

ATTACHMENTS

Attachments for the Ordinary Council Meeting

24 February 2015

Part 2 of 3
Items 8.4.3 - 10.3.2

ATTACHMENTS TO AGENDA ITEMS

Ordinary Council Meeting - 24 February 2015

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LOCAL GOVERNMENT REFORM

LOCAL IMPLEMENTATION COMMITTEE

**16 DECEMBER 2014
Commencing at 2.00pm
at the Town of Victoria
Park**

**CITY
1 CULTURE
OUR FUTURE**

minutes

OUR VISION

One City. One Culture. Our Future

1. ATTENDEES / APOLOGIES

Committee Members	
Mr T (Trevor) Vaughan	Mayor Town of Victoria Park
Ms S (Sue) Doherty	Mayor City of South Perth
Cr K (Kevin) Trent	City of South Perth
Cr J (John) Bissett	Town of Victoria Park
Cr V (Vicki) Potter	Town of Victoria Park
Cr F (Fiona) Reid (Deputy)	City of South Perth
Cr S (Sharron) Hawkins-Zeeb	City of South Perth
Mr A (Anthony) Vuleta	A/Chief Executive Officer, Town of Victoria Park
Mr C (Cliff) Frewing	Chief Executive Officer, City of South Perth
Support Staff	
Mr B (Ben) Rose	Reform Program Director, Town of Victoria Park
Ms D (Donna) Colum	Reform office, Executive Support
Mr P (Phil) McQue	Manager Governance, City of South Perth
Ms Suzanne Browne	Exec Manager Communications, Town of Victoria Park
Ms A (Amanda) Albrecht	Reform Officer, City of South Perth
Guests:	
Ms Caroline Tuthill	Project Manager Metropolitan Reform, DLGC
Ms Bev Morris	Senior Policy Officer, DLGC
Ms Lyn Russell	CEO, City of Canning
Mr Stephen Cole	Commissioner, City of Canning
Apologies:	
Mr Andrew Sharpe	Director, City of Canning

2. CONFIRMATION OF MINUTES

Committee Recommendation:

Moved Councillor Bissett

Seconded Councillor Potter

That the Minutes of the Local Implementation Committee Meeting held on the 23 June 2014 be endorsed and referred to the respective Councils for information.

CARRIED

3. REPORTS

3.1 *City of Canning*

Mayor Trevor welcomed the guests from the City of Canning and the Department of Local Government to the meeting.

3.2 *Overview of Work to Date*

Anthony Vuleta

- Provided an overview of progress to date;
- Joint CEO Group meeting formulated to discuss the transactions with Canning; Next meeting scheduled for February 2015 with discussions on budget, assets, liabilities, staff;
- Interim Organisation Structure developed at Business Unit level. March 2015 will see the 'sit and fit' structure developed.
- Cr Trent asked how many staff from Canning would be coming to South Park? The response is that Canning currently have 700 staff on their payroll, this includes 250 Aged/HACC staff. Unsure at this stage of how many South Park will acquire. Ben Rose circulated the Interim Organisation Structure to all members.
- Cultural alignment is continuing across both organisations.

Cliff Frewing

- Project documents completed including Project Management Plan, Change Management Plan;
- Focus on next six months, there has been a lot of planning but now looking at the delivery;
- All entities need to work together;
- Issues surrounding the differences between all entities which include waste, Aged Care facilities, Staff, EBAs will be considered in the coming months;
- Budgets to be developed for March, rates differences identified and 2015/16 position agreed

3.3 *Memorandum of Understanding*

A Memorandum of Understanding (MOU) between the Town and the City was endorsed by the LIC on 31 March 2014. Revision to this MOU has been required with the recent decisions of the State (amalgamation, funding arrangements, ward boundaries etc). These revisions have been undertaken by the Reform Office with the CEOs.

The MOU has been revised to include the City of Canning; updated wards and elected member requirements.

Comments

Ms Lyn Russell, CEO of Canning, advised that a lot of Agenda items were not relevant to Canning and it was preferred that unless there was a specific item requiring Canning's input that they will not attend our LIC meetings. They have four entities they are dealing with and need to ensure business is the priority. There would be future discussion on assets and liabilities, however in the interim Canning have opted to provide our LIC with a "Letter of Assurance" outlining their proposed interaction with 'South Park'.

This is outlined as follows:

"As part of the current government's local government reform agenda ("LGRA"), on and from 1 July 2015, portion of the current local authority district ("Relevant Area") of the City of Canning ("CC") is to be encompassed within the boundary of the City of South Park ("CSP").

The Department of Local Government has issued various toolkits, publications and guidelines (together "Guidelines") to assist local authorities in their dealings with one another in giving effect to the LGRA.

CC and CSP assure one another that in their dealings as part of the LGRA they each will:

- (1) engage with one another in good faith having regard to the principles enunciated in the Guidelines;*
- (2) act with integrity and transparency in sharing information to assist in dealing with one another as part of the LGRA process;*
- (3) seek to consult with one another prior to making any material decision that may have a material impact on the Relevant Area, its future planning or any services, assets, liabilities or obligations referable to the Relevant Area and/or to any local authority personnel engaged in connection therewith;*
- (4) seek to consult with one another with respect to any communications to ratepayers and residents of the Relevant Area concerning implementation of LGRA initiatives concerning the Relevant Area, with a view to seeking alignment and consistency of message;*
- (5) seek to advance negotiations and resolve outcomes with respect to their dealings in a prompt and expeditious manner.*

Nothing in this letter of assurance creates legal relations between CC and CSP or in any way fetters the proper performance by CC or CSP (and their respective Councillors, Commissioners and officers) of their mandate under the Local Government Act in acting as the duly authorised local government authority of their respective districts.

Either CC or CSP may immediately terminate this letter of assurance by notice in writing to the other."

Councillor Hawkins-Zeeb joined the meeting at this point, the time being 2.30pm.

The day to day project work would be undertaken by Mr Andrew Sharpe and his contact details will be provided to staff for reference.

Refer to Appendix 1

Committee Recommendation:

Moved Councillor Trent

Seconded Mayor Doherty

That the Memorandum of Understanding be amended to include the 'Letter of Assurance' from City of Canning, and referred to the February 2015 meeting for endorsement.

CARRIED

Matters Arising

Stephen Cole advised that Canning had sought clarification from the DLGC on the employment conditions offered to existing staff. The advice was as follows:

- If a staff member chooses to remain for the guaranteed two years but during that time negotiates redundancy, they would only be entitled to a maximum of twelve months annual remuneration.

Mayor Doherty requested the DLGC provide advice on the implications should a poll be successful, what would happen with the small portion of Canning that would have been amalgamated with South Park? Could this information be provided to our Councils in January 2015, prior to the Poll?

Caroline Tuthill advised that the DLGC were currently looking at this matter as there were several local authorities that could find themselves in this situation. A risk assessment is currently being undertaken; however Caroline could not provide any answers at this time and would provide feedback in due course.

Committee Recommendation:

Moved Mayor Doherty

Seconded Councillor Hawkins-Zeeb

That the Department of Local Government & Communities be requested to provide information, in writing, on the future of the Bentley area (portion coming into South Park) should the poll be successful.

CARRIED

3.4 Governors Orders

On 26 November 2014 the DLGC provided Information Papers to all affected local authorities; copies are attached for LIC member information.

Comments

Councillor Trent asked if the LIC were able to provide input into the development of the Governor's Orders.

Caroline Tuthill advised she would work with the LIC during this stage, however there were specific requirements under the Act to be dealt with (i.e. Name, Wards, Elected Members, Election of Mayor). It is anticipated that the Orders will be issued in March/April following polls and another Order in May which would deal with assets and liabilities. The Orders would be published through the Government Gazette.

Councillor Bissett queried if the Councils interest in the Mindarie Land would require inclusion in the Governors Orders.

Caroline Tuthill advised that this matter was currently under review by the Regional Councils. It was suggested that the portion belonging to Town of Victoria Park would require legal documentation to enable the new South Park entity to take over ownership. Caroline advised that she would investigate further and provide feedback to the LIC on this matter.

Refer to Appendix 2 & 2A

Committee Recommendation:
Moved Councillor Bissett
Seconded Councillor Trent

That the Local Implementation Committee receives the report on the Governor's Orders.

CARRIED

3.5 Risk and Issues

Anthony Vuleta advised that this would be a Standing Agenda item. A Risk Register has been developed and is updated monthly by the Project Teams. Any risks that are identified that the Project Teams cannot resolve are referred to The Leadership Team for deliberation. If required, this will be escalated to the LIC as appropriate.

3.6 ToVP Council Report on Ward Structure

Following is the ToVP Resolution from the 9 December 2014 Ordinary Council Meeting on the proposed Ward Structure:

1. "BY AN ABSOLUTE MAJORITY REVOKES clauses 2 and 3 of the following decision made on 10 June 2014 (Item Number 10.1) as follows:
 2. *Advises the Local Government Advisory Board by 13 June 2014 that the preferred Ward structure for the potential new local government should be a five (5) ward structure identified as the Five Ward Scenario Plan dated 6 June 2014.*
 3. *Advises the Local Government Advisory Board by 13 June 2014 that the preferred elected representative structure for the potential new local government is 11 elected members, comprising two (2) Councillors from each Ward (10) and a Mayor (1)."*
2. Subject to Clause 1. above being adopted the Town of Victoria Park makes a further submission to the Local Government Advisory Board (the Board) that given that the Board has recommended to the Minister for Local Government that the proposed new local government of the City of South Park will have 12 councillors;

The Town of Victoria Park now supports:

- 2.1 A six (6) ward structure as shown in "Attachment 1" identified as the "Proposed New Ward Structure" for the proposed new local government of the City of South Park; and
- 2.2 An elected representation structure of 12 elected members, comprising two (2) Councillors from each Ward (12) and a Mayor (1) for the proposed new local government of the City of South Park.

Comments

Councillor Trent asked if a new submission on Ward Boundaries was presented to the LGAB would they then consider and pass their recommendations onto the Minister?

Caroline Tuthill advised that the timelines for this matter would not allow this to eventuate. It could delay the election of Councillors in October 2015 and further that neither the Town of Victoria Park nor City of South Perth can make recommendations for new wards for the new entity.

Cliff Frewing advised that originally both Councils had differing views on ward boundaries but they are now aligned, can the LGAB review its decision?

Caroline Tuthill advised that she would follow this matter up with the LGAB and her Office and advise us in due course. Melville and Murray Councils were the only two entities that were allocated wards during the assessment of submissions. All other Councils are one ward entities.

Committee Recommendation:

Moved Councillor Trent:

Seconded Councillor Bissett:

That the Local Implementation Committee recommends to the Councils of the Town of Victoria Park and the City of South Perth that a joint proposal to the Local Government Advisory Board be lodged, seeking:

- (a) A six (6) ward structure as shown in 'Attachment 2A' identified as the 'Proposed New Ward Structure' for the proposed new local government of the City of South Park; and*
- (b) An elected representation structure of 12 elected members, comprising two (2) Councillors from each Ward (12) and a Mayor (1) for the proposed new local government of the City of South Park.*

CARRIED

3.7 Change Management Plan

A Change Management Plan has been prepared by the City and Town. This Plan maps out how the City and Town intend to manage the amalgamation process in order to maximise positive outcomes for the new local government entity and its stakeholders. This plan was endorsed by the Town of Victoria Park Council in October 2014 and the City of South Perth Council in November 2014.

A summary of the Change Management Plan has also been prepared for circulation to staff and is an easy 'one page' guide for Elected Members.

The Change Management Plan is an all-encompassing document that sets out how the Town and City plans to manage transition to a new local government entity.

The Change Management Institute provides guidance on the following 'knowledge areas' when managing change.

- A Change Management Perspective
- Defining Change
- Managing Benefits
- Stakeholder Strategy
- Communication and Engagement
- Change impact
- Change readiness
- Project Management
- Education and Learning Skills
- Facilitation
- Sustaining Systems
- Personal and Professional Management
- Organisational Considerations

The Change Management Plan brings these elements together. The Plan also ensures that appropriate checks and balances are in place to ensure that the elements of the plan are being implemented and monitored to ensure that they are bringing about the desired change.

The Change Management Plan is a dynamic document that will be reviewed and updated as circumstances change during the implementation process. As the Reform Program progresses and more information is known, there will be a need to modify the Plan accordingly. The Change Management Plan will need to be in place past the 1 July 2015 amalgamation deadline, as it will take some years to embed the change cross the new organisation.

Appendix 3 – A3 Version

Appendix 4 – Full Documentation

Committee Recommendation:

Moved Councillor Potter

Seconded Councillor Hawkins-Zeeb

That the Local Implementation Committee notes the earlier endorsement by both Councils of the Change Management Plan.

CARRIED

3.8 Project Management Plan

With the assistance of NS Projects Ltd, the City and Town have developed a Reform Program Management Plan for the structured delivery of initiatives required to deliver the necessary business changes. This Plan sets out:

- a timeline with the key milestones and tasks for each stage of the Reform process;
- a reporting framework;
- an assessment of risks and opportunities; and
- project costs and resources required

Components of the Program Management Plan have been entered into a software package called 'Cascade' where progress against individual projects will be monitored and reported

on. The plan is a 'live' document that will be reviewed and updated as the reform process progresses.

This Plan will form an essentially component of future funding applications to the Department of Local Government and Communities.

Appendix 5 – Program Management Plan

Committee Recommendation:

Moved Councillor Trent:

Seconded Councillor Potter:

That the Local Implementation Committee endorses the Program Management Plan.

