	565,969	8,449	U	2	3,012,165
Health Services											
Administration	33,670	33,388	282	F	1	65,270	63,562	1,708	F	3	387,675
Infant Health Services	2,135	1,683	452	F	21	6,225	6,129	96	F	2	27,350

CITY OF SOUTH PERTH
2010/2011 OPERATING REVENUE & EXPENDITURE - BUDGET VERSUS ACTUAL
August-2010

Attachment 10.6.1 (2)

Key Responsibility Areas	MONTH					YEAR TO DATE					Total Budget
	Month Budget	Month Actual	Variance \$	Var F/U	Var %	YTD Budget	YTD Actual	Variance \$	Var F/U	Var %	
Preventative Services	4,785	12,175	7,390	U	154	8,070	14,069	5,999	U	74	48,383
Other Sanitation	1,170	1,189	19	U	2	5,465	7,916	2,451	U	45	26,471
Total Expense - Health Services	41,760	48,434	6,674	U	16	85,030	91,675	6,645	U	8	489,879
Total Expense - Health & Regulatory Services	41,760	48,434	6,674	U	16	85,030	91,675	6,645	U	8	489,879
Total Expense - Dir Planning & Community Service	723,920	771,178	47,258	U	7	1,498,890	1,509,537	10,647	U	1	9,303,847
TOTAL EXPENDITURE - ADMIN BUSINESS UNITS	1,373,357	1,429,540	56,183	U	4	2,850,347	2,801,821	48,526	F	2	16,880,976

DIRECTORATE - INFRASTRUCTURE SERVICES
2010/2011 OPERATING REVENUE & EXPENDITURE - BUDGET VERSUS ACTUAL
August-2010

Attachment 10.6.1 (3)

Key Responsibility Areas	MONTH					YEAR TO DATE					Total Budget
	Month Budget	Month Actual	Variance \$	Var F/U	Var %	YTD Budget	YTD Actual	Variance \$	Var F/U	Var %	
REVENUE											
Infrastructure Support											
Administration Revenue	0	0	0	U		0	0	0	U		22,000
Total Revenue - Infrastructure Support	0	0	0	U		0	0	0	U		22,000
City Environment											
Contributions	4,000	3,903	98	U	2	41,200	48,831	7,631	F	19	212,500
Nursery Revenue	1,500	1,497	3	U	0	18,000	22,808	4,808	F	27	100,000
Asset Control Revenue	0	0	0	U		0	0	0	U		125,090
Environmental Services Revenue	280	152	128	U	46	560	804	244	F	44	3,500
Total Revenue - City Environment	5,780	5,551	229	U	4	59,760	72,442	12,682	F	21	441,090
Engineering Infrastructure											
Design Office Revenue	0	0	0	U		0	0	0	U		16,000
Construction & Maintenance											
Road Grants	0	0	0	U		0	0	0	U		267,000
Contributions to Works	2,500	411	2,089	U	84	5,000	16,517	11,517	F	230	92,500
Reinstatement Revenue	0	0	0	U		0	82	82	F		8,000
Asset Control Revenue	0	0	0	U		0	0	0	U		61,490
Other Revenue	0	0	0	U		0	0	0	U		4,000
Sub Total - Construction & Maint	2,500	411	2,089	U	84	5,000	16,599	11,599	F	232	432,990
Total Revenue - Engineering Infrastructure	2,500	411	2,089	U	84	5,000	16,599	11,599	F	232	448,990
Waste Management											
Refuse Collection	15,500	13,284	2,216	U	14	3,841,690	3,945,557	103,867	F	3	4,014,270
Recycling	1,250	4,284	3,034	F	243	897,530	871,644	25,886	U	3	901,280
Total Revenue - Waste Management	16,750	17,568	818	F	5	4,739,220	4,817,201	77,981	F	2	4,915,550
Collier Park Golf Course											
Collier Park Golf Course - Revenue	166,350	162,619	3,731	U	2	307,600	321,700	14,100	F	5	2,169,500
Total Revenue - Collier Park Golf Course	166,350	162,619	3,731	U	2	307,600	321,700	14,100	F	5	2,169,500
TOTAL REV - INFRASTRUCTURE SERVICES	191,380	186,149	5,231	U	3	5,111,580	5,227,942	116,362	F	2	7,997,130

DIRECTORATE - INFRASTRUCTURE SERVICES
2010/2011 OPERATING REVENUE & EXPENDITURE - BUDGET VERSUS ACTUAL
August-2010

Attachment 10.6.1 (3)

Key Responsibility Areas	MONTH					YEAR TO DATE					Total Budget
	Month Budget	Month Actual	Variance \$	Var F/U	Var %	YTD Budget	YTD Actual	Variance \$	Var F/U	Var %	
EXPENDITURE											
Infrastructure Support & Administration											
Governance Cost	20,600	2,502	18,098	F	88	40,250	(11,385)	51,635	F		256,732
Total Expense - Infrastructure Support	20,600	2,502	18,098	F	88	40,250	(11,385)	51,635	F		256,732
City Environment											
Reserves & Parks Maintenance	225,605	252,435	26,830	U	12	450,210	458,530	8,320	U	2	3,147,877
Miscellaneous Parks Programmes	3,400	2,200	1,200	F	35	6,800	3,025	3,775	F	56	40,000
Grounds Maintenance	15,875	12,735	3,140	F	20	31,750	26,890	4,860	F	15	217,000
Streetscape Maintenance	114,500	107,361	7,139	F	6	199,500	206,444	6,944	U	3	1,500,000
Environmental Services	29,680	26,868	2,812	F	9	61,710	63,545	1,835	U	3	379,208
Plant Nursery	13,975	16,045	2,070	U	15	27,920	25,167	2,753	F	10	166,362
Overheads	37,390	52,938	15,548	U	42	74,480	133,914	59,434	U	80	449,998
Asset Holding Costs	133,340	139,935	6,595	U	5	133,340	139,935	6,595	U	5	800,000
Building Maintenance	28,770	29,334	564	U	2	56,290	50,196	6,094	F	11	450,635
Reserve Building Maintenance & Operations	6,885	10,338	3,453	U	50	18,570	18,457	113	F	1	87,700
Public Convenience Maintenance & Operations	14,930	13,406	1,524	F	10	35,740	30,373	5,367	F	15	184,000
Operations Centre Maintenance	11,965	13,170	1,205	U	10	23,530	20,698	2,832	F	12	142,663
Jetty Maintenance	1,680	33	1,647	F	98	3,360	33	3,327	F	99	20,000
Total Expense - City Environment	637,995	676,797	38,802	U	6	1,123,200	1,177,208	54,008	U	5	7,585,443
Engineering Infrastructure											
Design Office Overheads	17,855	5,538	12,317	F	69	35,145	25,267	9,878	F	28	230,226
Sub Total - Design Office	17,855	5,538	12,317	F	69	35,145	25,267	9,878	F	28	230,226
Construction & Maintenance											
Reinstatements	2,000	1,877	123	F	6	2,000	1,877	123	F	6	21,000
Crossovers	4,250	3,338	912	F	21	8,500	8,063	437	F	5	50,000
Asset Holding Costs	687,510	715,118	27,608	U	4	687,510	715,118	27,608	U	4	4,125,000
Roads, Paths & Drains	152,920	139,103	13,817	F	9	267,340	262,377	4,963	F	2	2,127,500
Fleet Operations	89,530	123,559	34,029	U	38	86,050	134,433	48,383	U	56	409,334
Overheads	53,170	64,559	11,389	U	21	106,500	129,853	23,353	U	22	637,531
Sub Total - Construction & Maintenance	989,380	1,047,554	58,174	U	6	1,157,900	1,251,722	93,822	U	8	7,370,365
Total Expense - Engineering Infrastructure	1,007,235	1,053,093	45,858	U	5	1,193,045	1,276,988	83,943	U	7	7,600,591

DIRECTORATE - INFRASTRUCTURE SERVICES
2010/2011 OPERATING REVENUE & EXPENDITURE - BUDGET VERSUS ACTUAL
August-2010

Attachment 10.6.1 (3)

Key Responsibility Areas	MONTH					YEAR TO DATE					Total Budget
	Month Budget	Month Actual	Variance \$	Var F/U	Var %	YTD Budget	YTD Actual	Variance \$	Var F/U	Var %	
Waste Management											
Refuse Collection	282,605	282,746	141	U	0	648,370	631,941	16,429	F	3	3,864,866
Recycling	41,540	36,281	5,259	F	13	83,080	79,331	3,749	F	5	540,000
Transfer Station	44,670	44,674	4	U	0	90,690	89,018	1,672	F	2	536,846
Total Expense - Waste Management	368,815	363,701	5,114	F	1	822,140	800,289	21,851	F	3	4,941,712
Collier Park Golf Course											
Collier Park Golf Course - Expense	166,795	153,570	13,225	F	8	299,090	285,025	14,065	F	5	1,677,808
Total Expense - Collier Park Golf Course	166,795	153,570	13,225	F	8	299,090	285,025	14,065	F	5	1,677,808
TOTAL EXP - INFRASTRUCTURE SERVICES	2,201,440	2,249,662	48,222	U	2	3,477,725	3,528,124	50,399	U	1	22,062,286

CITY OF SOUTH PERTH
CAPITAL SUMMARY - 2010/2011 BUDGET VERSUS ACTUAL
August-2010

Attachment 10.6.1 (4)

Key Responsibility Areas	MONTH					YEAR TO DATE					Total Budget
	Month Budget	Month Actual	Variance \$	Var F/U	Var %	YTD Budget	YTD Actual	Variance \$	Var F/U	Var %	
CAPITAL REVENUE											
Directorate - Financial & Info Services											
Building Grants	0	0	0	U		400,000	385,717	14,283	U		1,000,000
Library & Heritage Services	0	0	0	U		0	0	0	U		0
Information Technology	0	0	0	U		0	0	0	U		0
Total Revenue - Financial & Info Services	0	0	0	U		400,000	385,717	14,283	U	4	1,000,000
Directorate - Planning & Community Services											
Admin Capital Revenue	0	0	0	U		0	0	0	U		0
Community, Culture & Recreation	0	0	0	U		0	0	0	U		3,500,000
Collier Park Retirement Complex											
Collier Park Village	47,500	92,750	45,250	F	95	47,500	140,000	92,500	F	195	475,000
Collier Park Hostel	0	0	0	U		0	0	0	U		0
Total Revenue - Collier Park Retirement Complex	47,500	92,750	45,250	F	95	47,500	140,000	92,500	F	195	475,000
Total Revenue - Dir Planning & Community	47,500	92,750	45,250	F	95	47,500	140,000	92,500	F	195	3,975,000
Collier Park Golf Course											
Collier Park Golf Course	0	0	0	U		0	0	0	U		0
Total Revenue - Collier Park Golf Course	0	0	0	U		0	0	0	U		0
Directorate - Infrastructure Services											
Roads, Paths & Drains	377,500	432,786	55,286	F	15	380,000	432,945	52,945	F	14	1,226,582
Traffic Management	0	0	0	U		0	0	0	U		0
City Environment	40,000	267,866	227,866	F	570	40,000	267,866	227,866	F	570	140,000
Building Management	0	0	0	U		0	0	0	U		20,000
Total Revenue - Dir Infrastructure Services	417,500	700,652	283,152	F	68	420,000	700,811	280,811	F	67	1,386,582
Underground Power											
Underground Power	0	(135)	135	U		0	(135)	135	U		0
Total Revenue - Underground Power	0	(135)	135	U		0	(135)	135	U		0
TOTAL CAPITAL REVENUE	465,000	793,267	328,267	F	71	867,500	1,226,393	358,893	F	41	6,361,582

CITY OF SOUTH PERTH
CAPITAL SUMMARY - 2010/2011 BUDGET VERSUS ACTUAL
August-2010

Attachment 10.6.1 (4)

Key Responsibility Areas	MONTH					YEAR TO DATE					Total Budget
	Month Budget	Month Actual	Variance \$	Var F/U	Var %	YTD Budget	YTD Actual	Variance \$	Var F/U	Var %	
CAPITAL EXPENDITURE											
Administration Projects											
Chief Executive's Office											
Administration	400,000	140,642	259,358	F	65	2,100,000	1,890,642	209,358	F	10	4,305,000
Discretionary Ward Funding	0	710	710	U		0	710	710	U		0
Total Expense - Chief Executive's Office	400,000	141,352	258,648	F	65	2,100,000	1,891,352	208,648	F	10	4,305,000
Directorate - Financial & Info Services											
Information Technology	80,000	80,153	153	U	0	170,000	173,086	3,086	U	2	750,000
Finance Capital Expense	0	0	0	F		0	0	0	F		0
Library & Heritage Services											
General Capital Expense	0	0	0	F		0	0	0	F		0
Heritage Capital Expense	10,000	8,451	1,549	F	15	10,000	8,451	1,549	F	15	350,000
Total Expense - Library & Heritage Services	10,000	8,451	1,549	F	15	10,000	8,451	1,549	F	15	350,000
Total Expense - Dir Financial Services	90,000	88,604	1,396	F	2	180,000	181,537	1,537	U	1	1,100,000
Unclassified Capital											
General Capital Expense	0	0	0	F		0	0	0	F		0
Total Expense - Unclassified Capital	0	0	0	F		0	0	0	F		0
Directorate - Planning & Community Services											
Strategic Urban Planning	10,000	8,182	1,818	F	18	25,000	23,066	1,934	F	8	276,500
Community Culture & Recreation											
Community, Culture & Recreation	0	2,471	2,471	U		0	2,471	2,471	U		589,000
Total Expense - Community, Culture & Recreation	0	2,471	2,471	U		0	2,471	2,471	U		589,000
Collier Park Retirement Complex	31,460	28,535	2,925	F	9	62,920	38,455	24,465	F	39	477,500
Health & Regulatory Services											
Preventative Services	0	0	0	F		0	0	0	F		0
Ranger Services	0	0	0	F		0	0	0	F		0
Total Expense - Health & Regulatory Services	0	0	0	F		0	0	0	F		0
Total Expense - Planning & Community Services	41,460	39,188	2,272	F	5	87,920	63,992	23,928	F	27	1,343,000

CITY OF SOUTH PERTH
CAPITAL SUMMARY - 2010/2011 BUDGET VERSUS ACTUAL
August-2010

Attachment 10.6.1 (4)

Key Responsibility Areas	MONTH					YEAR TO DATE					Total Budget
	Month Budget	Month Actual	Variance \$	Var F/U	Var %	YTD Budget	YTD Actual	Variance \$	Var F/U	Var %	
Collier Park Golf Course											
Collier Park Golf Course	15,000	5,814	9,186	F	61	15,000	6,864	8,136	F	54	537,000
Total Expense - Golf Course	15,000	5,814	9,186	F	61	15,000	6,864	8,136	F	54	537,000
Directorate - Infrastructure Services											
Roads, Paths & Drains											
Roadworks	44,500	65,774	21,274	U	48	44,500	78,877	34,377	U	77	1,818,925
Drainage	10,000	7,644	2,356	F	24	10,000	10,547	547	U	5	475,000
Paths	25,000	34,300	9,300	U	37	50,000	52,286	2,286	U	5	650,000
Other	0	7,811	7,811	U		0	21,744	21,744	U		322,000
Total - Roads, Paths & Drains	79,500	115,530	36,030	U	45	104,500	163,454	58,954	U	56	3,265,925
Traffic Management	45,000	2,590	42,410	F	94	50,000	30,064	19,936	F	40	655,000
Waste Management	5,000	3,511	1,489	F	30	10,000	3,511	6,489	F	65	400,000
City Environment											
Streetscape Projects	0	1,400	1,400	U		0	2,772	2,772	U		500,000
Park Development	0	1,896	1,896	U		0	4,208	4,208	U		625,000
Street & Reserve Lighting	0	466	466	U		20,000	933	19,068	F	95	170,000
Environmental Projects	10,000	99,995	89,995	U	900	10,000	102,662	92,662	U	927	305,000
Sustainability	10,000	3,829	6,171	F	62	20,000	10,808	9,192	F	46	120,000
Other Projects	0	15,230	15,230	U		0	16,601	16,601	U		500,000
Total - City Environment	20,000	122,816	102,816	U	514	50,000	137,983	87,983	U	176	2,220,000
Recoverable Works	0	5,463	5,463	U		0	17,778	17,778	U		0
Building Management	22,000	14,034	7,966	F	36	27,000	19,460	7,540	F	28	520,000
Fleet Management	57,000	52,620	4,380	F	8	57,000	52,620	4,380	F	8	1,249,860
Total Expense - Dir Infrastructure Services	228,500	316,564	88,064	U	39	298,500	424,869	126,369	U	42	8,310,785
Underground Power											
Underground Power Project	0	0	0	F		0	0	0	F		0
Total - Underground Power	0	0	0	F		0	0	0	F		0
TOTAL CAPITAL EXPENDITURE	774,960	591,522	183,438	F	24	2,681,420	2,568,614	112,806	F	4	15,595,785

SCHEDULE OF SIGNIFICANT VARIANCES

Attachment 10.6.1 (5)

Departmental Area	Month Budget	Month Actual	Month Var %	F U	YTD Budget	YTD Actual	YTD Var %	F U	Comment on Variances disclosed
<u>Revenue</u>									
Parking Management	74,600	71,727	4%	U	149,200	161,545	20%	F	Meter parking remains 15% ahead of budget but infringements have slipped 9% behind budget - possibly a positive indication of parking behaviour change.
Investment Revenue	189,670	175,586	7%	U	370,990	346,749	7%	U	Lesser holdings of Muni cash during month- timing difference. Refer to Item 10.6.2 for further comment.
Rating Activities	203,250	221,563	9%	F	23,735,560	23,767,175	0%	F	Better than expected performance on interim rates. Refer to Item 10.6.2 for more detailed comment.
Property Mgt Revenue	19,635	30,325	54%	54	64,270	72,196	12%	F	Higher than expected recoup of utilities in leased premises.
Planning Revenue	42,750	82,888	94%	F	83,000	126,725	53%	F	Higher volume of applications and larger development at 19 South Perth Esplanade.
Building Services Revenue	43,150	100,500		F	111,300	169,106	52%	F	Larger developments at 5 & 93 South Perth Esp and also at 295 Manning Rd.
Collier Park Hostel	110,120	155,875	42%	F	220,240	295,627	34%	F	Regular adjustment to Commonwealth Subsidy - further details being sought from Dept of Aged Care.
Preventative Services	0	(11,596)		F	47,000	35,226	25%	U	Food licensing revenue had been over accrued last month.
City Env - Contributions	4,000	3,903	2%	U	41,200	48,831	19%	F	Timing difference on ground hire revenue - received earlier than expected.
Eng Infra - Contributions	2,500	411	84%	U	5,000	16,517		F	Contribution required as a condition of planning consent - 115 Coode St. Will incur related costs later in the year.
Waste Management	16,750	17,568	5%	F	4,739,220	4,817,201	2%	F	More services levied than were anticipated.
Collier Park Golf Course	166,350	162,619	2%	U	307,600	321,700	5%	F	Strong revenue performance at golf course due to warmer weather.
<u>Expenditure</u>									
HR Admin (after allocations outwards)	22,680	28,734	27%	U	55,320	43,400	22%	F	Timing variances on training and recruitment expenses.

SCHEDULE OF SIGNIFICANT VARIANCES

Attachment 10.6.1 (5)

Departmental Area	Month Budget	Month Actual	Month Var %	F U	YTD Budget	YTD Actual	YTD Var %	F U	Comment on Variances disclosed
Financial Services (after allocations outwards)	79,800	69,104	13%	F	88,830	71,218	20%	F	Timing difference on depreciation expense.
Information Services (after allocations outwards)	54,120	51,651	5%	F	95,910	92,125	4%	F	Very minor timing differences on salaries and software licensing that will reverse in future months.
Rating Activities	9,870	10,713	9%	U	110,740	86,811	22%	F	Accelerated allocations outwards - will reverse in future months.
Planning Services	105,070	136,272	30%	U	203,390	238,249	17%	U	Unfunded contribution to Heritage Scheme will have to be funded in Q1 Budget Review. Several other very minor variances.
Civic Functions	20,175	29,193	45%	U	35,850	37,696	5%	U	Reversal of previously noted timing difference.
Safer City Program	9,820	2,278	77%	F	19,640	6,375	68%	F	Grant expenditure has not yet occurred.
Halls & Public Buildings	40,915	31,955	22%	F	72,780	58,918	19%	F	Favourable variances on advertising and adjustment required to depreciation after building revaluations.
Collier Park Village	131,910	144,395	9%	U	267,500	275,758	3%	U	Adjustment required to depreciation expense (non cash) in Q1 Budget Review as a result of building revaluation.
Infrastructure Admin Support (after allocations outwards)	20,600	2,502		F	40,250	(11,385)		F	Several staff vacancies in the newly formed admin team have resulted in a large favourable salaries variance.
Design Office Overheads (after allocations outwards)	17,855	5,538	69%	F	35,145	25,267	28%	F	Favourable variance due to staff vacancies.
Reserve & Park Maint.	225,605	252,435	12%	U	450,210	458,530	2%	U	Reversal of earlier timing differences as parks maintenance program has now commenced.
City Env - Overheads	37,390	52,938	42%	U	74,480	133,914	80%	U	This reflects a combination of several factors including accelerated spending on loose tool replacement, a higher than expected level of sick leave and under recovery of overheads.
Building Maintenance	64,230	66,279	3%	F	137,490	119,757	13%	F	Numerous small timing variances as works are programmed.
Asset Holding Costs	687,510	715,118	4%	U	687,510	715,118	4%	U	Adjustment required to depreciation expense (non cash) in Q1 Budget Review as a result of infrastructure revaluation.

SCHEDULE OF SIGNIFICANT VARIANCES

Attachment 10.6.1 (5)

Departmental Area	Month Budget	Month Actual	Month Var %	F U	YTD Budget	YTD Actual	YTD Var %	F U	Comment on Variances disclosed
Roads, Paths & Drains	152,920	139,103	9%	F	267,340	262,377	2%	F	Favourable variance on roads maintenance is offset by an unfavourable one on path maintenance - both timing differences related to contractor availability. Street lighting expense looks like exceeding budget by 15% based on new tariffs.
Fleet Operations (after allocations outwards)	89,530	123,559	38%	U	86,050	134,433	56%	U	Operating costs are close to budget expectations. Plant charge recovery is below budget at this time because of limited use of plant until maintenance works are commenced in earnest.
Eng Infrastructure Overhead	53,170	64,559	21%	U	106,500	129,853	22%	U	Allocations to jobs are under budget - but will be corrected in future months as more direct labour is applied to jobs.
Waste Management	368,815	363,701	1%	F	822,140	800,289	3%	F	This variance is entirely attributable to a less than budgeted contribution to Rivers Regional Council for the year.
Collier Park Golf Course	166,795	153,570	8%	F	299,090	285,025	5%	F	Very close to budget expectations at this stage.
<u>Capital Revenue</u>									
Building Project Grants	0	0		F	400,000	385,717	4%	U	Funding for building projects is right on budget expectations.
Collier Park Village	47,500	92,750		F	47,500	140,000		F	Receipt of lease premium and refurbishment levy for two extra units ahead of budget phasing.
Roads Paths & Drains	377,500	432,786	15%	F	380,000	432,945	14%	F	Small unbudgeted direct roads grant - adjust in Q1 Review.
City Env Contributions	40,000	267,866		F	40,000	267,866		F	Unbudgeted grant from SWT for river wall works. Will be adjusted in Q1 Budget Review - along with related expenditure item.
<u>Capital Expenditure</u>									
Admin Projects	400,000	140,642	65%	F	2,100,000	1,890,642	10%	F	Project is very close to expected timeline and cash flow expectations.
Information Technology	80,000	80,153	0%	U	170,000	173,086	2%	U	Program is very close to budget expectation to date.
CPV Refurbishments	31,460	28,535	9%	F	62,920	38,455	39%	F	Program is under budget at moment but will fall in line with budget as refurbishment costs come in for currently vacant units.

SCHEDULE OF SIGNIFICANT VARIANCES

Attachment 10.6.1 (5)

Departmental Area	Month Budget	Month Actual	Month Var %	F U	YTD Budget	YTD Actual	YTD Var %	F U	Comment on Variances disclosed
Roads, Paths & Drains	79,500	115,530	45%	U	104,500	163,454	56%	U	Program is only commencing in August. At this stage there is no variance of note.
Traffic Management	45,000	2,590	94%	F	50,000	30,064	40%	F	Program is only commencing in August. At this stage there is no variance of note.
City Environment	20,000	122,816		U	50,000	137,983		U	Slightly accelerated start on river wall works ahead of budget phasing.

CITY OF SOUTH PERTH
RATE SETTING STATEMENT
FOR THE PERIOD ENDED 31 AUG 2010

Attachment 10.6.1(7)

	YTD BUDGET	YTD ACTUAL	2011 BUDGET
	\$	\$	\$
REVENUE (Excluding Rates)			
General Purpose Funding	413,490	370,399	3,667,505
Governance	0	4,570	50,000
Law, Order & Public Safety	4,550	4,169	45,000
Education	0	0	0
Health	47,000	35,812	51,000
Welfare	0	0	0
Housing	424,250	592,991	2,688,640
Community Amenities	4,822,980	4,944,730	5,287,970
Recreation & Culture	503,165	769,720	3,604,500
Transport	529,200	594,437	1,379,500
Economic Services	129,300	191,914	680,000
Other Property & Services	5,000	16,517	96,500
	6,878,935	7,525,257	17,550,615
OPERATING EXPENDITURE			
General Purpose Funding	(153,240)	(125,808)	(755,552)
Governance	(768,640)	(734,479)	(4,700,705)
Law, Order & Public Safety	(126,050)	(109,942)	(632,383)
Education	(13,770)	(12,638)	(134,750)
Health	(80,895)	(86,237)	(473,202)
Welfare	(82,040)	(80,494)	(479,540)
Housing	(641,590)	(624,312)	(3,526,815)
Community Amenities	(1,124,325)	(1,209,819)	(7,133,333)
Recreation & Culture	(1,958,837)	(2,002,486)	(14,016,023)
Transport	(1,469,715)	(1,458,027)	(10,083,827)
Economic Services	(121,040)	(113,203)	(733,364)
Other Property & Services	(32,850)	(78,424)	(253,768)
	(6,572,992)	(6,635,869)	(42,923,262)
NET RESULT	305,943	889,388	(25,372,647)
Add back Non Cash Items	1,219,887	1,259,167	7,514,224
Proceeds from Disposal of Assets	0	0	3,827,160
Contributions for Acquisition of Assets	815,000	1,013,329	2,250,582
FUNDS DEMAND FROM OPERATIONS	2,340,830	3,161,884	(11,780,681)
ACQUISITION OF NON CURRENT ASSETS			
Purchase of Buildings	(2,100,000)	(1,890,971)	(4,260,000)
Purchase of Furniture & Fittings	0	0	(75,000)
Purchase of Technology	(90,000)	(88,006)	(260,000)
Purchase of Plant & Equipment	(10,000)	(3,565)	(70,000)
Purchase of Mobile Plant	(57,000)	(52,620)	(1,249,860)
Construction of Infrastructure Assets	(179,500)	(227,528)	(5,313,925)
Purchase of Equipment	0	0	(387,000)
	(2,436,500)	(2,262,690)	(11,615,785)

Figures contained on this statement necessarily include accounting estimates and accruals

**CITY OF SOUTH PERTH
RATE SETTING STATEMENT
FOR THE PERIOD ENDED 31 AUG 2010**

Attachment 10.6.1(7)

	YTD BUDGET \$	YTD ACTUAL \$	2011 BUDGET \$
FINANCING ACTIVITIES			
Incoming Accomodation Bonds	116,667	952,377	700,000
New Loan Proceeds (City Loans)	0	0	2,000,000
Repayment of Loan Borrowings (Principal)	(85,150)	(83,619)	(640,464)
Self Supporting Loan Proceeds	12,650	12,525	35,000
Change in Equity - Joint Venture	0	0	0
Transfers to Reserves	(1,087,646)	(1,469,279)	(9,204,620)
Transfers from Reserves	400,000	122,023	6,299,438
Movement in Restricted Assets (Not Reserves)	0	0	0
Movement in UGP Debtors	75,000	59,206	450,000
	<u>(568,479)</u>	<u>(406,767)</u>	<u>(360,646)</u>
DEMAND - NON OPERATING RESOURCES	<u>(3,004,979)</u>	<u>(2,669,457)</u>	<u>(11,976,431)</u>
Opening Position Brought Forward	4,529,482	4,529,482	323,307
Closing Position to be Carried Forward (Includes Committed Assets)	(27,558,393)	(28,765,435)	(149,255)
AMOUNT TO BE MADE UP FROM RATES	<u>23,693,060</u>	<u>23,743,526</u>	<u>23,583,060</u>
COMPOSITION OF CLOSING POSITION			
Current Assets			
Cash & Cash Equivalents		48,790,221	32,073,329
Trade & Other Receivables			
Rates		10,884,632	340,643
Sundry Debtors		3,998,686	2,719,072
Provision for Doubtful Debts		(111,704)	(45,000)
Inventories		115,380	183,986
Accrued Interest & Prepayments		977,481	447,288
Total Current Assets		<u>64,654,696</u>	<u>35,719,318</u>
Current Liabilities			
Trade & Other Liabilities			
Creditors		(5,330,198)	(2,461,028)
Income in Advance		0	(63,707)
Bonds / Trust Liability		(184,861)	0
Other Liabilities		(268,521)	(102,725)
Interest Bearing Liabilities		(515,208)	(680,475)
Employee Provisions - Current		(2,128,205)	(2,412,537)
Total Current Liabilities		<u>(8,426,993)</u>	<u>(5,720,472)</u>
Net Current Assets		<u>56,227,703</u>	<u>29,998,846</u>
Add Back			
Interest Bearing Liabilities		515,208	680,475
Employee Provisions		2,128,205	2,731,612
		<u>58,871,116</u>	<u>33,410,933</u>
Less			
Restricted Cash - Reserves, Current Trust & Emp Entitlements		(30,105,681)	(33,261,668)
		<u>28,765,435</u>	<u>149,265</u>

Figures contained on this statement necessarily include accounting estimates and accruals

**STATEMENT of ALL COUNCIL FUNDS
AS AT 31 AUG 2010**

Municipal Fund	\$ 19,947,406
Represented by:	
Investments	17,297,539
Current Account at Bank	2,646,532
Cash on Hand	3,335
Transfers to Reserves	0
	<u>19,947,406</u>
Trust Fund	\$ 757,928
Represented by:	
Investments	650,000
Current Account at Bank	107,928
	<u>757,928</u>
Cash Backed Reserves	\$ 28,256,334
Plant Replacement Reserve	1,097,816
Future Municipal Works Reserve	703,326
CPV Residents Loan Offset Reserve	13,768,551
CPH Capital Works Reserve	365,003
Hostel Loan Offset Reserve	1,710,461
Collier Park Golf Course Reserve	1,584,209
Waste Management Reserve	3,882,990
Reticulation and Pump Reserve	233,822
Information Technology Reserve	381,520
Insurance Risk Reserve	53,908
Footpath Reserve	126,987
Underground Power Reserve	1,014,910
Parking Facilities Reserve	17,090
Collier Park Village Reserve	1,479,428
River Wall Reserve	432,773
Railway Station Precincts Reserve	492,773
Future Building Projects Reserve	162,962
Future Transport Projects Reserve	517,495
Future Streetscapes Reserve	105,299
Future Parks Works Reserve	125,011
Sustainable Infrastructure Reserve	0
Represented by:	
Investments	28,106,396
Accrued Interest	149,938
Transfers to / from Muni to be funded	0
	<u>28,256,334</u>
TOTAL COUNCIL FUNDS	\$ 48,961,668

SUMMARY OF CASH INVESTMENTS AS AT 31 AUG 2010

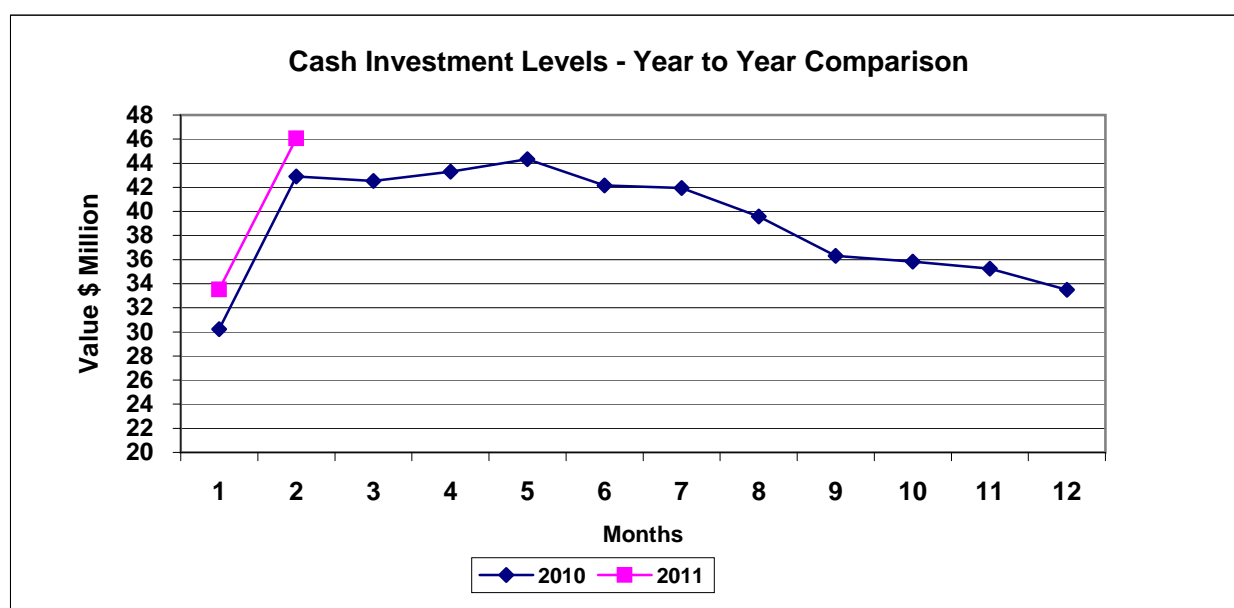
Investments - Disclosed by Fund	\$	%
Municipal	17,297,539	37.56%
Restricted - Trust	650,000	1.41%
Reserves	28,106,396	61.03%
	46,053,934	100.00%

Investments - Disclosed by Financial Institution	\$	%
Bankwest	5,543,310	12.04%
Commonwealth Bank	8,180,195	17.76%
ANZ Bank	650,000	1.41%
Westpac	8,392,604	18.22%
St George Bank	3,017,042	6.55%
Suncorp Metway Bank	8,569,660	18.61%
National Australia Bank	7,161,570	15.55%
Bank of Queensland	1,500,000	3.26%
Citibank	3,039,553	6.60%
	46,053,934	100.00%

Interest Earned on Investments for Year to Date	2011	2010
Municipal Fund	61,011	38,695
Reserves	254,879	178,873
	315,891	217,568

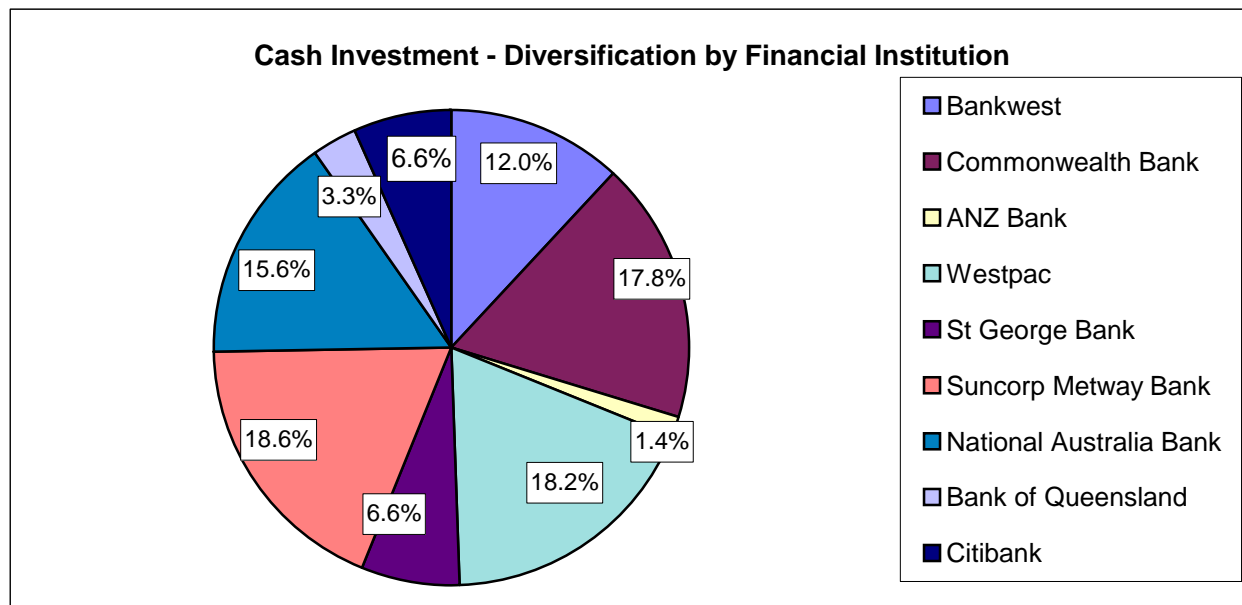
The anticipated weighted average yield on funds currently invested is 5.65%

Cash Investment Levels

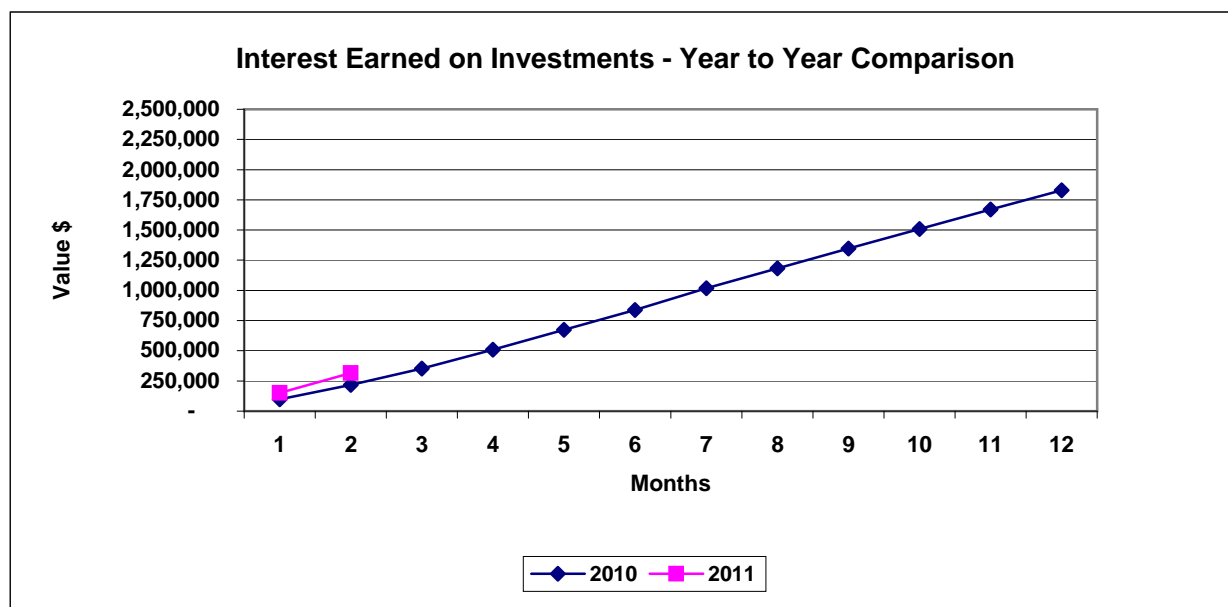


SUMMARY OF CASH INVESTMENTS AS AT 31 AUG 2010

Investments - Disclosed by Institution



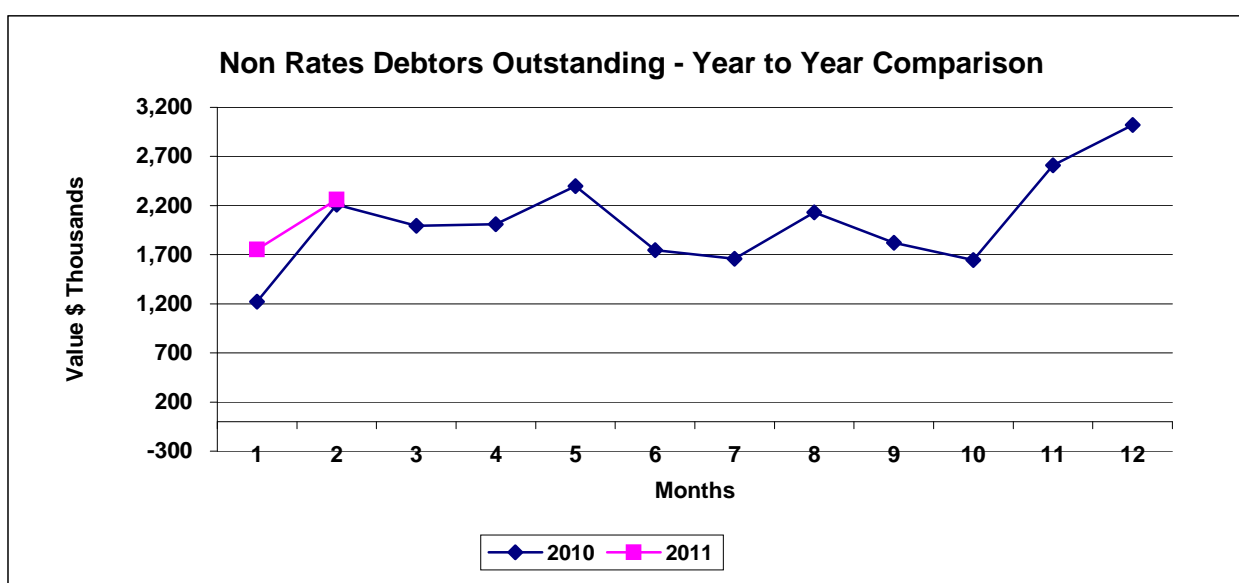
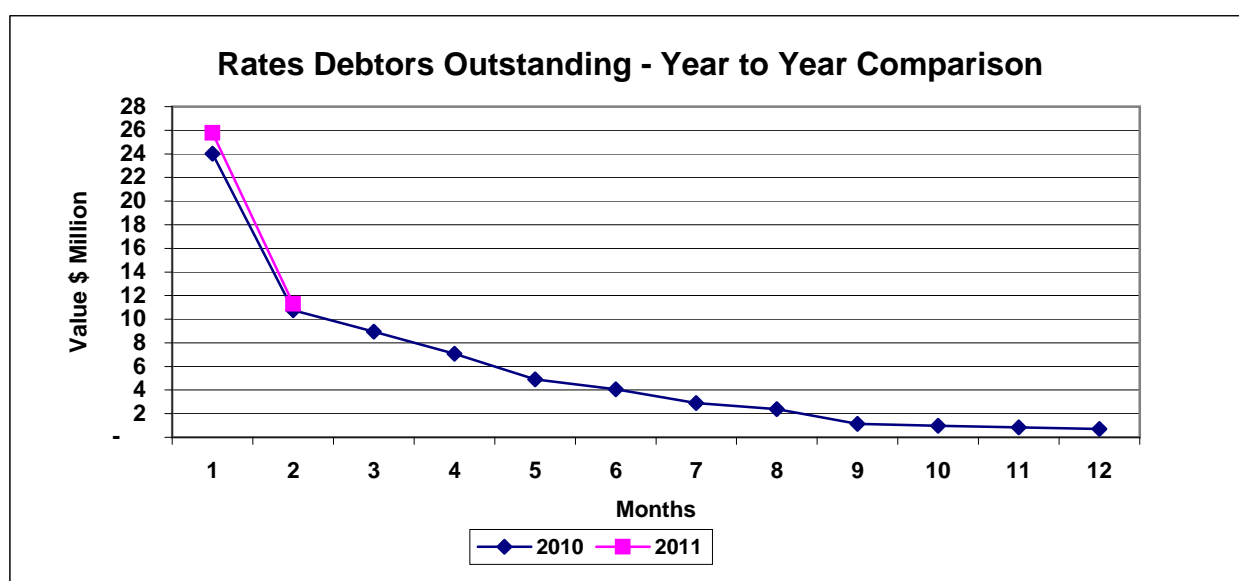
Interest Earned on Investments



**STATEMENT OF MAJOR DEBTOR CATEGORIES
AS AT 31 AUG 2010**

Rates Debtors Outstanding	2011	2010
Outstanding - Current Year & Arrears	10,884,632	10,364,189
Pensioner Deferrals	407,234	393,146
	11,291,866	10,757,335

Rates Outstanding as a percentage of Rates Levied	2011	2010
Percentage of Rates Uncollected at Month End (3 Instalments yet to fall due)	39.94%	40.62%



Listing of Payments

Payments between
1/08/2010 to 31/08/2010

City of South Perth

Program - co_ap001 7/09/2010 9:37:30PM

Minimum Amount: \$ 0.00

Creditors

Cheque No.	Chq Date	Creditor	Payee	Description	Amount
00080932	04/08/2010	202879	Dick Smith Electronics Pty Ltd	Dymo Label Writer LW450	\$149.98
00080933	04/08/2010	205437	Greenline Ag	Replace Kit	\$37.36
00080934	04/08/2010	81390	Mowfix Mowers and Chainsaws	Service Part-Element	\$959.20
00080935	04/08/2010	21476	Western Aust Treasury Corp	Loan Principal & Interest - Loan 218	\$58,737.87
00080936	10/08/2010	202033	Lawrence Associates Pty Ltd	Old Mill Precinct-Tram Enclosure	\$9,295.77
00080937	10/08/2010	204953	A Paolino	Install Street Name Plates	\$633.60
00080938	10/08/2010	205153	Abco Products	Dishwashing Liquid, Wipes	\$267.16
00080939	10/08/2010	202645	ACAA - WA	Membership Subscription-01/07/10-30/09/10	\$748.00
00080940	10/08/2010	201307	AFM Plastic Products Pty Ltd	Acrylic Display Cases-Art Award	\$602.80
00080941	10/08/2010	204865	All Suburbs Tree Surgeons	Pruning Of 10 Agonis Trees-Hensman B	\$5,665.00
00080942	10/08/2010	200163	Allmark & Associates Pty Ltd	Tree Planting Banner	\$445.50
00080943	10/08/2010	202561	Allpest WA	Termite Baiting For 12mths-Mends St Pc	\$900.00
00080944	10/08/2010	85282	Allwest Windscreens & Tinting	Replace Windscreen & Side Window To	\$693.00
00080945	10/08/2010	205582	ALS Library Services Pty Ltd	Various Books	\$220.79
00080946	10/08/2010	204245	API Security Pty Ltd	Keys Cut-Hostel	\$50.97
00080947	10/08/2010	203002	Austin Computers	Hard Drives & External Case	\$468.00
00080948	10/08/2010	72842	Australia Post	Postage-July 2010	\$8,916.91
00080949	10/08/2010	204568	Australia Wide Taxation	Taxation & Payroll Seminar 2/08/10	\$870.00
00080950	10/08/2010	21799	Australian Institute of Management	Corporate Membership Renewal-2010/2011	\$3,410.00
00080951	10/08/2010	204622	Australian Inst of Building Surveyors	State Conference-19-20/08/10-Sheena L	\$1,550.00
00080952	10/08/2010	205766	Australian Skills Training Pty Ltd	Work Safely At Heights Training-14/07/10	\$300.00
00080953	10/08/2010	205170	Aveling	Safety & Health Course-12-16/07/10-Car	\$840.00
00080954	10/08/2010	76423	Baileys Fertilisers	10 Bags Super P & 10 Bags of Dynamtic	\$467.50
00080955	10/08/2010	204260	Beaver Tree Services	Prune Flame Tree-10 Westland Place	\$7,788.00
00080956	10/08/2010	205702	Bell Personnel Pty Ltd	Temp - CEO PA	\$3,425.51
00080957	10/08/2010	72966	Benara Nurseries	12 X Fraxinus Raywoodii	\$3,028.30
00080958	10/08/2010	205744	Bibby Financial Services	Supply & Deliver Weed Spraying Signs	\$907.50
00080959	10/08/2010	205519	Biznewsnetwork Pty Ltd	Subscription To Aged Care-16/08/10-15/09/10	\$299.00
00080960	10/08/2010	72834	Blackwoods	Various Loose Tools	\$187.09
00080961	10/08/2010	83878	BOC Gases	Oxygen & Acetylene	\$296.45
00080962	10/08/2010	201823	Boral Construction Materials Group	2.5T 7MM Asphalt	\$297.15
00080963	10/08/2010	72990	Bunnings Building Supplies P/L	Powerboard, Batteries	\$301.10
00080964	10/08/2010	76626	Bunzl Ltd	2 X Air Freshners	\$130.33
00080965	10/08/2010	205710	C K Smith	Cleaning Service-U97/Village	\$495.00
00080966	10/08/2010	205192	Caltex Energy WA	1400L Of Diesel & 1740L Of Unleaded P	\$14,382.37
00080967	10/08/2010	200088	Carpet Hotline	Refurbishment-U52/Village	\$5,325.00
00080968	10/08/2010	203839	Carringtons Traffic Services	Traffic Control-Mill Point Rd	\$2,956.80
00080969	10/08/2010	204689	Carson Street Indep Public School P	Community Develop Program-Round 1 2	\$2,000.00
00080970	10/08/2010	204248	CBC Australia Pty Ltd WA	Wheel Bearing Sets-Trailer	\$115.01
00080971	10/08/2010	205385	CEDA	The True Cost Of Water Conf-24/8 Jame	\$370.00
00080972	10/08/2010	81983	Chamber Of Commerce & Industry	Local Govt Industry Award 2010-Modern	\$80.00
00080973	10/08/2010	21689	Charter Plumbing & Gas	Maintenance-U1/Village	\$1,270.65
00080974	10/08/2010	201216	Chemform	Provisions-Hostel	\$1,038.20
00080975	10/08/2010	76586	CJD Equipment Pty Ltd	Side Screen/Front Windscreen	\$878.63
00080976	10/08/2010	203915	Communicare	Community Develop Program-Round 1 2	\$7,000.00
00080977	10/08/2010	73229	Como Plumbing Services	New Flickmixer-U101/Village	\$423.50
00080978	10/08/2010	201034	Corporate Express	Consumables For Civic Centre	\$121.21
00080979	10/08/2010	205051	CPE Group	Carers-Hostel-19/07/10-25/07/10	\$239.32
00080980	10/08/2010	21480	Curtin University of Technology	Public Policy Forum Breakfast-Misspent	\$75.00
00080981	10/08/2010	200993	CY O'Connor College of TAFE	Prosecutions Training-23/24/08/10	\$440.00
00080982	10/08/2010	204670	Daniel Russell	Music For Young Writers Awards-22/07/10	\$250.00
00080983	10/08/2010	205064	Data#3 Limited	Adobe Acrobat Pro & Standard Licence	\$1,049.90
00080984	10/08/2010	76267	Daytone Printing	5000 X DL Windowfaced Envelopes	\$5,234.90
00080985	10/08/2010	204655	Della's Group Pty Ltd	20,000 Copies Budget Peninsula	\$7,279.80
00080986	10/08/2010	203671	Department of Premier & Cabinet	Town Planning Scheme No 6 Amendants	\$482.80
00080987	10/08/2010	204455	Department of Local Government	LG Standards Panels Non Dept Member	\$577.50
00080988	10/08/2010	202879	Dick Smith Electronics Pty Ltd	Batteries, Recharger & Tester	\$52.97
00080989	10/08/2010	204166	Down Under Stump Grinding Pty Ltd	Grind Stumps-Storm Damaged Trees	\$220.00
00080990	10/08/2010	83929	Dowsing Concrete	Reinstate Crossover-Edgcombe St	\$32,449.45
00080991	10/08/2010	84865	Drake Australia Pty Ltd	Contract Labour P/E 25/06/10-Hostel	\$4,842.85
00080992	10/08/2010	84833	Eastern Metropolitan Regional Council	Disposal Of Mattresses	\$924.00
00080993	10/08/2010	204662	Efficient Communication Services P/	Documentation For Police Clearance	\$53.25
00080994	10/08/2010	85472	Ellenby Tree Farm	1 X Eucalyptus Gomphocephala	\$1,100.00
00080995	10/08/2010	205755	Elliott Fencing	Install Hardifence With Capping-Pether F	\$1,045.00
00080996	10/08/2010	203841	Emerson Network Power	After Hours Callout-High Temp Alarm 12	\$704.00
00080997	10/08/2010	204236	Erections (WA)	Supply & Install Bollards-CPGC	\$5,346.00
00080998	10/08/2010	205763	Esplanade River Suites	Food & Beverages For August Staff Sun	\$1,281.25
00080999	10/08/2010	203081	Filters Plus	Filters	\$239.36

Listing of Payments

Payments between
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Minimum Amount: \$ 0.00

Creditors

Cheque No.	Chq Date	Creditor	Payee	Description	Amount
00081000	10/08/2010	202285	Mr C Frewing	Expense Reimbursement	\$2,305.36
00081001	10/08/2010	74187	Fuji Xerox	White & Green A4 Paper	\$468.38
00081002	10/08/2010	205738	Gardenware	Garden Maintenance-Village	\$390.00
00081003	10/08/2010	201414	Globe Australia Pty Ltd	10 Bags Of Scotts Fertilizer	\$3,858.80
00081004	10/08/2010	204459	Greg Davies Architect	Schematic Layouts-Bill Grayden Pavilion	\$4,400.00
00081005	10/08/2010	205758	Habitat For Humanity Australia	Donations From July Sundowner Fundrai	\$74.00
00081006	10/08/2010	202968	Hallmark Editions Pty Ltd	Subscription Renewal To Councillor Mag	\$330.00
00081007	10/08/2010	203622	Harvey Fresh	Milk	\$49.61
00081008	10/08/2010	204562	Harvey Norman AVIT Superstore	Office Printer/Cartridges	\$299.95
00081009	10/08/2010	200974	Hays Personnel Services Pty Ltd	Contract Personnel-J Pirone W/E 16/07/	\$13,309.64
00081010	10/08/2010	202372	Heatley Sales Pty Ltd	Various Protective Clothing	\$4,057.01
00081011	10/08/2010	201119	Hoseco Welshpool	Valve Ball	\$173.30
00081012	10/08/2010	73679	Hydro-Plan Pty Ltd	Consultancy Fees-CPGC Irrigation Upgr	\$2,766.50
00081013	10/08/2010	203140	Impact Communications	Towards A Water Sensitive City Seminar	\$110.00
00081014	10/08/2010	203504	Imperial Glass	Repairs To Broken Window-Collier Park	\$1,687.18
00081015	10/08/2010	73709	Jason Signmakers	Bus Shelter-Canning Hwy	\$13,612.50
00081016	10/08/2010	203917	JBA Surveys	Angelo St & Anstey St Intersection-Feat	\$1,210.00
00081017	10/08/2010	205745	Keos Events Pty Ltd	Skyworks-2011 Celebration Zone-Event	\$12,100.00
00081018	10/08/2010	84791	Lamp Replacements Pty Ltd	Lights For Village	\$243.10
00081019	10/08/2010	74632	Landgate	Interim Valuation Schedule No G2010/14	\$918.42
00081020	10/08/2010	202304	Landmark Engineering & Design	10 X Recycling/Litter Bins-SJMP Surrou	\$33,814.00
00081021	10/08/2010	76403	Landmark Operations Ltd	1 Ton Sulphate Of Iron	\$585.64
00081022	10/08/2010	204685	Lina Mustapah	Management Pickup/GIS Update 19/7-23	\$1,433.75
00081023	10/08/2010	201523	Lo-Go Appointments	Contract Personnel-Z Ladislav W/E 24/0	\$1,705.64
00081024	10/08/2010	204979	Mayne Publications Pty. Ltd.	Arbour Age Subscription-2 Years	\$88.00
00081025	10/08/2010	202490	McLeods Barristers & Solicitors	Audit Fees-2009/2010	\$6,718.69
00081026	10/08/2010	205188	Mends Street News	Newspapers-Heritage House 01/07/10-0	\$51.10
00081027	10/08/2010	73946	Midland Brick	4 Packs Of Bricks	\$712.12
00081028	10/08/2010	200473	Millpoint Caffé Bookshop	14 Books	\$517.20
00081029	10/08/2010	205716	Millpoint Veterinary Centre	Consultation For Impounded Dog	\$210.00
00081030	10/08/2010	200870	Mindarie Regional Council	Rubbish Site Charges-MSW	\$914.94
00081031	10/08/2010	204064	MMM WA Pty Ltd	Drainage Works-Queen St	\$2,007.50
00081032	10/08/2010	202628	Moving On Audits	Printing Levy	\$22.00
00081033	10/08/2010	81390	Mowfix Mowers and Chainsaws	Filter Cover	\$16.40
00081034	10/08/2010	202679	MP Rogers & Associates Pty Ltd	Prof Services-Western Foreshore-Ospre	\$10,232.56
00081035	10/08/2010	205538	Nextgen Networks Pty Ltd	Fibre Optic Links Charges 1/07/10-31/07	\$5,227.20
00081036	10/08/2010	202404	Nuturf Australia Pty Ltd	16 X Chipco Spearheads, 25 X Bent Hyt	\$5,890.50
00081037	10/08/2010	201810	Officeworks Superstores Pty Ltd	Connecting Schools Function-Adhesive I	\$342.11
00081038	10/08/2010	205180	Perth Security Services	Mobile Patrol Services, Escorts, Call Out	\$4,095.85
00081039	10/08/2010	205767	Peter Dhu	Registration For Workshop-Public Speak	\$165.25
00081040	10/08/2010	204704	Planet Footprint	Subscription-2010-2011 Footprint Report	\$5,995.00
00081041	10/08/2010	202888	PLE Computers	ASUS 23" Monitor	\$530.00
00081042	10/08/2010	205743	Premises Standards Awareness Semina	Seminar 2010-M Rendell 31/08/10	\$230.00
00081043	10/08/2010	203439	Prestige Alarms	Service Call Out-Ops Centre	\$198.00
00081044	10/08/2010	20852	Prime Health Group Ltd	Pre Employment Medical-19/07/10 Matt	\$187.00
00081045	10/08/2010	201815	Quick Corporate Aust Pty Ltd	Stationery	\$531.40
00081046	10/08/2010	22027	Raeco International Pty Ltd	Magnetic Clips x 6	\$179.72
00081047	10/08/2010	201391	Refresh Pure Water	Water - 4 x 15L	\$127.50
00081048	10/08/2010	203178	Retravision - Cannington	Chef Upright Oven-Moresby Hall	\$650.00
00081049	10/08/2010	83664	Ricky Disisto	Lay New Concrete Path/Village	\$440.00
00081050	10/08/2010	204683	Ross Human Directions Ltd	Contract Pers-A Bhatt & S Gooch:W/E 25	\$6,753.17
00081051	10/08/2010	204097	Scitech	Science Presentation-Manning Library 12	\$130.00
00081052	10/08/2010	204789	South City News	Newspapers-Ops Ctre 20/06/10-17/07/10	\$141.40
00081053	10/08/2010	204918	South Perth Seniors Citizens Centre	Community Grant-Xmas Luncheon	\$1,000.00
00081054	10/08/2010	202410	Specialised Security Shredding	CasualBinDeliv. & Collection	\$10.84
00081055	10/08/2010	85086	St John Ambulance Aust (WA) Inc.	First Aid Kit Supplies	\$432.17
00081056	10/08/2010	76645	Stamp-It Rubber Stamps	Accepted Stamp-Planning	\$50.43
00081057	10/08/2010	83005	Stanlee WA	Kitchen Maintenance-Hostel	\$423.50
00081058	10/08/2010	203106	State Library of WA	Recoveries-Lost/DamagedBks.:Manning	\$365.20
00081059	10/08/2010	203710	Sunny Sign Company Pty Ltd	Various Signs	\$5,558.45
00081060	10/08/2010	76491	Supa Pest & Weed Control	Spray Right Of Ways-Weed Ctr- Various	\$7,952.80
00081061	10/08/2010	205534	Superclean	Laundry Services	\$69.10
00081062	10/08/2010	200933	Sure Personnel	Temps - Infrastructure Services	\$5,147.77
00081063	10/08/2010	200124	Surgical House	Medical Supplies-Hostel	\$130.95
00081064	10/08/2010	84059	Synergy	Usage-Lot 191 Kenneally Crt 27/05/10-2	\$40,704.55
00081065	10/08/2010	203366	T-Quip	Ignition Switch & Keys	\$755.80
00081066	10/08/2010	205037	Telstra	White Pages Listing-2010/2011	\$13,830.30
00081067	10/08/2010	205294	The Esther Foundation Inc	Community Develop Program-Round 1 2	\$5,000.00

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Creditors

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00081068	10/08/2010	204128	The Lane Bookshop	1 Adult Book	\$25.76
00081069	10/08/2010	201590	The Pressure King	Graffiti Removal	\$2,263.71
00081070	10/08/2010	76773	Total Eden	Valves, Elbows, Sockets, Coupling, Adap	\$1,667.99
00081071	10/08/2010	201814	Total Packaging	160 X Dog Litter Bags	\$3,432.00
00081072	10/08/2010	200510	Totally Workwear - Victoria Park	Boots, Jumpers	\$959.50
00081073	10/08/2010	204195	TransPacific Industrial Solutions P	Traffic Management-GPT Cleaning 27/6-	\$15,050.23
00081074	10/08/2010	24182	Trees Need Tree Surgeons	Removal Of Hanging Branches-Storm D	\$1,562.00
00081075	10/08/2010	205521	Trilogy Resources Pty Ltd	Contract Personnel-G Richards W/E 25/C	\$6,157.58
00081076	10/08/2010	204653	Ultimo Catering and Liquor	Catering For Waterford Triangle Functio	\$347.50
00081077	10/08/2010	82332	Valli Reticulation	Repairs To Reticulation-High St	\$100.00
00081078	10/08/2010	201959	WA Rangers Association	Ranger Notebooks & Covers/Embroidere	\$151.70
00081079	10/08/2010	205661	WA Sustainable Energy Association I	Function-11/08/10- James Best & Pete B	\$198.00
00081080	10/08/2010	200691	Water Corporation	Hydrant Works-Downey DR Manning	\$1,425.25
00081081	10/08/2010	23289	Wattleup Tractors	Spraygun, Gasket,Cone Nozzle	\$284.25
00081082	10/08/2010	205366	Weeding Women	Garden Maintenance-CPGC	\$1,155.00
00081083	10/08/2010	74748	Wembley Cement Industry	Manhole Covers, Side Entry Pits, Deflect	\$2,029.64
00081084	10/08/2010	80185	Westech Signs	Repair & Repaint Signage On CPGC Prc	\$1,400.00
00081085	10/08/2010	21476	Western Aust Treasury Corp	Loan Principal & Interest - Loan 220	\$51,353.35
00081086	10/08/2010	204588	Western Resource Recovery Pty Ltd	Grease Trap Clean-Bill Grayden Pavilion	\$658.90
00081087	10/08/2010	76354	Yakka Pty Ltd	1 Pair Boots	\$57.67
00081088	10/08/2010	203692	ZD Contructions Pty Ltd	Repairs To Function Room Ceiling-Storr	\$2,025.10
00081109	11/08/2010	204739	Bynorm Pty Ltd	Grease Cartridges	\$712.69
00081110	11/08/2010	205515	Department Of Transport	Annual Licence Fees 2010/2011 - Fleet &	\$21,199.90
00081112	12/08/2010	201833	IPWEA - WA	Tech Specification, Tender Form & Sche	\$50.00
00081113	12/08/2010	203917	JBA Surveys	Feature Survey-Western Foreshore	\$29,623.00
00081114	12/08/2010	76773	Total Eden	Replacement Of Stock For Irrigation Purp	\$19,401.66
00081115	12/08/2010	204681	Urbis	Landscape Architectural Works-SJMP FI	\$1,243.00
00081116	12/08/2010	205770	Geoff Colgan	Expense Reimbursement	\$442.67
00081117	12/08/2010	205719	Nearmap Pty Ltd	Annual Licence Fee-Nearmap Photomap	\$27,500.00
00081118	12/08/2010	204553	Psyco Sand	26 X 100 Litre Agonis	\$27,893.80
00081119	13/08/2010	83398	Fines Enforcement Registry	Parking Infringements For Collection	\$7,783.00
00081120	13/08/2010	205506	Sweep Care Australia	Sweep Manning Rd Near Gillon St-Glass	\$286.00
00081130	17/08/2010	203895	Badge Constructions (WA) Pty Ltd	Progress Payment 10-Library & Commur	\$1,419,706.30
00081131	17/08/2010	205718	Captivate Global	Online On Hold Services-01/07/10-30/06	\$2,890.80
00081132	17/08/2010	205751	Computer Mechanics	Repairs To I Phone-Vicki Lummer	\$77.00
00081133	17/08/2010	205667	Jescar Pty Ltd	Building Surveyor Consultancy 26/07/10-	\$3,135.00
00081134	17/08/2010	205775	Patricia Wojcik	Expense Reimbursement	\$37.00
00081135	17/08/2010	205777	Soco Realty	New Washing Machine-Re:1/101 Mill Poi	\$844.00
00081136	17/08/2010	205774	SOS-Switched Onto Safety	Intial Fee For Chemffx Licence/WALGA I	\$2,453.00
00081137	17/08/2010	73342	Landgate	Application By Survivor-66/31 McNabb L	\$135.00
00081138	17/08/2010	200342	West Australian Newspapers Limited	Death Notice-Constance Ord Oam	\$483.70
00081139	18/08/2010	77059	Collier Park Hostel Petty Cash	Petty Cash Reimbursement	\$973.45
00081140	18/08/2010	200691	Water Corporation	Industrial Waste Charges-CPH 01/4-30/0	\$1,120.00
00081141	19/08/2010	205031	Australian Local Government Assoc	National General Assembly-14/6-17/6-Ja	\$725.00
00081142	20/08/2010	74748	Wembley Cement Industry	2 X Universal Side Entry Lids	\$25,799.77
00081143	23/08/2010	200901	A Better Class Lawns & Gardens	Lawnmowing-Manning Rd, Dick Perry & '	\$5,250.00
00081144	23/08/2010	204953	A Paolino	Install 31 No Standing Signs-Kent St	\$1,636.80
00081145	23/08/2010	205762	Action Glass Pty Ltd	Fixed Glass Panel Shower Screen-U97/A	\$407.00
00081146	23/08/2010	205542	Advam Pty Ltd	Transactions-Jul 10/Support Fees-Aug 1	\$231.66
00081147	23/08/2010	204595	Affordable Pest Control	Termite Inspection-Salter Pt Sea Scouts	\$110.00
00081148	23/08/2010	205381	Agrimate Fencing	Supply & Install Steel Pickets-Clontarf	\$412.50
00081149	23/08/2010	203306	AGS Metalwork	Fabricate & Powdercoat Locking Gate Pr	\$866.25
00081150	23/08/2010	201783	Air Torque Refrigeration & Aircond	Maintenance-U119/Village	\$8,714.20
00081151	23/08/2010	203925	Airco	Maintenance-McDougall Kindy Lights	\$7,503.11
00081152	23/08/2010	84133	Alinta Gas	Usage-Collier Pavilion-03/05-04/08/10	\$2,785.85
00081153	23/08/2010	204228	All Earth Group Pty Ltd	Plasterers Sand-Como Bowling Club	\$305.00
00081154	23/08/2010	204486	Allerding & Associates	SAT Matter-227 Manning Rd Manning	\$3,925.53
00081155	23/08/2010	202561	Allpest WA	Annual Broad Leaf Spraying-Elderfield R	\$14,518.35
00081156	23/08/2010	205582	ALS Library Services Pty Ltd	Various Books	\$1,746.27
00081157	23/08/2010	204618	Amazon	Lawn Mix	\$228.00
00081158	23/08/2010	205039	ANL Lighting Australia Pty Ltd	50 X Globes	\$510.90
00081159	23/08/2010	204245	API Security Pty Ltd	Keys Cut-Hostel	\$50.97
00081160	23/08/2010	24041	Arborcare	Inspection Of Gum At Clontarf	\$792.00
00081161	23/08/2010	203174	Armaguard	Banking Services-28/06-23/07/10	\$467.99
00081162	23/08/2010	201082	Assured Tree Services	Remove Split Casuarina-Hurlingham SJH	\$550.00
00081163	23/08/2010	205649	Audi Centre Perth	Tow Bar Kit-1DJL522	\$2,645.89
00081164	23/08/2010	200659	Aust Communications & Media Authori	Apparatus Licence Renewal Fee-	\$1,096.00
00081165	23/08/2010	200330	Austral Bricks	2 Pallets Fremantle Solid Bricks	\$579.54