CARRIED

3.9 Funding Application Process

Cliff Frewing sought clarification from Caroline Tuthill that our existing Project Management Plan would be sufficient for the Funding Application? Are funds already spent in 2014/15 claimable in the first round?

Caroline Tuthill advised that staff should meet with herself and Mervyn Teow (Financial Analyst – Structural Reform – DLGC) to discuss. The PIPs developed by all Project Teams may also be required as these contain the budget implications. The more information provided for the application, the better for the assessing Officers. The application can be submitted at any stage, however funding will not be released until after the Governors Orders have been issued. Only one application is required for the total three years of funding available.

Mayor Vaughan questioned how the distribution of funds has been determined. Caroline Tuthill advised that the Western Australian Treasury Corporation developed formulas to ascertain each local authority's level of funding/loan opportunities.

Funds will be distributed in March/April (dependant on when we submit) and can be expended on past and future expenses. Funding for 2015/16 will be distributed early in the new financial year, and may include future years grant funding

3.10 Canning Engagement Methodology

As reported in Item 3.3

3.11 Reporting Requirements to LIC

Refer to Report attached – **Appendix 6**

Amanda Albrecht advised that the Report provides a high level overview of the progress of the Reform Program to date. Feedback was requested from LIC members if this information was sufficient. All agreed it was.

3.12 Poll Update

The Minister for Local Government and Communities announced on 22 October 2014 that he has accepted the recommendation from the LGAB that the City of South Perth and the Town of Victoria Park be amalgamated by 1 July 2015.

The notice from the LGAB was subsequently published in the West Australian on 5 November 2014 which informed electors that they may demand a poll on the amalgamation.

Town of Victoria Park

The Town has contacted the WA Electoral Commission regarding the poll provisions, and has been advised of the following key dates:

Milestone	Date
Minister's Announcement	22 October 2014
Notice from the LGAB to Local Governments and affected electors regarding amalgamation	5 November 2014
Period during which a Poll can be called (One month from notice date)	5 December 2014
Last day for Council to agree that the Electoral Commission conduct the Poll	19 December 2014
Poll held (postal vote)	7 February 2015
Governor's Orders	February 2015

The Acting Chief Executive Officer (ToVP) has written to the Western Australian Electoral Commissioner seeking his written agreement to conduct the poll on behalf of the Town of Victoria Park should the poll provisions in the *Local Government Act 1995* be triggered.

City of South Perth

At the December 2014 Ordinary Council Meeting the City of South Perth resolved as follows:

WAEC conduction of Poll:

The Council has declared the WA Electoral Commissioner as responsible for the conduct of the poll on the amalgamation between the City of South Perth and the Town of Victoria Park. The Council has agreed that the poll should be conducted by postal vote, and to the payment of costs for the poll, estimated to be \$58,000.

Information for the residents of South Perth:

The Council has also resolved to hold a workshop on Monday 15 December 2014, following the Annual Electors' Meeting, to finalise a document outlining the advantages and disadvantages of an amalgamation. This document will be distributed to the residents of South Perth by mail in early January.

Comment

Caroline Tuthill advised that the LGAB has prepared a one page Yes/No case which has been forwarded to the Electoral Commissioner. Local Authorities have the opportunity to include information if they so wish.

Anthony Vuleta advised that the Town was not intending to undertake any special communications on this, apart from 'tweeting' the poll dates. The Town had received the notice and this would be distributed to Councillors accordingly.

Mayor Doherty advised that South Perth Council had met and held a Special Council Meeting to discuss the advantages and disadvantages of amalgamation. A pamphlet would be distributed to the residents of South Perth prior to the poll.

Committee Recommendation:

Moved Councillor Potter:

Seconded Councillor Trent:

That the Local Implementation Committee notes the updates on the poll provisions.

CARRIED

3.13 Terms of Reference

The following outlines the Terms of Reference for members of the Local Implementation Committee. Endorsement of these terms is sought.

Local Implementation Committee

Function

The Function of the Local Implementation Committee is to take accountability for the business issues associated with the Transition project, including:

- Endorse a comprehensive change management strategy:
 - Consider and endorse a change management strategy that addresses the major organisational and strategic risks.
- Establish accountability
 - Ensure that the right people are given the authority to undertake the actions required to implement reform.
- Allocate resources
 - Ensure management has access to the resources required to implement the reform process.
- Define and monitor strategic deliverables
 - Ensure a system is developed to effectively monitor the progress of the implementation.

Role

The Role of the Local Implementation Committee is to:

- ensure the project's scope aligns with the requirements of the stakeholder groups
- provide those directly involved in the project with guidance on stakeholder expectations
- reconcile differences in opinion and approach between Council's involved, and resolve disputes arising from them
- take on responsibility for any whole-of-government issues associated with the project

- act as a conduit to both Councils and facilitate decision making at an elected member level
- represent the interests of the future City of South Park at the MetRIC.

Individual Members

The role of the individual member of the Local Implementation Committee includes:

- understand the strategic implications and outcomes of initiatives being pursued through project outputs
- appreciate the significance of the project for some or all major stakeholders and represent their interests
- be genuinely interested in the initiative and the outcomes being pursued in the project
- be an advocate for the project's outcomes
- have a broad understanding of project management issues and the approach being adopted
- be committed to, and actively involved in pursuing the project's outcomes

Membership

The Local Implementation Committee is comprised of:

- Mayor Trevor Vaughan (ToVP);
- Mayor Sue Doherty (CoSP)
- Councillor John Bissett (ToVP);
- Councillor Vicki Potter (ToVP);
- Councillor Kevin Trent (CoSP);
- Councillor Sharon Hawkins-Zeeb (CoSP);
- Councillor Fiona Reid (CoSP Deputy);
- Cliff Frewing, CEO (CoSP, *ex-officio* member);
- Anthony Vuleta, A/CEO (ToVP, *ex-officio* member);
- Lyn Russell, CEO (CoC) – Observer as required
- Stephen Cole – Observer as required
- Reform Program Office members as required.
- CoC reps

Chairperson

The Chairperson of the meeting shall be the Mayor of the hosting Council.

If the designated Chair is not available, the alternate Mayor (referred to as the Acting Chair) will be responsible for convening and conducting that meeting. The Acting Chair is responsible for informing the Chair as to the salient points/decisions raised or agreed to at that meeting.

Agendas and Minutes

All Local Implementation Committee agenda items must be forwarded to the Reform Program Office by C.O.B. four (4) working days prior to the next scheduled meeting.

The Local Implementation Committee agenda, with attached meeting papers will be distributed at least three (3) working days prior to the next scheduled meeting.

The Chair has the right to refuse to list an item on the formal agenda, but members may raise an item under 'Other Business' if necessary and as time permits.

Minutes shall be taken and distributed by the hosting Council.

Frequency of Meetings

The Local Implementation Committee shall meet monthly, or as otherwise agreed by the Local Implementation Committee.

Proxies to Meetings

Members of the Local Implementation Committee can nominate a proxy to attend a meeting if the member is unable to attend.

Representation Requirements

A minimum of four (4) of Local Implementation Committee members (excluding *ex-officio* members) is required for the meeting to be recognised as an authorised meeting for the recommendations or resolutions to be valid.

The quorum must contain at least two (2) members from each Council.

Committee Recommendation:

Moved Councillor Potter:

Seconded Councillor Trent:

That the Local Implementation Committee endorses the Terms of Reference as outlined in this Report.

CARRIED

Action = ToVP to nominate a Deputy

3.14 Proposed L.I.C. Meeting Dates

The following is a proposed schedule of monthly meetings for L.I.C.

Meeting date
12 - 2 pm, Thursday 12 February 2015
12- 2 pm, Thursday 12 March 2015
12 - 2 pm, Thursday 9 April 2015
12 – 2 pm, Thursday 7 May 2015
12 – 2 pm, Thursday 4 June 2015
12 - 2 pm, Thursday 25 June 2015

Committee Recommendation:

Moved Councillor Trent:

Seconded Councillor Potter:

That the Local Implementation Committee endorses the proposed meeting schedule for 2015.

CARRIED

Anthony Vuleta thanked everyone for their attendance. The meeting closed at 3.45 pm.

Attachment 8.X.X

DELEGATES' REPORT
Perth Airport Municipalities Group Meeting [PAMG]

The Perth Airports Municipalities Group (PAMG) Ordinary General Meeting (OGM) and Annual General Meeting (AGM) was held at the the Zig Zag Cultural Centre Seminar Room, 50 Railway Road, Kalamunda on Thursday, 4 December 2014. The Perth Airport Community Forum (PACF) was held at 6.30pm at the Shire of Kalamunda.

Council's delegates to the Perth Airport Municipalities Group Meeting, Councillor Cheryle Irons, Councillor Keven Trent (Deputy) and Chief Executive Officer, Cliff Frewing attended the meetings.

The agenda contained a number of items of interest a summary of which follows: (Copies of the Table of Contents for the meetings is also attached).

PAMG ANNUAL GENERAL MEETING

8. Membership Fee Structure

PAMG Recommendation

That the PAMG annual membership fee be increased from \$500 to \$750per annum for core membership and \$50.00 per annum for associate membership for the 2015-2016 financial year.

Resolution

The Recommendation was adopted.

9.1. Annual Airport Reports

9.1.1. Perth Airport

The representative from Perth Airport Pty Ltd provided a report on the operations and developments at Perth Airport.

This item was noted by the committee.

9.1.2 Jandakot Airport

No report was presented as the representative from Jandakot Airport Holdings Pty Ltd has recently provided a quarterly report on the operations and developments at Jandakot Airport.

This item was noted by the committee.

PAMG ORDINARY GENERAL MEETING

6. New Business

6.1. Outcomes of Local Government Reform

Open discussion on Local Government Reform, matters including but not limited to:

Delegates/Deputy Delegates – 8 member councils.

Quorum - Increase number of delegates from 1 to 1 for each Member Council following 1 July 2015

Officer Comment

This item relates to the reduced membership of the PAMG following the implementation of the local government reform program. This will result in fewer members but higher annual contributions.

Resolution

The committee discussed potentially increasing the number of deputy delegates to two.

PERTH AIRPORT COMMUNITY FORUM

As per attached minutes below.

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Minutes of Previous Meeting (11/9/2014): Logon and download from members' portal at www.pamg.com.au	AA 1 : Dpt of Commerce – Letter of Acceptance of Amendments to Constitution AA 2: PACF Agenda AA 3: Jandakot Airport CACG Last Quarter Report (to be distributed separately) AA 4: Jandakot Airport Quarterly AA 5: Chair's Report – AMAC Executive Meeting (to be distributed separately) AA 6: PAMG Annual Financial Statement – Budget vs Actuals 2013- 2014 AA 7: PAMG Proposed Budget Projections 2014-2015 AA 8: Treasurer's Financial Report 1.9.2014 – 30.9.2014 AA 9: Treasurer's Financial Report 1.10.2014 – 30.11.2014 (to be distributed separately)

PACF - RECORD OF MEETING THURSDAY 4 DECEMBER 2014



Perth Airport Community Forum Thursday 4 December 2014 Record of Meeting

1. **Welcome, introductions and confirmation of the record of meeting of the Perth Airport Community Forum (PACF - formerly CACG).**

Meeting opened at 6:35pm by the Chair, Cr Phil Marks, Mayor of City of Belmont.

Approximately 57 members of the public and 12 elected members/officers of local government were present.

Minutes of the last meeting held 11 September 2014, were adopted without dissent.

2. **Chair's Briefing**

Introduction of the PACF – panel consisted of:

- Cr Phil Marks, Mayor of City of Belmont (Chair)
- Mr Tony Brun – Perth Airport Pty Ltd (PAPL)
- Mr David Moore – Airservices Australia (ASA)
- Mr Neil Hall – Airservices Australia
- Mr Ron Brent – Aircraft Noise Ombudsman (ANO)
- Mr Tim Abberton – ANO Senior Advisor

3. **Questions received prior to the meeting – see Attachment 1.**

4. **Summary of Submissions (S), Questions from members of the public (Q) and Answers from the panel (A):**

- S1: Miss Ella Hartley – Shelley Noise Action Group (SNAG) – “Aircraft noise and impact on my studies – proposals for improvement”**

- *Aircraft noise begins at 4.30am every morning and is continuous until past 8am*
- *Unable to get sufficient sleep due to aircraft noise - studies disrupted and always tired at school*
- *Family unable to hear each other speak as planes fly over*
- *Pollution associated with high volume of air traffic will surely have long-term health impacts*
- *Shouldn't the planes be shared among multiple suburbs?*
- *What will the PACF do about the problem?*

- A: Mr Moore, Airservices Australia (ASA):**

Thank you for your presentation. For the past year Airservices Australia have heard people say similar things and we are looking at options to see what can be done. Change doesn't happen quickly as this causes safety issues. We are looking at holistic solutions – there is no benefit in moving the problem from one area to another.

Mr Hall, Airservices Australia (ASA):

Rest assured ASA is spending a lot of time looking at what noise improvements can be made; unfortunately it is a slow process.

Mr Brun, Perth Airport Pty Ltd (PAPL):

Perth Airport has been working closely with the airlines, ASA and state government. The current configuration was defined in the Master Plan adopted in 1983. In terms of planning Perth Airport recognises that growth will occur and factored in the drivers of growth. Over the last five to ten years Perth has experienced massive growth far beyond what had been predicted. This cannot be changed.

Perth Airport jointly with Airservices is reviewing some options that may help mitigate the issues raised:

- (1) developing its new runway*
- (2) looking into the possibility of splitting aircraft traffic so it heads north as well as south-west*
- (3) supporting ASA with efficiency; and*
- (4) supporting the airlines in making improvements*

- S2: Chas Benham – “Who is resisting ASA trying to share noise which would require the use of runway 21? And the obvious answer being the “Chair”. Mr Phil Mark would resist this being Mayor of Belmont. Noted is his use of position to discredit “Prof Rosman”, pointing out that he as the Chair is not paid, in a long online letter. He is not suitable to act as independent when his only agenda is keep air noise away from Belmont. We attend a meeting where all told: (1) Not disrespect Chair, (2) Abide by rule from Chair, (3) Abide by direction from Chair. In other words we are muted by anything the absolutely biased Chairman does not want to hear. Replace him.”(Sic)**

Mr Benham asked an additional question:

Q: Why can't air noise be shared, using the alternate runway to take planes back over Belmont and Ascot?

A: Mr Marks, Chair:

There is the implication there that the Chair is corrupt. The Chair has no power to direct Airservices Australia and purely deals with the running of the meetings. The Chair directed the gentleman to read his published response on the PACF website, from the September 2014 meeting.

Mr Moore, ASA:

Legislation requires that safety be the highest consideration and ultimate priority when change is considered. The public needs assurance that they are going to fly/land safely. We are investigating what can be done. It is a slow process and one that can't happen overnight. The Chair plays no part in the process.

Mr Hall, ASA:

It is not being said that because of safety nothing will be done but it is the number one priority. Change is a very slow and convoluted process.

Regarding runway 24, this is a cross runway (i.e. it runs across the other runways) and is not used as during the morning peak departure burst between 5.00 - 8.30 am, there are a lot of aircraft to move safely. From an air traffic control perspective it is very dangerous crossing a runway and also ensuring the separation of aircraft in the air. Careful consideration has to be given when using runway 24 due to the safety issues.

Perth airport has grown to be a very busy airport and Airservices Australia spends a lot of money to look for noise improvements. This is not a small commitment to look at noise improvements and we are very committed to improving this problem in Perth. ASA, PAPL and various airlines have joint technical noise work meetings investigating improving the problem.

Mr Brent, Aircraft Noise Ombudsman (ANO):

The job of the ANO is to make sure ASA is doing the best it can for all communities. It cannot pursue a line that diminishes safety. The priority is to pursue a course of action that increases, or at least maintains safety and reduces safety incidents. Within that constraint I am making sure that ASA does the best that it can to improve noise reduction. I acknowledge the poor historical track record of ASA but I do see significant changes and that ASA is now diligently working to improve noise issues.

A lot of that change won't show up as quickly as the public would like. I also acknowledge that it can't happen in a short space of time or there could be a safety incident and planes could conflict both on the ground and in the air but I will personally make sure Shelley and the other suburbs affected by aircraft noise stays on the agenda.

Altering the Shelley flight path means designing a significant amount of change. Shelley is not the only area affected and I cannot guarantee that I can make it fair for everyone. ASA is seriously looking at options and I will continue to monitor ASA.

Mr Brent outlined the technical aspects of departing flight paths and the development of flight corridors for the gallery.

Mr Marks, Chair:

The Chair asked Mr Brent whether he had witnessed any corruption.

Mr Brent, ANO:

The measure is how the forum is run - whether everyone gets a fair say and if the meeting is reported on with transparency. There has been no indication at all of corruption. The ANO will monitor that the meetings are run fairly and that the public is treated fairly and we will attend from time to time.

Mr Brun, PAPL:

The [former] CACG was an invite only forum and the general public did not have the opportunity to attend, present or ask questions. The CACG evolved into the PACF in response to a desire to see a greater level of transparency and community engagement.

Whoever is the current chair of the Perth Airports Municipalities Group (PAMG) is also the chair of the PACF. The Chair is elected via the local councils that comprise membership of the PAMG. It is noted the local government provides the most transparent, democratically elected form of community representation and it is governed consistent with the Local Government Act.

The meetings are chaired as is consistent with local council meetings - providing good governance, order and the opportunity to enable all to speak when possible.

The Chair must act under the provisions of the Local Government Act. PAPL agrees with great confidence that the Chair has not done anything corrupt.

- S3: Prof Johan Rosman – “Why is RWY 24 only used 400 x / year used for departures. It could noise share and finally give some relief to the plagued Gurak/Keels Southwest Departures. The proximity of houses is irrelevant as people know they bought under an existing flight path. If it is the poor taxiway layout then it should not be done under NAP-regulations.”(Sic)**

Professor Rosman asked an additional question:

- Q: In the past runway 24 shared flights. When and why was the decision made not to use runway 24?”**

**A member of the public gallery commented that it may have been the 2009 City of Bayswater and Airport Corporation Agreement that caused the departures from runway 24 to cease.*

Mr Phil Lipple - If I may, I was an air traffic controller for 30 years at Perth Airport. Runway 24 was never used for departure.

- Q: Mr Lipple - For 10 years I was the Manager of Air Services (retired 1995). If I was designing a flight path I would not design it down the river. I've been on the Perth Airport Noise Advisory Committee for the last 10 years, and there has always been these issues. Why was it not addressed back then?**

Mr Moore, ASA:

The noise abatement procedures were established in 1998. I don't know why the issues weren't addressed as I wasn't working for ASA then, so I can't respond for what happened at that time. ASA is here now actively listening and will make changes where possible. We are committed to positive change.

Mr Hall, ASA:

ASA has not done things to the best possible [consultation] standard over the years. We are now committed to change that. The review of the Noise Abatement Procedures has identified aspects of aircraft traffic management which will be explored and discussed at the noise technical group then discussed with community.

- *Considering the absolute operational necessity of using the current runways*
- *Use of preferred runways*
- *Working together with the Department of Infrastructure & Transport, Department of Defence, Perth Airport and the Civil Aviation Safety Authority*
- *View overall strategy holistically*

Other areas of improvement are being considered. It is a slow process but we are looking at further noise improvements that also ensure safety for Perth public. The technical working group is committed to finding the fairest outcomes for the community.

- Q: Why can't the aircraft fly higher so we don't hear them? Some do – why can't all of them?**

A: Mr Hall, ASA:

The height achievable by each aircraft is due to several factors but weight is the main factor. The older and heavier planes are slower to climb.

Q: What about the agreement between Bayswater and the Airport?

Mr Brun, PAPT:

The primary function of the Bayswater Deed of Agreement between the City of Bayswater and Perth Airport (1999) related to when the runway should be extended to its full length. The Deed only goes into effect if that runway is extended (which it has not been).

Q: Why is Belmont protected by the agreement and not Shelley?

A: Mr Marks, Chair

The Chair stated that the Bayswater Agreement was between the City of Bayswater and the Perth Airport and that it was not related to the City of Belmont.

S4: Mr Denis Moloney – submitted the below questions:

1. Why would it be from my home of 35 years that we have witnessed in recent days international flights track further south west and gain further altitude before turning right to the coast and head north ? .
2. Are the events at 1 above part of trial?
3. If yes to 2 above why does almost every FIFO smaller jet (that climb rapidly but literally scream out their exhaust) have to track directly over Wilson/Shelley/Riverton /Mt Pleasant, is it not just fair and reasonable(leave aside the provisions of the Laws of Equity)that these FIFO jets get spread across the KEELS/GURAK flight paths. ?
4. Why cannot KEELS/ GURAK flight paths be widened and aircraft dispensed across the entire width of the flight paths."(sic)

Mr Moloney added some additional comments:

Shelley/Riverton residents are entitled to the quiet enjoyment of our properties in a normal manner. It is unreasonable for the noise not to be shared. The Singapore airlines that have tracked to the Southwest have produced some degree of aircraft noise sharing. The noise is now back again - to achieve the sharing of the noise is relatively simple. The runway isn't my problem - that is a Perth Airport problem. If an extra amount has to be charged to passengers make them pay it. The turn out tonight indicates there is a problem.

The Chair asked whether flight paths could be widened.

A: Mr Moore, ASA:

We have heard you and are working to see what can be done. I am assuming the Shelley Noise Action Group have attended tonight. We meet with Professor Rosman often and we are working diligently to find improvements. A lot of suggestions have been put forward but if there is something that can be done, we will do it.

Mr Hall, ASA:

We acknowledge the degree of the issue for the community. We are not disagreeing with the issues/concerns. In regards to planes departing to the Southwest, the issue is that Jandakot Airport is located to the Southwest. Aircraft must fly a minimum of 1000 ft above Jandakot airspace. One of the reasons the departure routes exist where they are is that they are designed to miss Jandakot airspace. There is no trial flight path in that direction.

As to widening flight path – the issue is that Jandakot is in the way and the manual procedure is not considered safe. We are looking at what we can do regarding noise abatement procedures and what we can do for that community.

Q: Jandakot is only busy on weekends / during the day and most aircraft would easily be 1000ft above the Jandakot airspace before they reach there. Why can't flight paths be designed for this direction?

A: Mr Hall, ASA:

Flight paths must be usable by all aircraft and not all planes would make it to a safe altitude before reaching Jandakot's airspace.

S5: Mr Richard Foster – “Complaints process 26/10 via ASA website”.

- Lodged a complaint to ASA through their website regarding a helicopter circling over the area. The noise that afternoon was peaking at 100 dB.
- It took 10 days to get automated response and another 2 weeks before receiving a phone call to say the helicopter had been in the area taking footage of the arrival of the Rolling Stones band members.
- Is that the whole of the complaint process?

A: Mr Hall, ASA:

The noise complaint info service is to answer complaints. Sometimes there are a lot of complaints and sometimes it takes them a while to respond but they must get back to you. If you're unhappy with their response then please contact them and request further information. Due to volume, sometimes there is a delay in response. We really expect aircraft operators to do the right thing and if they're focussed on a task they might not follow procedures. When there is a one off event, we allow aircraft to do that.

Mr Brent, ANO:

There are 2 parts to that question really. Firstly: What can be done immediately to stop inappropriate aircraft activity? The short answer to this is: Nothing.

Secondly: How can it be managed so it doesn't happen again? Noise complaints services should be able to advise if there is a course of action that may help lead to an improvement. If you are still not satisfied contact the ANO.

Mr Foster:

At least we are now getting heard. You have come here to engage with us and talk, so thank you.

S6: Bobby Storm – Mrs Storm advised her question had already been answered through the course of the meeting. She requested that the next meeting be held at Riverton Leisureplex.

A: Mr Marks, Chair

The Chair advised there was a roster for member councils to host the PACF and that the City of South Perth would be the host for the next meeting.

Q: If the alternate runways are not being used as it is unsafe due to the volume of departures, why couldn't they be used at night time? Sometimes we don't get noise, where are they departing?

A: Mr Hall, ASA:

ASA is investigating. We have to go through the process of what we can and can't do. Change is slow, but thorough. If the wind is northerly, they take off over Guildford.

Q: **Why can't the planes turn and fly over industrial areas?**

A: Mr Hall, ASA:

We are taking on all the input and doing what we can. Currently when departing, the aircraft fly southwest, then turn north – there is noise sharing after they turn north but not on that initial path.

Q: **What onus is there on air traffic controllers and aircraft operators to minimise noise? What deterrents are there on airlines to reduce noise? There is a fine system in Canada. Should we look at fining as a deterrent?**

A: Mr Hall, ASA:

At the moment there is nothing available to ASA to regulate that issue. The International Civil Aviation Organisation has guidelines in regards to aircraft manufacture but Australia has no legislation regarding aircraft noise. Implementing a fining system or any other strictures would be a parliamentary process.

The Chair directed the committee back to the agenda.

5. ANO – Role, Responsibilities and Perth Update.

Mr Ron Brent advised that most of the presentation had been incorporated into his responses during the evening. Mr Brent advised that he will be returning for the next meeting at South Perth in March 2015.

Q: **The last 2 years have been the worst of our lives. All the planes are being re-directed over Shelley. You have given us no hope that things will change.**

A: Mr Hall, ASA:

There have been changes made around the Perth area but unfortunately, no changes to the SW route. It's a difficult place to make change and that is one of the reasons it is taking quite long. ASA is committed to a noise abatement review and we are looking at all input and will come back at the next meeting with what they are doing in terms of noise improvement.

Mr Brun, PAPT:

I want to clarify that none of the airspace changes have impacted Shelley. The implication has been made that changes were to the benefit of others but detriment to Shelley. Statement of fact – ASA has NOT redirected traffic from any other area to Shelley. Guildford experiences the exact growth impact that Shelley experiences. The Roleystone airspace trial was successful because it is an easy airspace. The Southwest has much greater complexity. The growth of traffic to the north (FIFO) and growth of international traffic is what has caused the increase in flights over Shelley. We have made a genuine commitment to looking into options to ease your situation.

S: **It is hard to look at facts when there are so many flights waking you up, disturbing your peace. I can't sleep with my windows open and its expensive running air-conditioning every single night. We are being seriously affected by this.**

A: Mr Brun, PAPL:

And that is why we are here to talk to you. To take onboard genuine concerns and find the facts about the situation. Our obligation is to deal with the facts.

Q: Will you have something new for us at the next meeting?

A: Mr Moore, ASA:

Our intention is to come back to the next meeting with a plan. The plan is being developed but is taking longer than we anticipated. We still need to talk to PAPL, the airlines and there are safety and environmental factors to consider. We will come back with the best possible plan. Some areas will benefit and some will cop it. We do understand and that you are being adversely impacted. Getting the information and explaining it so people understand is not an easy process. We will do the best we can with the best plan that we can have and we are happy to explain. Aviation is complex and hard to explain in short question and answers, and to consult properly on the scale of change requested can't be done in 30 mins at the next meeting. There will need to be multiple conversations.