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Creditors

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00081166	23/08/2010	202670	Australasian Reporting Awards	ARA General Award Feedback Session	\$320.00
00081167	23/08/2010	205754	AV Custom Engineering	Training Room Projector Lamp Replacen	\$860.20
00081168	23/08/2010	202792	Award Contracting	Tracking Of Services At Richardson Resi	\$313.50
00081169	23/08/2010	204260	Beaver Tree Services	Remove Flame Tree To Fit Bore-Richard	\$8,415.00
00081170	23/08/2010	72966	Benara Nurseries	Assorted Plants	\$1,751.70
00081171	23/08/2010	205441	Best Buy Electrical	3 X Wall Mount Ceramic Heaters	\$135.00
00081172	23/08/2010	72834	Blackwoods	Various Loose Tools	\$2,445.54
00081173	23/08/2010	83878	BOC Gases	Container Holdings-28/06/10-28/07/10	\$205.29
00081174	23/08/2010	201823	Boral Construction Materials Group	1 Tonne X 7 Mill Asphalt	\$356.11
00081175	23/08/2010	203410	Brightwater Care Group	Laundry Services-Hostel	\$1,661.82
00081176	23/08/2010	204672	Bullivants Pty Ltd	Flat Straps	\$396.00
00081178	23/08/2010	72990	Bunnings Building Supplies P/L	Timber, Globes, Lubricant	\$3,363.45
00081179	23/08/2010	76626	Bunzl Ltd	Medical Supplies-Hostel	\$96.39
00081180	23/08/2010	204739	Bynorm Pty Ltd	Grease Cartridges	\$540.27
00081181	23/08/2010	202872	Cabcharge Australia Limited	Cabcharges/Service Fee-28/06-25/07/10	\$73.26
00081182	23/08/2010	205192	Caltex Energy WA	2000 Litres Of Diesel-Ops Centre	\$2,660.95
00081183	23/08/2010	205292	Car Care WA - WELSHPOOL	Full Detail-1DBC873	\$470.00
00081184	23/08/2010	200310	Carlton Surveys	Contour & Feature Survey-145 Thelma S	\$2,134.00
00081185	23/08/2010	203839	Carringtons Traffic Services	Traffic Control-Canning Hwy Bus Stop	\$4,342.80
00081186	23/08/2010	205006	CBCA WA Branch	Posters, Bookmarks, Stickers,Balloons	\$160.50
00081187	23/08/2010	205385	CEDA	Federal Election Post Mortem 02/09/10-~	\$110.00
00081188	23/08/2010	201216	Chemform	Cleaning Supplies-Hostel	\$796.60
00081189	23/08/2010	205759	Chris Collins Piano Tuner	Piano Tuning-Manning Hall	\$170.00
00081190	23/08/2010	82825	City Of Perth	Parking Meter Repairs-SPE 5	\$161.10
00081191	23/08/2010	204556	City Subaru	20,000KM Service-1DAO046	\$1,356.80
00081192	23/08/2010	200298	Civica Pty Limited	Annual Licence Renewal Fee-Authority V	\$26,092.00
00081193	23/08/2010	73121	Clean Cloth Cotton Traders	12 X 15KG Rag Bags	\$380.07
00081194	23/08/2010	73148	Cleanaway	Bin Collections & Replacements	\$154,111.44
00081195	23/08/2010	202988	Commercial Antenna Systems	Maintenance-U11/12-Village	\$196.37
00081196	23/08/2010	201859	Como IGA	Catering-SJMP Advisory Group	\$142.23
00081197	23/08/2010	84216	Como Panel And Paint	Panel Repairs-1DAP508	\$2,794.31
00081198	23/08/2010	73229	Como Plumbing Services	Maintenance To Sewer Pipe-Hensman F	\$5,571.50
00081199	23/08/2010	77087	Como Primary School	Refund Of Park Rest Bond-Neil McDoug	\$500.00
00081200	23/08/2010	204181	Compass Group (Australia) Pty Ltd	Hostel Meal Provisions 28/06/10-25/07/1	\$25,198.91
00081201	23/08/2010	202614	Concut Pty Ltd	Cutting Off 150mm Dia Holt For Bollards	\$649.66
00081202	23/08/2010	201827	Contek Communications	Cut & Remove 4 Concrete Panels-Mill P	\$2,552.00
00081203	23/08/2010	201034	Corporate Express	Stationery	\$728.29
00081204	23/08/2010	204524	Coventry Fasteners	Bolts & Nuts	\$308.34
00081205	23/08/2010	73261	Coventrys	Plug Lighter Leads	\$556.32
00081206	23/08/2010	205356	CRL Highbury Consulting	Local Laws Review Project	\$3,784.00
00081207	23/08/2010	76231	Crommelins Australia	Spade & Chisel Bits	\$215.81
00081208	23/08/2010	85565	Curtin Student Guild	Art Award Advertising-Curtin Grok Maga:	\$550.00
00081209	23/08/2010	76267	Daytone Printing	5 X 50 X A4 Books-Infringement Notices	\$2,680.70
00081210	23/08/2010	204655	Della's Group Pty Ltd	22,000 Copies Of Kerbside Bulk Rubbish	\$2,051.50
00081211	23/08/2010	200378	Dept Of Transport	Jetty Licence-Queen St	\$32.65
00081212	23/08/2010	21655	Digital Telecommunication System	Replaced Faulty Battery In Help Phone-L	\$1,743.50
00081213	23/08/2010	202340	Digrite	2 X Rubber Tracks-Plant 75033	\$7,000.00
00081214	23/08/2010	200496	Direct Electrics	12 X MCB/RCD 16amp-Admin Building/A	\$1,194.60
00081215	23/08/2010	204061	Discus	Emerging Artist Award Signage	\$491.70
00081216	23/08/2010	201168	DMS, Digital Mapping Solutions	Training-Intro To Mapinfo 3-4/8/10	\$2,997.50
00081217	23/08/2010	204166	Down Under Stump Grinding Pty Ltd	Grind Stumps From Old Tree Removals	\$440.00
00081218	23/08/2010	204678	Downer EDI Works Pty Ltd	200 Litres Of RS2K Emulsion	\$2,570.92
00081219	23/08/2010	204769	Dux Cafe Restaurant	Lunch-Mayer/CEO	\$195.00
00081220	23/08/2010	205779	DVG Mountway Melville	One New Peugeot 4007 SV HDI 7 Seat V	\$58,191.33
00081221	23/08/2010	84833	Eastern Metropolitan Regional Council	Disposal Of Mattresses	\$495.00
00081222	23/08/2010	201608	Econo Sweep	Power Sweeping-July 10 CPGC	\$638.00
00081223	23/08/2010	201800	Eighty Nine Enterprises	Maintenance-Roller Door-U135/Village	\$725.00
00081224	23/08/2010	205768	Elders Limited	Roundup Biactive	\$773.20
00081225	23/08/2010	202588	Electrolux Home Products Pty Ltd	Maintenance-U1/Village	\$428.09
00081226	23/08/2010	205511	Elements Healthcare Pty Ltd	Medical Supplies-Hostel	\$452.40
00081227	23/08/2010	202141	Fibreglass & Resin Sales Pty Ltd	Technigluue Resin & Fast Hardener	\$646.47
00081228	23/08/2010	204927	Fluid Electrical Pty Ltd	Maintenance-South Perth Tennis Club	\$1,765.70
00081229	23/08/2010	74187	Fuji Xerox	Copier Charges, Paper Supplies	\$10,458.04
00081230	23/08/2010	205769	GBG Maps Pty Ltd	GPR Survey Of Flooded Gum At Clontar	\$2,145.00
00081231	23/08/2010	203877	Global CCTV Pty Ltd	Call Out To Heritage House-Replace 2 C	\$1,705.00
00081232	23/08/2010	201414	Globe Australia Pty Ltd	Roundup, Mesuralol, Blue Dye	\$4,079.90
00081233	23/08/2010	204493	Gosnells Hardware	Supply Various Tools	\$4,675.15
00081234	23/08/2010	205696	Greenspan Technology P/L (MCE)	Repairs To Magflow From Morris Mundy	\$1,318.90

Listing of Payments

Payments between
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Minimum Amount: \$ 0.00

Creditors

Cheque No.	Chq Date	Creditor	Payee	Description	Amount
00081235	23/08/2010	203328	Greenway Enterprises	Mulch Forks, Wheelbarrows	\$6,321.21
00081236	23/08/2010	201951	Hanson Construction Materials P/L	108.54 Tonne Of Roadbase	\$2,178.95
00081237	23/08/2010	202644	Harrison Electrics Pty Ltd	Lighting Repairs-Various Locations	\$2,363.90
00081238	23/08/2010	203830	Hart Sport	Sports Disc, Micro Hurdles, Floater Ball	\$245.10
00081239	23/08/2010	203622	Harvey Fresh	Milk-Civic Centre	\$663.66
00081240	23/08/2010	202372	Heatley Sales Pty Ltd	Jackets	\$239.80
00081241	23/08/2010	203465	High Performance Printer Repairs	Service & Reconfigure HP Design Jet Pri	\$143.00
00081242	23/08/2010	203752	Hillarys Plumbing & Gas	Maintenance-Manning Seniors Toilets	\$3,091.00
00081243	23/08/2010	201028	Horizons West Bus & Coachlines	Bus Trip To New Norcia/Return-Nat Tree	\$1,342.00
00081244	23/08/2010	204122	Mr M B Hunt	Expense Reimbursement	\$50.00
00081245	23/08/2010	22070	Hydro Engineering Pty Ltd	Repairs To Bores 1 & 8-CPGC	\$30,943.65
00081246	23/08/2010	205780	Ideal Office Furniture Pty Ltd	Office Equipment-Hostel	\$394.90
00081247	23/08/2010	203504	Imperial Glass	Vandal Damage Repairs-Challenger Ave	\$2,780.43
00081248	23/08/2010	204675	Insight Call Centre Services	Overcall Fees/Council COU Charges-Jul	\$650.93
00081249	23/08/2010	205389	ITT Water & Wastewater Australia Lt	Replace Level Regulator-Lyall Pump Sta	\$273.90
00081250	23/08/2010	205054	J. Gourdis Landscapes	Site Maintenance For Kindergartens-July	\$2,673.00
00081251	23/08/2010	205473	JB Hi-Fi	DVD-Doctor Who	\$58.47
00081252	23/08/2010	203917	JBA Surveys	Full Feature Survey-Davilak St Footpath	\$6,226.00
00081253	23/08/2010	202407	JH Computer Services	Fujitsu FI-6670C Document Sanner	\$8,638.30
00081254	23/08/2010	204372	John Hughes Park Ford Service	Fleet Vehicle Service	\$528.00
00081255	23/08/2010	204468	John Hughes Service	60,000KM Service-1CLI215	\$1,734.66
00081256	23/08/2010	205752	John Palmer	Bus Shelter Repairs	\$616.00
00081257	23/08/2010	204510	Karalee Tavern	Alcohol For Civic Events	\$484.94
00081258	23/08/2010	205450	Keys Bros Removals & Storage	Storage Charges-29/07/10-25/08/10	\$218.16
00081259	23/08/2010	73342	Landgate	Land Enquiries-July 2010	\$38.00
00081260	23/08/2010	74632	Landgate	GRV Int.ValuationsSched.G2010/15	\$583.63
00081261	23/08/2010	204685	Lina Mustapah	Water Sampling & Analysis Findings-9/8	\$357.50
00081262	23/08/2010	201523	Lo-Go Appointments	Temp - Ranger Services	\$1,103.52
00081263	23/08/2010	201413	Local Chambers of Commerce & Indust	Breakfast-How To Present With Passion	\$70.00
00081264	23/08/2010	202452	Lock, Stock & Farrell Locksmith	Keys Cut-Village	\$19.80
00081265	23/08/2010	205761	Locks Galore	100 Key Tags	\$136.65
00081266	23/08/2010	202391	MacDonald Benest Pty Ltd	Software Support & Maint-Sep 2010- Au	\$1,122.00
00081267	23/08/2010	204713	Manning / Salter Point Delivery Rou	Newspapers-Manning Lib 19/07/10-15/08	\$186.00
00081268	23/08/2010	205238	Market United Pty Ltd	Maintenance & Enhancements-Jul & Aug	\$3,575.00
00081269	23/08/2010	80788	McIntosh & Son WA	Roller Wheels, Chute	\$270.38
00081270	23/08/2010	204415	Mechanical Project Services Pty Ltd	Maintenance-July 2010	\$2,597.32
00081271	23/08/2010	25522	Mercury Messengers Pty Ltd	Courier Services-July 2010	\$23.25
00081272	23/08/2010	205368	Mi Club Services	Website Program Support-CPGC	\$110.00
00081273	23/08/2010	200473	Millpoint Caffé Bookshop	Assorted Books	\$381.99
00081274	23/08/2010	204064	MMM WA Pty Ltd	Remove Tree Branches-127 Hensman S	\$57,927.15
00081275	23/08/2010	81390	Mowfix Mowers and Chainsaws	Repairs	\$111.50
00081276	23/08/2010	202679	MP Rogers & Associates Pty Ltd	Design & Documentation Of Riverwall Re	\$599.89
00081277	23/08/2010	204987	Neat Sweep	Sweeper Hire-Greenock St & Bridge Clu	\$2,752.75
00081278	23/08/2010	76599	New Town Toyota	10,000KM Service-1DGC285	\$1,101.50
00081279	23/08/2010	205538	Nextgen Networks Pty Ltd	Fibre Optic Links Charges 1/08/10-31/08	\$5,227.20
00081280	23/08/2010	205576	Norton Rose Australia	Legal Fees-Lot 19 Riverview St South Pe	\$1,280.40
00081281	23/08/2010	205687	Oasis Patios	Supply & Replace Storm Damaged Roof	\$1,170.00
00081282	23/08/2010	201499	Oce-Australia Limited	Plan Copier Charge 01/07/10-31/07/10	\$742.32
00081283	23/08/2010	205359	OCLC (UK) Ltd	Netloan Server Licence-27/07/10-26/07/1	\$2,196.69
00081284	23/08/2010	202734	Osborne Flyscreens & Security Doors	New Screens For Challenger Pavilion-Va	\$2,290.00
00081285	23/08/2010	205244	Outdoor Gardens & Living	Courtyard Decorations-Hostel	\$753.00
00081286	23/08/2010	21416	Parker Black & Forrest Pty Ltd	Abley System For Golf Course	\$6,125.68
00081287	23/08/2010	203591	Parkland Mazda	50,000KM Service-1CCB498	\$367.10
00081288	23/08/2010	201403	Parks & Leisure Australia	2010/2011 Membership Fees	\$436.00
00081289	23/08/2010	205180	Perth Security Services	Patrol Servies-19/07/10-25/07/10	\$4,246.44
00081290	23/08/2010	202359	Plant & Soil Management	Turf Maint-July 10-Richardson Pk,Como	\$19,183.57
00081291	23/08/2010	203439	Prestige Alarms	Security Alarm Callout-Ops Centre	\$220.00
00081292	23/08/2010	200925	Professional Towing	Towing Services-Campbell Ave To Pickle	\$123.20
00081293	23/08/2010	201815	Quick Corporate Aust Pty Ltd	Stationery	\$1,982.10
00081294	23/08/2010	74357	RA Shopland	Refurbishment-U155/Village	\$5,225.00
00081295	23/08/2010	204745	Rainscape Waterwise Solutions	Irrigation Parts/Village	\$1,979.24
00081296	23/08/2010	204291	Recall Information Management Pty L	Archive Storage	\$16.35
00081297	23/08/2010	204779	Red 11	70 X PC'S & Monitors & 4 X Laptops	\$86,469.55
00081298	23/08/2010	201391	Refresh Pure Water	Water-Ops Centre	\$236.00
00081299	23/08/2010	204348	Repco Auto Parts	Wrench, Hacksaw, Coolant, Water Can	\$131.52
00081300	23/08/2010	204185	Retravisation - Carlisle	Electric Elevated Range Oven-U155/Vill	\$1,490.00
00081301	23/08/2010	205778	Robert B Primrose	2 Local History Books	\$50.00
00081302	23/08/2010	72818	Rocla Quarry Products	Lawn Sand-Jackson Rd	\$1,841.64

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Creditors

Cheque No.	Chq Date	Creditor	Payee	Description	Amount
00081303	23/08/2010	74233	Rosetta Holdings Pty Ltd	GolfCrse.Commiss. Stmt.- July 2010	\$12,972.47
00081304	23/08/2010	205246	Rytech Australia Pty Ltd	Consultancy Services-Living History 11/C	\$3,850.00
00081305	23/08/2010	202328	SecurePay Pty Ltd	Monthly Service Fee/Transaction Fees-J	\$518.76
00081306	23/08/2010	205776	Skill Hire WA Pty Ltd	Contract Personnel-D Barnfield W/E 08/C	\$3,114.60
00081307	23/08/2010	201073	Slater Gartrell Sports	Competition Baddington Net,Disc, Balan	\$401.50
00081308	23/08/2010	201343	Sledgehammer Concrete Cutting Servi	Concrete Cutting-Canning Hwy	\$160.61
00081309	23/08/2010	21374	Snap Printing	Annual Budget Copies & Management	\$1,603.25
00081310	23/08/2010	204789	South City News	Newspapers-18/07/10-14/08/10-Mayor	\$51.40
00081311	23/08/2010	202862	Southern Metropolitan Regional Coun	Rubbish Site Charges-July 2010-Greenw	\$4,590.60
00081312	23/08/2010	76645	Stamp-It Rubber Stamps	ApprovedHealthStamp	\$59.51
00081313	23/08/2010	83005	Stanlee WA	Cleaning Supplies-Hostel	\$1,453.98
00081314	23/08/2010	203106	State Library of WA	Lost & Damaged Books-Balance Of Invo	\$409.20
00081315	23/08/2010	205247	State Wide Turf Services	Repair Truck Wheel Tracks-Red Bull Air	\$5,115.00
00081316	23/08/2010	202650	Statewide Ceilings & Interiors	Fibre Tiles	\$451.64
00081317	23/08/2010	205705	Street & Park Furniture Pty Ltd	Shoreline Seat	\$3,500.20
00081318	23/08/2010	203148	Structerre Consulting Engineers	Geotechnical Investigation & Report-SJM	\$6,050.00
00081319	23/08/2010	203710	Sunny Sign Company Pty Ltd	2 X Signs-West Bentley Campus	\$877.88
00081320	23/08/2010	205534	Superclean	Laundry Services	\$242.60
00081321	23/08/2010	204573	SuperSealing Pty Ltd	Crack Sealing-Welwyn Ave	\$1,254.00
00081322	23/08/2010	201512	Supreme Filtering Systems	Clean Deep Fryer/Oil	\$130.40
00081323	23/08/2010	200124	Surgical House	Medical Supplies-Hostel	\$986.32
00081324	23/08/2010	205506	Sweep Care Australia	Sweeping Services-July 2010	\$20,115.74
00081325	23/08/2010	84059	Synergy	Usage-U88/39 McNabb Loop-18/05/10-3	\$38.75
00081326	23/08/2010	203975	Syrinx Environmental Pty Ltd	Redmond Reserve Restoration Manag P	\$14,423.20
00081327	23/08/2010	203366	T-Quip	1 Windscreen	\$759.00
00081328	23/08/2010	204988	Telstra	Usage to 31/07/10, Serv & Equip to 31/8,	\$3,951.09
00081329	23/08/2010	204989	Telstra	Mobile Phone Charges-07/07/10-06/08/1	\$2,501.95
00081330	23/08/2010	204990	Telstra	CPV & CPH - Usage 1/6/10-31/07/10	\$13,589.09
00081331	23/08/2010	201537	The Artists Foundation of WA	Art Award Advertising In Artsource Maga	\$225.00
00081332	23/08/2010	201590	The Pressure King	Bus Shelter Cleaning	\$3,395.06
00081333	23/08/2010	205420	Tiletastic	Refurbishment-U20/Village	\$3,421.00
00081334	23/08/2010	200544	TJ & J Sheppard	Repair Front Doors-Challenger Pavilion	\$2,673.00
00081335	23/08/2010	204997	Toner Plus	HP Toner & Ink	\$564.50
00081336	23/08/2010	76773	Total Eden	Valve Solenoid Gobes, Tape	\$4,561.26
00081337	23/08/2010	201814	Total Packaging	Dog Litter Bags	\$3,432.00
00081338	23/08/2010	200510	Totally Workwear - Victoria Park	2 Pairs Work Boots	\$291.52
00081339	23/08/2010	84337	Turf Tec Australia	Hose Reels, Rope Pegs, Brooms	\$4,461.16
00081340	23/08/2010	204653	Ultimo Catering and Liquor	Catering - Functions	\$841.70
00081341	23/08/2010	205155	Ultraclean Carpet Cleaning	Cleaning-Toilets/Admin Ctre	\$371.80
00081342	23/08/2010	82332	Valli Reticulation	Reinstate Brickpaving-47 Pether St	\$1,730.00
00081343	23/08/2010	205134	Vaucluse Newsagency	Assorted Magazines-July 10	\$540.80
00081344	23/08/2010	205431	Vicki Lummer	Expense Reimbursement	\$61.02
00081345	23/08/2010	204354	Vizcom Technologies Pty Ltd	Lamp Replacement For Main Projector Ir	\$962.50
00081346	23/08/2010	200606	WA Library Supplies	Clear Poly Snap	\$688.00
00081347	23/08/2010	73806	WA Local Government Association	Walga Training Events 4/8,8/8,9/8,12/8-k	\$34,133.39
00081348	23/08/2010	203773	WA Profiling	Profiling Asphalt-South Tce	\$8,932.15
00081349	23/08/2010	24269	Wall To Wall Carpets	Carpet Stretching-95 Mill Point Rd	\$300.00
00081350	23/08/2010	200691	Water Corporation	Usage-922 Mill Point Rd 29/01/10-26/07/	\$4,866.35
00081351	23/08/2010	203982	Water Dynamics	65mm Vari Gib Coupling	\$112.79
00081352	23/08/2010	204700	Web of Life Productions	Annual Subscription-Hostel	\$148.00
00081353	23/08/2010	22154	Wesley College	Refund Of Park Restoration Bond-SJMP	\$500.00
00081354	23/08/2010	205421	West Australian Landfill Services	Rubbish Site Charges-MSW July 2010	\$158,733.96
00081355	23/08/2010	81399	Western Educting Service	Cleaning Of Pipes-Various Locations	\$1,449.25
00081356	23/08/2010	204588	Western Resource Recovery Pty Ltd	Removal Of Sewage Waste From Septic	\$1,736.48
00081357	23/08/2010	202836	Westpark Services Pty Ltd	Replace Damaged Slide-Karawara Playc	\$1,210.00
00081358	23/08/2010	21521	Williams Electrical Service Pty Ltd	Maintenance-U47/Village	\$3,039.72
00081359	23/08/2010	203116	Wilson Technology Solutions	Repairs To Ticket Machines-Angelo St/S	\$1,163.06
00081361	23/08/2010	204641	Wisteria Investments Pty Ltd	Catering-CitizenshipCeremony:5/7/10	\$17,781.10
00081362	23/08/2010	205050	Xpresso Delight Dianella	Coffee Sales-July 2010	\$660.00
00081363	23/08/2010	201413	Local Chambers of Commerce & Indust	Breakfast-How To Present With Passion	\$35.00
00081371	24/08/2010	202154	Harvey Norman City West	EOS550D Canon Camera	\$1,699.00
00081372	25/08/2010	73970	Australian Services Union	Payroll Deduction	\$335.60
00081373	25/08/2010	76670	Deputy Child Support Registrar	Payroll Deduction	\$975.00
00081374	25/08/2010	201999	Health Insurance Fund of WA	Payroll Deduction	\$741.90
00081375	25/08/2010	73636	Hospital Benefit Fund	Payroll Deduction	\$1,473.50
00081376	25/08/2010	21425	Liquor, Hospitality & Miscellaneous	Payroll Deduction	\$45.00
00081377	25/08/2010	202999	Local Gov't Racecourses & Cemetary	Payroll Deduction	\$957.00
00081378	25/08/2010	202589	WA Local Govt Superannuation Plan	Payroll Deduction	\$80.00

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Creditors

Cheque No.	Chq Date	Creditor	Payee	Description	Amount
00081379	26/08/2010	205667	Jescar Pty Ltd	Building Surveyor Consultancy-10/08/10-	\$3,135.00
00081380	26/08/2010	205743	Premises Standards Awareness Semina	PSAS 2010 Registration x 2 Attend	\$230.00
00081381	26/08/2010	205184	Mr M Stuart	Expense Reimbursement	\$946.75
00081389	30/08/2010	205749	AGEST Super Pty Ltd	Payroll Deduction PPE 9 & 23/8/2010	\$250.47
00081390	30/08/2010	204977	AMP Life Limited - CustomSuper	Payroll Deduction PPE 9 & 23/8/2010	\$1,056.48
00081391	30/08/2010	205083	AMP Life Limited - SuperLeader	Payroll Deduction 9 & 23/8/2010	\$172.80
00081392	30/08/2010	205174	AMP Life Limited - SignatureSuper	Payroll Deduction PPE 9 & 23/8/2010	\$258.67
00081393	30/08/2010	204906	AustralianSuper	Payroll Deduction PPE 9 & 23/8/2010	\$588.82
00081394	30/08/2010	205379	BT Super For Life	Payroll Deduction PPE 9 & 23/8/2010	\$215.40
00081395	30/08/2010	205018	Catholic Super	Payroll Deduction PPE 9 & 23/8/2010	\$422.94
00081396	30/08/2010	204872	Cogent Nominees Pty Ltd ACF Spectru	Payroll Deduction PPE 9 & 23/8/2010	\$210.87
00081397	30/08/2010	204805	Colonial First State FirstChoice	Payroll Deduction PPE 9 & 23/8/2010	\$353.00
00081398	30/08/2010	204798	HESTA Super Fund	Payroll Deduction PPE 9 & 23/8/2010	\$262.93
00081399	30/08/2010	204890	MIML Super Manager	Payroll Deduction PPE 9 & 23/8/2010	\$264.45
00081400	30/08/2010	204984	REST Superannuation	Payroll Deduction PPE 9 & 23/8/2010	\$876.69
00081401	30/08/2010	205662	Sunsuper Superannuation Fund	Payroll Deduction PPE 9 & 23/8/2010	\$290.74
00081402	30/08/2010	205089	The Trustee For The Heaps and Resta	Payroll Deduction PPE 9 & 23/8/2010	\$1,009.93
00081403	30/08/2010	205217	Vision Super Pty Ltd	Payroll Deduction PPE 9 & 23/8/2010	\$440.82
00081404	30/08/2010	204577	Westscheme Pty Ltd	Payroll Deduction PPE 9 & 23/8/2010	\$3,443.36
00081405	30/08/2010	200088	Carpet Hotline	Refurbishment-Unit 1/Village	\$2,640.00
00081406	30/08/2010	77059	Collier Park Hostel Petty Cash	Petty Cash Reimbursement	\$280.90
00081407	30/08/2010	84865	Drake Australia Pty Ltd	Temp - CPH Carers	\$1,242.65
00081408	30/08/2010	73806	WA Local Government Association	Heritage Loan Subsidy	\$27,500.00
00081419	31/08/2010	22507	BCITF	BCITF Levies-Aug 10- Less Transaction	\$60,513.76
00081420	31/08/2010	202397	Builders' Registration Board of WA	BRB Levies-Aug 10- Less Transaction F	\$3,220.00
00081421	31/08/2010	200116	Cancer Council WA	Money Raised For Daffodil Day 28/08/10	\$364.80
00081422	31/08/2010	21545	City of South Perth	BCITF Commission-Aug 10	\$796.40
00081423	31/08/2010	205674	CNW Pty Ltd	21 X Fluro Surface Mounted	\$2,263.80
00081424	31/08/2010	200395	Lists Cleaning Services	Cleaning Comm Facilities, Admin, BBQs	\$46,863.25
00081425	31/08/2010	200406	Perth Zoo	Coin Machine Takings-Aug 2010	\$5,131.88
00081426	31/08/2010	83856	South Perth Bowling Club	Coin Machine Takings-Aug 2010	\$5,704.35
00081427	31/08/2010	202501	Steann Pty Ltd	Bulk Rubbish Collection Area 1	\$19,745.53
934.202612	10/08/2010	202612	Fleetcare	Fuel-July 2010	\$9,488.33
934.204265	10/08/2010	204265	Mr J Best	Expense Reimbursement	\$143.53
934.205504	10/08/2010	205504	B Skinner	Expense Reimbursement - Mileage	\$24.84
935.76357	13/08/2010	76357	Deputy Commissioner Of Taxation	PAYG PPE 9/8/2010	\$88,619.05
936.202970	18/08/2010	202970	Mr L P Ozsdolay	Expense Reimbursement - Mileage	\$153.87
937.205502	18/08/2010	205502	V Lawrance	Expense Reimbursement	\$894.79
938.201242	24/08/2010	201242	SunCorp - Metway Ltd	New Muni Fund Investment	\$500,000.00
939.202152	24/08/2010	202152	Citibank Limited	New Muni Fund Investment	\$500,000.00
939.203256	24/08/2010	203256	Bankwest	New Muni Fund Investment	\$500,000.00
940.76357	27/08/2010	76357	Deputy Commissioner Of Taxation	PAYG PPE 23/8/2010	\$87,708.21
941.76765	27/08/2010	76765	WA Local Govt Superannuation Plan	Payroll Deduction PPE 9 & 23/8/2010	\$140,208.76
942.201069	30/08/2010	201069	St George Bank	New Muni Fund Investment	\$500,000.00
942.201242	30/08/2010	201242	SunCorp - Metway Ltd	New Muni Fund Investment	\$500,000.00
942.205788	30/08/2010	205788	Bank Of Queensland	New Muni Fund Investment	\$500,000.00
943.201069	31/08/2010	201069	St George Bank	New Muni Fund Investment	\$1,000,000.00
943.202789	31/08/2010	202789	National Australia Bank Ltd	New Muni Fund Investment	\$1,000,000.00
943.203256	31/08/2010	203256	Bankwest	New Muni Fund Investment	\$1,000,000.00
Total:	Creditors			457	\$9,737,701.19