Q: Mr Lipple - Was there an environmental assessment done as part of establishing the route down the river?

A: Mr Moore, ASA:

An environmental assessment would have been done and would be in the archives on paper somewhere. Environmental assessments are different now - more robust and relevant when assessing noise impacts/changes on people.

Q: I don't see operators of planes attending. Is there no regulation/legislation for them to reduce noise? Are there not ways the 'drivers' can fly more quietly?

A: Mr Brun, PAPL:

Ultimately, this question is not for airports, it is regarding legislation and regulations. Government is the only one that has the power to legislate. Certain aircraft are quieter to fly – for example the new 787 are quieter aircraft. Unfortunately there are a significant amount of aircraft fleet operating out of Perth Airport which are older. PAPL doesn't have an option as to what type of aircraft airlines or charter operators run.

Such a proposal as the one put forward in the question should be raised through the normal political process. It is noted it would require a change of law and it would have to be considered what the consequences of the change of law would be.

Q: Who would be responsible if aircraft crashed on my house?

A: Mr Brun, PAPL:

It would depend on the reason for the crash, if it were due to the aircraft not being serviced properly, issues with the runway, air traffic control errors etc.

Q: Legislation aside, don't the airlines pay PAPL? Could PAPL charge for night flying?

A: Mr Brun, PAPL:

We have are obligated to provide an equal access arrangements for our airfield, be it the middle of the day in a small plane or the middle of the night in a large plane. PAPL is a private company and does not receive government funding.

Q: **Is the lack of curfew politically driven?**

A: Mr Brun, PAPL:

Yes it is a political decision, but they also look at the other consequences of setting airport curfews. Only four airports in all Australia actually have a curfew.

Mr Brent, ANO:

Many other organisations have a stake in noise issues such as airlines with an interest in both the noise they make and the consequences and costs involved. There is room for much broader debate. Things are done differently in other airports around the world – I believe one of my roles is to drive for these debates.

The government does regulate how noisy civilian aircraft can be to operate. There are changing standards of how noisy aircraft can be and over time those standards have been levered up. Of course this could always be improved. This is a debate that ought to be had but ultimately has to be resolved in other spheres. I think it will be difficult to get this debate off the ground due to economic concerns.

Q: **What shall I tell my children as to what I have achieved tonight? What will the outcome be from this meeting?**

A: Mr Brent, ANO:

Mr Moore has stated his intention to bring a plan to the next meeting. I appreciate the high personal cost aircraft noise has on people. However we cannot make emotional decisions and risk people's safety. I understand the problems these noise issues create. They are important and need to be addressed on their merits. I take your issues very seriously.

I am making sure ASA works really hard, as it has done recently. I can't make change overnight. There will always be a time lag between issues occurring and solutions being implemented. I can't promise you an instant answer. I can say that 3 to 6 months is the time frame you can expect for plans to start being put in place.

The Chair advised that due to time constraints the meeting would need to wrap up. The next meeting to be held 5 March 2015 in South Perth.

6. Perth Airport Update

The presentation was cancelled.

7. Airservices Australia

The presentation was cancelled.

8. Meeting Close

Meeting closed at 8.55pm.

Attachment 1 – Questions received prior to the meeting

Topic Raised	Response
<p>Ms Barbara Dundas, Guildford</p> <p>As a community representative who has attended many planning meeting over the years. I would like to forward some thoughts on planning issues re the Perth Airport to you. They are made in good faith to enhance debate and perhaps open up discussion.</p> <p>Of particular concern is the format of the new Perth Airport Community Forum (PACF) The guidelines of the new group prevented discussion, had no independent Chair, and now falls under the auspices of the State Mayoral Aviation Group, one which the community is frequently in disagreement with. This situation as discussed in more detail below is most unsatisfactory and I ask for your consideration of how this process can be improved.</p>	<p>In reading through, the concerns / issues raised can be summarised as follows:</p> <ol style="list-style-type: none"> 1. The format of the Perth Airport Community Forum 2. Independence of the Chair 3. Independence of the Perth Airport Community Forum 4. The consultative process 5. Change to flight paths over Guildford 6. Disassociation of health and noise
<p>Independence of the Chair</p> <p>Under the current arrangements of the PACF, it now is now longer under the auspices of the Perth Airport Pty Limited but placed directly under the control of the Mayoral Aviation Group, a group composed of Local Government Mayors and planners. In the Guildford community we are frequently at odds with local government over moves to build in very high aircraft noise exposed areas, contrary to the AS2021. The Mayoral Group and representatives who revised the Land Use Planning around Perth Airport group have been responsible for changing state planning regulations on land use around the airport (SPP5.1) to permit building in high noise zones. As such the community in this area lacks the confidence in a chair from Local Government. Further the importance of the independence of the Chair at such community meetings is ratified in the National Aviation Policy White Paper 2009 (NAWP) which notes such independence is a core prescribed condition with consultative committees. (NAAWP 2009 p163)</p>	<p><i>Whoever is the current chair of the Perth Airports Municipalities Group (PAMG) is also the chair of the PACF. The Chair is elected via the local councils that comprise membership of the PAMG. It is noted the local government provides the most transparent, democratically elected form of community representation and it is governed consistent with the Local Government Act.</i></p> <p><i>The meetings are chaired as is consistent with local council meetings – providing good governance, order and the opportunity to enable all to speak when possible.</i></p> <p><i>The Chair must act under the provisions of the Local Government Act.</i></p>
<p>Independence of the PACF</p> <p>The PACF is not a group that has arisen out of community concerns. It has been created by bureaucracy. The community had an excellent forum, albeit small, with an interface with Industry, state and federal planners LG and Community. This was a technical committee as it is necessary for all parties to be able to communicate. The Perth Airport Noise Management Group (PANMG) permitted debate and discussion. To function it was necessarily small. It appeared that the closure of the group occurred because of the need to form a group with wider community coverage under the Airports Act and because Air Services found it too hard to fly staff in for 3 separate meetings.</p> <p>The Community Consultative Aviation Group (CACG) was formed to give a broader community</p>	<p>Under the previous model of the Perth Airport Community Forum, the majority of attendees were government representatives with about six members representing various communities or community groups. This allowed those six representatives substantial time to raise their concerns with the group. The new structure, which at its inaugural meeting had some 80 or so attendees, cannot accommodate the same amount of time for each attendee to address the group. Some, particularly community representatives from the previous structure, will see this as a diminishing opportunity to express concerns. Others will see this as an increase in the community voice. The more open structure provides a greater opportunity for broader community concerns to be expressed.</p>

<p>input, however only 2 or 3 community groups ever attended. There was some opportunity for discussion, however, the size and number of agency videos and presentations limited the opportunity to have real discussion on core noise and health issues. The above groups were under the auspices of Perth Airport. The current group (PACF) has been placed under the Mayoral Group who now determine how to run their new committee. This PACF group needs to be independent of the Local Government, to provide some confidence in a transparent process.</p>	<p>Airservices advise on this question is as follows:</p>
<p>Consultative Process The PACF has been set up to provide a consultative process as an alternative to the existing process that was largely supported by the community. This new Forum has guidelines and protocols developed and designed by the Mayoral Group. At the first meeting, those attending were advised that questions were to be put in writing, no debate and answers would be given by the panel. There was to be no discussion and only one question was permitted per person. This was not an open and transparent, consultative forum. The NAPWP (2009 p160) notes the importance of effective engagement with communities and enumerates a number of points. Interestingly many attendees believed this PACF</p> <ul style="list-style-type: none"> *provide for an exchange of information and ideas between airport operators/industry/ community * provide a forum for voicing concerns * foster a sense of collaboration/ empowerment or transparency 	<p><i>Airservices proposed the establishment of a Noise Technical Working Group for Perth Airport based on a model successfully used at Brisbane. According to the Terms of Reference (a) the group will enable industry to initiate and evaluate operationally required changes whilst ensuring that the noise impact of those changes is also considered and opportunities found to improve noise outcomes for the Perth community; and (b) the group will initiate and evaluate noise improvements that are aligned with improved airline, airport and airspace efficiencies and ensure that any changes are made in consultation with local industry efficiency programs. Composition of the group is strictly limited to the aviation industry and discussions are highly technical. This restriction ensures that the views expressed by those attending are not misinterpreted. Any decisions made by this group about potential operational changes are communicated by Airservices to the community when it is appropriate to do so and through appropriate means.</i></p>
<p>Moving to a Solution As a member of a noise affected community , I would like to move forward from this current position and recommend that :</p> <ol style="list-style-type: none"> 1.The Community Consultative Group not be placed under the Mayoral Group, although LGA participation in the debate is important 2. The Consultative Group be independent from, but funded by the Perth Airport Pty Ltd. 3. The quarterly Consultative Group be limited to a small group, to permit technical discussion, something impossible in a large group situation. 4. A twice yearly general aviation information session be held where government departments can show progress on road ways, airport plans, as an event apart from technical discussion. 5. The Consultative Group determine its terms of reference, appropriate membership, and format for discussion and debate. 6. For such a group to operate an independent Chair is necessary with office support from PAPL or LGAs. 7. The support of Federal, State and Local Governments would be necessary to provide information for discussion. The role of Air Services is critical and Federal members support would also be necessary most important. 8. That debate and discussion occurs in a forum of 	<p>This structure provides clear delineation between the two groups and provides a framework to deliver the best and most transparent outcomes.</p> <p>The forum is now open to the public and anyone can submit a question, which will either be responded to at the meeting (time permitting) or taken on notice. This is an appropriate way of managing such a meeting. This process will now be that the Chair is intending to allow more time for questions in future meetings.</p> <p>Importantly the PACF is not the only opportunity for issues to be raised - members of the public may raise questions at any time with Airservices' National Complaints and Information Service (NCIS).</p>

<p>equality and fairness with all member contributors equal around the table.</p> <p>It is recommended that the 2 very different forums be established and that any future meeting would be to determine the parameters of the Consultative Group. We also add that it is disappointing to collapse committees without proper consultation and reflection on the successful.</p>	
<p>Changed Flight Paths over Guildford I would also like to draw to your attention the issue of changed flight path movements experienced by the Guildford Community. For several years Air Services Noise Complaints and Information Services has argued there has been no such change. Recently, in response to growing community concerns, Air service staff conducted a detailed study and found indeed that the aircraft movement had spread westwards. This is of particular concern as this movement now takes high noise levels across the town center including the Kindergarten and Child health center, The Guildford Library and Town Hall, The Garrick Theatre and Mechanics Institute Hal, the Museum precinct. It is also severely affecting local historic churches, which are dependent in part from income from weddings. The affect of such noise will severely affect the potential of these buildings to function and may deleteriously impact on future use of the historic town. There needs to be a proper review and solutions sought as a laissez faire approach may lead to the loss of core facilities and functions. There is a need for an insulation package also for homes that are severely affected by noise.</p>	<p>It is understood you have had with Airservices regarding the flight paths over Guildford and that indeed the corridor has widened marginally (a couple of hundred meters) to the west. This small spread to the west is from increased use of the military airspace in the past couple of years. This procedure is a manually flown procedure and is more affected by wind and therefore produces some minor deviation.</p> <p>This small change brings noise relief for areas just beyond Guildford. Regarding the areas that you suggest are getting more noise as a result, I have been assured that there should not be any noticeable change as they are located so close to the longstanding corridor.</p> <p>With respect to noise insulation, this is a Commonwealth government policy matter. Previous airport specific schemes were applied by the Commonwealth and applied to properties in the ANEF 30 and above defined area. These schemes which applied to Sydney and Adelaide airports only have now closed.</p> <p>Whether or not noise insulation schemes are introduced or extended in relation to Australian Capital city airports is a Commonwealth government public policy decision. There will be many stakeholders who will have interest in this subject should the government contemplate such a scheme, noting both the noise amelioration and the increase in the cost of commercial aviation that would result from such a scheme.</p>
<p>Health Hiatus in the Planning Process around Perth Airport A final point to be considered in planning issues around Perth Airport is the dislocation of Health and Noise. These two components have to be considered together. However, the planning process in WA result in Department of Conservation and Environment cannot investigate aircraft and transport noise and the Department of health has no one who can assist in the matter. As a result issues of health are not included in the planning process around Perth Airport. Unfortunately, officers at Department of Planning do not have particular skills in health impacts noise and planning. There is a hiatus in the process and I would urge Perth Airport to support the community in their request to have a suitable qualified health expert involved in the process.</p>	<p>Aircraft noise can be disruptive and have an impact on lifestyle and sleep patterns. Planning for Perth Airport and in particular the planning for the new runway considers the social and environment impacts of the project. Perth Airport will continue to engage with the State Government who has the lead jurisdiction with respect to matters of public health.</p>

DELEGATE'S REPORT

WALGA South East Metropolitan Zone

The attached Table of Contents (attachment 1) was considered by the South East Metropolitan Zone at its meeting held on Wednesday 26 November 2014 at the City of Armadale. The recommendations of the Zone were considered by the State Council at its meeting on Wednesday 3 December 2014 at WALGA, 170 Railway Parade West Leederville.

Council's delegates to the WALGA South East Metropolitan Zone are Councillor Fiona Reid and Councillor Hawkins-Zeeb. However at the South East Metropolitan Zone meeting, Mayor Sue Doherty attended as deputy delegate in lieu of Cr Reid. Chief Executive Officer, Cliff Frewing also attended.

Councillor Reid represents the SEMZ on the WA State Council together with Mayor, Cr Henry Zelones JP from the City of Armadale.

ZONE AGENDA

DEPUTATIONS

Item 1.1 South East Corridor – Integrated Transport Plan – *deferred*.

Noted.

Item 1.2 Water Pressure Management – Water Corporation
Tom Houghton

Noted.

ITEMS FOR NOTING

Item 4.1 South East Metropolitan Zone Status Report

Noted.

Item 8.1 WALGA President's Report
(Attachment 2 below)

Item 8.2 State Councillor's report to the Zone

Noted.

Item 8.3 Department of Local Government "Connect" e-newsletter

Noted.

STATE COUNCIL AGENDA

MATTERS FOR DECISION

Item 5.1 Metropolitan Local Government Reform

WALGA Recommendation

That WALGA advocate to the Minister for Local Government for:

1. In relation to funding:
 - a. An additional allocation of \$80m to fund the implementation of Metropolitan Local Government reform, in accordance with WALGA's Budget Submission;
 - b. The condensation of the \$15m funding package from three years into two years, being \$5m in 2014-15 and \$10m in 2015-16; and
 - c. A review of grant funding guidelines to include directly attributable reform costs, such as redundancy payments.
2. The opportunity for Local Implementation Committees of amalgamating Local Governments to submit ward review proposals to the Local Government Advisory Board prior to their 1 July 2015 commencement; and
3. Clarity regarding:
 - a. The timing and content of the proposed City of Perth Act; and
 - b. The timing of the proposed City of Riversea amalgamation.

WALGA Comment

- The State Government has announced their response to the Local Government Advisory Board's (LGAB) Metropolitan Local Government District Inquiries Report;
- The Government accepted all but two of the LGAB recommendations, which will result in 12 major boundary changes or amalgamations;
- WALGA and the Local Government sector have significant concerns with aspects of the State Government's process, including:
 - a) The inadequacy of the State Government's \$15m funding package, some of the funding exclusions and the timing of the funding;
 - b) ii. Representation issues relating to ward structures; and
 - c) Continued uncertainty surrounding the progression of a *City of Perth Act* and the Riversea amalgamation proposal.

Officer Comment

The report recommendations are generally consistent with the objectives of the City, i.e. greater funding allocation, monies payable over a shorter time frame and a greater range of costs to be covered by the grants. In addition, the recommendation proposes that LIC's be able to commence the Ward review for amalgamating local governments and seeking further information on the proposed *City of Perth Act*.

Officer Recommendation

That the recommendation be supported.

Zone Resolution

That WALGA advocate to the Minister for Local Government for:

1. In relation to funding:
 - a) An additional allocation of \$80m grant to fund the implementation of Metropolitan Local Government reform, in accordance with WALGA's Budget Submission;
 - b) The condensation of the \$15m funding package from three years into two years, being \$5m in 2014-15 and \$10m in 2015-16; and
 - c) A review of grant funding guidelines to include directly attributable reform costs, such as redundancy payments.



2. The opportunity for Local Implementation Committees of amalgamating Local Governments to submit ward review proposals to the Local Government Advisory Board prior to their 1 July 2015 commencement; and
3. Clarity regarding:
 - a) The timing and content of the proposed City of Perth Act; and
 - b) The timing of the proposed City of Riversea amalgamation.

State Council Resolution

That WALGA advocate to the Minister for Local Government for:

1. In relation to funding:
 - a) An additional allocation of \$80m in grants to fund the implementation of Metropolitan Local Government reform, in accordance with WALGA's Budget Submission;
 - b) The condensation of the \$15m funding package from three years into two years, being \$5m in 2014-15 and \$10m in 2015-16; and
 - c) A review of grant funding guidelines to include directly attributable reform costs, such as redundancy payments.
2. The opportunity for Local Implementation Committees of amalgamating Local Governments to submit ward review proposals to the Local Government Advisory Board prior to their 1 July 2015 commencement; and
3. Clarity regarding:
 - a) The timing and content of the proposed City of Perth Act; and
 - b) The timing of the proposed City of Riversea amalgamation, and
 - c) with the appropriate funding package for both.

Item 5.2 Poll Provisions Policy Position

WALGA Recommendation

That WALGA adopt, and advocate for, a policy position in relation to the poll provisions that Schedule 2.1 of the Local Government Act 1995 should be amended so that the electors of a Local Government affected by a boundary change or amalgamation proposal are entitled to petition the Minister for a binding poll.

WALGA Comment

- There has been considerable discussion in the Local Government sector regarding WALGA's policy position in respect to the poll provisions contained in Schedule 2.1 of the Local Government Act 1995;
- WALGA's current policy position is that the poll provisions should apply to:
 - a) A boundary change or amalgamation proposal that will see one or more Local Governments abolished; and
 - b) ii. A boundary change proposal that will 'significantly affect' a Local Government, subject to further research and sector consultation being carried out on any associated criteria and for a report to be presented through the next Zone/State Council Meetings.
- Sector consultation, via an InfoPage, has been conducted with responses invited on two principal options:
 - a) That any boundary change should be subject to the potential for a poll to be called by electors; or
 - b) ii. That any boundary change that 'significantly affects' a Local Government – defined as a percentage variation of (either 10 percent, 25 percent, or 50 percent) in a key factor (population, rateable properties, or revenue) – should be subject to the potential for a poll to be called by electors.



- 59 Local Governments (42 percent of members) responded to the request for feedback with the greatest number of respondents (29 Local Governments) favouring Option (i) above; and
- An update of WALGA's policy position will not have an impact on the current Metropolitan Local Government Reform process, but will define WALGA's policy position into the future.

Officer Comment

WALGA is now recommending what the City has been seeking, i.e. that electors should be able to access the Poll Provisions in relation to a boundary change.

Officer Recommendation

That the recommendation be supported.

Zone Resolution

That the WALGA recommendation be supported.

State Council Resolution

That WALGA adopt, and advocate for, a policy position in relation to the poll provisions that Schedule 2.1 of the Local Government Act 1995 should be amended so that the electors of a Local Government affected by any boundary change or amalgamation proposal are entitled to petition the Minister for a binding poll.

Item 5.3 State Budget Submission

WALGA Recommendation

That the Association's State Budget Submission 2015-16 be endorsed.

WALGA Comment

- One of the protocols observed under the State/Local Government Agreement is the presentation of the WALGA State Budget Submission to the State Government.
- The 2015-16 submission contains a relatively short list of bids; this is in recognition of the State Government's weak fiscal position.
- The submission seeks funding for:
 - Metropolitan Local Government reform;
 - Investing in public library innovation;
 - Emergency risk management;
 - Restoring the Country Local Government Fund;
 - Local Government roads;
 - Reducing run-off crashes on local roads; and
 - Strategic waste management programs.

Officer Comment

City staff support WALGA's budget submission.

Officer Recommendation

That the recommendation be supported.

Zone Resolution

That the WALGA recommendation be supported.

State Council Resolution

That the Association's State Budget Submission 2015-16 be endorsed.



Item 5.4 Interim Submission to the Electricity Market Review

WALGA Recommendation

That the Association's interim submission to the State Government's Electricity Market Review be endorsed.

WALGA Comment

- The State Government is currently conducting an 'Electricity Market Review'.
- The Review's objectives are: lower electricity production costs, less Government exposure to energy market risks and the attraction of private sector participants to the electricity market.
- The Review's Steering Committee released a discussion paper on 13 August 2014 and asked for submissions to be made by 12 September 2014.
- The Association's interim submission discusses the high costs of streetlighting tariffs in WA, including the lack of transparency in setting these tariffs.
- The submission also discusses how tariff equalisation policies and subsidies to the electricity industry could be improved.

Officer Comment

As the report is not directly related to the affairs of the City of South Perth, it is felt that the WALGA recommendation should be supported as WALGA has conducted appropriate research consultation before the report was finalised.

Officer Recommendation

That the recommendation be supported.

Zone Resolution

That the WALGA recommendation be supported.

State Council Resolution

That the Association's interim submission to the State Government's Electricity Market Review be endorsed and pursue the following additional reforms:

- Enabling WALGA to develop a bulk bid for renewable power for member councils.
- Support access to the grid for small to medium energy projects.
- Provide a fair feed-in tariff for Local Government and community organisations that encourages renewable energy.
- Virtual net metering, to allow Local Government to distribute its self-generated renewable energy across sites via the network.



Item 5.5 Western Australia's GST Revenue

WALGA Recommendation

That the Association advocate to the Federal Government for Western Australia to receive a greater share of GST revenue.

WALGA Comment

- WA's share of GST revenue has been decreasing for some time.
- The Association has been asked by some Local Governments to raise the issue of WA's declining GST share with Federal Members of Parliament.
- A strong case can be made for increasing WA's GST share:
 - The current GST distribution model is inefficient and lacks transparency.
 - Too much GST revenue is distributed to 'beneficiary' States.
 - Actual gambling taxes raised should be considered in the GST distribution model.
 - Dependency on GST revenue discourages beneficiary States from making appropriate tax reforms.

Officer Comment

It is well known that WA's share of GST revenue is falling to precariously low levels. Any action to reverse this advancing trend should be welcomed.

Officer Recommendation

That the recommendation be supported.

Zone Resolution

That the WALGA recommendation be supported.

State Council Resolution

That the Association advocate to the Federal Government for Western Australia to receive a greater share of GST revenue and in developing this advocacy, consideration to be given to promoting financial and area allocations per capita as criteria for GST allocation to the states.

Item 5.6 A Review of Road Safety Governance in Western Australia

WALGA Recommendation

That State Council endorse the WALGA Interim Submission for the report titled A Review of Road Safety Governance in Western Australia.

WALGA Comment

- In September 2014, a report prepared by Peter Browne for the Minister for Road Safety titled 'A Review of Road Safety Governance in Western Australia' (March 2014) was tabled in Parliament and public submissions sought for a period of 30 days. The review contained 56 recommendations relating to the Office of Road Safety, Road Safety Council and the Road Trauma Trust Account.
- WALGA provided an interim submission to the Minister for Road Safety on 24 October 2014 in which the need for, and broad direction of, reforms proposed in the review for road safety governance arrangements in WA were supported.
- WALGA's interim submission identified matters that must be addressed as part of the State Government's response to the review.



Officer Comment

The submission looks at existing and proposed governance arrangements in relation to road safety. Given the continuing high level of road fatalities in WA, any action to reduce road trauma is considered worthwhile.

Officer Recommendation

That the recommendation be supported.

Zone Resolution

That the WALGA recommendation be supported.

State Council Resolution

That State Council endorse the WALGA Interim Submission for the report titled A Review of Road Safety Governance in Western Australia.

Item 5.7 Submission on the Review of Regulated Regular Public Transport Air Routes in Western Australia

WALGA Recommendation

That State Council endorse the interim submission to the Department of Transport on the 'Review of Regulated Regular Public Transport Air Routes in Western Australia'.

WALGA Comment

- There are eight Regular Public Transport (RPT) air routes currently regulated until 27 February 2016 which includes air services between Perth and regional airports Albany, Carnarvon, Derby, Esperance, Learmonth (Exmouth), Laverton, Leonora, Meekatharra, Monkey Mia, Mount Magnet and Wiluna.
- On 31 July the Department of Transport released the position paper on the review of regulated RPT air routes in WA with recommendations to either continue regulation or reduce regulation on these air routes beyond 27 February 2016.
- Included in this position paper is a review on the charter policy due to the increased demand from the resources sector which has an impact on the sustainability of RPT air routes, particularly in the Northern Goldfields.
- A submission has been prepared for State Council endorsement.

Officer Comment

As the report is not directly related to the affairs of the City of South Perth, it is felt that the WALGA recommendation should be supported as WALGA has conducted appropriate consultation before the report was finalised.

Officer Recommendation

That the recommendation be supported.

Zone Resolution

That the WALGA recommendation be supported.

State Council Resolution

That State Council endorse the interim submission to the Department of Transport on the 'Review of Regulated Regular Public Transport Air Routes in Western Australia'.



Item 5.8 Interim Submission to the Productivity Commission - Natural Disaster Funding Arrangement

WALGA Recommendation

That the submission on the Productivity Commission's Draft Report on Natural Disaster Funding Arrangements be endorsed.

WALGA Comment

- In April 2014 the Australian Government announced the Productivity Commission would undertake an inquiry into the effectiveness of Australia's Natural Disaster Funding Arrangements.
- On the 25th September 2014 the Productivity Commission released the draft report into Natural Disaster Funding Arrangements and sought feedback.
- WALGA prepared a draft submission and sought member feedback via info pages on 25th of September and 9th of October.
- WALGA's submission contends the current framework for the allocation of Commonwealth Natural Disaster Funding needs to change to better support risk mitigation measures.

Officer Comment

As the report is only indirectly related to the affairs of the City of South Perth, it is felt that the WALGA recommendation should be supported as WALGA has conducted appropriate research and consultation before the report was finalised.

Officer Recommendation

That the recommendation be supported.

Zone Resolution

That the WALGA recommendation be supported.

State Council Resolution

That the submission on the Productivity Commission's Draft Report on Natural Disaster Funding Arrangements be endorsed subject to WALGA's response to Draft Recommendation 3.1 being amended to oppose the proposed increase in the small disaster criterion from \$240,000 to \$2m and any increase in the annual expenditure threshold.



Item 5.9 Interim Submission: Planning and Development (Bushfire Risk Management) Regulations 2014

WALGA Recommendation

That the submission to the WA Planning Commission regarding the Planning and Development (Bushfire Risk Management) Regulations 2014 be endorsed.