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Non-Creditors

Cheque No.	Chq Date	Payee	Description	Amount
00014946	12/08/2010	Q PHAM	RefundRdReserveAccessBond-24 Salist	\$500.00
00014947	12/08/2010	Seljura Nominees Pty Ltd	RefundBalRoadReserveBond-30Ryrie	\$450.00
00014948	12/08/2010	Mr L H Sungkar	RefundRoadReserveAccessBond-229 Si	\$700.00
00014949	12/08/2010	Mr E A Duxbury	RefundRdReserveAccessBond-A/39 Her	\$500.00
00014950	12/08/2010	F Kavenagh	RefundRdReserveAccessBond-16Parsoi	\$500.00
00014951	12/08/2010	Kane Simmons & Anthea Porter	RefundRdReserveAccessBond-1/46Bick	\$500.00
00014952	12/08/2010	Atrium Homes	RefundRdReserveAccessBond-122 Cool	\$500.00
00014953	12/08/2010	Trendsetter Homes	RefundRdReserveAccessBond-11 Parsc	\$500.00
00014954	12/08/2010	Mrs K A Alchin	RefundRdReserveAccessBond-50 Ryrie	\$500.00
00014955	12/08/2010	Future Pools	RefundRdReserveAccessBond-38 Norfo	\$500.00
00014956	12/08/2010	Cityside Construction	RefundRdReserveAccessBond-26 Cooli	\$500.00
00014957	12/08/2010	The Estate of J C Fallens	RefundRdReserveAccessBond-11 Parsc	\$500.00
00014958	12/08/2010	Challenge Enterprise	RefundRdReserveAccessBond-81Come	\$1,100.00
00014959	12/08/2010	V Ghorpade	RefundHallBond-Manning 7/8	\$700.00
00014960	12/08/2010	V Ghorpade	RefundKeyBond-Manning 7/8	\$25.00
00014961	18/08/2010	Mrs J J Rees-Robson	Refund Possum Trap Deposit	\$100.00
00014962	18/08/2010	Mr T A Scudds	RefundRdReserveAccessBond-3 Walters	\$500.00
00014963	18/08/2010	Advanced Roof Restoration	RefundRdReserveAccessBond-165 Dou	\$500.00
00014964	25/08/2010	Mr W Emmett	Refund Possum Trap Deposit	\$100.00
00014965	25/08/2010	Mrs K S Manley	RefundRdReserveAccessBond-54 Henni	\$500.00
00014966	25/08/2010	Netspark Pty Ltd	RefundRdReserveAccessBond-24 Kelsa	\$500.00
00014967	25/08/2010	Mr S Jennings	RefundRdReserveAccessBond-32 Rosel	\$500.00
00014968	25/08/2010	Highbury Homes (WA) Pty Ltd	RefundRdReserveAccessBond-38 Hope	\$500.00
00014969	25/08/2010	A1 Pools	RefundRdReserveAccessBond-65 Strick	\$500.00
00014970	25/08/2010	Lease Equity	RefundRdReserveAccessBond-37 Walai	\$1,100.00
00014971	26/08/2010	Mr S M Davies-Slate	Refund Possum Trap Deposit	\$100.00
00014972	27/08/2010	Mrs A E Sippe	Refund Footpath Deposit - 23 Tate	\$500.00
00014973	27/08/2010	Ms C Jeffees	Refund Reserve Site Fee	\$500.00
00014974	27/08/2010	Ms C Jeffees	Refund Key Bond Deposit	\$100.00
00014975	30/08/2010	Beaumonde Homes	Refund RdReserveAccessBd 69 Mt Heni	\$700.00
00014976	30/08/2010	Mr H P Martin	Refund RdReserveAccessBd 90 Lansdo	\$700.00
00014977	30/08/2010	Beaumonde Homes	Refund RdReserveAccessBd 7 Banksia	\$500.00
00014978	30/08/2010	Mr N Dodgin	Refund RdReserveAccessBd 2/61 Gardr	\$500.00
00014979	30/08/2010	Mireen Pty Ltd	Refund RdReserveAccessBd 67 Canava	\$500.00
00014980	30/08/2010	M Little	Refund Hall Bond Deposit	\$1,200.00
00014981	30/08/2010	M Little	Refund Key Bond Deposit	\$25.00
00014982	30/08/2010	Appraise Holdings P/L	Refund Hall Bond Deposit	\$1,225.00
00014983	30/08/2010	Appraise Holdings P/L	Refund Key Bond Deposit	\$25.00
00081089	10/08/2010		Refund of Overpayment	\$770.82
00081090	10/08/2010		Refund of Overpayment	\$810.94
00081091	10/08/2010	Wendy Donegan	Refund Of Hall & Key Deposit-EJ Scout I	\$1,225.00
00081092	10/08/2010	Nina Brown	Individ Develop Program-Aust Gym Cup	\$200.00
00081093	10/08/2010	Youthcare Como District Council	Community Develop Program-Round 1 2	\$14,000.00
00081094	10/08/2010	Lady Gowrie Childcare Centre	Community Develop Program-Round 1 2	\$2,600.00
00081095	10/08/2010		Refund of Overpayment	\$80.00
00081096	10/08/2010	Austin Developments	Refund-Overpayment Of DA Fees-8 McN	\$3.00
00081097	10/08/2010	Carlloss Mannola	Cat Sterilisation Rebate	\$30.00
00081098	10/08/2010	Suzie Lintern	Rfnd.O/pymt.Dog Regn.	\$15.00
00081099	10/08/2010	Maria Baric	Rfnd.O'pymt.Prop.Enq.Fee:14/62 Mill Po	\$35.00
00081100	10/08/2010	Brock Hickey	Individual Develop Program-Aust Nation	\$200.00
00081101	10/08/2010	Shenton College	Student Scholarship	\$750.00
00081102	10/08/2010	Parkerville Children & Yth Care Cha	Community Grant-Kids Fun Run	\$1,000.00
00081103	10/08/2010	Gold Style Homes P/L	Refund-Overpayment Of Building Fee-48	\$132.63
00081105	10/08/2010	Trendsetter Homes	Crossover Subsidy/Footpath Works-12 B	\$1,448.88
00081106	10/08/2010	The Owners Of The Pinnacles	Crossover Subsidy-20 Ednah St Como	\$413.00
00081107	10/08/2010		Refund of Overpayment	\$527.75
00081108	10/08/2010	duckduckdash	Community Grant Program-Jukebox Proj	\$750.00
00081121	17/08/2010	Martin & Erin Grant	Overpayment-Building Application-19 Me	\$318.18
00081122	17/08/2010		Refund of Overpayment	\$518.60
00081123	17/08/2010	Brooks Construction	Overpayment Of DA Fees-105 Gwentyfre	\$70.45
00081124	17/08/2010	Brad Gregory	Crossover Subsidy-29 Birdwood Ave	\$660.00
00081125	17/08/2010	Chris & Hiroko Dale	Crossover Subsidy-35 Douglas Ave	\$600.00
00081126	17/08/2010		Refund of Overpayment	\$559.35
00081127	17/08/2010	Mrs Ruby Pollard	Refund To Departing CPH Resident-Roo	\$4,268.63
00081128	17/08/2010	Colin Messent	Refund-Returned Book-Josephine Wants	\$25.00
00081129	17/08/2010	South Perth Playgroup	Community Grant-Christmas Fair	\$1,000.00
00081364	23/08/2010	Chris DeVaney	Credit For Tree Not Needed	\$553.75
00081365	23/08/2010		Refund of Overpayment	\$2,288.44

Listing of Payments

Payments between
1/08/2010 to 31/08/2010

City of South Perth

Program - co_ap001 7/09/2010 9:37:30PM
Minimum Amount: \$ 0.00

Non-Creditors

Cheque No.	Chq Date	Payee	Description	Amount
00081366	23/08/2010	Leonie Curran	Refund Of Hall & Key Deposit-Manning H	\$1,225.00
00081367	23/08/2010	The West Aust Marathon Club	Refund Of Park Restoration Bond-SJMP	\$500.00
00081368	23/08/2010	Jason Carr	Individ Develop Program-World Frisbee C	\$300.00
00081369	23/08/2010	The Design Mill	Overpayment Of DA Fees-U1-4 Jubilee S	\$218.92
00081370	23/08/2010	Michael Wikarta	Individ Develop Program-Junior Table Te	\$200.00
00081382	27/08/2010	Freedom Pools	Overpayment Of Building Application-11	\$3.14
00081383	27/08/2010	Grangefield Pty Ltd	Overpayment Of Two Building App-112 M	\$5.00
00081384	27/08/2010		Refund of Overpayment, Rates	\$1,717.07
00081385	27/08/2010		Refund of Overpayment, Rates	\$451.89
00081386	27/08/2010	Steven Kruger	Croosover Subsidy/Footpath Works-7 Bæ	\$732.00
00081387	27/08/2010	Luke Mule	Croosover Subsidy-98 Clydesdale St	\$792.96
00081388	27/08/2010	Doepel Marsh Architects P/L	Overpayment Of DA Fees-1/69 Manning	\$15.00
00081409	31/08/2010		Refund of Overpayment	\$108.55
00081410	31/08/2010		Refund of Overpayment	\$139.88
00081411	31/08/2010		Refund of Overpayment	\$2,494.98
00081412	31/08/2010	Cloisters Settlements Services	Refund Annual Fee-Charged In Error-15	\$66.00
00081413	31/08/2010	Susan Wharton	Individ Develop Program-Golf Croquet C	\$200.00
00081414	31/08/2010	Barrier Reef Pools	Overpayment Of Building Licence Fees-t	\$6.89
00081415	31/08/2010	Peter Stannard Homes	Overpayment Of DA Fees-17 Bessell Av	\$2.58
00081416	31/08/2010	The Orchid Society Of WA (Inc)	Refund-Hall Bond & Key Deposit-EJ Sco	\$375.00
00081417	31/08/2010	J J Kaczmarczyk	Refund Of Key Deposit-Collins St Centre	\$25.00
00081418	31/08/2010	Connie Jackaman	Individ Develop Program-Touch Rugby C	\$200.00
Total:	Non-Creditors		90	\$64,984.28

Grand Total: 549 \$9,810,536.47

CITY OF SOUTH PERTH
STATEMENT OF FINANCIAL POSITION AS AT 30 JUN 2010

	2010 YTD \$	2009 YTD \$	2009 \$
CURRENT ASSETS			
Cash	90,284	1,801,971	1,780,424
Investments	33,484,417	28,493,583	28,493,583
Receivables	3,694,915	2,526,483	2,526,483
Inventories	143,986	240,279	240,279
Other Current Assets	425,702	426,679	426,679
TOTAL CURRENT ASSETS	<u>\$ 37,839,304</u>	<u>\$ 33,488,995</u>	<u>\$ 33,467,448</u>
NON-CURRENT ASSETS			
Receivables	3,348,570	1,948,005	1,948,005
Investments	135,056	0	0
Property, Plant and Equipment	203,128,802	192,081,455	192,081,455
TOTAL NON-CURRENT ASSETS	<u>\$ 206,612,429</u>	<u>\$ 194,029,459</u>	<u>\$ 194,029,459</u>
TOTAL ASSETS	<u>\$ 244,451,732</u>	<u>\$ 227,518,455</u>	<u>\$ 227,496,908</u>
CURRENT LIABILITIES			
Payables	4,077,914	2,937,382	2,937,382
Interest Bearing Loans and Borrowings	586,302	555,465	555,465
Provisions	2,122,010	1,982,590	1,982,590
TOTAL CURRENT LIABILITIES	<u>\$ 6,786,226</u>	<u>\$ 5,475,437</u>	<u>\$ 5,475,437</u>
NON-CURRENT LIABILITIES			
Payables	530,974	515,068	493,521
Interest Bearing Loans and Borrowings	5,927,814	4,519,072	4,519,072
CPV Leaseholder Liability	27,328,930	25,135,642	25,135,642
Provisions	412,934	319,075	319,075
TOTAL NON-CURRENT LIABILITIES	<u>\$ 34,200,652</u>	<u>\$ 30,488,857</u>	<u>\$ 30,467,310</u>
TOTAL LIABILITIES	<u>\$ 40,986,878</u>	<u>\$ 35,964,294</u>	<u>\$ 35,942,748</u>
NET ASSETS	<u>\$ 203,464,855</u>	<u>\$ 191,554,158</u>	<u>\$ 191,554,160</u>
EQUITY			
Retained Earnings	120,664,743	117,084,345	117,084,345
Reserves	82,800,112	74,469,813	74,469,815
TOTAL EQUITY	<u>\$ 203,464,855</u>	<u>\$ 191,554,158</u>	<u>\$ 191,554,160</u>

**CITY OF SOUTH PERTH
STATEMENT OF CHANGE IN EQUITY
AS AT 30 JUN 2010**

	2010 YTD \$	2009 YTD \$	2009 \$
RESERVES			
Cash Backed			
Balance at beginning of reporting period	25,686,059	23,103,303	23,103,303
Aggregate transfers to Retained Earnings	(8,679,944)	(6,082,177)	(6,082,177)
Aggregate transfers from Retained Earnings	9,902,962	8,664,933	8,664,933
Balance at end of reporting period	<u>\$ 26,909,077</u>	<u>\$ 25,686,059</u>	<u>\$ 25,686,059</u>
Non - Cash Backed			
Asset Revaluation Reserve	55,891,034	48,783,755	48,783,755
Balance at end of reporting period	<u>\$ 55,891,034</u>	<u>\$ 48,783,755</u>	<u>\$ 48,783,755</u>
TOTAL RESERVES	<u>\$ 82,800,110</u>	<u>\$ 74,469,814</u>	<u>\$ 74,469,814</u>
RETAINED EARNINGS			
Balance at beginning of reporting period	117,084,346	122,298,965	122,298,965
Initial adjustments to comply with accounting standards	-	-	-
Change in Net Assets from Operations	4,803,417	(2,631,866)	(2,631,863)
Aggregate transfers to Reserves	(9,902,962)	(8,664,933)	(8,664,933)
Aggregate transfers from Reserves	8,679,944	6,082,177	6,082,177
Balance at end of reporting period	<u>\$ 120,664,745</u>	<u>\$ 117,084,343</u>	<u>\$ 117,084,346</u>
TOTAL EQUITY	<u>\$ 203,464,855</u>	<u>\$ 191,554,158</u>	<u>\$ 191,554,160</u>

CITY OF SOUTH PERTH
2009/2010 OPERATING REVENUE & EXPENDITURE
June-2010

Attachment 10.6.4 (2)

Key Responsibility Areas	MONTH					YEAR TO DATE					Total Budget
	Month Budget	Month Actual	Variance \$	Var F/U	Var %	YTD Budget	YTD Actual	Variance \$	Var F/U	Var %	
REVENUE											
Chief Executive's Office											
City Administration	0	0	0	U		27,250	27,283	33	F	0	27,250
Human Resources Admin Revenue	0	0	0	U		0	15,398	15,398	F		0
City Communications	0	0	0	U		0	0	0	U		0
Governance - Elected Members	0	0	0	U		29,000	0	29,000	U		29,000
Total Revenue - Chief Executive's Office	0	0	0	U		56,250	42,680	13,570	U	24	56,250
Directorate - Financial & Information Services											
Administration	0	0	0	U		0	0	0	U		0
Financial Services											
Administration	0	246,527	246,527	F		915,000	1,146,359	231,359	F	25	915,000
Investment Activities	115,180	337,566	222,386	F	193	1,856,350	2,111,526	255,176	F	14	1,856,350
Rating Activities	32,500	50,594	18,094	F	56	22,646,399	22,671,100	24,701	F	0	22,646,399
Property Management	27,115	58,214	31,099	F	115	425,628	495,271	69,643	F	16	425,628
Total Revenue - Financial Services	174,795	692,901	518,106	F	296	25,843,377	26,424,256	580,879	F	2	25,843,377
Information Services											
Information Technology	0	0	0	U		0	0	0	U		0
Customer Services Admin Revenue	0	0	0	U		0	0	0	U		0
Total Revenue - Information Services	0	0	0	U		0	0	0	U		0
Library & Heritage Services											
Administration	250	726	476	F	190	9,500	8,959	541	U	6	9,500
Civic Centre Library	0	50	50	F		1,500	840	660	U	44	1,500
Manning Library	225	460	235	F	104	2,750	3,588	838	F	30	2,750
Heritage House	0	0	0	U		0	0	0	U		0
Old Mill	150	350	200	F	134	2,000	2,894	894	F	45	2,000
Total Revenue - Library Services	625	1,586	961	F	154	15,750	16,281	531	F	3	15,750
Total Revenue - Dir Financial & Info Services	175,420	694,487	519,067	F	296	25,859,127	26,440,536	581,409	F	2	25,859,127
Directorate - Planning & Community Services											
Administration	0	0	0	U		25,000	0	25,000	U		25,000
Planning	30,000	42,390	12,390	F	41	487,200	547,330	60,130	F	12	487,200
Building Services	37,160	36,888	272	U	1	586,500	575,800	10,700	U	2	586,500

CITY OF SOUTH PERTH
2009/2010 OPERATING REVENUE & EXPENDITURE
June-2010

Attachment 10.6.4 (2)

Key Responsibility Areas	MONTH					YEAR TO DATE					Total Budget
	Month Budget	Month Actual	Variance \$	Var F/U	Var %	YTD Budget	YTD Actual	Variance \$	Var F/U	Var %	
Community, Culture & Recreation											
Administration	250	(6,191)	6,441	U		364,000	368,980	4,980	F	1	364,000
Community Events	0	0	0	U		4,000	5,446	1,446	F	36	4,000
Fiesta	0	30,000	30,000	F		80,000	149,788	69,788	F	87	80,000
Recreation	10,150	6,426	3,724	U	37	186,500	196,407	9,907	F	5	186,500
Senior Citizens	0	16,948	16,948	F		45,000	29,767	15,233	U	34	45,000
Safer City Program	0	0	0	U		0	0	0	U		0
Halls & Public Buildings	6,250	1,445	4,805	U	77	80,500	113,582	33,082	F	41	80,500
Total Revenue - Community, Culture & Recreation	16,650	48,628	31,978	F	192	760,000	863,969	103,969	F	14	760,000
Collier Park Retirement Complex											
Collier Park Village	80,430	81,697	1,267	F	2	739,170	728,462	10,708	U	1	739,170
Collier Park Hostel	178,080	164,742	13,338	U	7	1,362,000	1,428,236	66,236	F	5	1,362,000
Collier Park Community Centre	0	409	409	F		4,000	4,909	909	F	23	4,000
Total Revenue - Collier Park Complex	258,510	246,848	11,662	U	5	2,105,170	2,161,606	56,436	F	3	2,105,170
Health & Regulatory Services											
Administration	125	91	34	U	27	37,500	20,641	16,859	U	45	37,500
Preventative Services	750	9,903	9,153	F	1,220	20,000	30,589	10,589	F	53	20,000
Total Revenue - Health Services	875	9,994	9,119	F	1,042	57,500	51,230	6,270	U	11	57,500
Waste Management											
Refuse Collection	16,250	15,958	292	U	2	3,946,900	3,951,080	4,180	F	0	3,946,900
Recycling	665	0	665	U		800,200	793,046	7,154	U	1	800,200
Other Sanitation	0	0	0	U		2,500	782	1,718	U	69	2,500
Total Revenue - Waste Management	16,915	15,958	957	U	6	4,749,600	4,744,908	4,692	U	0	4,749,600
Ranger Services											
Animal Control	1,400	2,091	691	F	49	44,500	41,918	2,582	U	6	44,500
Fire Prevention	0	0	0	U		2,500	(3,458)	5,958	U		2,500
Parking Management	51,255	73,979	22,724	F	44	913,000	1,025,595	112,595	F	12	913,000
District Rangers	0	12,750	12,750	F		45,000	29,355	15,645	U	35	45,000
Total Revenue - Ranger Services	52,655	88,820	36,165	F	69	1,005,000	1,093,410	88,410	F	9	1,005,000
Total Revenue - Health & Regulatory Services	70,445	114,772	44,327	F	63	5,812,100	5,889,547	77,447	F	1	5,812,100
Total Revenue - Dir Planning & Community	412,765	489,525	76,760	F	19	9,775,970	10,038,252	262,282	F	3	9,775,970
TOTAL REVENUE - ADMIN BUSINESS UNITS	588,185	1,184,013	595,828	F	101	35,691,347	36,521,468	830,121	F	2	35,691,347

CITY OF SOUTH PERTH
2009/2010 OPERATING REVENUE & EXPENDITURE
June-2010

Attachment 10.6.4 (2)

Key Responsibility Areas	MONTH					YEAR TO DATE					Total Budget
	Month Budget	Month Actual	Variance \$	Var F/U	Var %	YTD Budget	YTD Actual	Variance \$	Var F/U	Var %	
EXPENDITURE											
Chief Executive's Office											
City Administration											
Corporate Support	60,381	122,149	61,768	U	102	838,051	811,738	26,313	F	3	838,051
Building Operating Costs	5,575	6,947	1,372	U	25	78,360	89,004	10,644	U	14	78,360
Human Resources Administration	3,356	12,503	9,147	U	273	89,843	94,268	4,425	U	5	89,843
Corp Administration	5,266	5,763	497	U	9	72,393	70,610	1,783	F	2	72,393
Governance - Elected Members	64,483	77,481	12,998	U	20	920,978	937,813	16,835	U	2	920,978
City Communications											
Community Promotions	24,841	20,185	4,656	F	19	320,598	316,240	4,358	F	1	320,598
Publications	2,250	6,344	4,094	U	182	74,000	81,980	7,980	U	11	74,000
Total Expense - Chief Executive's Office	166,152	251,371	85,219	U	51	2,394,223	2,401,653	7,430	U	0	2,394,223
Director Financial & Info Services											
Administration	14,563	17,543	2,980	U	20	168,100	170,074	1,974	U	1	168,100
Financial Services											
Administration	16,266	7,811	8,455	F	52	314,164	306,585	7,579	F	2	314,164
Rating Activities	21,646	19,117	2,529	F	12	208,458	205,925	2,533	F	1	208,458
Investment Activities	87,000	158,419	71,419	U	82	357,500	422,405	64,905	U	18	357,500
Property Management	5,000	9,716	4,716	U	94	119,828	112,537	7,291	F	6	119,828
Unallocated	0	0	0	F		0	0	0	F		0
Total Expense - Financial Services	144,475	212,605	68,130	U	47	1,168,050	1,217,526	49,476	U	4	1,168,050
Information Technology	15,329	54,680	39,351	U	257	502,406	519,279	16,873	U	3	502,406
Customer Services Team	11,892	12,219	327	U	3	140,390	137,571	2,819	F	2	140,390
Library Services											
Library Administration	9,175	13,235	4,060	U	44	147,000	140,087	6,913	F	5	147,000
Civic Centre Library	63,055	79,325	16,270	U	26	1,105,072	1,142,922	37,850	U	3	1,105,072
Manning Library	30,419	53,067	22,648	U	74	566,176	577,882	11,706	U	2	566,176
Heritage House	11,239	13,742	2,503	U	22	142,613	131,737	10,876	F	8	142,613
Old Mill	3,389	4,213	824	U	24	54,848	53,006	1,842	F	3	54,848
Total Expense - Library Services	117,277	163,583	46,306	U	39	2,015,709	2,045,634	29,925	U	1	2,015,709
Total Expense - Dir Finance & Info Services	288,973	443,085	154,112	U	53	3,826,555	3,920,011	93,456	U	2	3,826,555

CITY OF SOUTH PERTH
2009/2010 OPERATING REVENUE & EXPENDITURE
June-2010

Attachment 10.6.4 (2)

Key Responsibility Areas	MONTH					YEAR TO DATE					Total Budget
	Month Budget	Month Actual	Variance \$	Var F/U	Var %	YTD Budget	YTD Actual	Variance \$	Var F/U	Var %	
Directorate - Planning & Community Services											
Administration	22,893	19,563	3,330	F	15	254,454	186,793	67,661	F	27	254,454
Planning	93,736	137,359	43,623	U	47	1,141,062	1,155,072	14,010	U	1	1,141,062
Building Services	42,920	50,065	7,145	U	17	524,890	495,460	29,430	F	6	524,890
Community, Culture & Recreation											
Administration	66,076	72,971	6,895	U	10	797,741	811,215	13,474	U	2	797,741
Cultural Activities											
Community Events	840	33,601	32,761	U	3,900	460,000	487,707	27,707	U	6	460,000
Civic Functions	22,184	10,625	11,559	F	52	220,729	194,563	26,166	F	12	220,729
Donations	2,500	8,100	5,600	U	224	185,000	190,703	5,703	U	3	185,000
Fiesta	1,014	22,596	21,582	U	2,128	272,209	290,044	17,835	U	7	272,209
Safer City Program	12,550	4,520	8,030	F	64	77,598	62,884	14,714	F	19	77,598
Senior Citizens	27,602	31,176	3,574	U	13	332,694	340,961	8,267	U	2	332,694
Recreation	36,222	53,893	17,671	U	49	505,223	515,398	10,175	U	2	505,223
Halls & Public Buildings	23,088	21,268	1,821	F	8	655,850	628,700	27,150	F	4	655,850
Total Expense - Community, Culture & Recreation	192,076	258,748	66,672	U	35	3,507,044	3,522,175	15,131	U	0	3,507,044
Dir - Planning & Community Services (cont'd)											
Collier Park Retirement Complex											
Collier Park Village	108,730	119,625	10,895	U	10	1,266,674	1,276,161	9,487	U	1	1,266,674
Collier Park Hostel	138,687	181,379	42,692	U	31	1,668,111	1,703,426	35,315	U	2	1,668,111
Collier Park Community Centre	160	361	201	U	125	2,250	793	1,457	F	65	2,250
Total Expense - Collier Park Complex	247,577	301,365	53,788	U	22	2,937,035	2,980,380	43,345	U	1	2,937,035
Health Services											
Administration	35,198	46,634	11,436	U	32	428,126	416,302	11,824	F	3	428,126
Infant Health Services	1,780	1,532	248	F	14	23,300	25,352	2,052	U	9	23,300
Preventative Services	3,125	6,108	2,983	U	95	50,181	49,295	886	F	2	50,181
Total Expense - Health Services	40,103	54,275	14,172	U	35	501,607	490,949	10,658	F	2	501,607
Waste Management											
Refuse Collection	339,845	244,962	94,883	F	28	3,657,810	3,451,764	206,046	F	6	3,657,810
Recycling	46,680	43,908	2,772	F	6	525,000	539,525	14,525	U	3	525,000
Other Sanitation	2,139	790	1,349	F	63	130,545	120,527	10,018	F	8	130,545
Transfer Station	36,179	44,224	8,045	U	22	495,120	510,130	15,010	U	3	495,120
Total Expense - Waste Management	424,843	333,885	90,958	F	21	4,808,475	4,621,946	186,529	F	4	4,808,475

CITY OF SOUTH PERTH
2009/2010 OPERATING REVENUE & EXPENDITURE
June-2010

Attachment 10.6.4 (2)

Key Responsibility Areas	MONTH					YEAR TO DATE					Total Budget
	Month Budget	Month Actual	Variance \$	Var F/U	Var %	YTD Budget	YTD Actual	Variance \$	Var F/U	Var %	
Ranger Services											
Animal Control	11,915	16,947	5,032	U	42	147,181	136,618	10,563	F	7	147,181
Fire Prevention	733	977	244	U	33	61,266	62,624	1,358	U	2	61,266
Parking Management	26,268	36,459	10,191	U	39	349,056	344,880	4,176	F	1	349,056
District Rangers	17,710	19,987	2,277	U	13	215,803	204,355	11,448	F	5	215,803
Other Law & Order	0	23,466	23,466	U		228,000	228,678	678	U	0	228,000
Total Expense - Ranger Services	56,626	97,836	41,210	U	73	1,001,306	977,154	24,152	F	2	1,001,306
Total Expense - Health & Regulatory Services	521,572	485,996	35,576	F	7	6,311,388	6,090,048	221,340	F	4	6,311,388
Total Expense - Dir Planning & Community Service	1,120,774	1,253,096	132,322	U	12	14,675,873	14,429,928	245,945	F	2	14,675,873
TOTAL EXPENDITURE - ADMIN BUSINESS UNITS	1,575,899	1,947,553	371,654	U	24	20,896,651	20,751,592	145,059	F	1	20,896,651
COLLIER PARK GOLF COURSE											
Collier Park Golf Course - Revenue	164,180	173,420	9,240	F	6	2,079,600	2,115,768	36,168	F	2	2,079,600
Total Revenue - Collier Park Golf Course	164,180	173,420	9,240	F	6	2,079,600	2,115,768	36,168	F	2	2,079,600
Collier Park Golf Course - Expense	119,363	149,074	29,711	U	25	1,577,185	1,551,718	25,467	F	2	1,577,185
Total Expense - Collier Park Golf Course	119,363	149,074	29,711	U	25	1,577,185	1,551,718	25,467	F	2	1,577,185

DIRECTORATE - INFRASTRUCTURE SERVICES
OPERATING REVENUE & EXPENDITURE - 2009/2010 BUDGET
June-2010

Attachment 10.6.4 (3)

Key Responsibility Areas	MONTH					YEAR TO DATE					Total Budget
	Month Budget	Month Actual	Variance \$	Var F/U	Var %	YTD Budget	YTD Actual	Variance \$	Var F/U	Var %	
REVENUE											
Infrastructure Support											
Administration Revenue	0	0	0	U		29,000	0	29,000	U		29,000
Total Revenue - Infrastructure Support	0	0	0	U		29,000	0	29,000	U		29,000
City Environment											
Contributions	9,380	11,330	1,950	F	21	217,500	257,897	40,397	F	19	217,500
Nursery Revenue	0	3,092	3,092	F		125,000	138,064	13,064	F	10	125,000
Asset Control Revenue	47,740	17,302	30,438	U	64	101,280	71,849	29,431	U	29	101,280
Environmental Services Revenue	0	1,947	1,947	F		3,500	5,947	2,447	F	70	3,500
Total Revenue - City Environment	57,120	33,670	23,450	U	41	447,280	473,757	26,477	F	6	447,280
Engineering Infrastructure											
Design Office Revenue	0	0	0	U		0	977	977	F		0
Construction & Maintenance											
Road Grants	0	100,318	100,318	F		372,000	447,203	75,203	F	20	372,000
Contributions to Works	50,450	57,871	7,421	F	15	202,000	215,203	13,203	F	7	202,000
Reinstatement Revenue	0	118	118	F		0	4,408	4,408	F		0
Crossover Revenue	0	0	0	U		0	0	0	U		0
Asset Control Revenue	23,150	16,628	6,522	U	28	65,450	59,952	5,498	U	8	65,450
Other Revenue	0	0	0	U		17,750	11,863	5,887	U	33	17,750
Sub Total - Construction & Maint	73,600	174,935	101,335	F	138	657,200	738,629	81,429	F	12	657,200
Total Revenue - Engineering Infrastructure	73,600	174,935	101,335	F	138	657,200	739,607	82,407	F	13	657,200
TOTAL REV - INFRASTRUCTURE SERVICES	130,720	208,605	77,885	F	60	1,133,480	1,213,363	79,883	F	7	1,133,480
EXPENDITURE											
Infrastructure Support & Administration											
Governance Cost	12,112	30,576	18,464	U	152	157,386	125,390	31,996	F	20	157,386
Total Expense - Infrastructure Support	12,112	30,576	18,464	U	152	157,386	125,390	31,996	F	20	157,386

DIRECTORATE - INFRASTRUCTURE SERVICES
OPERATING REVENUE & EXPENDITURE - 2009/2010 BUDGET
June-2010

Attachment 10.6.4 (3)

Key Responsibility Areas	MONTH					YEAR TO DATE					Total Budget
	Month Budget	Month Actual	Variance \$	Var F/U	Var %	YTD Budget	YTD Actual	Variance \$	Var F/U	Var %	
City Environment											
Sustainability	0	0	0	F		0	0	0	F		0
Reserves & Parks Maintenance	240,426	297,886	57,460	U	24	2,967,676	3,192,318	224,642	U	8	2,967,676
Miscellaneous Parks Programmes	3,750	0	3,750	F		45,000	46,401	1,401	U	3	45,000
Grounds Maintenance	19,565	18,684	881	F	5	235,000	202,392	32,608	F	14	235,000
Streetscape Maintenance	96,690	142,676	45,986	U	48	1,533,000	1,560,276	27,276	U	2	1,533,000
Environmental Services	27,202	30,567	3,365	U	12	356,415	383,482	27,067	U	8	356,415
Plant Nursery	13,333	17,106	3,773	U	28	159,316	164,218	4,902	U	3	159,316
Overheads	39,130	63,790	24,660	U	63	430,533	527,011	96,478	U	22	430,533
Asset Holding Costs	62,880	64,797	1,917	U	3	775,000	779,454	4,454	U	1	775,000
Building Maintenance	20,839	59,365	38,526	U	185	435,624	438,207	2,583	U	1	435,624
Reserve Building Maintenance & Operations	7,180	13,772	6,592	U	92	88,750	92,297	3,547	U	4	88,750
Public Convenience Maintenance & Operations	12,685	20,707	8,022	U	63	162,000	176,131	14,131	U	9	162,000
Operations Centre Maintenance	10,485	16,404	5,919	U	56	130,435	169,486	39,051	U	30	130,435
Jetty Maintenance	2,000	3,880	1,880	U	94	20,000	20,033	33	U	0	20,000
Total Expense - City Environment	556,165	749,634	193,469	U	35	7,338,749	7,751,705	412,956	U	6	7,338,749
Engineering Infrastructure											
Design Office Overheads	23,103	31,741	8,638	U	37	274,350	242,618	31,732	F	12	274,350
Sub Total - Design Office	23,103	31,741	8,638	U	37	274,350	242,618	31,732	F	12	274,350
Construction & Maintenance											
Reinstatements	200	10,794	10,594	U	5,297	14,000	22,241	8,241	U	59	14,000
Crossovers	3,750	1,452	2,298	F	61	45,000	45,599	599	U	1	45,000
Asset Holding Costs	326,410	327,059	649	U	0	3,917,000	3,925,538	8,538	U	0	3,917,000
Roads, Paths & Drains	186,090	369,671	183,581	U	99	2,034,000	2,048,466	14,466	U	1	2,034,000
Fleet Operations	59,936	79,403	19,467	U	32	441,843	468,936	27,093	U	6	441,843
Overheads	50,431	63,060	12,629	U	25	594,185	629,176	34,991	U	6	594,185
Sub Total - Construction & Maintenance	626,817	851,438	224,621	U	36	7,046,028	7,139,957	93,929	U	1	7,046,028
Total Expense - Engineering Infrastructure	649,920	883,179	233,259	U	36	7,320,378	7,382,574	62,196	U	1	7,320,378
TOTAL EXP - INFRASTRUCTURE SERVICES	1,218,197	1,663,389	445,192	U	37	14,816,513	15,259,669	443,156	U	3	14,816,513

CITY OF SOUTH PERTH
CAPITAL SUMMARY - 2009/2010 ACTUAL VERSUS BUDGET
June-2010

Attachment 10.6.4 (4)

Key Responsibility Areas	MONTH					YEAR TO DATE					Total Budget
	Month Budget	Month Actual	Variance \$	Var F/U	Var %	YTD Budget	YTD Actual	Variance \$	Var F/U	Var %	
CAPITAL REVENUE											
Directorate - Financial & Info Services											
Building Grants	1,600,000	600,000	1,000,000	U	63	2,500,000	1,500,000	1,000,000	U		2,500,000
Library & Heritage Services	0	0	0	U		0	0	0	U		0
Information Technology	0	0	0	U		0	0	0	U		0
Total Revenue - Financial & Info Services	1,600,000	600,000	1,000,000	U	63	2,500,000	1,500,000	1,000,000	U	40	2,500,000
Directorate - Planning & Community Services											
Admin Capital Revenue	0	0	0	U		0	0	0	U		0
Community, Culture & Recreation	0	0	0	U		270,000	272,727	2,727	F	1	270,000
Collier Park Retirement Complex											
Collier Park Village	48,000	2,940	45,060	U	94	480,000	644,618	164,618	F	34	480,000
Collier Park Hostel	0	0	0	U		0	0	0	U		0
Total Revenue - Collier Park Retirement Complex	48,000	2,940	45,060	U	94	480,000	644,618	164,618	F	34	480,000
Total Revenue - Dir Planning & Community	48,000	2,940	45,060	U	94	750,000	917,345	167,345	F	22	750,000
Collier Park Golf Course											
Collier Park Golf Course	0	0	0	U		0	0	0	U		0
Total Revenue - Collier Park Golf Course	0	0	0	U		0	0	0	U		0
Directorate - Infrastructure Services											
Roads, Paths & Drains	316,908	290,404	26,504	U	8	1,076,848	1,042,398	34,450	U	3	1,076,848
Traffic Management	0	0	0	U		0	0	0	U		0
City Environment	111,500	218,422	106,922	F	96	377,500	448,733	71,233	F	19	377,500
Building Management	175,000	225,234	50,234	F	29	256,000	306,734	50,734	F	20	256,000
Total Revenue - Dir Infrastructure Services	603,408	734,060	130,652	F	22	1,710,348	1,797,865	87,517	F	5	1,710,348
Underground Power											
Underground Power	0	3	3	F		275,000	1,071,263	796,263	F	290	275,000
Total Revenue - Underground Power	0	3	3	F		275,000	1,071,263	796,263	F	290	275,000
TOTAL CAPITAL REVENUE	2,251,408	1,337,003	914,405	U	41	5,235,348	5,286,474	51,126	F	1	5,235,348