WALGA Comment

- The Western Australian Planning Commission (WAPC) recently released the Planning and Development (Bushfire Risk Management) Regulations 2014 for public comment which closed on Friday 31 October. An interim submission was prepared to meet the public comment deadline and is submitted to State Council for endorsement.
- The Regulations are intended to ensure that bushfire risk is addressed in planning and that a bushfire attack level (BAL) assessment is undertaken before undertaking habitable development in bushfire prone areas. Where such an assessment returns a bushfire attack level rating of BAL40 or Flame Zone, the Regulations set out a requirement for development approval.
- Supporting State Council's May 2013 resolution, the Regulations use section 256 of the Planning and Development Act to apply minimum planning bushfire standards state wide. This process negates the need for Local Governments to amend their planning schemes to enact the bushfire management provisions.
- Whilst supporting the principles and intent of the Regulations, the Association has a number of concerns about the content of Regulations which the attached interim submission sets out. The Association's primary concerns are that the Regulations are unnecessarily and overly complex and also that the proposed bushfire attack level self-assessment process will give rise to poor quality and inaccurate bushfire attack level assessments, undermining the policy framework and its intent.

Officer Comment

As the report is only indirectly related to the affairs of the City of South Perth, it is felt that the WALGA recommendation should be supported as WALGA has conducted appropriate research and consultation before the report was finalised.

Officer Recommendation

That the recommendation be supported.

Zone Resolution

That the submission to the WA Planning Commission regarding the Planning and Development (Bushfire Risk Management) Regulations 2014 be endorsed subject to the following;

- I. The targeted statutory implementation date of 1 May 2015 be extended to enable a holistic audit to be completed on the complete package of documents.

State Council Resolution

That the submission to the WA Planning Commission regarding the Planning and Development (Bushfire Risk Management) Regulations 2014 be endorsed subject to the following;

- I. The targeted statutory implementation date of 1 May 2015 be extended to enable a holistic audit to be completed on the suite of documents.



Item 5.10 Interim Submission: Inquiry Into Mental Health Impacts of FIFO Work Arrangements

WALGA Recommendation

That the Association's interim submission in response to Education and Health Standing Committee Inquiry Into Mental Health Impacts of FIFO Work Arrangements be endorsed.

WALGA Comment

- On the 20th August 2014 the Western Australian Parliament's Education and Health Standing Committee commenced an inquiry into the health impacts of mental illness in FIFO worker arrangements.
- The inquiry was called in response to nine FIFO workers took their lives in the past year in the Pilbara region of WA.
- WALGA sought member feedback via Local Government News on 24 September 2014.

Officer Comment

The City has no direct knowledge of the mental health issues associated with FIFO workers. The WALGA recommendation should be supported as WALGA has conducted appropriate research and consultation before the report was finalised.

Officer Recommendation

That the recommendation be supported.

Zone Resolution

That the WALGA recommendation be supported.

State Council Resolution

That the Association's interim submission in response to Education and Health Standing Committee Inquiry Into Mental Health Impacts of FIFO Work Arrangements be endorsed.

Item 5.11 Consultation Paper – Proposal for Caravan Parks and Camping Grounds Legislation – WALGA Submission

WALGA Recommendation

That State Council endorses the Association's submission on the Department of Local Government and Communities' Consultation Paper – Proposal for Caravan Parks and Camping Grounds Legislation.

WALGA Comment

- The Department of Local Government and Communities has released the Consultation Paper – Proposal for Caravan Parks and Camping Grounds Legislation to facilitate feedback on the proposal to replace the existing Caravan Parks and Camping Grounds Act 1995.
- The current legislation is very prescriptive and has proven not to have the flexibility needed to cope with changes to the market and consumer expectations. It is proposed that the new legislation will focus on the health and safety standards of sites designed for the use of a caravan, campervan or tent, but allowing the market to drive the supply of accommodation types.
- The Association has developed an interim submission on the Consultation Paper on behalf of Local Government, which is presented to State Council for endorsement.



Officer Comment

As the report is not directly related to the affairs of the City of South Perth, it is felt that the WALGA recommendation should be supported as WALGA has conducted appropriate research and consultation before the report was finalised.

Officer Recommendation

That the recommendation be supported.

Zone Resolution

1. That State Council endorses the Association's submission on the Department of Local Government and Communities' Consultation Paper – Proposal for Caravan Parks and Camping Grounds Legislation.
2. The following be incorporated in the submission;
At the time of licence renewal, if a caravan park or camping ground does not comply with the new regulation, they should prepare a management plan, and be given a time frame to comply with the new legislation regardless of whether the facility is subject to substantial redevelopment.

State Council Resolution

That State Council endorses the Association's submission on the Department of Local Government and Communities' Consultation Paper – Proposal for Caravan Parks and Camping Grounds Legislation.

Item 5.12 Planning Makes it Happen: Phase Two: Blueprint for Planning Reform

WALGA Recommendation

That State Council advise the Minister for Planning and the WA Planning Commission, in regard to the Planning Makes it Happen: Phase Two: Blueprint for Planning Reform, that:

1. Prior to the review of delegation arrangements under the Metropolitan Region Scheme from the WAPC, the Local Government sector should be consulted and all delegation arrangements agreed to;
2. Further discussion is required on the WAPC being the single point of determination of all structure plans during the consultation on the Model Scheme Text and/or General Provisions for Local Planning Schemes Regulations;
3. A commitment is sought to ensure that Local Government will be consulted in the review of delegation arrangements for structure planning delegations;
4. The Local Government sector does not support full Private Certification of Planning Applications, however, if cost benefit analysis is undertaken by the Department of Planning, WALGA and Local Governments must be included in the consultation process;
5. A Guide to Planning Delegations: Development applications is currently being finalised and will be discussed with the Department of Planning and Department of Local Government and Communities to address the reform measure on Local Government planning delegations; and
6. The Department of Planning must be adequately resourced in order to cope with the increase in workload that will result if all of the reform measures are pursued by the WAPC.

WALGA Comment

- The Minister for Planning announced Planning Makes it Happen: Phase Two: Blueprint for Planning Reform
- Most of the main reforms align with the WALGA submission made in December 2013.
- Additional public consultation will occur as changes to the Planning and Development Act 2005, Model Scheme Text, Metropolitan Region Scheme and Planning Regulations will be



required, therefore, additional submissions will be prepared for State Council's consideration when the exact details of the proposed reforms are released.

Officer Comment

The City supports the general direction contained in the Blueprint. However, it is noted that the issue of providing exemption for single houses from the DA process is not supported due to the current lack of process for ensuring compliance. This is covered by the next item

Officer Recommendation

That the recommendation be supported.

Zone Resolution

The WALGA recommendation be endorsed plus the following 2 additional points;

7. Strongly object to the proposal to exempt single houses from planning approval.
8. Legislation should prescribe time periods for the WAPC to complete tasks.

State Council Resolution

That State Council advise the Minister for Planning and the WA Planning Commission, in regard to the *Planning Makes it Happen: Phase Two: Blueprint for Planning Reform*, that:

1. Prior to the review of delegation arrangements under the Metropolitan Region Scheme from the WAPC, the Local Government sector should be consulted and all delegation arrangements agreed to;
2. Further discussion is required on the WAPC being the single point of determination of all structure plans during the consultation on the Model Scheme Text and/or General Provisions for Local Planning Schemes Regulations;
3. A commitment is sought to ensure that Local Government will be consulted in the review of delegation arrangements for structure planning delegations;
4. The Local Government sector does not support full Private Certification of Planning Applications, however, if cost benefit analysis is undertaken by the Department of Planning, WALGA and Local Governments must be included in the consultation process;
5. A *Guide to Planning Delegations: Development applications* is currently being finalised and will be discussed with the Department of Planning and Department of Local Government and Communities to address the reform measure on Local Government planning delegations; and
6. The Department of Planning must be adequately resourced in order to cope with the increase in workload that will result if all of the reform measures are pursued by the WAPC.



Item 5.13 Local Government proposal for new 'Application for Compliance'

WALGA Recommendation

That the Department of Planning and Building Commission be requested to establish a Working Group with WALGA and Local Government representatives to:

- oversee the development of regulations to introduce a new 'Application for Compliance' as part of the Building Permit process, to ensure that building plans are compliant with State Planning Policy 3.1 - Residential Design Codes and/or Local Development Plans endorsed through the Structure Planning Process and/or any other adopted policy of Council; and
- determine an appropriate fee (based on a cost recovery methodology) for this service.

WALGA Comment

- The introduction of the Building Act 2011 has changed the approvals process for Building Permit applications that vary Residential Design Codes.
- Local Governments are required to check Building Permits for compliance with State Planning Policy 3.1 - Residential Design Codes and Local Development Plans, without recouping a fee for this service.
- The proposed 'Application for Compliance' would enable a Local Government to confirm compliance with the R-Codes and/or Local Development Plans prior to issuing a Building Permit.

Officer Comment

Although the City currently has a requirement for all single houses to have development approval, if the government changes that, as per the "planning Makes it Happen" proposal, then the City will need a process. The recommendation is supported to form a working group.

Officer Recommendation

That the recommendation be supported.

Zone Resolution

That the WALGA recommendation be supported.

State Council Resolution

That the Department of Planning and Building Commission be requested to establish a Working Group with WALGA and Local Government representatives to:

- oversee the development of regulations to introduce a new 'Application for Compliance' as part of the Building Permit process, to ensure that building plans are compliant with State Planning Policy 3.1 - Residential Design Codes and/or Local Development Plans endorsed through the Structure Planning Process and/or any other adopted policy of Council; and
- determine an appropriate fee (based on a cost recovery methodology) for this service.



Item 5.14 Amendment to State Planning Policy 3.1 – Residential Design Codes – Multiple Dwellings, Parking and Other Incidental Changes

WALGA Recommendation

That the interim submission to the WA Planning Commission on the proposed amendments to State Planning Policy 3.1 (Residential Design Codes) for multiple dwellings, parking and other incidental changes be endorsed.

WALGA Comment

- In September 2014, the WA Planning Commission released proposed changes to the R-Codes primarily relating to multiple dwelling provisions.
- The proposed changes aim to address the community concern about multiple dwelling developments that have been built in predominately single storey residential areas.
- An interim submission has been prepared to meet the WA Planning Commissions deadline of the 14 November 2014.

Officer Comment

The City supports the recommendation.

Officer Recommendation

That the recommendation be supported.

Zone Resolution

That the State Council Recommendation is supported subject to the following points:

1. That the following additional issues are included in WALGA's interim submission to the WAPC:
 - A comprehensive investigation be undertaken in relation to the plot ratio and open space requirements for grouped and multiple dwelling developments specifically within the medium density codes, as the generous allocation of plot ratio and variation of open space requirements are the primary concerns for Local Governments;
 - The Department of Planning should urgently clarify that the plot ratio maximum figures in the R-Codes are to be clearly adhered to, ie they are not a discretionary item, or there is a clear process provided for circumstances when a variation may be acceptable. It has become increasingly apparent that maximum plot ratio, which replaced site area in 2010, is regarded by some developers as being subject to no limits and this was never the basis on which the multi-unit code was accepted in 2010;
 - The Department of Planning should produce clear design guidelines for multiple dwelling developments so that they enhance the visual aesthetics of the streetscape, including increased interaction between private dwellings and the public street; and
 - The Department of Planning should review of the provision of useable communal and private open space.
2. The final recommendation in the submission paper being changed to:

WALGA appreciates the WAPC's efforts to address concerns raised by some Local Governments about the Multi-unit Codes, however the Association, in preparing its submission has become aware that:

 - the proposed amendments will not address the issues raised by all of the local governments that had expressed concerns;
 - some local governments do not support the proposed changes as they will undermine densification targets, particularly around activity centres;
 - the amendments may have unintended consequences in some areas; and
 - A range of additional concerns, such as increased plot ratio, have been brought to the Association's attention that also warrant urgent attention.



State Council Resolution

That the interim submission to the WA Planning Commission on the proposed amendments to State Planning Policy 3.1 (Residential Design Codes) for multiple dwellings, parking and other incidental changes be endorsed subject to the following:

1. That the following additional issues are included in WALGA's interim submission to the WAPC:

- A comprehensive investigation be undertaken in relation to the plot ratio and open space requirements for grouped and multiple dwelling developments specifically within the medium density codes, as the generous allocation of plot ratio and variation of open space requirements are the primary concerns for Local Governments;
- The Department of Planning should urgently clarify that the plot ratio maximum figures in the R-Codes are to be clearly adhered to, ie they are not a discretionary item, or there is a clear process provided for circumstances when a variation may be acceptable. It has become increasingly apparent that maximum plot ratio, which replaced site area in 2010, is regarded by some developers as being subject to no limits and this was never the basis on which the multi-unit code was accepted in 2010;
- The Department of Planning should produce clear design guidelines for multiple dwelling developments so that they enhance the visual aesthetics of the streetscape, including increased interaction between private dwellings and the public street; and
- The Department of Planning should review of the provision of useable communal and private open space.

2. The final recommendation in the submission paper being changed to:

WALGA appreciates the WAPC's efforts to address concerns raised by some Local Governments about the Multi-unit Codes, however the Association, in preparing its submission has become aware that:

- the proposed amendments will not address the issues raised by all of the local governments that had expressed concerns, eg City of Stirling;
- some local governments do not support the proposed changes as they will undermine densification targets, particularly around activity centres, eg City of Fremantle;
- the amendments may have unintended consequences in some areas; and
- A range of additional concerns, such as increased plot ratio, have been brought to the Association's attention that also warrant urgent attention.