CITY OF SOUTH PERTH
CAPITAL SUMMARY - 2009/2010 ACTUAL VERSUS BUDGET
June-2010

Attachment 10.6.4 (4)

Key Responsibility Areas	MONTH					YEAR TO DATE					Total Budget
	Month Budget	Month Actual	Variance \$	Var F/U	Var %	YTD Budget	YTD Actual	Variance \$	Var F/U	Var %	
CAPITAL EXPENDITURE											
Administration Projects											
Chief Executive's Office											
Administration	2,500,000	661,253	1,838,747	F	74	7,020,000	4,628,021	2,391,979	F	34	7,020,000
Discretionary Ward Funding	0	8,340	8,340	U		110,000	44,290	65,710	F		110,000
Total Expense - Chief Executive's Office	2,500,000	669,593	1,830,407	F	73	7,130,000	4,672,311	2,457,689	F	34	7,130,000
Directorate - Financial & Info Services											
Information Technology	100,000	163,460	63,460	U	63	530,000	511,085	18,915	F	4	530,000
Finance Capital Expense	0	0	0	F		25,000	7,500	17,500	F	70	25,000
Library & Heritage Services											
General Capital Expense	0	0	0	F		0	0	0	F		0
Heritage Capital Expense	0	4,131	4,131	U		100,000	67,492	32,508	F	33	100,000
Total Expense - Library & Heritage Services	0	4,131	4,131	U		100,000	67,492	32,508	F	33	100,000
Total Expense - Dir Financial Services	100,000	167,591	67,591	U	68	655,000	586,077	68,923	F	11	655,000
Unclassified Capital											
General Capital Expense	0	0	0	F		0	0	0	F		0
Total Expense - Unclassified Capital	0	0	0	F		0	0	0	F		0
Directorate - Planning & Community Services											
Strategic Urban Planning	0	9,072	9,072	U		170,000	60,561	109,439	F	64	170,000
Community Culture & Recreation											
Community, Culture & Recreation	50,000	2,835	47,165	F	94	144,000	65,862	78,138	F	54	144,000
Total Expense - Community, Culture & Recreation	50,000	2,835	47,165	F	94	144,000	65,862	78,138	F	54	144,000
Collier Park Retirement Complex	45,000	50,241	5,241	U	12	496,350	443,975	52,375	F	11	496,350
Health & Regulatory Services											
Preventative Services	0	0	0	F		0	0	0	F		0
Waste Management	0	35,946	35,946	U		120,000	72,433	47,568	F	40	120,000
Ranger Services	0	(368)	368	F		0	0	0	F		0
Total Expense - Health & Regulatory Services	0	35,579	35,579	U		120,000	72,433	47,568	F	40	120,000
Total Expense - Planning & Community Services	95,000	97,726	2,726	U	3	930,350	642,831	287,519	F	31	930,350

CITY OF SOUTH PERTH
CAPITAL SUMMARY - 2009/2010 ACTUAL VERSUS BUDGET
June-2010

Attachment 10.6.4 (4)

Key Responsibility Areas	MONTH					YEAR TO DATE					Total Budget
	Month Budget	Month Actual	Variance \$	Var F/U	Var %	YTD Budget	YTD Actual	Variance \$	Var F/U	Var %	
Collier Park Golf Course											
Collier Park Golf Course	0	50,959	50,959	U		418,200	408,006	10,194	F	2	418,200
Total Expense - Golf Course	0	50,959	50,959	U		418,200	408,006	10,194	F	2	418,200
Directorate - Infrastructure Services											
Roads, Paths & Drains											
Roadworks	0	50,896	50,896	U		1,433,577	1,330,204	103,373	F	7	1,433,577
Drainage	0	29,348	29,348	U		199,000	259,158	60,158	U	30	199,000
Paths	50,000	453,606	403,606	U	807	1,616,000	1,415,548	200,452	F	12	1,616,000
Other	0	15,299	15,299	U		129,613	103,563	26,050	F	20	129,613
Total - Roads, Paths & Drains	50,000	549,148	499,148	U	998	3,378,190	3,108,473	269,717	F	8	3,378,190
Traffic Management	0	49,606	49,606	U		614,500	464,707	149,793	F	24	614,500
City Environment											
Streetscape Projects	0	1,249	1,249	U		149,000	92,614	56,386	F	38	149,000
Park Development	12,500	254,304	241,804	U	1,934	690,000	678,094	11,906	F	2	690,000
Street & Reserve Lighting	0	88,800	88,800	U		150,000	117,267	32,733	F	22	150,000
Environmental Projects	0	64,134	64,134	U		1,315,000	953,001	361,999	F	28	1,315,000
Sustainability	0	4,299	4,299	U		70,000	68,163	1,837	F	3	70,000
Other Projects	0	25,036	25,036	U		404,000	133,353	270,647	F	67	404,000
Total - City Environment	12,500	437,821	425,321	U	3,403	2,778,000	2,042,492	735,508	F	26	2,778,000
Recoverable Works	0	120,437	120,437	U		266,500	528,988	262,488	U	98	266,500
Building Management	0	4,746	4,746	U		983,500	1,008,619	25,119	U	3	983,500
Fleet Management	75,122	133,263	58,141	U	77	923,800	976,496	52,696	U	6	923,800
Total Expense - Dir Infrastructure Services	137,622	1,295,022	1,157,400	U	841	8,944,490	8,129,775	814,715	F	9	8,944,490
Underground Power											
Underground Power Project	0	0	0	F		90,000	95,008	5,008	U	6	90,000
Total - Underground Power	0	0	0	F		90,000	95,008	5,008	U	6	90,000
TOTAL CAPITAL EXPENDITURE	2,832,622	2,280,891	551,731	F	19	18,168,040	14,534,007	3,634,033	F	20	18,168,040

SCHEDULE OF SIGNIFICANT VARIANCES

Attachment 10.6.4 (5)

Departmental Area	Month Budget	Month Actual	Month Var %	F U	YTD Budget	YTD Actual	YTD Var %	F U	Comment on Variances disclosed
Revenue									
HR Services Revenue	0	0		F	0	15,938		F	Unbudgeted insurance claims 'experience bonus'.
Governance Revenue	0	0		F	29,000	0		U	Vehicle trade in held over until 2010/2011 year.
Financial Serv Admin Rev.	0	246,527		F	915,000	1,146,359		F	One quarter of 2010/2011 general grant revenue was received ahead of time in June 2010 (against the City's wishes).
Investment Revenue	115,180	337,566	193%	F	1,856,350	2,111,526	14%	F	Reserves interest was \$107K ahead of budget expectations. Refer to Item 10.6.2 for comment. Also accrued S/S Loan interest revenue & initial recognition of \$135K share of equity in RRC.
Rating Activities	32,500	50,594	56%	F	22,646,399	22,671,100	0%	F	Higher than budget interest revenue & collection costs recouped. Refer to Item 10.6.2 for more detailed comment.
Property Management	27,115	58,214	115%	F	425,628	495,271	16%	F	Positive impact of new lease for Boatshed Café and year end recoup of utilities costs.
Planning & Comm Revenue	0	0		U	25,000	0		U	Trade in of directors vehicle delayed.
Planning Revenue	30,000	42,390	41%	F	487,200	547,330	12%	F	High volume of applications. None individually significant.
Building Services	37,160	36,888	1%	U	586,500	575,800	2%	U	Very close to budget expectations for the year.
Fiesta Revenue	0	30,000		F	80,000	149,788	87%	F	Unbudgeted grant from LotteryWest - advice received several months after event.
Halls & Public Buildings	6,250	1,445	77%	U	80,500	113,582	41%	F	Recognition of large retrospective revenue from Moresby Hall.
Senior Citizens Revenue	0	16,948		F	45,000	29,767	34%	U	Delayed vehicle trade in proceeds now received.
Collier Park Village	80,430	81,697	2%	F	739,170	728,462	1%	U	Lower than expected maintenance fees due to vacant units - but impact was offset by greater than budgeted interest revenue.
Collier Park Hostel	178,080	164,742	7%	U	1,362,000	1,428,236	5%	F	Retrospective adjustment to commonwealth subsidy received. Less than budgeted retained accommodation bonds.
Health Revenue	875	9,994		F	57,500	51,230	11%	U	Budgeted vehicle trade in proceeds delayed - offset by greater than expected food premises licensing revenues.

SCHEDULE OF SIGNIFICANT VARIANCES

Attachment 10.6.4 (5)

Departmental Area	Month Budget	Month Actual	Month Var %	F U	YTD Budget	YTD Actual	YTD Var %	F U	Comment on Variances disclosed
Waste Mgt Revenue	16,915	15,958	6%	U	4,749,600	4,744,908	0%	U	Very close to budget target for year.
Parking Management	51,255	73,979	44%	F	913,000	1,025,595	12%	F	Meter parking revenue is comfortably ahead of budget target whilst infringement revenue is on revised budget target. FER related cost recoups are \$48K ahead - offset by a similar expense as debts were lodged with FER for collection.
District Rangers	0	12,750		F	45,000	29,355	35%	U	Much less recovery from City of Perth for Aust Day costs than was budgeted for. Monthly variance was late invoicing for Red Bull Air Race.
Collier Park Golf Course	164,180	173,420	6%	F	2,079,600	2,115,768	2%	F	Continued strong revenue performance at golf course.
Infrastructure Admin Rev.	0	0		U	29,000	0		U	Trade in of directors vehicle delayed.
City Env - Contributions	9,380	11,330	21%	F	217,500	257,897	19%	F	Recoup of reinstatement costs after Mellen Events concert and Red Bull Air Race - offset by increased park maintenance cost.
Nursery Revenue	0	3,092		F	125,000	138,064	10%	F	Increase in book value of nursery stock.
Asset Control Revenue	47,740	17,302	64%	U	101,280	71,849	29%	U	Less than expected trade in proceeds realised during year.
Road Grants	0	100,318		F	372,000	447,203	20%	F	One quarter of 2010/2011 general grant revenue was received ahead of time in June 2010 (against the City's wishes).
<u>Expenditure</u>									
Corporate Support	60,381	122,149	102%	U	838,051	811,738	3%	F	Reversal of earlier timing differences on communications survey, salaries plus workers comp insurance premium adjustment.
Building Operating Costs	5,575	6,947	25%	U	78,360	89,004	14%	U	Greater utilities costs than was budgeted.
Community Promotions	2,240	6,344		U	74,000	81,980	11%	U	Major print run of updated information brochures.
Financial Services (after allocations outwards)	144,475	212,605	47%	U	1,168,050	1,217,526	4%	U	Reflects an unbudgeted interest expense accrual for SP Hospital self supporting loan - offset by a similar accrued revenue.
Information Services (after allocations outwards)	27,221	66,899		U	642,796	656,850	2%	U	Higher than budgeted software licensing costs, salary premium for agency temp offset by higher than budgeted allocations out.

SCHEDULE OF SIGNIFICANT VARIANCES

Attachment 10.6.4 (5)

Departmental Area	Month Budget	Month Actual	Month Var %	F U	YTD Budget	YTD Actual	YTD Var %	F U	Comment on Variances disclosed
Library Services	117,277	163,583	39%	U	2,015,709	2,045,634	1%	F	Relocation costs, higher utilities costs and workers premium adjustment.
Planning & Comm Admin	22,893	19,563	15%	F	254,454	186,793	27%	F	Vehicle trade in delayed until new year, unspent consultancy and salary savings from vacant position early in year.
Planning Services	93,736	137,359	47%	U	1,141,062	1,155,072	1%	U	Additional consultancy costs and workers comp premium adjustment.
Building Services	42,920	50,065	17%	U	524,890	495,460	6%	F	Favourable variances on salaries (vacancies) earlier in year.
Community Events	840	33,601		U	460,000	487,707	6%	F	Timing of Pioneer Lunch (July 2009 & 30 June 2010) meant that two year's expenses fall into 2010 and none into 2011.
Civic Functions	22,184	10,625	52%	F	220,729	194,563	12%	F	Savings against budget.
Fiesta	1,014	22,596		U	272,209	290,044	4%	F	Timing difference due to tardy supplier invoicing. Overall, both Fiesta revenue and expenditure were over budget.
Safer City Program	12,550	4,520	64%	F	77,598	62,884	19%	F	Grant funds were not fully expended by 30 June.
Halls & Public Buildings	23,088	21,268	8%	F	655,850	628,700	4%	F	More effective management of cleaning contract plus savings on depreciation due to main hall being written out of ledger.
Collier Park Village	108,730	119,625	10%	U	1,266,674	1,276,161	1%	U	Savings on minor maintenance costs offset by over expenditure on utilities, document reproduction and security call outs - plus workers compensation premium adjustment.
Collier Park Hostel	138,687	181,379	31%	U	1,668,111	1,703,426	2%	U	Workers comp premium adjustment, higher salary expenses and significantly higher medication expenses.
Health Services	40,103	54,275	35%	U	501,607	490,949	2%	F	YTD variance is carrying amount of vehicle not yet traded.
Waste Management	424,843	333,885	21%	F	4,808,475	4,621,946	4%	F	Rubbish site charges are 11% (\$222K) under budget. Allowance made for increased charges including landfill levy was more than was required.

SCHEDULE OF SIGNIFICANT VARIANCES

Attachment 10.6.4 (5)

Departmental Area	Month Budget	Month Actual	Month Var %	F U	YTD Budget	YTD Actual	YTD Var %	F U	Comment on Variances disclosed
Ranger Services	56,626	97,836	73%	U	1,001,306	977,154	2%	F	Red Bull related costs were only attributed to this area in June Significant salary savings due to several staff vacancies earlier in the year.
Collier Park Golf Course	119,363	149,074	25%	U	1,577,185	1,551,718	2%	F	Reversal of earlier timing differences on building maintenance, pest and weed control. Favourable differences on promotions.
Infrastructure Admin Support (after allocations outwards)	12,112	30,576		U	157,386	125,390	20%	F	Timing difference on carrying amount of vehicle yet to be traded.
Reserve & Park Maint.	240,426	297,886	24%	U	2,967,676	3,192,318	8%	U	Reflects significant post events reinstatements at SJMP (offset by revenue), increased costs for Karawara Greenways, Manning Ward parks and Richardson Park..
Misc Parks Programs	3,750	0		F	45,000	46,401	3%	U	Reversal of earlier favourable timing difference. Program is now fully expended.
Grounds Maintenance	19,565	18,684	5%	U	235,000	202,392	14%	F	Investigation of allocation of costs between parks and adjacent facilities by manager has indicated that some costs may have been attributed to parks rather than grounds.
Streetscape Maintenance	96,690	142,676	48%	U	1,533,000	1,560,276	2%	F	Slightly over expended on street tree maintenance but under budget for traffic device maintenance.
Environmental Services	27,202	30,567	12%	U	356,415	383,482	8%	U	Under expended on water quality program (supported by DWF) and also environmental management programs. Higher staff costs due to the need to engage a contractor whilst staff member was on extended sick leave.
City Env - Overheads	39,130	63,790	63%	U	430,533	527,011	22%	U	Most aspects are close to budget expectations except for workers comp premium adjustment and sick leave. Substantially offset by a favourable allocation outwards to maintenance jobs.
Building Maintenance	53,189	114,128	115%	U	836,809	941,154	12%	U	Higher than expected costs for maintenance of public toilets, graffiti removal, utilities and operations centre maintenance.
Design Office Overheads (after allocations outwards)	23,103	31,741	37%	U	274,350	242,618	12%	F	Salary savings from vacant position have been substantially absorbed by unbudgeted consultants cost.

SCHEDULE OF SIGNIFICANT VARIANCES

Attachment 10.6.4 (5)

Departmental Area	Month Budget	Month Actual	Month Var %	F U	YTD Budget	YTD Actual	YTD Var %	F U	Comment on Variances disclosed
Roads, Paths & Drains	186,090	369,671	99%	U	2,034,000	2,048,466	1%	U	Drainage maintenance carried out later in year than planned.
Fleet Operations (after allocations outwards)	59,936	79,403	32%	U	441,843	468,936	6%	U	Maintenance costs are close to budget expectations. Plant charge recovery was adjusted for May & June to reflect better recovery of 'cash' fleet operating costs.
Eng Infrastructure Overhead	50,431	63,060	25%	U	594,185	629,176	6%	U	Overhead recovery rates were reviewed as they were yielding insufficient amount based on direct labour charges. There has been positive improvement as the revised rates have come into effect as shown in the March to June numbers.
<u>Capital Revenue</u>									
Building Project Grants	1,600,000	600,000	63%	U	2,500,000	1,500,000	40%	U	Funding for building projects was impacted by IAF changing milestone dates. This is a timing difference only - albeit across two years and the full amount will ultimately be collected.
Collier Park Village	48,000	2,940		U	480,000	644,618	34%	F	More units were turned over during the year than was budgeted. This resulted in higher lease premiums and refurbishment levies - partly offset by increased costs to prepare the vacated units for leasing.
Roads & Paths - Grants	316,908	290,404	8%	U	1,076,848	1,042,398	3%	U	Slightly less was recovered as a progress claim for SJMP paths than was budgeted.
City Env - Capital	111,500	218,422	96%	F	377,500	448,733	19%	F	Unbudgeted grants obtained from Swan River Trust and Main Roads for foreshore management activities.
Building Management	175,000	225,234	29%	F	256,000	306,734	20%	F	Insurance proceeds (yet to be received) in settlement of March storm damage was negotiated for a higher amount than was originally budgeted.
UGP Project Revenue	0	3		F	275,000	1,071,263		F	Accounting book entry to reflect monies to be transferred back into UGP Reserve pending outcome of request for scheduling of Murray St works (yet to be completed - but within the UGP Stage 4 project area). Will be expended in subsequent year.

SCHEDULE OF SIGNIFICANT VARIANCES

Attachment 10.6.4 (5)

Departmental Area	Month Budget	Month Actual	Month Var %	F U	YTD Budget	YTD Actual	YTD Var %	F U	Comment on Variances disclosed
<u>Capital Expenditure</u>									
Admin Projects	2,500,000	661,253	74%	F	7,020,000	4,628,021	34%	F	Progress payments and consultants fees associated with the Library & Community Centre project are currently under budget due to timing differences - although these were largely reversed in July and August. Unspent funds carried forward to 2010/2011.
Information Technology	100,000	163,460	63%	U	530,000	511,085	4%	F	Program was completed at year end - slightly under budget.
Finance Capital	25,000	7,500	70%	F	25,000	7,500	70%	F	Building revaluation was able to be completed for fraction of original cost by modifying the specification.
Heritage Capital	0	4,131		U	100,000	67,492	33%	F	Timing difference on concepts for Old Mill Precinct. Unspent balance carried forward to new year.
Strategic Urban Planning	0	9,072		U	170,000	60,561	64%	F	Timing difference on consultants cost for various studies that are currently being progressed. The unspent balance has been carried forward to new year.
CCR - Recreation	50,000	2,835	94%	F	144,000	65,862	54%	F	Program is completed under budget other than public art funding. associated with new building carried forward to 2010/2011.
CPV Refurbishments	45,000	50,241	12%	U	496,350	443,925	11%	F	Program is under budget - but some works involving RCD device replacements have been deferred until the new year.
Waste Management	0	35,946		U	120,000	72,433	40%	F	Not all foreshore bins have yet been delivered or invoiced.
Roads, Paths & Drains	50,000	549,148		U	3,378,190	3,108,473	8%	F	Program is largely done other than those projects identified as carry forward works at Agenda Item 10.6.5
Traffic Management	0	49,606		U	614,500	464,707	24%	F	Incomplete works are identified for carry forward to 2010/2011 as detailed at Agenda Item 10.6.5
City Environment	12,500	437,821		U	2,778,000	2,042,492	26%	F	Incomplete works are identified for carry forward to 2010/2011 as detailed at Agenda Item 10.6.5
Building Management	0	4,746		U	983,500	1,008,619	3%	U	Program is 100% complete.
Fleet Management	75,122	133,263	77%	U	923,800	976,496	6%	U	Program completed - slightly over budget at year end.

CITY OF SOUTH PERTH
SUMMARY OF BUDGET MOVEMENTS 2009/2010

Attachment 10.6.4 (6) (A)

Key Responsibility Areas	2008/2009 Amended	2009/2010		Variance		Budget Adjustment Details	
		Adopted	Amended	F/U	%		
REVENUE							
Chief Executive's Office							
City Administration	35,000	29,000	27,250	x	(6%)	Reconciliation Schedule Items marked	R1
Human Resources Admin Revenue	0	0	0			Reconciliation Schedule Items marked	R2
Corp Support	0	0	0			Reconciliation Schedule Items marked	R3
Governance - Elected Members	35,000	29,000	29,000		0%	Reconciliation Schedule Items marked	R4
Total Operating Revenue - Chief Executive's Office	70,000	58,000	56,250	x	(3%)		
Directorate - Financial Services							
Administration	0	29,000	0	x	(100%)	Reconciliation Schedule Items marked	R10
Financial Services	3,145,986	2,731,350	2,771,350	✓	1%	Reconciliation Schedule Items marked	R11
Rating Activities	21,325,194	22,591,539	22,646,399	✓	0%	Reconciliation Schedule Items marked	R33
Property Management	240,000	282,500	425,628	✓	51%	Reconciliation Schedule Items marked	R12
Information Technology	15,000	0	0			Reconciliation Schedule Items marked	R13
Customer Services Admin Revenue	0	0	0			Reconciliation Schedule Items marked	R14
Library & Heritage Services	48,300	23,250	15,750	x	(32%)	Reconciliation Schedule Items marked	R6
Total Operating Revenue - Dir Financial Services	24,774,480	25,657,639	25,859,127	✓	1%		
Directorate - Development & Community Services							
Administration	1,500	25,000	25,000		0%	Reconciliation Schedule Items marked	R15
Health	18,000	36,000	57,500	✓	60%	Reconciliation Schedule Items marked	R16
Waste Management	4,448,011	4,684,600	4,749,600	✓	1%	Reconciliation Schedule Items marked	R17
Ranger Services	808,750	1,005,000	1,005,000		0%	Reconciliation Schedule Items marked	R18
Planning	382,250	322,200	487,200	✓	51%	Reconciliation Schedule Items marked	R19
Building Services	506,500	436,500	586,500	✓	34%	Reconciliation Schedule Items marked	R20
Community Culture & Recreation	536,200	554,500	760,000	✓	37%	Reconciliation Schedule Items marked	R5
Collier Park Village	740,270	747,170	743,170	x	(1%)	Reconciliation Schedule Items marked	R7
Collier Park Hostel	1,469,000	1,487,000	1,362,000	x	(8%)	Reconciliation Schedule Items marked	R8
Total Operating Revenue - Dir Strategic Develop	8,910,481	9,297,970	9,775,970	✓	5%		
TOTAL ADMINISTRATION OPERATING REVENUE	33,754,961	35,013,609	35,691,347	✓	2%		

CITY OF SOUTH PERTH
SUMMARY OF BUDGET MOVEMENTS 2009/2010

Attachment 10.6.4 (6) (A)

Key Responsibility Areas	2008/2009 Amended	2009/2010		Variance		Budget Adjustment Details
		Adopted	Amended	F/U	%	
REVENUE						
Infrastructure Support						
Administration Revenue	0	29,000	29,000		0%	Reconciliation Schedule Items marked R21
Total Operating Revenue - Infrastructure Support	0	29,000	29,000		0%	
City Environment						
Contributions	182,500	162,500	217,500	✓	34%	Reconciliation Schedule Items marked R22
Nursery Revenue	35,000	50,000	125,000	✓	150%	Reconciliation Schedule Items marked R23
Asset Control Revenue	203,600	76,780	101,280	✓	32%	Reconciliation Schedule Items marked R24
Environmental Services Revenue	0	0	3,500	✓		Reconciliation Schedule Items marked R25
Total Operating Revenue - City Environment	421,100	289,280	447,280	✓	55%	
Golf Course						
Collier Park Golf Course	1,843,500	1,944,600	2,079,600	✓	7%	Reconciliation Schedule Items marked R9
Total Operating Revenue - Golf Course	1,843,500	1,944,600	2,079,600	✓	7%	
Engineering Infrastructure						
Design Office Revenue	0	0	0			Reconciliation Schedule Items marked R26
Construction & Maintenance						
Road Grants	352,000	372,000	372,000		0%	Reconciliation Schedule Items marked R27
Contributions to Works	40,000	54,500	202,000	✓	271%	Reconciliation Schedule Items marked R28
Reinstatement Revenue	27,500	28,000	0	x	(100%)	Reconciliation Schedule Items marked R29
Crossover Revenue	0	0	0			Reconciliation Schedule Items marked R30
Asset Control Revenue	168,000	23,450	65,450	✓	179%	Reconciliation Schedule Items marked R31
Other Revenue	19,000	14,000	17,750	✓	27%	Reconciliation Schedule Items marked R32
Total Operating Revenue - Engineer Infrastructure	606,500	491,950	657,200	✓	34%	
TOTAL INFRASTRUCTURE SERVICES OP REVENUE	2,871,100	2,754,830	3,213,080	✓	17%	
TOTAL OPERATING REVENUE	36,626,061	37,768,439	38,904,427	✓	3%	

CITY OF SOUTH PERTH
SUMMARY OF BUDGET MOVEMENTS 2009/2010

Attachment 10.6.4 (6) (A)

Key Responsibility Areas	2008/2009 Amended	2009/2010		Variance		Budget Adjustment Details	
		Adopted	Amended	F/U	%		
EXPENDITURE							
Chief Executive's Office							
City Administration	880,460	878,661	916,411	x	4%	Reconciliation Schedule Items marked	E1
Human Resources Administration (after allocation)	130,359	124,843	89,843	✓	(28%)	Reconciliation Schedule Items marked	E2
Corporate Support	57,841	62,393	72,393	x	16%	Reconciliation Schedule Items marked	E3
Governance - Elected Members	834,813	955,978	920,978	✓	(4%)	Reconciliation Schedule Items marked	E4
City Communications	277,008	280,598	320,598	x	14%	Reconciliation Schedule Items marked	E5
Publications	78,500	74,000	74,000		0%	Reconciliation Schedule Items marked	E6
Total Operating Expense - Chief Executive's Office	2,258,981	2,376,473	2,394,223	x	1%		
Director Financial Services							
Administration (after allocations out))	152,069	184,100	168,100	✓	(9%)	Reconciliation Schedule Items marked	E18
Financial Services (after allocations outwards)	692,259	916,122	880,122	✓	(4%)	Reconciliation Schedule Items marked	E19
Property Management	141,985	149,700	119,828	✓	(20%)	Reconciliation Schedule Items marked	E20
Information Technology (after allocations out)	467,676	466,406	502,406	x	8%	Reconciliation Schedule Items marked	E21
Customer Services Team	137,740	140,390	140,390		0%	Reconciliation Schedule Items marked	E22
Library Services	1,679,855	1,690,081	2,015,709	x	19%	Reconciliation Schedule Items marked	E13
Total Operating Expense - Dir Financial Services	3,271,584	3,546,799	3,826,555	x	8%		
Directorate - Development & Community Services							
Administration	218,052	254,454	254,454		0%	Reconciliation Schedule Items marked	E23
Planning	1,175,246	1,101,062	1,141,062	x	4%	Reconciliation Schedule Items marked	E24
Building Services	511,339	524,890	524,890		0%	Reconciliation Schedule Items marked	E25
Health	473,497	501,607	501,607		0%	Reconciliation Schedule Items marked	E26
Waste Management	4,409,301	4,812,225	4,808,475	✓	(0%)	Reconciliation Schedule Items marked	E27
Ranger Services	926,383	956,005	1,001,306	x	5%	Reconciliation Schedule Items marked	E28
Community Culture & Recreation Admin	706,778	791,741	797,741	x	1%	Reconciliation Schedule Items marked	E7
Cultural Activities	1,000,380	1,027,938	1,137,938	x	11%	Reconciliation Schedule Items marked	E8
Safer City Program	114,049	94,048	77,598	✓	(17%)	Reconciliation Schedule Items marked	E9
Senior Citizens	314,809	316,644	332,694	x	5%	Reconciliation Schedule Items marked	E10
Recreation	465,144	484,223	505,223	x	4%	Reconciliation Schedule Items marked	E11
Halls & Public Buildings	341,591	357,073	655,850	x	84%	Reconciliation Schedule Items marked	E12
Collier Park Village	1,211,383	1,263,674	1,266,674	x	0%	Reconciliation Schedule Items marked	E14

CITY OF SOUTH PERTH
SUMMARY OF BUDGET MOVEMENTS 2009/2010

Attachment 10.6.4 (6) (A)

Key Responsibility Areas	2008/2009 Amended	2009/2010		Variance		Budget Adjustment Details	
		Adopted	Amended	F/U	%		
Collier Park Hostel	1,592,686	1,665,611	1,668,111	x	0%	Reconciliation Schedule Items marked	E15
Collier Park Community Centre	4,000	2,250	2,250		0%	Reconciliation Schedule Items marked	E16
Total Operating Expense - Dir Strategic & Reg	13,464,638	14,153,445	14,675,873	x	4%		
TOTAL ADMINISTRATION OPERATING EXPENDITURE	18,995,203	20,076,717	20,896,651	x	4%		
Infrastructure Support & Administration							
Governance Cost (after allocations outwards)	142,500	152,386	157,386	x	3%	Reconciliation Schedule Items marked	E29
Total Operating Expense - Infrastructure Support	142,500	152,386	157,386	x	3%		
City Environment							
Reserves & Parks Maintenance	2,743,772	2,967,676	2,967,676		0%	Reconciliation Schedule Items marked	E30
Miscellaneous Parks Programmes	50,000	45,000	45,000		0%	Reconciliation Schedule Items marked	E31
Grounds Maintenance	234,000	235,000	235,000		0%	Reconciliation Schedule Items marked	E32
Streetscape Maintenance	1,413,000	1,398,000	1,533,000	x	10%	Reconciliation Schedule Items marked	E33
Environmental Services	321,052	356,415	356,415		0%	Reconciliation Schedule Items marked	E34
Plant Nursery	158,446	159,316	159,316		0%	Reconciliation Schedule Items marked	E35
Overheads	423,119	430,533	430,533		0%	Reconciliation Schedule Items marked	E36
Asset Holding Costs	640,000	665,000	775,000	x	17%	Reconciliation Schedule Items marked	E37
Building Maintenance	306,002	384,624	435,624	x	13%	Reconciliation Schedule Items marked	E38
Reserve Building Maintenance & Operations	89,500	79,250	88,750	x	12%	Reconciliation Schedule Items marked	E39
Public Convenience Maintenance & Operations	143,000	160,000	162,000	x	1%	Reconciliation Schedule Items marked	E40
Depot Maintenance	141,763	135,435	130,435	✓	(4%)	Reconciliation Schedule Items marked	E41
Jetty Maintenance	12,500	20,000	20,000		0%	Reconciliation Schedule Items marked	E42
Total Operating Expense - City Environment	6,676,154	7,036,249	7,338,749	x	4%		
Golf Course							
Collier Park Golf Course	1,404,150	1,492,185	1,577,185	x	6%	Reconciliation Schedule Items marked	E17
Total Operating Expense - City Environment	1,404,150	1,492,185	1,577,185				

CITY OF SOUTH PERTH
SUMMARY OF BUDGET MOVEMENTS 2009/2010

Attachment 10.6.4 (6) (A)

Key Responsibility Areas	2008/2009 Amended	2009/2010		Variance		Budget Adjustment Details
		Adopted	Amended	F/U	%	
Engineering Infrastructure						
Design Office Overheads (after allocations outwards)	226,841	299,351	274,350	✓	(8%)	Reconciliation Schedule Items marked E43
Sub Total - Design Office	226,841	299,351	274,350	✓	(8%)	
Construction & Maintenance						
Reinstatements	37,000	42,000	14,000	✓	(67%)	Reconciliation Schedule Items marked E44
Crossovers	30,000	45,000	45,000		0%	Reconciliation Schedule Items marked E45
Asset Control	3,735,000	3,817,000	3,917,000	✗	3%	Reconciliation Schedule Items marked E46
Roads Footpaths & Drains	1,777,500	2,009,000	2,034,000	✗	1%	Reconciliation Schedule Items marked E47
Fleet Operations	354,574	365,843	441,843	✗	21%	Reconciliation Schedule Items marked E48
Overheads	489,845	584,185	594,185	✗	2%	Reconciliation Schedule Items marked E49
Total Operating Expense - Engineer Infrastructure	6,650,760	7,162,379	7,320,378	✗	2%	
TOTAL OPERATING EXPENSE - INFRASTRUCTURE	14,873,564	15,843,199	16,393,698	✗	3%	
TOTAL OPERATING EXPENDITURE	33,868,767	35,919,916	37,290,349	✗	4%	
CAPITAL REVENUE						
Directorate - Financial & Information Services						
Capital Revenue	1,575,000	2,500,000	2,500,000		0%	Reconciliation Schedule Items marked CR1
Total Revenue - Dir Finance & Information Services	1,575,000	2,500,000	2,500,000			
Directorate - Strategic & Regulatory Services						
Capital Revenue	250,000	0	270,000	✓		Reconciliation Schedule Items marked CR5
Collier Park Village	500,000	480,000	480,000		0%	Reconciliation Schedule Items marked CR3
Total Revenue - Dir Strategic & Regulatory Services	750,000	480,000	750,000	✓		
Directorate - Infrastructure Services						
Roads, Drains & Streets	1,287,806	536,910	1,076,848	✓	101%	Reconciliation Schedule Items marked CR6
Traffic Management	0	0	0			Reconciliation Schedule Items marked CR7
City Environment	543,000	538,000	377,500	✗	(30%)	Reconciliation Schedule Items marked CR8
Building Management	200,000	126,000	256,000	✓	103%	Reconciliation Schedule Items marked CR9
Underground Power	(70,000)	0	275,000	✓		Reconciliation Schedule Items marked CR10
Total Revenue - Dir Infrastructure Services	1,960,806	1,200,910	1,985,348	✓	65%	
TOTAL CAPITAL REVENUE	4,285,806	4,180,910	5,235,348	✓	25%	

CITY OF SOUTH PERTH
SUMMARY OF BUDGET MOVEMENTS 2009/2010

Attachment 10.6.4 (6) (A)

Key Responsibility Areas	2008/2009 Amended	2009/2010		Variance		Budget Adjustment Details
		Adopted	Amended	F/U	%	
CAPITAL EXPENDITURE						
Chief Executive's Office						
Administration Building	1,398,000	5,795,000	7,020,000	x	21%	Reconciliation Schedule Items marked CX1
Discretionary Ward Funding	113,000	70,000	110,000	x	57%	Reconciliation Schedule Items marked CX2
Total Expense - Chief Executive's Office	1,511,000	5,865,000	7,130,000	x	22%	
Directorate - Financial Services						
Information Technology	371,500	620,000	530,000		(15%)	Reconciliation Schedule Items marked CX3
Financial Services	0	0	25,000	x		Reconciliation Schedule Items marked CX4
Library & Heritage Services	115,000	100,000	100,000		0%	Reconciliation Schedule Items marked CX6
Total Expense - Dir Financial Services	486,500	720,000	655,000	✓	(9%)	
Directorate - Strategic & Regulatory Services						
Strategic Urban Planning	107,500	120,000	170,000	x	42%	Reconciliation Schedule Items marked CX27
Waste Management	160,380	100,000	120,000	x	20%	Reconciliation Schedule Items marked CX9
Ranger Services	980,000	0	0			Reconciliation Schedule Items marked CX10
Community, Culture & Recreation	129,000	100,000	144,000	x	44%	Reconciliation Schedule Items marked CX5
Collier Park Retirement Complex	437,964	482,850	496,350	x	3%	Reconciliation Schedule Items marked CX8
Total Expense - Strategic & Regulatory	1,814,844	802,850	930,350	x	16%	
Unclassified Capital						
General Capital Expense	205,000					Reconciliation Schedule Items marked CX11
Total Expense - Unclassified Capital	205,000	0	0			
Directorate - Infrastructure Services						
Roads, Drains & Streets						
Roadworks	1,585,145	1,563,577	1,433,577	✓	(8%)	Reconciliation Schedule Items marked CX12
Drainage	325,000	300,000	199,000	✓	(34%)	Reconciliation Schedule Items marked CX13
Paths	1,140,000	850,000	1,616,000	x	90%	Reconciliation Schedule Items marked CX14
Other	310,000	80,000	129,613	x	62%	Reconciliation Schedule Items marked CX15
Total Exp - Roads, Drains & Streets	3,360,145	2,793,577	3,378,190	x		
Traffic Management	744,500	435,000	614,500	x	41%	Reconciliation Schedule Items marked CX16
City Environment						
Streetscape Projects	139,000	500,000	149,000		(70%)	Reconciliation Schedule Items marked CX17
Park Development	1,963,000	650,000	690,000		6%	Reconciliation Schedule Items marked CX18

CITY OF SOUTH PERTH
SUMMARY OF BUDGET MOVEMENTS 2009/2010

Attachment 10.6.4 (6) (A)

Key Responsibility Areas	2008/2009 Amended	2009/2010		Variance		Budget Adjustment Details
		Adopted	Amended	F/U	%	
Street & Reserve Lighting	80,000	150,000	150,000		0%	Reconciliation Schedule Items marked CX19
Environmental Projects	937,000	238,000	1,315,000		453%	Reconciliation Schedule Items marked CX20
Sustainability	105,000	70,000	70,000		0%	Reconciliation Schedule Items marked CX26
Other Projects	230,000	1,000,000	404,000		(60%)	Reconciliation Schedule Items marked CX21
Total Capital Expense - City Environment	3,454,000	2,608,000	2,778,000			
Collier Park Golf Course	278,800	418,200	418,200		0%	Reconciliation Schedule Items marked CX7
Recoverable Works	98,000	0	266,500			Reconciliation Schedule Items marked CX22
Building Management	1,334,000	856,000	983,500		15%	Reconciliation Schedule Items marked CX23
Fleet Management	1,156,819	1,023,800	923,800	✓	(10%)	Reconciliation Schedule Items marked CX24
Underground Power Project	5,500,000	0	90,000	✗		Reconciliation Schedule Items marked CX25
Total Expense - Dir Infrastructure Services	15,926,264	8,134,577	9,452,690	✗	16%	
TOTAL CAPITAL EXPENDITURE	19,943,608	15,522,427	18,168,040	✗	17%	

2009/2010 BUDGET RECONCILIATION SCHEDULE - SHOWING MOVEMENTS BETWEEN ADOPTED AND AMENDED BUDGET

Attachment 10.6.4 (6)(B)

Account No	Account Details	Fund	Month Approved	Agenda Item No	Adjustment Amount	Line Total Affected	Budget Impact
	Budget Position as estimated at adoption (Including Carry Forward Funds)						2,558,389
8750.5831	Library / Community Facility	Muni	Aug	10.6.4	1,215,000	CX1	(1,215,000)
8731.5831	Discretionary Ward Funding	Muni	Aug	10.6.4	8,000	CX2	(8,000)
8732.5831	Discretionary Ward Funding	Muni	Aug	10.6.4	10,000	CX2	(10,000)
8733.5831	Discretionary Ward Funding	Muni	Aug	10.6.4	2,000	CX2	(2,000)
8734.5831	Discretionary Ward Funding	Muni	Aug	10.6.4	10,000	CX2	(10,000)
8736.5831	Discretionary Ward Funding	Muni	Aug	10.6.4	10,000	CX2	(10,000)
8831.5831	Public Art	Muni	Aug	10.6.4	50,000	CX5	(50,000)
5297.1500.30	Integrated Catchment Plan	Muni	Aug	10.6.4	54,000	CX13	(54,000)
5357.1500.30	Waterford Path	Muni	Aug	10.6.4	215,000	CX14	(215,000)
5419.1500.30	Stormwater Outlet Upgrade	Muni	Aug	10.6.4	10,000	CX13	(10,000)
7105.1500.30	Ley St - Davilak Roundabout	Muni	Aug	10.6.4	18,000	CX16	(18,000)
5412.1500.30	Craigie Crescent	Muni	Aug	10.6.4	57,000	CX12	(57,000)
7118.1500.30	Saunders - Axford Roundabout	Muni	Aug	10.6.4	38,000	CX16	(38,000)
7115.1500.30	Mary St - Saunders Roundabout	Muni	Aug	10.6.4	62,000	CX16	(62,000)
6194.2500.30	Leanne Way - Mill Pt Road	Muni	Aug	10.6.4	34,000	CX17	(34,000)
6224.1500.30	SJMP Promenade	Muni	Aug	10.6.4	170,000	CX21	(170,000)
5425.1500.30	Labouchere Rd Kerbside Barrier	Muni	Aug	10.6.4	25,000	CX15	(25,000)
7106.1500.30	South Tce Traffic Management	Muni	Aug	10.6.4	27,000	CX16	(27,000)
6225.2500.30	SJMP Ceremonial Area	Muni	Aug	10.6.4	26,000	CX21	(26,000)
6215.2500.30	Judd St Landscaping	Muni	Aug	10.6.4	55,000	CX17	(55,000)
6150.2500.30	Salter Pt Landscaping	Muni	Aug	10.6.4	146,000	CX20	(146,000)
6206.2500.30	Cloisters Foreshore Erosion Control	Muni	Aug	10.6.4	105,000	CX20	(105,000)
8951.5831	Foreshore Bins	Muni	Aug	10.6.4	20,000	CX9	(20,000)
8103.4500.30	WCG Thomas Pavillion	Muni	Aug	10.6.4	17,500	CX23	(17,500)
8839.0457	Sale of Land - SP Hospital	Muni	Aug	10.6.4	(250,000)	CR5	250,000
6226.2500.30	SJMP Rivetment Wall	Muni	Aug	10.6.4	226,000	CX20	(226,000)
5001.1519.30	Residual Projects - Roads	Muni	Aug	10.6.4	24,500	CX12	(24,500)
8092.6500.30	Residual Projects - Buildings	Muni	Aug	10.6.4	20,000	CX23	(20,000)
6223.2500.30	Residual Projects - Parks	Muni	Aug	10.6.4	20,000	CX18	(20,000)
	Balance @ Month End						133,389

2009/2010 BUDGET RECONCILIATION SCHEDULE - SHOWING MOVEMENTS BETWEEN ADOPTED AND AMENDED BUDGET

Attachment 10.6.4 (6)(B)

Account No	Account Details	Fund	Month Approved	Agenda Item No	Adjustment Amount	Line Total Affected	Budget Impact
0206.0499	CEO Office - Misc Rev	Muni	Nov	10.6.5	(27,250)	R1	27,250
0207.2820	CEO Office - Consultants	Muni	Nov	10.6.5	20,000	E1	(20,000)
1206.1980	Recruitment Advertising	Muni	Nov	10.6.5	(15,000)	E2	15,000
1103.0002	Interim Rates	Muni	Nov	10.6.5	(15,000)	R33	15,000
1103.0016	UGP Financing Charge	Muni	Nov	10.6.5	16,140	R33	(16,140)
1103.0006	Property Enquiry Revenue	Muni	Nov	10.6.5	(15,000)	R33	15,000
1103.0013	ESL Processing Fee	Muni	Nov	10.6.5	(3,000)	R33	3,000
0305.0499	Misc Recoups - Property Mgt	Muni	Nov	10.6.5	(3,128)	R12	3,128
0406.4720	Property Mgt Costs Recoverable	Muni	Nov	10.6.5	3,128	E20	(3,128)
3325.0468	Planning Fees	Muni	Nov	10.6.5	(30,000)	R19	30,000
3134.0456	Building Licence Fees	Muni	Nov	10.6.5	(30,000)	R20	30,000
2131.0499	Revenue - Community Bus	Muni	Nov	10.6.5	(3,000)	R5	3,000
2008.2915	CCR - Vehicle Fuel	Muni	Nov	10.6.5	1,000	E7	(1,000)
0401.0499	Recreation - Misc Revenue	Muni	Nov	10.6.5	(27,500)	R5	27,500
0402.2840	Recreation - Misc Costs	Muni	Nov	10.6.5	27,500	E11	(27,500)
3216.0499	Health Misc Revenue	Muni	Nov	10.6.5	(4,000)	R16	4,000
4301.4500.30	Civic Centre Building Maintenance	Muni	Nov	10.6.5	45,000	E38	(45,000)
4975.1500.30	Traffic Surveys	Muni	Nov	10.6.5	(25,000)	E43	25,000
4140.2920	Fleet Repairs & Maintenance	Muni	Nov	10.6.5	(20,000)	E48	20,000
4033.0421	Contributions - Eng Works	Muni	Nov	10.6.5	(60,000)	R28	60,000
5036.1500.30	Walanna Underpass Upgrade	Muni	Nov	10.6.5	60,000	CX14	(60,000)
4905.0440	Road Plant Proceeds Sale of Asset	Muni	Nov	10.6.5	(12,000)	R31	12,000
5999.0106	Direct Roads - Operating Grant	Muni	Nov	10.6.5	(56,325)	CR6	56,325
5999.0109	Paths - Grant Funds	Muni	Nov	10.6.5	(419,613)	CR6	419,613
5452.1500.30	SJMP Bike Paths	Muni	Nov	10.6.5	345,000	CX14	(345,000)
5007.1500.30	Bike Plan	Muni	Nov	10.6.5	18,000	CX15	(18,000)
5203.5831	TravelSmart	Muni	Nov	10.6.5	6,613	CX15	(6,613)
5357.1500.30	Path - Waterford Foreshore	Muni	Nov	10.6.5	50,000	CX14	(50,000)
2234.2840	Parking Meters	Muni	Nov	10.6.5	5,000	E28	(5,000)
5995.0426	Contributions to Infrastructure Works	Muni	Nov	10.6.5	(20,000)	CR6	20,000
7121.1500.30	Speed Cushion Program	Muni	Nov	10.6.5	20,000	CX16	(20,000)
2009.2855	Safer City - Security	Muni	Nov	10.6.5	(21,450)	E9	21,450
0430.3624	Security - CPGC	Muni	Nov	10.6.5	11,000	E17	(11,000)
0451.3624	Security - Old Mill	Muni	Nov	10.6.5	(700)	E13	700

2009/2010 BUDGET RECONCILIATION SCHEDULE - SHOWING MOVEMENTS BETWEEN ADOPTED AND AMENDED BUDGET

Attachment 10.6.4 (6)(B)

Account No	Account Details	Fund	Month Approved	Agenda Item No	Adjustment Amount	Line Total Affected	Budget Impact
1050.3624	Security - Civic Centre Building	Muni	Nov	10.6.5	5,750	E1	(5,750)
2220.3624	Security - Community Policing Bldg	Muni	Nov	10.6.5	300	E28	(300)
2331.3624	Security - Civic Centre Library	Muni	Nov	10.6.5	(700)	E13	700
2341.3624	Security - Manning Library	Muni	Nov	10.6.5	11,500	E13	(11,500)
2351.3624	Security - Heritage House	Muni	Nov	10.6.5	(950)	E13	950
2420.3624	Security - CPV	Muni	Nov	10.6.5	3,000	E14	(3,000)
2521.3624	Security - CPH	Muni	Nov	10.6.5	2,500	E15	(2,500)
2622.3624	Security - Manning Hall	Muni	Nov	10.6.5	5,000	E12	(5,000)
2652.3624	Security - Collins St Hall	Muni	Nov	10.6.5	(500)	E12	500
2692.3624	Security - GBLC	Muni	Nov	10.6.5	(7,500)	E11	7,500
3516.3624	Security - Sth Perth Senior Citizens	Muni	Nov	10.6.5	5,000	E10	(5,000)
3518.3624	Security - Manning Senior Citizens	Muni	Nov	10.6.5	7,550	E10	(7,550)
4134.3624	Security - Operations Centre Bldg Maint	Muni	Nov	10.6.5	(4,000)	E41	4,000
4223.3624	Security - Tsfr Station	Muni	Nov	10.6.5	(1,750)	E27	1,750
4502.3624	Rec Res Bldg - Clydesdale Park Store	Muni	Nov	10.6.5	440	E39	(440)
4503.3624	Rec Res Bldg - Hazel McDougall Park	Muni	Nov	10.6.5	440	E39	(440)
4504.3624	Rec Res Bldg - Fraser Lane Pump House	Muni	Nov	10.6.5	440	E39	(440)
4505.3624	Rec Res Bldg - E J Pavillion	Muni	Nov	10.6.5	440	E39	(440)
4506.3624	Rec Res Bldg - Windsor Rugby Club	Muni	Nov	10.6.5	430	E39	(430)
4507.3624	Rec Res Bldg - W.G. Thomas Pavillion	Muni	Nov	10.6.5	430	E39	(430)
4508.3624	Rec Res Bldg - James Millar Pavillion	Muni	Nov	10.6.5	430	E39	(430)
4509.3624	Rec Res Bldg - Morris Mundy Pavillion	Muni	Nov	10.6.5	430	E39	(430)
4510.3624	Rec Res Bldg - Comer Reserve Pavillion	Muni	Nov	10.6.5	430	E39	(430)
4511.3624	Rec Res Bldg - Challenger Reserve	Muni	Nov	10.6.5	430	E39	(430)
4512.3624	Rec Res Bldg - Como Croquet Club	Muni	Nov	10.6.5	430	E39	(430)
4513.3624	Rec Res Bldg - Manning Tennis Club	Muni	Nov	10.6.5	430	E39	(430)
4514.3624	Rec Res Bldg - Salter Point Scout Hall	Muni	Nov	10.6.5	430	E39	(430)
4515.3624	Rec Res Bldg - RSL Hall	Muni	Nov	10.6.5	430	E39	(430)
4516.3624	Rec Res Bldg - Mill Point Scout Hall	Muni	Nov	10.6.5	430	E39	(430)
4517.3624	Rec Res Bldg - Bill Grayden Pavillion	Muni	Nov	10.6.5	430	E39	(430)
4518.3624	Rec Res Bldg - Collier Park Pavillion	Muni	Nov	10.6.5	430	E39	(430)
4519.3624	Rec Res Bldg - South Perth Tennis Club	Muni	Nov	10.6.5	430	E39	(430)
4520.3624	Rec Res Bldg - George Burnett Pavillion	Muni	Nov	10.6.5	430	E39	(430)
4521.3624	Rec Res Bldg - Mends Street Pavillion	Muni	Nov	10.6.5	430	E39	(430)
4522.3624	Rec Res Bldg - Kensington Tennis Club	Muni	Nov	10.6.5	430	E39	(430)

2009/2010 BUDGET RECONCILIATION SCHEDULE - SHOWING MOVEMENTS BETWEEN ADOPTED AND AMENDED BUDGET

Attachment 10.6.4 (6)(B)

Account No	Account Details	Fund	Month Approved	Agenda Item No	Adjustment Amount	Line Total Affected	Budget Impact
4523.3624	Rec Res Bldg - Manning Bowling Club	Muni	Nov	10.6.5	430	E39	(430)
8839.0457	Sale of Land	Muni	Nov	10.6.5	(20,000)	CR5	20,000
5998.0108	Capital Grant Funds	Muni	Nov	10.6.5	300,000	CR8	(300,000)
6224.1500.30	SJMP River Wall / Promenade	Muni	Nov	10.6.5	(770,000)	CX21	770,000
6209.2500.30	River Wall Remedial Works	Muni	Nov	10.6.5	270,000	CX20	(270,000)
1044.9924	Tsfr to River Wall Reserve	Muni	Nov	10.6.5	200,000	TRANS	(200,000)
9924.7801	Tsfr from Muni Fund	Muni	Nov	10.6.5	(200,000)	TRANS	0
3421.0251	Refuse Collection Levies	Muni	Nov	10.6.5	(30,000)	R17	30,000
3451.0252	Recycling Levies	Muni	Nov	10.6.5	(15,000)	R17	15,000
1044.9912	Tsfr to Waste Mgt Reserve	Muni	Nov	10.6.5	45,000	TRANS	(45,000)
9912.7801	Tsfr from Muni Fund	Muni	Nov	10.6.5	(45,000)	TRANS	0
2419.0201	CPV Maintenance Fee Rev	Muni	Nov	10.6.5	14,000	R7	(14,000)
2419.0207	CPV - Short Term Rental Rev	Muni	Nov	10.6.5	(20,000)	R7	20,000
9923.7802	Tsfr to Muni Fund	Muni	Nov	10.6.5	(6,000)	TRANS	0
1045.9923	Tsfr from CPV Reserve	Muni	Nov	10.6.5	6,000	TRANS	(6,000)
8000.5831	Mobile Plant Replacement	Muni	Nov	10.6.5	100,000	CX24	(100,000)
3517.0440	Manning Snr Citizens Proc Sale Asset	Muni	Nov	10.6.5	(25,000)	R5	25,000
9901.7802	Tsfr to Muni Fund	Muni	Nov	10.6.5	75,000	TRANS	0
1045.9901	Tsfr from Plant Replacement Reserve	Muni	Nov	10.6.5	(75,000)	TRANS	75,000
2331.1901	Civic Library - Salaries	Muni	Nov	10.6.5	(200,000)	E13	200,000
2341.1901	Manning Library - Salaries	Muni	Nov	10.6.5	200,000	E13	(200,000)
3135.1901	Building Services - Salaries	Muni	Nov	10.6.5	(50,000)	E25	50,000
3135.2820	Building Services - Consultants	Muni	Nov	10.6.5	50,000	E25	(50,000)
8703.5831	IT Acquisitions	Muni	Nov	10.6.5	(50,000)	CX3	50,000
8718.5831	CMS Website Project	Muni	Nov	10.6.5	50,000	CX3	(50,000)
4906.5850	Road Plant Carrying Amt Sale of Asset	Muni	Nov	10.6.5	11,000	E48	0
0430.5915	Depreciation - CPGC	Muni	Nov	10.6.5	5,000	E17	0
1306.5915	Depreciation - Info Technology	Muni	Nov	10.6.5	10,000	E21	0
2234.5915	Depreciation - Parking Mgt	Muni	Nov	10.6.5	20,000	E28	0
4910.5915	Depreciation - Parks	Muni	Nov	10.6.5	90,000	E37	0
4912.5915	Depreciation - Roads & Paths	Muni	Nov	10.6.5	100,000	E46	0
BAL SHEET	Adjustment to estimated Opening Balance	Muni	Nov	10.6.5	196,459	-	(196,459)
	Balance @ Month End						101,815

2009/2010 BUDGET RECONCILIATION SCHEDULE - SHOWING MOVEMENTS BETWEEN ADOPTED AND AMENDED BUDGET

Attachment 10.6.4 (6)(B)

Account No	Account Details	Fund	Month Approved	Agenda Item No	Adjustment Amount	Line Total Affected	Budget Impact
0500.1901	Financial & Info Services Admin Salaries	Muni	Dec	Re-allocation	8,000	E18	8,000
4028.1901	Infrastructure Serv Admin Salaries	Muni	Dec	Re-allocation	5,000	E29	5,000
1006.1901	Financial Services Salaries	Muni	Dec	Re-allocation	19,000	E19	19,000
2132.1901	Communications Salaries	Muni	Dec	Re-allocation	10,000	E5	10,000
BAL SHEET	Salaries Clearing Account	Muni	Dec	Re-allocation	(42,000)	-	(42,000)
	Balance @ Month End						101,815
6220.2500.30	Living Streams Project	Muni	Dec	10.3.5	(29,000)	CX20	(29,000)
6151.2500.30	Environmental Mgt - Mt Henry	Muni	Dec	10.3.5	(4,000)	CX20	(4,000)
6235.2500.30	Ecojobs	Muni	Dec	10.3.5	(7,000)	CX20	(7,000)
6206.2500.30	Cloisters Foreshore Erosion Control	Muni	Dec	10.3.5	40,000	CX20	40,000
6224.1500.30	SJMP Promenade	Muni	Dec	10.3.5	(100,000)	CX21	(100,000)
6226.2500.30	SJMP ESP Rivetment Wall	Muni	Dec	10.3.5	100,000	CX20	100,000
8930.5831	Precinct Studies	Muni	Dec	15.1.3	50,000	CX27	50,000
9927.7802	Transfer to Muni Fund	Muni	Dec	15.1.3	50,000	TRANS	0
1045.9927	Transfer from Transport Works Reserve	Muni	Dec	15.1.3	(50,000)	TRANS	(50,000)
	Balance @ Month End						101,815
1206.1941	Training	Muni	Feb	10.6.5	25,000	E2	(25,000)
1206.1980	Recruitment Advertising	Muni	Feb	10.6.5	(15,000)	E2	15,000
0206.0440	CEO Office - Proceeds Sale of Asset	Muni	Feb	10.6.5	29,000	R1	(29,000)
0499.0440	DFIS - Proceeds Sale of Asset	Muni	Feb	10.6.5	29,000	R10	(29,000)
2110.1901	Functions Salaries	Muni	Feb	10.6.5	10,000	E8	(10,000)
0205.4705	Election Expenses	Muni	Feb	10.6.5	(35,000)	E4	35,000
0207.1941	CEO Office - Training	Muni	Feb	10.6.5	35,000	E1	(35,000)
2132.1901	Communications Salaries	Muni	Feb	10.6.5	30,000	E5	(30,000)
1206.1901	HRS Salaries	Muni	Feb	10.6.5	(30,000)	E2	30,000
1004.0102	Grant Revenue - General	Muni	Feb	10.6.5	15,000	R11	(15,000)
1005.0499	Financial Services - Misc Revenue	Muni	Feb	10.6.5	(25,000)	R11	25,000
1103.0006	Property Enquiries	Muni	Feb	10.6.5	(20,000)	R33	20,000
1103.0010	Rates Admin Fee Rev Instalment Option	Muni	Feb	10.6.5	(5,000)	R33	5,000
1103.0012	Rates Collection Costs Rev Recoverable	Muni	Feb	10.6.5	(3,000)	R33	3,000

2009/2010 BUDGET RECONCILIATION SCHEDULE - SHOWING MOVEMENTS BETWEEN ADOPTED AND AMENDED BUDGET

Attachment 10.6.4 (6)(B)

Account No	Account Details	Fund	Month Approved	Agenda Item No	Adjustment Amount	Line Total Affected	Budget Impact
1103.0009	Rates Interest Revenue	Muni	Feb	10.6.5	(5,000)	R33	5,000
0406.3521	Recoverable Expense - Electricity	Muni	Feb	10.6.5	(30,000)	E20	30,000
0406.3522	Recoverable Expense - Water	Muni	Feb	10.6.5	(10,000)	E20	10,000
1306.2715	Software Licensing	Muni	Feb	10.6.5	20,000	E21	(20,000)
2330.0154	Civic Library Photocopier (B&W)	Muni	Feb	10.6.5	3,000	R6	(3,000)
2330.0155	Civic Library Photocopier (Colour)	Muni	Feb	10.6.5	4,500	R6	(4,500)
3325.0468	Planning Application Fees	Muni	Feb	10.6.5	(75,000)	R19	75,000
3326.1901	Planning Salaries	Muni	Feb	10.6.5	40,000	E24	(40,000)
3134.0456	Building Licence Fees	Muni	Feb	10.6.5	(40,000)	R20	40,000
2131.0108	CCR - Misc Grants	Muni	Feb	10.6.5	(25,000)	R5	25,000
2130.4981	Youth & Family Zone Event	Muni	Feb	10.6.5	25,000	E8	(25,000)
2133.0569	Fiesta Sponsorship	Muni	Feb	10.6.5	(20,000)	R5	20,000
2134.6992	Fiesta Finale Concert	Muni	Feb	10.6.5	20,000	E8	(20,000)
3518.3628	Manning Snr Citiz Centre - Sanitation	Muni	Feb	10.6.5	1,000	E10	(1,000)
2142.4915	Donations / Partnerships	Muni	Feb	10.6.5	15,000	E8	(15,000)
2691.0357	GBLC Hire Revenue	Muni	Feb	10.6.5	(10,000)	R5	10,000
2233.0409	Meter Parking	Muni	Feb	10.6.5	(35,000)	R18	35,000
2234.5837	Parking Meter Maintenance	Muni	Feb	10.6.5	10,000	E28	(10,000)
4050.0454	Insurance Recoveries	Muni	Feb	10.6.5	(3,750)	R32	3,750
4034.0354	Ground Hire	Muni	Feb	10.6.5	(15,000)	R22	15,000
4033.0421	Contributions - Engineering Works	Muni	Feb	10.6.5	(40,000)	R28	40,000
6999.7138.30	Recoverable Works	Muni	Feb	10.6.5	40,000	CX22	(40,000)
4905.0440	Proceeds on Sale of Asset	Muni	Feb	10.6.5	(30,000)	R31	30,000
4140.2925	Vehicle Leasing	Muni	Feb	10.6.5	30,000	E48	(30,000)
4500.0440	Proceeds on Sale of Asset	Muni	Feb	10.6.5	(24,500)	R24	24,500
5998.0427	Contributions - Parks	Muni	Feb	10.6.5	(20,000)	CR8	20,000
6092.2500.30	Playground Upgrades	Muni	Feb	10.6.5	20,000	CX18	(20,000)
8718.5831	CMS Website Project	Muni	Feb	10.6.5	50,000	CX3	(50,000)
8723.5831	Valuation of City Buildings	Muni	Feb	10.6.5	25,000	CX4	(25,000)
4039.2840	Fuel Management System	Muni	Feb	10.6.5	10,000	E49	(10,000)
8702.5831	Re-design of Kitchen Cupboards	Muni	Feb	10.6.5	10,000	CX1	(10,000)
3015.1901	Corp Support Salaries	Muni	Feb	10.6.5	10,000	E3	(10,000)
5998.0108	City Environment Grant Funding	Muni	Feb	10.6.5	(120,000)	CR8	120,000
6209.2500.30	River Wall Remedial Works	Muni	Feb	10.6.5	120,000	CX20	(120,000)
3235.0499	Environmental Serv Misc Revenue	Muni	Feb	10.6.5	(3,500)	R25	3,500

2009/2010 BUDGET RECONCILIATION SCHEDULE - SHOWING MOVEMENTS BETWEEN ADOPTED AND AMENDED BUDGET

Attachment 10.6.4 (6)(B)

Account No	Account Details	Fund	Month Approved	Agenda Item No	Adjustment Amount	Line Total Affected	Budget Impact
2652.3622	Hall Cleaning - Collins St Hall	Muni	Feb	10.6.5	(24,000)	E12	24,000
2130.4981	Youth & Family Zone Event	Muni	Feb	10.6.5	40,000	E8	(40,000)
2131.0108	CCR - Misc Grants	Muni	Feb	10.6.5	(40,000)	R5	40,000
2520.0201	CPH Maintenance Fees	Muni	Feb	10.6.5	60,000	R8	(60,000)
8810.3715	CPH Equipment	Muni	Feb	10.6.5	13,500	CX8	(13,500)
1045.9908	Tsfr from Reserves - CPH Capital	Muni	Feb	10.6.5	(73,500)	TRANS	73,500
9908.7802	CPH Capital - Tsfr to Muni Fund	Muni	Feb	10.6.5	73,500	TRANS	0
3216.0499	Health Misc Revenue	Muni	Feb	10.6.5	(15,000)	R16	15,000
3422.2840	Feasibility Study Waste Mgt Option	Muni	Feb	10.6.5	18,000	E27	(18,000)
3421.0253	Transfer Station Entry Fees Rev	Muni	Feb	10.6.5	(20,000)	R17	20,000
3422.3931	Rubbish Site Fees	Muni	Feb	10.6.5	(45,000)	E27	45,000
9912.7801	Tsfr to Waste Management Reserve	Muni	Feb	10.6.5	(62,000)	TRANS	0
1044.9912	Waste Mgt Reserve - Tsfr from Muni	Muni	Feb	10.6.5	62,000	TRANS	(62,000)
2331.1901	Civic Library Salaries	Muni	Feb	10.6.5	(30,000)	E13	30,000
2341.1901	Manning Library Salaries	Muni	Feb	10.6.5	30,000	E13	(30,000)
2351.1901	Heritage House Salaries	Muni	Feb	10.6.5	(10,000)	E13	10,000
0451.1901	Old Mill Salaries	Muni	Feb	10.6.5	10,000	E13	(10,000)
2140.1825	Corporate Documents	Muni	Feb	10.6.5	(5,000)	E6	5,000
2140.1830	Community Publications	Muni	Feb	10.6.5	5,000	E6	(5,000)
3135.1901	Building Services Salaries	Muni	Feb	10.6.5	(30,000)	E25	30,000
3135.2820	Building Services Consultants	Muni	Feb	10.6.5	30,000	E25	(30,000)
4754.2500.30	SJMP Maintenance	Muni	Feb	10.6.5	(70,000)	E30	70,000
4762.2500.30	Manning Ward Parks	Muni	Feb	10.6.5	50,000	E30	(50,000)
4766.2500.30	Karawara Greenways	Muni	Feb	10.6.5	20,000	E30	(20,000)
5437.1500.30	Letchworth Ave	Muni	Feb	10.6.5	(12,500)	CX12	12,500
7105.1500.30	Ley St Davilak Roundabout	Muni	Feb	10.6.5	12,500	CX12	(12,500)
8527.5831	GBLC Equipment	Muni	Feb	10.6.5	(6,000)	CX5	6,000
4316.4500.30	GBLC Maintenance	Muni	Feb	10.6.5	6,000	E38	(6,000)
2008.1901	CCR Salaries	Muni	Feb	10.6.5	15,000	E7	(15,000)
2009.1901	Safer City Salaries	Muni	Feb	10.6.5	(15,000)	E9	15,000
5427.1500.30	Monash Ave (Murray - Throssell)	Muni	Feb	10.6.5	11,300	CX12	(11,300)
5428.1500.30	Bradshaw Cresc (Marsh - Welwyn)	Muni	Feb	10.6.5	(11,300)	CX12	11,300
5434.1500.30	City Contributions to MRRG Projects	Muni	Feb	10.6.5	(127,361)	CX12	127,361
5430.1500.30	South Tce (Anstey - Hensman)	Muni	Feb	10.6.5	25,000	CX12	(25,000)
5432.1500.30	Elderfield Rd (Manning - Trumper)	Muni	Feb	10.6.5	17,000	CX12	(17,000)

2009/2010 BUDGET RECONCILIATION SCHEDULE - SHOWING MOVEMENTS BETWEEN ADOPTED AND AMENDED BUDGET

Attachment 10.6.4 (6)(B)