3. The Association recommends that prior to progressing the proposed amendments, the WAPC hold an urgent meeting with representatives of the following organisations to discuss all of the issues raised by Local Governments and which should be subject to further investigation and consideration before amendments to the Codes are made:

- WALGA
- Local Government Planners Association
- Planning Institute of Australia (WA)
- City of Belmont
- City of Stirling
- City of Fremantle
- City of Joondalup



Item 5.15 Termination of the Heritage Loan Subsidy Scheme

WALGA Recommendation

State Council supports the cessation of the Heritage Loan Subsidy Scheme due to lack of take up by property owners and endorses the CEO's of WALGA and the Heritage Council of Western Australia undertaking the legal and administrative tasks necessary to financially acquit Scheme funds.

WALGA Comment

- The Heritage Loan Subsidy Scheme (the Scheme) commenced in 2000.
- The Scheme was a joint initiative of the Heritage Council of Western Australia and WALGA to provide owners of heritage buildings with low interest loans to undertake conservation works. The Scheme offered a subsidized interest rate, currently set at 4 per cent, on loans for conservation work.
- The Heritage Council and the Western Australian Local Government Association (WALGA) underwrite the subsidy and administer the Scheme.
- An independent review of the Scheme was conducted in 2013. The review recommended that the scheme be discontinued due to low interest and participation rates.

Officer Comment

It is noted that there is a general decline in the support for the Heritage Loan Subsidy Scheme. As a consequence, the WALGA recommendation should be supported as WALGA has conducted appropriate consultation before the report was finalised.

Officer Recommendation

That the recommendation be supported.

Zone Resolution

State Council supports the cessation of the Heritage Loan Subsidy Scheme due to lack of take up by property owners and endorses the CEO's of WALGA and the Heritage Council of Western Australia undertaking the legal and administrative tasks necessary to financially acquit Scheme funds subject to Pro Rata contributions be returned to the contributing Local Governments.

State Council Resolution

1. State Council supports the cessation of the Heritage Loan Subsidy Scheme due to lack of take up by property owners and endorses the CEO's of WALGA and the Heritage Council of Western Australia undertaking the legal and administrative tasks necessary to financially acquit Scheme funds.
2. WALGA consult with the heritage Council of WA to examine other funding options for supporting property owners to undertake heritage restoration.



Item 5.16 Interim Submission: Draft State Planning Policy 2.3 Jandakot Ground Water Protection Policy & Water Quality Protection Note No. 25

WALGA Recommendation

That the submission to the WA Planning Commission and the Department of Water on draft State Planning Policy 2.3 - Jandakot Ground Water Protection Policy and Water Quality Protection Note No. 25 be endorsed.

WALGA Comment

- The Western Australian Planning Commission (WAPC) recently released the draft State Planning Policy 2.3: Jandakot Ground Water Protection Policy (SPP 2.3) and in conjunction the Department of Water released Water Quality Protection Note No.25 (WQPN 25) for public consultation.
- The public consultation for both documents closed on Friday 10 October 2014. An interim submission covering both documents was prepared to meet the public comment deadline and is submitted to State Council for endorsement.
- The draft SPP2.3 and WQPN25 seek to protect the State's groundwater resources to ensure the ongoing availability of good quality drinking water. The intent of the draft SPP remains largely unchanged; however the compatible land uses and zoning tables that are currently in the existing SPP have been removed and instead these tables appear in the Department of Water's WQPN25.
- WALGA's submission raises concern about placing the compatible land uses and zoning tables in WQPN25 as it has the effect of passing the responsibility for setting appropriate land use planning controls relating to water resources from the Minister for Planning/WAPC, to the Department of Water.

Officer Comment

The Jandakot ground water protection policy is considered very important. This submission aims to provide further safe guards to water protection. The WALGA recommendation should be supported as WALGA has conducted appropriate consultation before the report was finalised.

Officer Recommendation

That the recommendation be supported.

Zone Resolution

That the WALGA recommendation be supported.

State Council Resolution

That the submission to the WA Planning Commission and the Department of Water on draft State Planning Policy 2.3 - Jandakot Ground Water Protection Policy and Water Quality Protection Note No. 25 be endorsed.



Item 5.17 Interim Submission to the Competition Policy Review Draft Report

WALGA Recommendation

That the Association's interim submission in response to the Competition Policy Review Draft Report be endorsed.

WALGA Comment

- In December 2013, the Australian Government announced a review of competition policy.
- The Competition Policy Review Panel released an Issues Paper in April 2014 and then a Draft Report on September 22.
- The Draft Report suggests there is still progress to be made in further applying competitive principles to all levels of Government in Australia.
- In principle, the Association's submission mostly agreed with the Draft Report's recommendations, but also suggested there were few net gains to be made in further applying competition policy to Local Government.

Officer Comment

Periodically the Australian Government conducts a review of the Competition Policy. This submission provides comments on recommendations relevant to WALGA. The WALGA recommendation should be supported as WALGA has conducted appropriate consultation before the report was finalised.

Officer Recommendation

That the recommendation be supported.

Zone Resolution

That the WALGA recommendation be supported.

State Council Resolution

That the Association's interim submission in response to the Competition Policy Review Draft Report be endorsed with the exception of draft recommendation 3 on road transport.

CLIFF FREWING
CEO

PRESENT AT ZONE MEETING

Mayor Sue Doherty
Cr Sharron Hawkins-Zeeb
Cliff Frewing, Chief Executive Officer

PRESENT AT STATE COUNCIL MEETING

Councillor Fiona Reid
Mayor Sue Doherty
Cliff Frewing, Chief Executive Officer

ATTACHMENTS

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2. WALGA President's Report – December 2014



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WALGA SOUTH EAST METROPOLITAN ZONE
STATE COUNCIL – AGENDA



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ATTACHMENT 2
PRESIDENT'S REPORT
DECEMBER 2014



PRESIDENT'S REPORT
December 2014

Local Government Reform

Boundaries for Local Government reform in the metropolitan area were announced on October 22, and the Department of Local Government is currently drafting the Governor's Orders, which are expected to be completed and signed off by early December.

This represents a shift from planning for reform, to implementing reform. As a result the Association will focus its efforts on supporting Metropolitan Local Governments in the transition to their new entities. Transition funding remains a concern and we have taken our advocacy for an expanded funding pool forward into the State Budget Submission.

The recently scheduled meeting of the Country Reform Policy Forum was delayed due the metropolitan boundaries announcement, but will continue its important work in due course. The opportunity to self-manage change and best practice in rural Local Governments is an opportunity that the sector needs to develop without State intervention and remains a process that I am committed to on the sector's behalf.

R2R a Permanent Program...but...

Acting Prime Minister the Hon. Warren Truss, addressing the National Local Roads & Transport Congress in Tamworth, advised delegates that the R2R funding program is now permanent. The most recent renewal of the program did not include an end date, meaning the program was now established as an ongoing feature of the roads agenda. However, whilst the program is ongoing, the funding is dependent on the budget cycle and Local Government will still need to be vigilant to ensure that the money continues to flow.

National Local Roads & Transport Congress

Tamworth NSW was the host Local Government for this year's Congress, which was highly successful in focussing attention on major issues such as asset management, transport planning, road and rail infrastructure and of course, funding.

A wide range of technical experts, both international and domestic presented at the sessions and ably matched the political presence which was amplified by speeches from Acting Prime Minister Warren Truss, former Deputy Prime Minister John Anderson and the current Opposition Spokesperson for Transport and Infrastructure Anthony Albanese.

ALGA will be developing a range of actions resulting from the Congress outcomes and these will inform its advocacy into the future.

Western Australia was well represented in Tamworth and my appreciation goes out to all who attended. Next year the Congress will be in Ballarat, Victoria and I encourage you to consider taking the opportunity to attend to enhance your professional development and expand your Local Government network.

Metropolitan Reform Breakfast



All metropolitan Elected Members, CEOs and senior officers are invited to participate in a breakfast and workshop on cultural change as part of a joint initiative by WALGA & LGMA to support Metropolitan Local Governments in the evolving Local Government transition process.

The tight transition timeframe means Local Governments need to gear up for change as a priority.

The workshop will be held on Thursday December 4 and will focus on how to begin, provide some clarity around roles and the importance of working relationships, show you how to harness and channel energy into what you have control over, and leave you with a range of take home strategies.

Full details are available from the WALGA Events Staff.

GRV Mining Policy

In 2011, the State Government announced a new policy on 'the application of Gross Rental Valuation to mining, petroleum and resource interests' (the GRV mining policy). This policy applies for a trial period from 1 July 2012 to 30 June 2015. Since the trial period is in its final year and the State Government has indicated the policy will soon be reviewed, WALGA is seeking feedback on the impact of the policy on Local Governments.

Under the GRV mining policy, Local Governments are able to apply Gross Rental Valuation to certain improvements on land within tenements under the State's mining and petroleum laws.

WALGA will be making representations to the government on the review and input from Local Governments on their experiences under the policy would be welcomed by economist Paul Schollum.

Emergency Services

I had a productive meeting with Minister Francis on October 21st in which we discussed a range of matters relating to Emergency Services, including a review of the Emergency Services Levy and its Administration Fee.

As a result it was agreed that WALGA will prepare a business case setting out the need for the ESL to be expanded to cover risk mitigation and the costs incurred by Local Governments in administering the Levy for the Minister's consideration.

WALGA will discuss the establishment of a joint DFES, WALGA, SES working group to review eligible items under LG Grants Scheme with the Fire Commissioner

The minister was also briefed on our intention to establish a joint DFES, WALGA, SES working group to review eligible items under LG Grants Scheme.

Meeting with Minister Day

On November 4 I met with Minister Day to discuss a range of planning and library issues, which resulted in agreement that WALGA and the Department of Planning will meet about the Best Practice Planning Delegations Guide that WALGA has developed, the introduction of the Bushfire Policy and accreditation of fire experts, and the release of the revised Model Scheme Text (now the Local Planning Scheme regulations).

The Minister was briefed on WALGA's work in highlighting the review of public libraries and he agreed to receive a copy of Local Government's "Vision for Public Libraries" paper when finalised.



An officer level liaison meeting is being established to discuss a potential review of the Library Board Act.

New ALGA President

WALGA has taken up the national leadership mantle through my uncontested election as ALGA President for the next two years. This is the first time that Western Australia has held the national presidency since former Subiaco Councillor Peter Kyle in 1984.

This comes as due recognition of the growing importance of WA in the national Local Government debate. Western Australia is the engine room of the national economy and contributes significantly to the well-being of all Australians. The ingenuity and resilience of our local communities offers much by way of example to communities across the nation. I intend to marshal all of that ingenuity and resilience, synthesise it and apply it to the benefit all Local Governments in negotiating important outcomes for the sector in Canberra.

Important agendas in the year ahead include the future of Financial Assistance Grants and the reinstatement of indexation; review of the federation and Local Government's role in it, and; the pending taxation review and its implications for Local Government funding.

New Year Approaches

This is our last meeting of State Council for 2014, so I would like to take the opportunity to thank you all for your support, participation and active contribution to making the Association successful over the last 12 months.

2015 will present us with a range of challenges and opportunities, some new and some familiar, and I will continue to seek your engagement to inform both my actions as President and broader direction of the organisation.

I wish you all a safe and merry Christmas and look forward to a prosperous New Year awaits us all.

President's Contacts

During the September – December period, contacts that have occurred or are scheduled to take place prior to the December State Council meeting are as follows:

State Government Relations:

- Hon John Day, MLA, Minister for Planning; Culture & the Arts
- Hon Albert Jacob MLA, Minister for Environment; Heritage
- Senator Linda Reynolds, Senator for WA
- Minister's Briefing: Priorities\how to apply for funding for LG Reform
- Hon Mark McGowan MLOA, Leader of the Opposition; Shadow Minister for Regional Development and Hon David Templeman, MLA, Shadow Minister for Local Government; Community Services
- Hon Joe Francis MLA, Minister for Emergency Services, Corrective Services; Small Business; Veterans
- Chief of Staff Gary Hamley, and Road Safety Policy Adviser, Gary MacLean, Office of Minister for Police; Tourism; Road Safety; Women's Interests
- Mr Barry Sargeant, Director General and Mr Peter Minchin, Department of Racing, Gaming and Liquor
- Ministerial Roundtable on Affordable Housing
- MetRIC Meeting x 2
- State Road Funds to Local Government Advisory Committee Meeting



Local Government Relations

- Inquiry into Policy re Ageing Community
- ALGA Board x 2
- ALGA AGM
- LGIS Board x 2
- LGIS Planning Day
- Mr Marcus Geisler, Chairman, Waste Authority WA
- Lord Mayors Distress Relief Fund x 2
- Cr Neil Grinham, Shire President, Dr Ross Theedom, CEO, Shire of Yalgoo
- Metropolitan Reform Implementation Policy Forum
- Mr Graham Edwards, State President, Ms Sharon Harford, Centenary Program Manager, RSL Australia
- Local Government House Trust
- Finance & Services

Conferences / Workshops / Public Relations

- ICLEI GexCom Meeting – China & Taipei
- COP12 PyeongChang, Republic of Korea
- Informal lunch with Minister and WALGA President with Mayors & Presidents x 2
- National Local Roads & Transport Congress
- Lunch CLAIR, Mr Tamotsu Okamoto, Chairperson of the Board of Directors, Mr Yasuhiko Tanabe, Director at CLAIR Sydney, Ms Misa Hirasawa, Assistant Director & Mr Hiromi Hakuta, Assistant Director at CLAIR Sydney, and Mr Julien Ansart, Research and Liaison Officer at CLAIR Sydney
- LGIS Key Partners Lunch
- Civic Sunday – St Georges Cathedral

Zone Meetings

- Avon-Midland Country Zone
- South Metro Zone
- North Metro Zone
- Pilbara Country Zone



01-005-03-0003



South East Metropolitan Zone

Minutes

26 November 2014

www.walga.asn.au

South East Metropolitan Zone

Hosted by the City of Armadale, 7 Orchard Avenue Armadale

Wednesday 26 November 2014 Commencing at 6:05 pm

Minutes

MEMBERS

2 Voting Delegates from each Member Council

City of Armadale	Mayor Henry Zelones JP (SC) Cr Ruth Butterfield Chair Mr Ray Tame, Chief Executive Officer – non-voting delegate
City of Canning	Mr Steven Cole, Commissioner (Arrived at 6:45pm) Ms Lyn Russell Chief Executive Officer
City of Gosnells	Cr Olwen Searle Cr Julie Brown (DSC) Mr Ian Cowie, Chief Executive Officer - non-voting delegate
City of South Perth	Cr Sharron Hawkins-Zeeb Mayor Sue Doherty (Deputy) Mr Cliff Frewing, Chief Executive Officer (Arrived at 6:16pm)
Town of Victoria Park	Cr Brian Oliver Mr Anthony Vuleta, Acting Chief Executive Officer
WALGA Secretariat	Mr Tony Brown, Executive Manager Governance & Strategy
DLGC Representative	Ms Caroline Tuthill, Project Manager Metro LG Reform
Guest Speakers	Tom Houghton, Program Delivery Manager, Katherine Flower, Team Leader Community Engagement Water Corporation

APOLOGIES

Town of Victoria Park	Cr John Bissett (DSC) – Deputy Chair
City of South Perth	Cr Fiona Reid (SC)
City of Canning	Commissioner Stephanie (Steve) Smith

ANNOUNCEMENTS

Confirmation of Attendance, an attendance sheet was circulated prior to the commencement of the meeting to register your name for the Minutes.