Account No	Account Details	Fund	Month Approved	Agenda Item No	Adjustment Amount	Line Total Affected	Budget Impact
5433.1500.30	South Tce (Murray - Douglas)	Muni	Feb	10.6.5	85,361	CX12	(85,361)
5437.1500.30	Letchworth Ctre Ave (Sulman - Salter Pt)	Muni	Feb	10.6.5	(14,500)	CX12	14,500
7105.1500.30	Ley St / Davilak Roundabout	Muni	Feb	10.6.5	14,500	CX16	(14,500)
5440.1500.30	Baldwin St (Saunders - Amery)	Muni	Feb	10.6.5	(30,000)	CX12	30,000
5441.1500.30	Baldwin St (Amery - Coolidge)	Muni	Feb	10.6.5	(70,000)	CX12	70,000
5357.1500.30	Waterford Foreshore Path	Muni	Feb	10.6.5	100,000	CX14	(100,000)
2331.3622	Cleaning - Temp Civic Library	Muni	Feb	10.6.5	12,500	E13	(12,500)
2622.3622	Cleaning - Manning Hall	Muni	Feb	10.6.5	(15,000)	E12	15,000
2692.3622	Cleaning - GBLC	Muni	Feb	10.6.5	(4,000)	E11	4,000
4611.3622.30	Clean - Public Conv - SJMP - Narrows Br	Muni	Feb	10.6.5	2,500	E40	(2,500)
4612.3622.30	Clean - Public Conv - SJMP - Hurlingham	Muni	Feb	10.6.5	2,500	E40	(2,500)
4613.3622.30	Clean - Public Conv - Coode St Kiosk	Muni	Feb	10.6.5	2,500	E40	(2,500)
4614.3622.30	Clean - Public Conv - Mends St Jetty	Muni	Feb	10.6.5	2,500	E40	(2,500)
3518.3622	Cleaning - Manning Snr Citiz Centre	Muni	Feb	10.6.5	(2,500)	E10	2,500
4134.3622	Cleaning - Operations Centre	Muni	Feb	10.6.5	(1,000)	E41	1,000
1050.3622	Cleaning - Civic Centre	Muni	Feb	10.6.5	3,000	E1	(3,000)
2341.3622	Cleaning - Manning Library	Muni	Feb	10.6.5	3,000	E13	(3,000)
2672.3622	Cleaning - EJ Hall	Muni	Feb	10.6.5	2,000	E12	(2,000)
4601.3622.30	Clean - Public Conv - Challeng Res	Muni	Feb	10.6.5	(6,000)	E40	6,000
4603.3622.30	Clean - Public Conv - Windsor Park	Muni	Feb	10.6.5	2,000	E40	(2,000)
4605.3622.30	Clean - Public Conv - EJ Oval	Muni	Feb	10.6.5	2,000	E40	(2,000)
4615.3622.30	Clean - Public Conv - Morris Mundy Res	Muni	Feb	10.6.5	(6,000)	E40	6,000
4235.0498	Increase in Value of Nursery Stock	Muni	Feb	10.6.5	(15,000)	R23	0
0207.5850	CEO Office - Carrying Amt Sale of Asset	Muni	Feb	10.6.5	(26,000)	E1	0
0500.5850	DFIS - Carrying Amt Sale of Asset	Muni	Feb	10.6.5	(24,000)	E18	0
5452.1500.30	SJMP Paths	Muni	Feb	10.4.1	97,000	CX14	(97,000)
5449.1500.30	SJMP - Narrows East Car Park	Muni	Feb	10.4.1	(97,000)	CX12	97,000
	Balance @ Month End						139,065
1005.0499	Financial Services Misc Revenue	Muni	Apr	10.6.4	(20,000)	R11	20,000
1046.0432	Self Supporting Loan Recoups	Muni	Apr	10.6.4	80,000	R11	(80,000)
1047.2836	Self Supporting Loan Interest	Muni	Apr	10.6.4	(40,000)	E19	40,000

2009/2010 BUDGET RECONCILIATION SCHEDULE - SHOWING MOVEMENTS BETWEEN ADOPTED AND AMENDED BUDGET

Attachment 10.6.4 (6)(B)

Account No	Account Details	Fund	Month Approved	Agenda Item No	Adjustment Amount	Line Total Affected	Budget Impact
1103.0002	Interim Rates	Muni	Apr	10.6.4	(30,000)	R33	30,000
1103.0016	UGP Financing Charge	Muni	Apr	10.6.4	25,000	R33	(25,000)
0316.0383	Misc Lease Revenue	Muni	Apr	10.6.4	(130,000)	R12	130,000
0406.4720	Property Valuations	Muni	Apr	10.6.4	7,000	E20	(7,000)
1306.2715	Software Licensing	Muni	Apr	10.6.4	20,000	E21	(20,000)
1306.5831	Software Purchases	Muni	Apr	10.6.4	(14,000)	E21	14,000
3325.0468	Planning Application Fees	Muni	Apr	10.6.4	(60,000)	R19	60,000
3134.0456	Building Licence Fees	Muni	Apr	10.6.4	(80,000)	R20	80,000
2131.0108	Community Development Rev	Muni	Apr	10.6.4	(25,000)	R5	25,000
2009.2856	Safer City Grant Expenditure	Muni	Apr	10.6.4	20,000	E9	(20,000)
2133.0108	Fiesta Grants	Muni	Apr	10.6.4	(20,000)	R5	20,000
2692.2840	GBLC Programs	Muni	Apr	10.6.4	5,000	E11	(5,000)
2661.0357	EJ Hall Hire	Muni	Apr	10.6.4	(10,000)	R5	10,000
2612.3521	Civic Hall Electricity	Muni	Apr	10.6.4	5,000	E12	(5,000)
2612.3522	Civic Hall Water	Muni	Apr	10.6.4	5,000	E12	(5,000)
0305.0304	Recoverable Costs Rev	Muni	Apr	10.6.4	(10,000)	R12	10,000
3213.0461	Food Vendor Licences	Muni	Apr	10.6.4	(2,500)	R16	2,500
2233.0409	Meter Parking Rev	Muni	Apr	10.6.4	(20,000)	R18	20,000
2233.0412	Parking Infringements	Muni	Apr	10.6.4	40,000	R18	(40,000)
2233.0499	Parking Misc Rev	Muni	Apr	10.6.4	15,000	R18	(15,000)
2251.2840	Skyworks	Muni	Apr	10.6.4	10,000	E28	(10,000)
4034.0355	Casual Ground Hire	Muni	Apr	10.6.4	(20,000)	R22	20,000
4034.0499	City Environment Misc Rev	Muni	Apr	10.6.4	(20,000)	R22	20,000
8103.4500.30	WCG Thomas Pavillion	Muni	Apr	10.6.4	20,000	CX23	(20,000)
4033.0499	Engineering Infrastructure Misc Rev	Muni	Apr	10.6.4	(47,500)	R28	47,500
4005.0305	Building Reinstatement Rev	Muni	Apr	10.6.4	28,000	R29	(28,000)
4025.1500.30	Building Reinstatement Exp	Muni	Apr	10.6.4	(28,000)	E44	28,000
5998.0108	City Environment Grant Funding	Muni	Apr	10.6.4	(28,000)	CR8	28,000
6225.2500.30	SJMP Ceremonial Flagpole	Muni	Apr	10.6.4	78,000	CX21	(78,000)
5994.0421	Building Grants	Muni	Apr	10.6.4	45,000	CR9	(45,000)
2652.3622	Cleaning - Collins St Hall	Muni	Apr	10.6.4	(12,000)	E12	12,000
2622.3622	Cleaning - Manning Hall	Muni	Apr	10.6.4	(7,000)	E12	7,000
5999.0109	Grants - Pathways	Muni	Apr	10.6.4	(24,000)	CR6	24,000
5452.1500.30	SJMP Path Program	Muni	Apr	10.6.4	24,000	CX14	(24,000)
5998.0421	City Environment Contributions	Muni	Apr	10.6.4	150,000	CR8	(150,000)

2009/2010 BUDGET RECONCILIATION SCHEDULE - SHOWING MOVEMENTS BETWEEN ADOPTED AND AMENDED BUDGET

Attachment 10.6.4 (6)(B)

Account No	Account Details	Fund	Month Approved	Agenda Item No	Adjustment Amount	Line Total Affected	Budget Impact
6215.2500.30	Judd St Landscaping	Muni	Apr	10.6.4	(340,000)	CX17	340,000
6226.2500.30	SJMP Revetment Wall	Muni	Apr	10.6.4	70,000	CX20	(70,000)
6150.2500.30	Salter Pt Foreshore / Redmond Res	Muni	Apr	10.6.4	40,000	CX20	(40,000)
8103.4500.30	WCG Thomas Pavillion	Muni	Apr	10.6.4	70,000	CX23	(70,000)
4850.2585.30	Storm Damage - Street Trees	Muni	Apr	10.6.4	135,000	E33	(135,000)
6999.7141.30	Storm Damage - Engineering Infrast	Muni	Apr	10.6.4	31,500	CX22	(31,500)
4940.1500.30	Storm Damage - Drainage	Muni	Apr	10.6.4	12,500	E47	(12,500)
4870.1500.30	Storm Damage - Street Sweeping	Muni	Apr	10.6.4	12,500	E47	(12,500)
6999.7147.30	Storm Damage - EJ Pavillion	Muni	Apr	10.6.4	25,000	CX22	(25,000)
6999.7148.30	Storm Damage - SP Tennis Club	Muni	Apr	10.6.4	150,000	CX22	(150,000)
5994.0421	Insurance Recovery - Storm Damage	Muni	Apr	10.6.4	(175,000)	CR9	175,000
5995.0421	WANDRRA Storm Relief Funding	Muni	Apr	10.6.4	(20,000)	CR6	20,000
5998.0421	WANDRRA Storm Relief Funding	Muni	Apr	10.6.4	(111,500)	CR8	111,500
6999.7125.30	MRD Step Program	Muni	Apr	10.6.4	10,000	CX22	(10,000)
5998.0421	City Environment Contributions	Muni	Apr	10.6.4	(10,000)	CR8	10,000
6999.7118.30	Western Foreshore Study	Muni	Apr	10.6.4	10,000	CX22	(10,000)
2419.0201	CPV Maintenance Fees	Muni	Apr	10.6.4	20,000	R7	(20,000)
2419.0435	Reserve Interest Reinvested	Muni	Apr	10.6.4	(10,000)	R7	10,000
9923.7802	Tsfr to Muni Fund	Muni	Apr	10.6.4	10,000	TRANS	0
1045.9923	Tsfr from CPV Reserve	Muni	Apr	10.6.4	(10,000)	TRANS	10,000
2520.0101	CPH Commonwealth Subsidy	Muni	Apr	10.6.4	70,000	R8	(70,000)
2520.0202	CPH Respite Fees	Muni	Apr	10.6.4	(5,000)	R8	5,000
9908.7802	Tsfr to Muni Fund	Muni	Apr	10.6.4	65,000	TRANS	0
1045.9908	Tsfr from CPH Reserve	Muni	Apr	10.6.4	(65,000)	TRANS	65,000
3422.3936	Kerbside Pickup	Muni	Apr	10.6.4	(25,000)	E27	25,000
3452.3921	Kerbside Recycling	Muni	Apr	10.6.4	30,000	E27	(30,000)
4222.3934.01	Transfer Station Wages	Muni	Apr	10.6.4	(20,000)	E27	20,000
4224.2500.30	Transfer Station Grounds	Muni	Apr	10.6.4	15,000	E27	(15,000)
4224.2591.30	Tub Grinding - Mulch	Muni	Apr	10.6.4	25,000	E27	(25,000)
9912.7801	Tsfr to Muni Fund	Muni	Apr	10.6.4	25,000	TRANS	0
1044.9912	Tsfr from Waste Mgt Reserve	Muni	Apr	10.6.4	(25,000)	TRANS	25,000
0429.0351	CPGC Pro Shop Rental	Muni	Apr	10.6.4	(25,000)	R9	25,000
0429.0455	CPGC Green Fees	Muni	Apr	10.6.4	(110,000)	R9	110,000
0430.2821	CPGC Controllers Fees	Muni	Apr	10.6.4	9,000	E17	(9,000)
0430.3521	CPGC Electricity	Muni	Apr	10.6.4	20,000	E17	(20,000)

2009/2010 BUDGET RECONCILIATION SCHEDULE - SHOWING MOVEMENTS BETWEEN ADOPTED AND AMENDED BUDGET

Attachment 10.6.4 (6)(B)

Account No	Account Details	Fund	Month Approved	Agenda Item No	Adjustment Amount	Line Total Affected	Budget Impact
0430.2548	CPGC Reticulation	Muni	Apr	10.6.4	20,000	E17	(20,000)
1044.9911	Tsfr to CPGC Reserve	Muni	Apr	10.6.4	86,000	TRANS	(86,000)
9911.7801	Tsfr from Muni Fund	Muni	Apr	10.6.4	(86,000)	TRANS	0
8721.5831	Software Acquisition	Muni	Apr	10.6.4	(30,000)	CX3	30,000
8718.5831	Web Development	Muni	Apr	10.6.4	50,000	CX3	(50,000)
8710.5831	Photocopier Replacement	Muni	Apr	10.6.4	(40,000)	CX3	40,000
8708.5831	EDMS	Muni	Apr	10.6.4	(120,000)	CX3	120,000
1044.9915	Tsfr to IT Reserve	Muni	Apr	10.6.4	140,000	TRANS	(140,000)
9915.7801	Tsfr from Muni Fund	Muni	Apr	10.6.4	(140,000)	TRANS	0
5296.1500.30	Lyall St Pump Station	Muni	Apr	10.6.4	(125,000)	CX13	125,000
5419.1500.30	Storm Water Outlets (River)	Muni	Apr	10.6.4	(40,000)	CX13	40,000
1044.9906	Tsfr to Future Muni Works Res	Muni	Apr	10.6.4	165,000	TRANS	(165,000)
9906.7801	Tsfr from Muni Fund	Muni	Apr	10.6.4	(165,000)	TRANS	0
5421.1500.30	Collier Walking Trail	Muni	Apr	10.6.4	(125,000)	CX14	125,000
1044.9927	Tsfr to Future Transport Works Res	Muni	Apr	10.6.4	125,000	TRANS	(125,000)
9927.7801	Tsfr from Muni Fund	Muni	Apr	10.6.4	(125,000)	TRANS	0
6214.2500.30	Railway Station Precinct	Muni	Apr	10.6.4	(100,000)	CX17	100,000
1044.9925	Tsfr to Railway Station Precinct Res	Muni	Apr	10.6.4	100,000	TRANS	(100,000)
9925.7801	Tsfr from Muni Fund	Muni	Apr	10.6.4	(100,000)	TRANS	0
1046.0435	Reserve Interest Rev	Muni	Apr	10.6.4	(90,000)	R11	90,000
1044.9901	Tsfr to Reserves	Muni	Apr	10.6.4	2,000	TRANS	(2,000)
1044.9907	Tsfr to Reserves	Muni	Apr	10.6.4	71,000	TRANS	(71,000)
1044.9908	Tsfr to Reserves	Muni	Apr	10.6.4	5,000	TRANS	(5,000)
1044.9911	Tsfr to Reserves	Muni	Apr	10.6.4	(5,000)	TRANS	5,000
1044.9912	Tsfr to Reserves	Muni	Apr	10.6.4	15,000	TRANS	(15,000)
1044.9925	Tsfr to Reserves	Muni	Apr	10.6.4	2,000	TRANS	(2,000)
9901.0435	Interest Rev Tsfr from Muni	Muni	Apr	10.6.4	(2,000)	TRANS	2,000
9907.0435	Interest Rev Tsfr from Muni	Muni	Apr	10.6.4	(71,000)	TRANS	71,000
9908.0435	Interest Rev Tsfr from Muni	Muni	Apr	10.6.4	(5,000)	TRANS	5,000
9911.0435	Interest Rev Tsfr from Muni	Muni	Apr	10.6.4	5,000	TRANS	(5,000)
9912.0435	Interest Rev Tsfr from Muni	Muni	Apr	10.6.4	(15,000)	TRANS	15,000
9925.0435	Interest Rev Tsfr from Muni	Muni	Apr	10.6.4	(2,000)	TRANS	2,000
5990.0015	UGP Revenue	Muni	Apr	10.6.4	(56,000)	CR10	56,000
5990.0499	UGP - In Kind Cost Reimbursed	Muni	Apr	10.6.4	(219,000)	CR10	219,000
8740.5831	UGP Project Admin Costs	Muni	Apr	10.6.4	90,000	CX25	(90,000)

2009/2010 BUDGET RECONCILIATION SCHEDULE - SHOWING MOVEMENTS BETWEEN ADOPTED AND AMENDED BUDGET

Attachment 10.6.4 (6)(B)

Account No	Account Details	Fund	Month Approved	Agenda Item No	Adjustment Amount	Line Total Affected	Budget Impact
1044.9921	Tsfr to UGP Reserve	Muni	Apr	10.6.4	185,000	TRANS	(185,000)
9921.7801	Tsfr from Muni Fund	Muni	Apr	10.6.4	(185,000)	TRANS	0
8000.5831	Mobile Plant Acquisitions	Muni	Apr	10.6.4	(200,000)	CX24	200,000
1044.9901	Tsfr to Plant Replacement Res	Muni	Apr	10.6.4	200,000	TRANS	(200,000)
9901.7801	Tsfr from Muni Fund	Muni	Apr	10.6.4	(200,000)	TRANS	0
2341.1901	Salaries Manning Library	Muni	Apr	10.6.4	(70,000)	E13	70,000
2331.1901	Salaries Civic Library	Muni	Apr	10.6.4	70,000	E13	(70,000)
4235.0498	Increase in Value of Nursery Stock	Muni	Apr	10.6.4	(60,000)	R23	0
2331.5850	Library Asset Carrying Amount	Muni	Apr	10.6.4	300,978	E13	0
2681.5850	Hall Asset Carrying Amount	Muni	Apr	10.6.4	340,277	E12	0
0430.5915	Depreciation - CPGC	Muni	Apr	10.6.4	20,000	E17	0
1006.5915	Depreciation - Financial Services	Muni	Apr	10.6.4	(15,000)	E19	0
3516.5915	Depreciation - SP Snr Citizens	Muni	Apr	10.6.4	10,000	E10	0
3518.5915	Depreciation - Manning Snr Citizens	Muni	Apr	10.6.4	(5,000)	E10	0
4501.5915	Depreciation - Reserves & Parks	Muni	Apr	10.6.4	30,000	E48	0
4910.5915	Depreciation - Parks Infrastructure	Muni	Apr	10.6.4	20,000	E37	0
4906.5915	Depreciation - Road Plant	Muni	Apr	10.6.4	25,000	E48	0
2008.5915	Depreciation - Community Development	Muni	Apr	10.6.4	(10,000)	E7	0
BAL SHEET	Loans -Principal Repayment	Muni	Apr	10.6.4	(90,000)	-	90,000
BAL SHEET	Accrual Movements	Muni	Apr	10.6.4	95,000	-	(95,000)
	Balance @ Month End						385,065

**CITY OF SOUTH PERTH
RATE SETTING STATEMENT
FOR THE PERIOD ENDED 30 JUNE 2010**

Attachment 10.6.4(7)

	YTD BUDGET \$	YTD ACTUAL \$	2010 BUDGET \$
REVENUE (Excluding Rates)			
General Purpose Funding	3,237,350	3,605,535	3,237,350
Governance	152,250	176,089	152,250
Law, Order & Public Safety	92,000	67,815	92,000
Education	0	0	0
Health	40,500	51,230	40,500
Welfare	0	0	0
Housing	2,636,120	2,863,438	2,636,120
Community Amenities	5,042,200	5,102,459	5,042,200
Recreation & Culture	3,883,878	4,271,746	3,883,878
Transport	1,656,325	2,643,290	1,656,325
Economic Services	711,500	713,864	711,500
Other Property & Services	489,750	499,793	489,750
	17,941,873	19,995,257	17,941,873
OPERATING EXPENDITURE			
General Purpose Funding	(565,958)	(628,330)	(565,958)
Governance	(4,309,466)	(4,156,138)	(4,309,466)
Law, Order & Public Safety	(623,848)	(593,916)	(623,848)
Education	(80,700)	(73,323)	(80,700)
Health	(514,539)	(496,859)	(514,539)
Welfare	(376,694)	(381,837)	(376,694)
Housing	(3,475,385)	(3,467,439)	(3,475,385)
Community Amenities	(6,895,520)	(6,746,370)	(6,895,520)
Recreation & Culture	(12,626,319)	(12,915,323)	(12,626,319)
Transport	(9,682,145)	(9,634,106)	(9,682,145)
Economic Services	(684,206)	(659,677)	(684,206)
Other Property & Services	(430,032)	(580,337)	(430,032)
	(40,264,812)	(40,333,658)	(40,264,812)
NET RESULT	(22,322,939)	(20,338,401)	(22,322,939)
Add back Non Cash Items	7,789,625	7,689,099	7,789,625
Proceeds from Disposal of Assets	382,980	225,996	382,980
Contributions for Acquisition of Assets	3,759,523	2,725,781	3,759,523
FUNDS DEMAND FROM OPERATIONS	(10,390,811)	(9,697,525)	(10,390,811)
ACQUISITION OF NON CURRENT ASSETS			
Purchase of Buildings	(6,985,000)	(5,628,320)	(6,985,000)
Purchase of Furniture & Fittings	(25,000)	(34,303)	(25,000)
Purchase of Technology	(190,000)	(161,891)	(190,000)
Purchase of Plant & Equipment	(120,000)	(76,551)	(120,000)
Purchase of Mobile Plant	(1,142,000)	(1,155,432)	(1,142,000)
Construction of Infrastructure Assets	(6,731,577)	(4,706,831)	(6,731,577)
Purchase of Equipment	0	0	0
	(15,193,577)	(11,763,328)	(15,193,577)

Figures contained on this statement necessarily include accounting estimates and accruals

**CITY OF SOUTH PERTH
RATE SETTING STATEMENT
FOR THE PERIOD ENDED 30 JUNE 2010**

Attachment 10.6.4(7)

	YTD BUDGET \$	YTD ACTUAL \$	2010 BUDGET \$
FINANCING ACTIVITIES			
Incoming Accomodation Bonds	380,000	2,193,288	380,000
New Loan Proceeds (City Loans)	0	0	0
Repayment of Loan Borrowings (Principal)	(560,000)	(560,421)	(560,000)
Self Supporting Loan Proceeds	20,000	40,787	20,000
Change in Equity - Joint Venture	0	135,056	0
Transfers to Reserves	(6,706,350)	(9,902,962)	(6,706,350)
Transfers from Reserves	8,295,493	8,679,944	8,295,493
Movement in Restricted Assets (Not Reserves)	(18,000)	(71,317)	(18,000)
Movement in Non Current Receivables - Exc UGP	0	586,343	0
Movement in UGP Debtors	482,500	814,222	482,500
	<u>1,893,643</u>	<u>1,914,940</u>	<u>1,893,643</u>
DEMAND - NON OPERATING RESOURCES	<u>(13,299,934)</u>	<u>(9,848,388)</u>	<u>(13,299,934)</u>
Opening Position Brought Forward	2,020,411	2,020,411	2,020,411
Closing Position to be Carried Forward (Includes Carry Forward Works)	(385,065)	(4,529,482)	(385,065)
AMOUNT TO BE MADE UP FROM RATES	<u>22,055,399</u>	<u>22,054,984</u>	<u>22,055,399</u>
COMPOSITION OF CLOSING POSITION			
Current Assets			
Cash & Cash Equivalents		33,574,701	30,244,311
Trade & Other Receivables			
Rates		305,541	349,401
Sundry Debtors		3,501,078	1,877,215
Provision for Doubtful Debts		(111,704)	(75,000)
Inventories		143,986	226,602
Accrued Interest & Prepayments		425,702	447,811
Total Current Assets		<u>37,839,304</u>	<u>33,070,340</u>
Current Liabilities			
Trade & Other Liabilities			
Creditors		(3,682,372)	(1,971,834)
Income in Advance		(77,343)	(111,423)
Bonds / Trust Liability		(184,821)	(165,000)
Other Liabilities		(133,378)	(71,372)
Loans - Current		(586,302)	(555,135)
Employee Provisions - Current		(2,122,010)	(2,105,167)
Total Current Liabilities		<u>(6,786,226)</u>	<u>(4,979,931)</u>
Net Current Assets		<u>31,053,078</u>	<u>28,090,409</u>
Add Back			
Interest Bearing Liabilities		586,302	555,135
Employee Provisions		2,122,010	2,400,849
		<u>33,761,390</u>	<u>31,046,393</u>
Less			
Restricted Cash - Reserves, Current Trust & Emp Entitlements		(29,231,908)	(30,661,328)
		<u>4,529,482</u>	<u>385,065</u>

Figures contained on this statement necessarily include accounting estimates and accruals

SCHEDULE OF INCOMPLETE CAPITAL WORKS CARRIED FORWARD FROM 2009/2010

Attachment 10.6.5

Account No	Description	Estimated Amount	Actual Amount
8750.5831	Library & Community Facility	2,260,000	2,345,000
8702.5831	Minor Office Refurbishment	30,000	30,000
8715.5831	Office Furniture / Equipment	20,000	25,000
8705.5831	Electrical Equipment	0	20,000
8912.5831	Heritage Tram	33,000	33,000
8930.5831	Precinct Studies	107,000	121,500
8831.5831	Public Art - Library	0	50,000
7254.4719	Integrated Transport Plan	20,000	20,000
5433.1500.30	South Terrace (Murray - Douglas)	100,000	120,000
5450.1500.30	Canning Highway / Henley St	60,000	60,000
5452.1500.30	SJMP Foreshore Path	190,000	141,000
5453.1500.30	Sulman Ave Path	38,000	38,000
7126.1500.30	Baldwin St Traffic Management	60,000	60,000
5036.1500.30	Walanna Drive Underpass	55,000	56,000
5425.1500.30	Labouchere Rd	25,000	25,000
7106.1500.30	South Terrace (Coode - Labouchere)	20,000	24,000
7128.1500.30	Angelo St - Anstey St Zebra Crossing	24,000	24,000
6187.2500.30	Clontarf Foreshore	20,000	0
6194.2500.30	Leane Way - Mill Pt Rd	34,000	34,000
6227.2500.30	Monash Ave Brick Paving	14,000	14,000
6224.1500.30	SJMP Promenade Reinstatement Works	20,000	14,000
6219.1500.30	SJMP Lighting Project	20,000	22,000
6225.2500.30	SJMP Ceremonial Area	260,000	260,000
8951.5831	Foreshore Bins	45,000	45,000
6226.2500.30	Rivetment Wall	350,000	353,000
	Residual Projects	70,000	65,500
		3,875,000	4,000,000

* The actual amounts to be carried forward into 2010/2011 reflect the year end balances in the City's accounting records.
 These amounts may differ from the estimated amounts disclosed in the 2010/2011 Annual Budget

CAPITAL PROJECTS REVIEW FOR THE PERIOD ENDING 30 JUNE 2010

Background

To enable an open and accountable reporting of the City's progress in delivering the capital projects program, a schedule is presented to Council Members comparing actual performance to budget on each project. The schedule is provided to give an overview of the City's efforts in delivering the Capital Works Program and to provide comments on the significant variances contained therein.

At the end of the reporting period, the completed Capital Program represented 80% of the full year budget - with \$14.54M expended against the year to date budget of \$18.17M. Combined with the \$4.00M of Carry Forward Works detailed in Agenda Item 10.6.5 this represents 102% of the total capital program.

Comments on the attached schedule have been supplied by the officers responsible for the co-ordination of each project line. These comments are to be read in conjunction with the attached Schedule of Capital Projects which provides details of Budget versus Actual Expenditure and Revenues on Capital Items. Although all projects planned for progression during the year are listed on the schedule, brief comment is only provided on the significant variances identified. This is to keep the report to a reasonable size and to emphasise the reporting by exception principle.

Where comment has been previously provided on identified variances in the bi-monthly Capital Projects Variance Reports during the year, the comments are not generally repeated in the report.

Comment on the significant items included below can be cross-referenced by the 'Note' which corresponds with that capital account number. That is, 'Note 6177' provides an explanation of the variance shown on the schedule in relation to Account Number 6177 - Preston St Streetscape.

Project Comments

Note 5007 - Bicycle Facilities

This project involved the placement of an end of trip facility at SJMP. Some costs associated with this project were costed to A/C 5203 - Travelsmart initiatives.

Note 5036 - Walanna Drive Underpass

This work is associated with a contribution from the developers of the Village Green Shopping Centre. Funding for this project has been carried forward into 2010/2011.

Note 5203 - Travelsmart Initiatives

This account absorbed some costs associated with the SJMP bike facilities project. The actual classification becomes irrelevant at year end once the costs are capitalised into the street furniture asset category.

Note 5250 - Drainage Asset Collection

Additional (unbudgeted) expenditure was required in response to the March 2010 severe storms event.

Note 5297 - Integrated Catchment Plan

Some works scheduled for 2010/2011 were brought forward following the March 2010 severe storms event and were then invoiced by suppliers in 2009/2010 rather than 2010/2011 as planned.

Note 5391 - Stormwater Pit Replacement

This project related to drainage structures and grates requiring replacement - as identified during the pre winter drain cleaning program. Additional (unbudgeted) works were required as a consequence of the March 2010 severe storms. The drainage area has been over-expended for 2010/2011 but the City was left with little choice but to take decisive action to address drainage issues.

Note 5412 - Craigie Crescent

This project over-ran the cost estimates because of pavement correction required to ensure effective drainage as well as the scope of works being increased to cover unforeseen pavement failures.

Note 5425 - Labouchere Rd Kerblines Barriers

Selection and ordering of appropriate bollards was completed by year end but installation and invoicing were not. Unexpended funds will necessarily be carried forward to 2010/2011.

Note 5429 - Strickland St (Angelo to Hensman)

During construction works on this project it became apparent that additional drainage works were required - and these were undertaken, resulting in the over expenditure.

Note 5432 - Elderfield Road (Manning Road to Trumper Street).

The project is now completed. Under-expenditure here can be used to offset the over-expenditures acknowledged in the Axford Street roundabout and pavement rehabilitation jobs.

Note 5433 - South Tce (Murray to Douglas)

This project is was not able to be completed by the end of June and the unexpended funds will necessarily be carried forward to 2010/2011.

Note 5448 & Note 5338 - ROW 133.

Costs associated with this project were recorded in both A/C 5338 and A/C 5448. When the results from these accounts are combined, the total project costs are very close to budget.

Note 5450 - Canning Highway- Henley St.

As previously advised, this project involves asphalt surfacing and re-kerbing. Design was delayed and unexpended funds (\$60,000) are to be carried forward into 2010/2011.

Note 5452 - SJMP Paths

The project was the subject of a commonwealth government grant. It was around 80% completed at 30 June and negotiations occurred to extend the timeline for completion into the new financial year. The unexpended funds (\$141,000) are to be carried forward into 2010/2011.

Note 5453 - Sulman Ave

This project was delayed during the consultation phase as issues associated with the works needed to be resolved with local residents. As further consultation is still required, unexpended funds are recommended for carry forward to 2010/2011.

Note 5990 - UGP Revenue

As previously reported, some \$795,000 of progress payments made to Western Power have been (temporarily) returned to the City pending completion of the design and costing of the Murray St extension to the UGP Stage 3 project area. The funds are quarantined in the UGP Reserve until they are required to pay for the works in the Murray St area.

Note 5994 - Contribution to Building Works

This capital revenue relates to the anticipated insurance recovery for buildings damaged in the storm. As at 31 August, the claims had not yet been finalised / paid by the insurers although indications are that the claims will be honoured.

Note 5998 - Contribution to Park Works

Part of this funding is associated with the SJMP cycle path referred to above at Note 5452. It was claimed by 30 June 2010 under the terms of the funding agreement (refer Note 5452). The balance of the allocation for this account relates to the recoup of costs associated with storm damage in the late March major storm event.

Note 5999 - Road Grant Revenue

Grant funding associated with MRD Black Spot and Roads to Recovery funding was very close to budget expectations at year end. Funds have since been received in August.

Note 6150 - Environmental Management - Salter Point

This project related to the Redmond Reserve revetment wall and was slightly over budget at year end.

Note 6194 - Mill Pt Rd / Leanne St

This project involves the planting of small, but established trees in the central median islands along Mill Point Road. Initially intended for early 2009/2010, some concern was expressed regarding the ability to maintain water to the trees during the summer months. The project has since been deferred until winter to provide a better opportunity for the newly planted trees to survive. The budget allocation (\$34,000) has necessarily been carried forward.

Note 6219 - SJMP Path Light Replacements

This project related to bollard lighting for the beaches pathway and refurbishment of car park lighting. It commenced following the completion of Red Bull Air Race and was substantially completed by year end with only some \$22,000 of reinstatement works carried forward to 2010/2011.

Note 6224 - SJMP Promenade

This budget allocation related to design works for the promenade and beach areas adjacent. The remaining unexpended funds are to be carried forward to 2010/2011.

Note 6225 - SJMP Flagpole / Ceremonial Area

Delayed by public consultation and related issues, the project was not undertaken prior to 30 June. All unexpended funds (\$260,000) are recommended for carry forward to 2010/2011.

Note 6226 - SJMP Esplanade Revetment Wall

This budget allocation is inextricably linked with SWT grant funding. Project works were deliberately held off to take advantage of more favourable tidal conditions later in the year. Unexpended funds of \$353,000 are to be carried forward to 2010/2011.

Note 6227 - Monash Ave Shopping Precinct Brick Paving

This project was not able to be undertaken prior to 30 June and the allocated funds (\$15,000) are recommended for carry forward to 2010/2011.

Note 6999 - Recoverable Capital Works

A significant portion of this represents costs associated with the storm damage from the major storm event in late March. An offsetting revenue will be recognised once insurance determinations for these works are been finalised - Refer Note 5998.

Note 7106 - South Tce (Coode - Labouchere)

This project involved tree planting in a central median and was subjected to a design review following adverse feedback being received during the consultation and feedback process. It was not undertaken prior to June 30 and funds of \$24,000 are recommended for carry forward pending further decisions on the project.

Note 7126 & 7127 - Baldwin St

This project was around 55% complete at year end. The remaining unexpended funds of \$60,000 are recommended for carry forward to 2010/2011.

Note 7128 - Angelo St Zebra Crossing

This project was not undertaken prior to June 30 and the allocated funds of \$24,000 are recommended for carry forward to 2010/2011.

Note 7254 - Integrated Transport Plan

Allocation for traffic studies not utilized during the year - recommended for carry forward to 2010/2011.

Note 8504 - Community Facility Funding

Less funding was required than was anticipated at budget development time.

Note 8702 - Minor Office Refurbishment

Minor modifications that have not yet been progressed to workstations and the function room kitchen. These monies will necessarily be marked for carry forward next year.

Note 8703 - IT Acquisitions

Program fully completed on budget at year end.

Note 8704 - Network Enhancements

Unused funds from this account were redeployed to permit the final resolution of a long disputed software licensing issue with Microsoft. As a consequence of the successful outcome of protracted negotiations, the City now has re-joined the WALGA local government collective purchasing arrangement and has fully upgradable licenses for the latest versions of all Microsoft server / desktop products.

Note 8705 - Electrical Equipment

Unexpended funds relate to the deferred purchase of new mobile phones for the phone fleet pending the resolution of several technology related matters. The unspent funds are recommended for carry forward to 2010/2011.

Note 8721 - Software Purchase

As noted above at Note 8704, unexpended funds were redeployed from that account to cover the resolution of this disputed licensing amount involving various third party resellers, WALGA and Microsoft.

Note 8707 - Security System Enhancements - Admin Building

Allocation not used as the enhancements have been incorporated into the major building project as it is all part of an integrated system.

Note 8715 - Office Furniture

Various ergonomic items and additional workstations etc to accommodate the organisational restructure were ordered but could not be invoiced until the new financial year. Accordingly, the unexpended funds from 2009/2010 are recommended for carry forward to 2010/2011.

Note 8750 - Library & Community Centre Refurbishment Project

As previously advised the project remains close to schedule for construction - but the projected budget cash flows were actually determined before the City had appointed a builder or had a finalised construction schedule. As a consequence the overall cash flow projection was correct, but the split of that total across the two financial years was not. A total of \$2.35M is to be carried forward - but this is only a timing difference. The entire project funding (including the 2010/2011 budget allocation) will be fully expended by Jan 2011.

Note 8799 - Building Project Grants

Following a re-negotiation of the grant funding schedule with Infrastructure Australia, a portion of the grant funding was moved into the 2010/2011 year (milestones associated with the funding do not occur until that year). The last tranche of the LotteryWest funding will now also be received in 2010/2011. This represents a timing difference only and the full amount expected will be received by the City. To simplify the accounting related to these transactions the \$1.0M outstanding grant funding was re-budgeted in 2010/2011 rather than being carried forward. Some \$0.4M has already been received since 30 June.

Note 8811 - CPV Capital Revenue

Three additional residential units that were vacant and had been refurbished have now been re-leased to new tenants. As a consequence, CPV capital revenues (incoming lease premiums and refurbishment levies) finished the year well ahead of budget expectations.

Note 8831 - Public Art

Part funding towards public art in the new Library & Community Facility - to be carried forward to 2010/2011.

Note 8912 - Tram Restoration / Housing

Consultancy funds were around two thirds expended at year end. The unspent funds of \$33,000 are recommended for carry forward to 2010/2011.

Note 8930 - Precinct Studies

A number of these studies were still in progress at year end with only around one third of the budget expended. The remaining unspent funds (\$110,000) will necessarily be carried forward to 2010/2011.

Note 8951 - Bin Replacement

This funding relates to the purchase of new bins on the foreshore at SJMP. The project was not completed at year end and the unspent funds are now recommended for carry forward to the 2010/2011 year.

CAPITAL PROJECTS REVIEW FOR THE PERIOD ENDING 30 JUNE 2010

Attachment 10.6.6 (2)

Account	Account Title	YTD Budget	YTD Actual	Total Budget	Comments
5001	Carry-Forwards - Roads & Streets	24,500	0	24,500	
5005	Footpath Replacement	371,000	386,426	371,000	
5007	Bicycle Facilities - Minor Works	38,000	21,578	38,000	Note 5007
5036	Walanna Drive Underpass	60,000	4,020	60,000	Note 5036
5061	Bus Shelters	30,000	16,997	30,000	
5067	Access Ramps - Various	15,000	8,368	15,000	
5203	Travelsmart Promotion	36,613	64,988	36,613	Note 5203
5250	Drainage Asset Data Collection	20,000	34,676	20,000	Note 5250
5296	Lyall St Pump Station	5,000	0	5,000	
5297	Integrated Catchment Projects	94,000	121,631	94,000	Note 5297
5338	ROW 133	0	23,260	0	Note 5338
5356	Drainage Upgrade (Ryrie - Throssell)	0	856	0	
5357	Waterford Shared Use Path	365,000	342,197	365,000	
5386	Crack Sealing	19,000	16,576	19,000	
5391	Stormwater Pit Replacement	30,000	62,290	30,000	Note 5391
5409	Axford (Lawrence - Saunders)	0	9,769	0	
5410	Letchworth Ave (Sulman - Salter Pt Pde)	0	1,958	0	
5412	Craigie Cresc	57,000	71,279	57,000	Note 5412
5413	Birdwood Ave (Canning - Murray)	0	1,548	0	
5419	Upgrade Stormwater Drainage near River Outlets	10,000	12,849	10,000	
5421	Collier Walking Trail	5,000	5,829	5,000	
5425	Labouchere Rd Kerblin Barriers	25,000	0	25,000	Note 5425
5427	Monash Ave (Murray - Throssell)	104,300	117,430	104,300	
5428	Bradshaw Cresc (Marsh - Welwyn)	22,000	23,402	22,000	
5429	Strickland St (Angelo - Hensman)	68,000	83,071	68,000	Note 5429
5430	South Tce (Anstey - Hensman)	40,620	47,299	40,620	
5431	Walana Drive (Jackson - Lowan)	89,100	90,663	89,100	
5432	Elderfield Rd (Manning - Trumper)	58,580	52,710	58,580	Note 5433
5433	South Tce (Murray - Douglas)	192,977	63,252	192,977	Note 5433
5434	City contribution towards MRRG projects	16,000	17,993	16,000	
5435	Hovia Tce (Canning Hwy - Mill Pt Rd)	35,000	40,867	35,000	
5436	Lawrence St (Morrison - Axford)	25,000	26,642	25,000	
5437	Letchworth Centre Ave (Sulman - Salter Pt)	15,500	15,607	15,500	
5438	Strickland St (Angelo - Hensman)	68,000	70,998	68,000	
5439	Saunders St @ Axford St	40,000	43,535	40,000	
5440	Baldwin St (Saunders - Amery)	10,000	5,776	10,000	
5441	Baldwin St (Amery - Coolidge)	10,000	18,363	10,000	
5442	Cale St (Canning Hwy - Lockhart)	20,000	20,911	20,000	

CAPITAL PROJECTS REVIEW FOR THE PERIOD ENDING 30 JUNE 2010

Attachment 10.6.6 (2)

Account	Account Title	YTD Budget	YTD Actual	Total Budget	Comments
5443	Amery St (Talbot - Baldwin)	32,000	40,361	32,000	
5444	Ambon St (Anketell - Banksia)	22,000	23,168	22,000	
5445	Bessell Ave (Blamey - Murray)	113,000	106,635	113,000	
5446	Ednah St (Mary - Labouchere)	148,000	130,752	148,000	
5447	ROW 106 (South Cale St - North Henley St)	95,000	92,242	95,000	
5448	ROW 133 (South Paterson St - North Cloister Ave)	40,000	24,339	40,000	Note 5448
5449	SJMP - Narrows East Car Park	3,000	5,712	3,000	
5450	Canning Hwy - Henley St	65,000	4,115	65,000	Note 5450
5451	Todd Ave West of Blamey Place	40,000	39,705	40,000	
5452	SJMP Paths	716,000	574,902	716,000	Note 5452
5453	Sulman Ave - Stage 1 (Howard Pde - Hope Ave)	40,000	0	40,000	Note 5453
5454	Manning Rd (Carlow Cresc - Bus Stop)	10,000	7,100	10,000	
5455	Downey Dr (Marsh Ave - Henning Cresc)	11,000	15,818	11,000	
5456	Pepper St (Mill Pt Rd - Jubilee St)	8,000	10,326	8,000	
5457	Talbot Ave @ Eleanor St	15,000	15,638	15,000	
5990	UGP Revenue	(275,000)	(1,071,263)	(275,000)	Note 5990
5994	Contribution to Building Works	(256,000)	(306,734)	(256,000)	Note 5994
5995	Contributions to Infrastructure Works	(40,000)	(29,518)	(40,000)	
5998	Contributions to Parks Works	(377,500)	(448,733)	(377,500)	Note 5998
5999	Road Grants	(1,036,848)	(1,012,881)	(1,036,848)	Note 5999
6035	Pump & Reticulation Replacement	80,000	72,486	80,000	
6085	Irrigation Control System	50,000	49,204	50,000	
6092	Playground Upgrades	80,000	78,322	80,000	
6116	SJMP River Foreshore	40,000	47,919	40,000	
6129	Neil McDougall Park	30,000	37,095	30,000	
6135	Cities for Climate Protection	12,000	10,004	12,000	
6150	Environmental Mgt - Salter Point	192,000	208,561	192,000	Note 6150
6151	Environmental Mgt - Mt Henry	2,000	5,221	2,000	
6160	Redevelop TMMs	65,000	63,868	65,000	
6176	Green Plan Implementation	20,000	20,832	20,000	
6177	Preston St Streetscape	0	375	0	
6187	Clontarf Foreshore Rehabilitation	25,000	24,542	25,000	
6189	Schools Nuturing Program	15,000	15,615	15,000	
6190	Sustainability Education Program	0	147	0	
6193	Sustainability Action Plan	70,000	68,017	70,000	
6194	Mill Pt Rd / Leanne Way	34,000	0	34,000	Note 6194
6206	Cloisters Foreshore Erosion Control	185,000	193,315	185,000	
6207	McDougall Lake	10,000	8,751	10,000	

CAPITAL PROJECTS REVIEW FOR THE PERIOD ENDING 30 JUNE 2010

Attachment 10.6.6 (2)

Account	Account Title	YTD Budget	YTD Actual	Total Budget	Comments
6209	River Wall Maintenance	390,000	384,468	390,000	
6210	Signage of Significant Trees	5,000	4,641	5,000	
6215	Judd St Freeway Off Ramp Landscaping	15,000	12,298	15,000	
6219	SJMP Path Light Replacements	120,000	98,080	120,000	Note 6219
6220	Living Streams Project	1,000	0	1,000	
6221	ICMP Community Awareness Program	5,000	3,040	5,000	
6223	SJMP Paths	20,000	5,374	20,000	Note 6223
6224	SJMP Promenade	100,000	89,205	100,000	Note 6224
6225	Ceremonial Flagpole - SJMP	304,000	44,148	304,000	Note 6225
6226	SJMP ESP Rivetment Wall	396,000	42,580	396,000	Note 6226
6227	Monash Ave (Brick Paving @ Murray St Shops)	15,000	0	15,000	Note 6227
6228	Bodkin Park - Reticulation Replacement	100,000	100,421	100,000	
6229	SJMP - Reticulation	250,000	244,719	250,000	
6230	Como Beach Landscaping	40,000	53,282	40,000	
6231	Angelo St Car Park Lighting	20,000	18,777	20,000	
6232	Lighting in ROW's	10,000	410	10,000	
6233	National Tree Day (New Norcia)	5,000	2,856	5,000	
6234	Doneraile Lake	10,000	10,254	10,000	
6235	Ecojobs	7,000	12,123	7,000	
6236	SJMP Living Stream	10,000	10,410	10,000	
6238	Osprey Nest	8,000	12,981	8,000	
6239	Redmond Reserve Revegetation	22,000	21,217	22,000	
6240	Manning Rd - Southern Verge Landscaping Upgrade	15,000	11,861	15,000	
6999	Capital Recoverable Works	266,500	528,988	266,500	Note 6999
7105	Ley St / Davilak Roundabout	32,500	31,449	32,500	
7106	South Tce (Coode / Labouchere)	27,000	2,983	27,000	Note 7106
7115	Mary St - Saunders St Roundabout	62,000	66,359	62,000	
7118	Saunders - Axford Roundabout	38,000	45,697	38,000	
7121	Speed Cushion Program	20,000	23,967	20,000	
7122	Mill Pt Rd / Coode St - Anti-Skid Treatment	55,000	57,127	55,000	
7123	Manning Rd / Kent St - Anti-Skid Treatment	70,000	72,442	70,000	
7124	Mill Pt Rd / Dyson St (Intersection Treatment)	15,000	9,125	15,000	
7125	Banksia Tce / Vista St (Intersection Treatment)	15,000	6,397	15,000	
7126	Baldwin St (Saunders - Coolidge St)	110,000	56,545	110,000	Note 7126
7127	Baldwin St / Saunders St (Intersection Upgrade)	25,000	19,683	25,000	Note 7127
7128	Angelo St / Anstey St (Zebra Crossings)	25,000	0	25,000	Note 7128
7129	Roundabout (Robert St & Cale St)	90,000	94,877	90,000	
7250	LATM Studies	10,000	4,360	10,000	

CAPITAL PROJECTS REVIEW FOR THE PERIOD ENDING 30 JUNE 2010

Attachment 10.6.6 (2)

Account	Account Title	YTD Budget	YTD Actual	Total Budget	Comments
7254	Integrated Transport Plan	20,000	820	20,000	Note 7254
8000	Mobile Plant Aquisitions	923,800	976,496	923,800	
8092	Collier Pavillion Upgrade	20,000	22,544	20,000	
8103	WCG Thomas Pavillion	963,500	986,073	963,500	
8504	Community Facility Funding	75,000	52,631	75,000	Note 8504
8505	Plant Replacement - CPGC	168,200	178,936	168,200	
8527	COSP Recreation Centre Scoreboard / Sporting Equip	19,000	0	19,000	
8535	CPGC - Major Maintenance	250,000	229,070	250,000	
8702	Office Refurbishment	30,000	0	30,000	Note 8702
8703	Information Technology Acquisitions	190,000	187,082	190,000	Note 8703
8704	IT Network Enhancement	50,000	15,503	50,000	Note 8704
8705	Electrical / Communication Equipment	40,000	24,394	40,000	Note 8705
8707	Admin Building Security System	20,000	0	20,000	Note 8707
8715	Civic Furnishings	25,000	0	25,000	Note 8715
8718	Web Development	180,000	183,902	180,000	
8721	Software Purchase	50,000	100,204	50,000	
8723	Building Revaluation	25,000	7,500	25,000	
8730	Discretionary Ward Funding - Mayor	10,000	12,775	10,000	
8731	Discretionary Ward Funding - Civic Ward	18,000	0	18,000	
8732	Discretionary Ward Funding - Como Beach Ward	20,000	10,000	20,000	
8733	Discretionary Ward Funding - Manning Ward	12,000	4,015	12,000	
8734	Discretionary Ward Funding - McDougall Ward	20,000	0	20,000	
8735	Discretionary Ward Funding - Mill Point Ward	10,000	10,000	10,000	
8736	Discretionary Ward Funding - Moresby Ward	20,000	7,500	20,000	
8740	UGP Project - Stage 3	90,000	95,008	90,000	
8750	Admin Building Refurbishment	6,965,000	4,619,701	6,965,000	Note 8750
8751	City Visioning Project	0	8,320	0	
8799	Building Project Grants	(2,500,000)	(1,500,000)	(2,500,000)	Note 8799
8808	Hall Furniture	0	13,231	0	
8809	Collier Park Village - Capital	382,850	355,030	382,850	
8810	Collier Park Hostel - Capital	113,500	88,946	113,500	
8811	Collier Park Village - Capital Revenue	(480,000)	(644,618)	(480,000)	Note 8811
8831	Public Art	50,000	0	50,000	Note 8831
8839	Sale of Land	(270,000)	(272,727)	(270,000)	
8912	Heritage Tram Restoration	100,000	66,708	100,000	Note 8912
8913	Old Mill Restoration Project	0	784	0	
8930	Precinct Studies	170,000	60,561	170,000	Note 8930
8951	Bin Replacement	120,000	72,433	120,000	Note 8951

CAPITAL PROJECTS REVIEW FOR THE PERIOD ENDING 30 JUNE 2010

Attachment 10.6.6 (2)

Account	Account Title	YTD Budget	YTD Actual	Total Budget	Comments
	Total Capital Revenue	(5,235,348)	(5,286,474)	(5,235,348)	
	Total Capital Expenditure	18,168,040	14,534,007	18,168,040	
	Net Capital Items	12,932,692	9,247,533	12,932,692	

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CITY OF SOUTH PERTH		
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LGE 955

WESTERN AUSTRALIAN Electoral Commission

Level 2 111 St George's Tce
Perth Western Australia 6000
GPO Box F316 Perth
Western Australia 6841
PHONE (08) 9214 0400
EMAIL wacc@wacc.wa.gov.au
WEBSITE www.wacc.wa.gov.au
FAX (08) 9226 0577

Mr Cliff Frewing
Chief Executive Officer
City of South Perth
Cnr Sangate Street and South Terrace
SOUTH PERTH WA 6151

Dear Mr Frewing

Extraordinary Election

I refer to your email received today, advising of a vacancy in the McDougall Ward and requesting my agreement to conduct an extraordinary election for the City of South Perth as a postal election.

The estimated cost to conduct the extraordinary election would be \$15,000 including GST which has been based on the following assumptions:

- 3,900 electors;
- response rate of approximately 35%; and
- count to be conducted in South Perth.

Costs not incorporated in this estimate include:

- non-statutory advertising (i.e. additional advertisements in community newspapers and promotional advertising);
- any legal expenses other than those that are determined to be borne by the Western Australian Electoral Commission in a Court of Disputed Returns; and
- one local government staff member to work in the polling place on election day.

The Commission is required by the *Local Government Act 1995* to conduct local government elections on a full cost recovery basis. Please note that this is an estimate only and may vary depending on a range of factors including the cost of materials or number of replies received. The basis for our charges is all materials at cost and a margin on staff time only.

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FOCUS
WESTERN AUSTRALIA

In accordance with section 4.20(4) of the *Local Government Act 1995*, I agree to be responsible for the conduct of an extraordinary election on a date to be appointed by Council.

If the City of South Perth wishes to have the election conducted as a postal election, Council will now need to pass the following two motions by absolute majority:

1. declare, in accordance with section 4.20(4) of the *Local Government Act 1995*, the Electoral Commissioner to be responsible for the conduct of the extraordinary election; and
2. decide, in accordance with section 4.61(2) of the *Local Government Act 1995* that the method of conducting the extraordinary election will be as a postal election.

An election schedule is enclosed for Friday 17 December 2010, which is a date that has been suggested for the election.

If you have any further queries please contact Phil Richards on 9214 0443.

Yours sincerely



Warwick Gately AM
ELECTORAL COMMISSIONER

19 August 2010

Enc.



WESTERN AUSTRALIAN
Electoral Commission

ELECTION TIMETABLE
City of South Perth Local Government Extraordinary Election

Days to Polling Day	Local Government Act	References to Act/Regs	Day	Date
80	Last day for agreement of Electoral Commissioner to conduct postal election.	LGA 4.20 (2)(3)(4)	Tue	28/09/2010
80	A decision made to conduct the election as a postal election cannot be rescinded after the 80th day.	LGA 4.61(5)	Tue	28/09/2010
70	Electoral Commissioner to appoint a person to be the Returning Officer of the Local Government for the election.	LGA 4.20 (4)	Fri	8/10/2010
70 to 56	Between the 70th/56th day the CEO is to give Statewide public notice of the time and date of close of enrolments. Preferred date Wednesday 13 October 2010	LGA 4.39(2)	Fri to Fri	8/10/2010 to 22/10/2010
56	Advertising may begin for nominations from 56 days and no later than 45 days before election day. Preferred date Wednesday 27 October 2010	LGA 4.47(1)	Fri	22/10/2010
50	Close roll 5.00 pm	LGA 4.39(1)	Thu	28/10/2010
45	Last day for advertisement to be placed calling for nominations.	LGA 4.47(1)	Tue	2/11/2010
44	Nominations Open First day for candidates to lodge completed nomination paper, in the prescribed form, with the Returning Officer. Nominations period is open for 8 days.	LGA 4.49(a)	Wed	3/11/2010
38	If a candidate's nomination is withdrawn not later than 4.00 pm on the 38th day before election day, the candidate's deposit is to be refunded.	Reg. 27(5)	Tue	9/11/2010
37	Close of Nominations 4.00 pm on the 37th day before election day.	LGA 4.49(a)	Wed	10/11/2010
36	CEO to prepare an owners & occupiers roll for the election. Electoral Commissioner to prepare residents roll.	LGA 4.41(1) LGA 4.40(2)	Thu	11/11/2010
25	Lodgement of election packages with Australia Post. Week Commencing	Approx	Mon	22/11/2010
22	The preparation of any consolidated roll under subregulation (1) be completed on or before 22nd day before election day.	Reg. 18(2)	Thu	25/11/2010
19	Last day for the Returning Officer to give Statewide public notice of the election. Preferred date Wednesday 17 November 2010	LGA 4.64(1)	Sun	28/11/2010
3	Commence processing returned election packages	Approx	Tue	14/12/2010
0	Election Day Close of poll 6.00 pm	LGA 4.7	Fri	17/12/2010

Post Election Day	Post Declaration	References to Act/Regs		Date
5	Election result advertisement.	LGA 4.77	Wed	22/12/2010
14	Report to Minister. The report relating to an election under section 4.79 is to be provided to the Minister within 14 days after the declaration of the result of the election.	Reg.81	Fri	31/12/2010
28	An invalidity complaint is to be made to a Court of Disputed Returns, constituted by a magistrate, but can only be made within 28 days after notice is given of the result of the election.	LGA 4.81(1)	Fri	14/01/2011

City of South Perth

Attachment 10.6.9

List of Application for Planning Consent Determined Under Delegated Authority for the Period 1/08/2010 to 31/08/2010

Application #	Ext. Ref.	PC Date	Address	Applicant	Status	Description
011.2010.00000001.001	FI3/26	6/08/2010	26 First AVE KENSINGTON	RJ Knott PT Ker & Associates	Approved	THREE GROUPED DWELLINGS
011.2010.00000026.001	MA6/35	24/08/2010	35 Market ST KENSINGTON	Mr C M Peacock	Approved	Additions / Alterations to Single House
011.2010.00000027.001	DY1/12	3/08/2010	124 Dyson ST KENSINGTON	Mr J P Cunnington	Approved	Additions / Alterations to Single House
011.2010.00000032.001	AR3/2	26/08/2010	2 Arundel ST KENSINGTON	Graphic Pergolas	Approved	Carport Addition to Single House
011.2010.00000049.001	EL1/15	27/08/2010	15 Elderfield RD MANNING	Ross North Homes	Approved	TWO DWELLING TO FORM THREE GROUPED
011.2010.00000058.001	FI3/17	3/08/2010	17 First AVE KENSINGTON	Ms E Walter	Approved	ANCILLARY ACCOMMODATION
011.2010.00000100.001	WE1/10	17/08/2010	Welwyn AVE SALTER POINT	Mr T P Tribbick	Refused	TWO STOREY SINGLE HOUSE
011.2010.00000109.001	ED1/3	12/08/2010	3 Edgecumbe ST COMO	Sovereign Building Company Pty Ltd	Approved	THREE GROUPED DWELLINGS
011.2010.00000121.001	SW3/L8	10/08/2010	Swanview TCE SOUTH PERTH	Honest Holdings Pty Ltd	Approved	TWO STOREY SINGLE HOUSE
011.2010.00000149.001	RO1/90	3/08/2010	90 Robert ST COMO	Mr R C Barnes	Approved	PATIO ADDITION TO GROUPED DWELLING
011.2010.00000151.001	WA7/31	24/08/2010	31 Wattle ST SOUTH PERTH	David Reid Homes Perth	Approved	TWO STOREY SINGLE HOUSE
011.2010.00000182.001	CO5/17	16/08/2010	17 Conochie CRES MANNING	Mr L M Goodman	Approved	Additions / Alterations to Single House
011.2010.00000190.001	ED5/28	17/08/2010	Ednah ST COMO	Cardinal Constructions	Approved	TWO STOREY SINGLE HOUSE
011.2010.00000205.001	KL1/22	20/08/2010	22A Klem AVE SALTER POINT	Mr M Jankovic	Approved	TWO STOREY GROUPED DWELLING
011.2010.00000211.001	KI5/15	13/08/2010	15 King ST KENSINGTON	Mr D Crossman	Approved	Carport Addition to Single House
011.2010.00000215.001	TO1/89	23/08/2010	89 Todd AVE COMO	Mr S Radalj	Approved	GROUPED DWELLING TO VACANT STRATA LOT
011.2010.00000227.001	PA1/3	26/08/2010	3B Park ST COMO	Cardinal Constructions	Approved	ONE STOREY SINGLE HOUSE
011.2010.00000244.001	WA7/24	24/08/2010	24 Wattle ST SOUTH PERTH	BROOKS CONSTRUCTION	Approved	Carport Addition to Single House
011.2010.00000247.001	RY1/74	17/08/2010	74 Rylie AVE COMO	Beaumonde Homes	Approved	TWO STOREY SINGLE HOUSE
011.2010.00000254.001	CO9/26	12/08/2010	26 Coolidge ST COMO	Cityside Construction P/L	Approved	TWO GROUPED DWELLINGS
011.2010.00000259.001	AN5/20	20/08/2010	20 Anthony ST SOUTH PERTH	Bellagio Construction Pty Ltd	Approved	TWO STOREY SINGLE HOUSE
011.2010.00000281.001	RO1/85	16/08/2010	85 Robert ST COMO	Castlecorner Developments	Approved	ADDITIONS TO GROUPED DWELLING(S)

List of Application for Planning Consent Determined Under Delegated Authority for the Period 1/08/2010 to 31/08/2010

Application #	Ext. Ref.	PC Date	Address	Applicant	Status	Description
011.2010.00000282.001	SU2/12	24/08/2010	12 Sulman AVE SALTER POINT	Vista Designs	Approved	TWO STOREY SINGLE HOUSE
011.2010.00000285.001	CA5/67	18/08/2010	67 Canavan CRES MANNING	Mr J Mirco	Approved	TWO GROUPED DWELLINGS
011.2010.00000286.001	KE3/40	18/08/2010	40 Kennard ST KENSINGTON	Mrs C M Griffiths	Approved	Additions / Alterations to Single House
011.2010.00000293.001	NO2/15	11/08/2010	15 Norton ST SOUTH PERTH	Mr D F Hall	Approved	FENCE GREATER THAN 1.8 METRES
011.2010.00000296.001	TH1/50	16/08/2010	50 Thelma ST COMO	Richmount Enterprises Pty Ltd	Approved	ADDITIONS TO GROUPED DWELLING(S)
011.2010.00000298.001	CA2/16	25/08/2010	16 Cale ST COMO	Kalmar Factory Direct	Approved	ADDITIONS TO GROUPED DWELLING(S)
011.2010.00000301.001	FO2/10	12/08/2010	10 Fortune ST SOUTH PERTH	Country Leisure Centre	Approved	PATIO ADDITION TO SINGLE HOUSE
011.2010.00000304.001	SE2/18	13/08/2010	18 Seventh AVE KENSINGTON	Mr R P Kerrigan	Approved	ANCILLARY ACCOMMODATION
011.2010.00000306.001	HE3/15	20/08/2010	154 Hensman ST KENSINGTON	Webb & Brown-Neaves	Approved	TWO STOREY SINGLE HOUSE
011.2010.00000314.001	MO1/47	3/08/2010	47 Monash AVE COMO	L McKay	Approved	SIGN
011.2010.00000315.001	GI1/52	25/08/2010	52 Gillon ST KARAWARA	Mr D Kapetas	Approved	Single House
011.2010.00000318.001	BE2/10	16/08/2010	107A Bessell AVE COMO	Ms D M Banfield	Approved	Carport Addition to Single House
011.2010.00000321.001	RI2/9	11/08/2010	9 Ridge ST SOUTH PERTH	Mr A Arto	Approved	ADDITIONS TO CHURCH
011.2010.00000324.001	DO2/35	3/08/2010	35 Douglas AVE SOUTH PERTH	Mr C G W Dale	Approved	DIVIDING FENCE EXCEEDING 1.8 METRES
011.2010.00000326.001	RI2/18	23/08/2010	18 Ridge ST SOUTH PERTH	Zuideveld Marchant Hur Pty Ltd	Approved	Additions / Alterations to Single House
011.2010.00000328.001	TH1/91	27/08/2010	91 Thelma ST COMO	Broadway Homes	Approved	TWO STOREY SINGLE HOUSE
011.2010.00000329.001	NO2/15	5/08/2010	15 Norton ST SOUTH PERTH	Mr D F Hall	Approved	ALTERATIONS TO GROUPED DWELLING(S)
011.2010.00000336.001	ME1/2	26/08/2010	2 Meadowvale AVE SOUTH PERTH	IAN HARRIS ARCHITECT	Approved	Café / Restaurant
011.2010.00000337.001		26/08/2010	18 Bruning RD MANNING	Ross Griffin Homes	Approved	ONE STOREY SINGLE HOUSE
011.2010.00000339.001	UN1/14	13/08/2010	14 Unwin CRES SALTER POINT	Mr P Egginton	Approved	PATIO ADDITION TO GROUPED DWELLING
011.2010.00000342.001	CH1/7	16/08/2010	7 Challenger AVE MANNING	Iustini Holdings Pty Ltd	Approved	PATIO ADDITION TO SINGLE HOUSE
011.2010.00000349.001	CO3/32	3/08/2010	32 Comer ST COMO	The Patio Guys	Approved	PATIO ADDITION TO GROUPED DWELLING
011.2010.00000352.001	MI6/2	3/08/2010	2 Milson ST SOUTH PERTH	Patio Living	Approved	PATIO ADDITION TO GROUPED DWELLING
011.2010.00000353.001	CH1/37	5/08/2010	37 Challenger AVE MANNING	Mr G W Mawer	Approved	PATIO ADDITION TO SINGLE HOUSE

List of Application for Planning Consent Determined Under Delegated Authority for the Period 1/08/2010 to 31/08/2010

Application #	Ext. Ref.	PC Date	Address	Applicant	Status	Description
011.2010.00000357.001	CR3/11	12/08/2010	11 Crawshaw CRES MANNING	Mr M Pohls	Approved	PATIO ADDITION TO SINGLE HOUSE
011.2010.00000361.001	AD2/25	24/08/2010	25 Addison ST SOUTH PERTH	Founded	Approved	TWO STOREY SINGLE HOUSE
011.2010.00000368.001	WA3/15	23/08/2010	15 Wandarra CL KARAWARA	Colorbond Patios	Approved	PATIO ADDITION TO SINGLE HOUSE
011.2010.00000370.001	CO6/54	10/08/2010	54 Coode ST SOUTH PERTH	NH Enterprises Pty Ltd	Approved	PATIO ADDITION TO GROUPED DWELLING
011.2010.00000371.001	CA4/60	12/08/2010	60 Campbell ST KENSINGTON	AT Wilson Construction	Approved	Additions / Alterations to Single House
011.2010.00000372.001	BA1/18	12/08/2010	18 Baldwin ST COMO	Mr F R Arangio	Approved	Additions / Alterations to Single House
011.2010.00000375.001	SO2/11	20/08/2010	11 South TCE COMO	Great Aussie Patios	Approved	PATIO ADDITION TO GROUPED DWELLING
011.2010.00000376.001	PH1/10	18/08/2010	10 Philp AVE COMO	Highline Ltd	Approved	OUTBUILDING
011.2010.00000382.001	KE2/14	17/08/2010	14 Kelsall CRES MANNING	Leisurestyle Patios	Approved	PATIO ADDITION TO SINGLE HOUSE
011.2010.00000386.001	BO1/5	2/08/2010	5 Boona CT KARAWARA	One Stop Patio Shop	Approved	PATIO ADDITION TO SINGLE HOUSE
011.2010.00000387.001	GW1/12	3/08/2010	129 Gwentyfred RD KENSINGTON	Patio Living	Approved	PATIO ADDITION TO SINGLE HOUSE
011.2010.00000388.001	KI2/23	2/08/2010	23 Kilkenny CIR WATERFORD	Westral Outdoor Centre	Approved	PATIO ADDITION TO SINGLE HOUSE
011.2010.00000390.001	DA4/5	23/08/2010	5 Darlot CRES SOUTH PERTH	Mr S Trench	Approved	Additions / Alterations to Single House
011.2010.00000391.001	KE2/34	13/08/2010	34 Kelsall CRES MANNING	Mr N J Watson	Approved	ADDITIONS/ALTERATIONS TO GRPED
011.2010.00000392.001	FO1/12	10/08/2010	123 Forrest ST SOUTH PERTH	Ms L L Onesti	Approved	PATIO ADDITION TO GROUPED DWELLING
011.2010.00000394.001	HI1/12	23/08/2010	12 High ST SOUTH PERTH	Mr F Kelly	Approved	ADDITIONS/ALTERATIONS TO GRPED
011.2010.00000399.001	RO2/10	26/08/2010	10 Roebuck DR SALTER POINT	Project Planning & Management	Approved	Additions / Alterations to Aged or Depen
011.2010.00000401.001	TO1/97	17/08/2010	97A Todd AVE COMO	A1 Patios	Approved	PATIO ADDITION TO GROUPED DWELLING
011.2010.00000402.001	ON1/1	24/08/2010	1 Onslow ST SOUTH PERTH	Craig Sheiles Homes	Approved	TWO STOREY SINGLE HOUSE
011.2010.00000403.001	MC5/8	23/08/2010	8 McNess GL SALTER POINT	Austin Developments	Approved	PATIO ADDITION TO SINGLE HOUSE
011.2010.00000404.001	CA6/26	26/08/2010	262 Canning HWY COMO	Cambuild	Approved	SIGN
011.2010.00000406.001	ED1/78	31/08/2010	78A Edgecumbe ST COMO	Patio Perfect	Approved	PATIO ADDITION TO SINGLE HOUSE
011.2010.00000408.001	LO1/35	23/08/2010	35 Lockhart ST COMO	Abel Roofing	Approved	PATIO ADDITION TO SINGLE HOUSE
011.2010.00000411.001	MA3/95	24/08/2010	95 Manning RD MANNING	Mr J Xavier	Approved	Additions / Alterations to Single House

Attachment 10.6.9**List of Application for Planning Consent Determined Under Delegated Authority for the Period 1/08/2010 to 31/08/2010**

Application #	Ext. Ref.	PC Date	Address	Applicant	Status	Description
011.2010.00000424.001	BE2/L8	27/08/2010	Bessell AVE COMO	Ms F L Woon	Approved	Additions / Alterations to Single House
011.2010.00000426.001	MO2/55	26/08/2010	55 Monk ST KENSINGTON	Big Ben Homes	Approved	Additions / Alterations to Single House
011.2010.00000431.001	TA1/78	30/08/2010	78 Talbot AVE MANNING	Mr & Mrs B & L Pool	Approved	OUTBUILDING
011.2010.00000442.001	WA7/22	27/08/2010	22 Wattle ST SOUTH PERTH	West Coast Sheds	Approved	OUTBUILDING