ATTACHMENTS WITHIN THE AGENDA

1. Minutes of the previous meeting
2. Zone Status Report
3. President's Report
4. Standing Orders

1. DEPUTATIONS

1.1 South East Corridor – Integrated Transport Plan

Mr Steve Beyer, Executive Director Integrated Transport Planning deferred his presentation presented to the Zone deferred to a future meeting.

The key strategic transport network plans that are relevant to the South East Corridor – the Perth Freight Transport Network Plan, the Public Transport Network Plan and the Metropolitan Moving People Plan – are with the Government for consideration. In this situation, Steve Beyer is not able to brief the delegates on initiatives and proposals relevant to the South East Metropolitan area.

The Minister for Transport's Office has indicated that the Government will give consideration to these plans shortly, so a presentation maybe provided in the new year.

Noted

1.2 Pressure Management – Water Corporation

Mr Tom Houghton, Program Delivery Manager and Ms Katherine Flower, Team Leader Community Engagement, presented to the Zone.

Background

In May 2014 the Minister for Water announced the \$120m, 20-year Pressure Management Program that will eventually save more than 10 billion litres of water annually. Water savings are made through minimising leaks and breaks and reducing customer water use, by isolating high pressure areas and installing specialised equipment that reduces pressure to a level closer to the Perth average. Rossmoyne, Shelley and Waterford pressure managed zones have been operational for the past five years and work to isolate the Beckenham zone will commence in October 2014. Water Corporation is advancing suburb prioritisation for 2015 and would like to brief local governments on the program, the process and engagement with our customers.

Noted

2. CONFIRMATION OF MINUTES

RESOLUTION

Moved Cr Julie Brown
Seconded Cr Brian Oliver

That the Minutes of the meeting of the South East Metropolitan Zone held 27 August 2014 be confirmed as a true and accurate record of the proceedings.

CARRIED

3. DECLARATION OF INTEREST

Pursuant to our Code of Conduct, Councillors must declare to the Chairperson any potential conflict of interest they have in a matter before the Zone as soon as they become aware of it. Councillors and deputies may be directly or indirectly associated with some recommendations of the Zone and State Council. If you are affected by these recommendations, please excuse yourself from the meeting and do not participate in deliberations.

Nil

4. BUSINESS ARISING

A Status Report outlining the actions taken on the Zone's resolutions was enclosed as an attachment to the Agenda.

Noted

5. STATE COUNCIL AGENDA - MATTERS FOR DECISION

Item 5.1 Metropolitan Local Government Reform

RESOLUTION

Moved Mayor Henry Zelones
Seconded Cr Julie Brown

That the WALGA recommendation be amended as follows;

That WALGA advocate to the Minister for Local Government for:

1. In relation to funding:
 - a. An additional allocation of \$80m grant to fund the implementation of Metropolitan Local Government reform, in accordance with WALGA's Budget Submission;
 - b. The condensation of the \$15m funding package from three years into two years, being \$5m in 2014-15 and \$10m in 2015-16; and
 - c. A review of grant funding guidelines to include directly attributable reform costs, such as redundancy payments.
2. The opportunity for Local Implementation Committees of amalgamating Local Governments to submit ward review proposals to the Local Government Advisory Board prior to their 1 July 2015 commencement; and
3. Clarity regarding:

- a. The timing and content of the proposed City of Perth Act; and
- b. The timing of the proposed City of Riversea amalgamation.

CARRIED

Item 5.2 Poll Provisions Policy Position

RESOLUTION

Moved Cr Julie Brown
Seconded Mayor Henry Zelones

That the WALGA recommendation be endorsed.

CARRIED

Item 5.3 State Budget Submission

RESOLUTION

Moved Mayor Sue Doherty
Seconded Cr Sharon Hawkins-Zeeb

That the WALGA recommendation be endorsed.

CARRIED

Item 5.4 Interim Submission to the Electricity Market Review

It was noted that this issue impacts more than street lighting, also effects residents and businesses.

RESOLUTION

Moved Cr Olwen Searle
Seconded Cr Brian Oliver

That the WALGA recommendation be endorsed.

CARRIED

Item 5.5 Western Australia's GST Revenue

RESOLUTION

Moved Cr Sharon Hawkins-Zeeb
Seconded Cr Julie Brown

That the WALGA recommendation be endorsed.

CARRIED

Item 5.6 A Review of Road Safety Governance in Western Australia

RESOLUTION

Moved Cr Sharon Hawkins-Zeeb
Seconded Mayor Sue Doherty

That the WALGA recommendation be endorsed.

CARRIED

Item 5.7 Submission on the Review of Regulated Regular Public Transport Air Routes in Western Australia

RESOLUTION

**Moved Mayor Henry Zelones
Seconded Cr Sharon Hawkins-Zeeb**

That the WALGA recommendation be endorsed. CARRIED

Item 5.8 Interim Submission to the Productivity Commission – Natural Disaster Funding Arrangement

RESOLUTION

**Moved Cr Sharon Hawkins-Zeeb
Seconded Cr Julie Brown**

That the WALGA recommendation be endorsed. CARRIED

Item 5.9 Interim Submission: Planning and Development (Bushfire Risk Management Regulations 2014)

The City of Armadale put forward that the further audit suggested by WALGA should take the form of a further round of public consultation on the complete package of documents. The targeted statutory implementation date of 1 May 2015 should be extended to enable this holistic audit to be completed. The further review will aid public and building industry education about the new regime and will aid the practical implementation of the new requirements.

RESOLUTION

**Moved Mayor Henry Zelones
Seconded Cr Sharon Hawkins-Zeeb**

That the submission to the WA Planning Commission regarding the Planning and Development (Bushfire Risk Management) Regulations 2014 be endorsed subject to the following;

- 1. The targeted statutory implementation date of 1 May 2015 be extended to enable a holistic audit to be completed on the complete package of documents. CARRIED**

Item 5.10 Interim Submission: Inquiry Into Mental Health Impacts of FIFO Work Arrangements

The meeting discussed the need for better funding of Non Government Services and the Not for Profit sector in respect to mental health.
The issue relation to FIFO work arrangements is more than suicide there are many other side issues.

RESOLUTION

**Moved Mayor Sue Doherty
Seconded Cr Sharon Hawkins-Zeeb**

That the WALGA recommendation be endorsed. CARRIED

Item 5.11 Consultation Paper – Proposal for Caravan Parks and Camping Grounds Legislation – WALGA Submission

It was suggested that the time of licence renewal, if a caravan park or camping ground does not comply with the new regulation, they should prepare a management plan, and be given a time frame to comply with the new legislation regardless of whether the facility is subject to substantial redevelopment.

RESOLUTION

**Moved Mayor Henry Zelones
Seconded Cr Olwen Searle**

- 1. That State Council endorses the Association's submission on the Department of Local Government and Communities' Consultation Paper – Proposal for Caravan Parks and Camping Grounds Legislation.**
- 2. The following be incorporated in the submission;**

At the time of licence renewal, if a caravan park or camping ground does not comply with the new regulation, they should prepare a management plan, and be given a time frame to comply with the new legislation regardless of whether the facility is subject to substantial redevelopment.

CARRIED

Item 5.12 Planning Makes it Happen: Phase Two: Blueprint for Planning Reform

The WALGA submission is supported with the following additional information;

- Strongly object to the proposal to exempt single houses from planning approval. This will have significant consequences for development in the Town, as it would allow single houses to be constructed without planning control, which has the potential to result in poor quality and incompatible development.
- Legislation should prescribe time periods for the WAPC to complete tasks. Much of the delay in the planning system is at the State level, who unlike Local Governments, generally have no statutory time periods to meet.

RESOLUTION

**Moved Mayor Henry Zelones
Seconded Mr Anthony Vuletta**

The WALGA recommendation be endorsed plus the following 2 additional points;

- 7. Strongly object to the proposal to exempt single houses from planning approval.**
- 8. Legislation should prescribe time periods for the WAPC to complete tasks.**

CARRIED

Item 5.13 Local Government Proposal for New 'Application for Compliance'

RESOLUTION

Moved Mayor Henry Zelones
Seconded Cr Brian Oliver

That the WALGA recommendation be endorsed.

CARRIED

Item 5.14 Amendment to State Planning Policy 3.1 – Residential Design Codes – Multiple Dwellings, Parking and Other Incidental Changes

Discussion ensued on this item, with consensus that the WALGA submission does not go far enough and other issues need to be raised in the submission

RESOLUTION

Moved Mayor Henry Zelones
Seconded Mr Anthony Vuletta

That the State Council Recommendation is supported subject to the following points:

1. That the following additional issues are included in WALGA's interim submission to the WAPC:
 - A comprehensive investigation be undertaken in relation to the plot ratio and open space requirements for grouped and multiple dwelling developments specifically within the medium density codes, as the generous allocation of plot ratio and variation of open space requirements are the primary concerns for Local Governments;
 - The Department of Planning should urgently clarify that the plot ratio maximum figures in the R-Codes are to be clearly adhered to, ie they are not a discretionary item, or there is a clear process provided for circumstances when a variation may be acceptable. It has become increasingly apparent that maximum plot ratio, which replaced site area in 2010, is regarded by some developers as being subject to no limits and this was never the basis on which the multi-unit code was accepted in 2010;
 - The Department of Planning should produce clear design guidelines for multiple dwelling developments so that they enhance the visual aesthetics of the streetscape, including increased interaction between private dwellings and the public street; and
 - The Department of Planning should review of the provision of useable communal and private open space.
2. The final recommendation in the submission paper being changed to:

WALGA appreciates the WAPC's efforts to address concerns raised by some Local Governments about the Multi-unit Codes, however the Association, in preparing its submission has become aware that:

- the proposed amendments will not address the issues raised by all of the local governments that had expressed concerns;
- some local governments do not support the proposed changes as they will undermine densification targets, particularly around activity centres;
- the amendments may have unintended consequences in some areas; and
- A range of additional concerns, such as increased plot ratio, have been brought to the Association's attention that also warrant urgent attention.

CARRIED

Item 5.15 Termination of the Heritage Loan Subsidy Scheme

RESOLUTION

**Moved Mayor Henry Zelones
Seconded Cr Julie Brown**

State Council supports the cessation of the Heritage Loan Subsidy Scheme due to lack of take up by property owners and endorses the CEO's of WALGA and the Heritage Council of Western Australia undertaking the legal and administrative tasks necessary to financially acquit Scheme funds subject to Pro Rata contributions be returned to the contributing Local Governments..

CARRIED

Item 5.16 Interim Submission: Draft State Planning Policy 2.3 Jandakot Ground Water Protection Policy & Water Quality Protection Note No. 25

The meeting noted that the City of Armadale's concerns on the issue need to be referred to WALGA to be considered.

RESOLUTION

**Moved Cr Julie Brown
Seconded Cr Brian Oliver**

That the WALGA recommendation be endorsed.

CARRIED

Item 5.17 Interim Submission to the Competition Policy Review Draft Report

RESOLUTION

**Moved Cr Olwen Searle
Seconded Mayor Sue Doherty**

That the WALGA recommendation be endorsed.

CARRIED

6. BUSINESS

6.1 Proposed Meeting Dates 2015 – South East Metropolitan Zone

A schedule of the proposed meeting dates for the South East Metropolitan Zone 2015 has been prepared and is set out below. The dates have been set to coincide with the WALGA State Council meetings.

The proposed meeting dates for the South East Metropolitan Zone for 2015 require adoption by delegates. As with previous years, the venue for each meeting has been rotated amongst Member Local Governments.

NOTICE OF MEETINGS
**SOUTH EAST METROPOLITAN ZONE MEETING
2015**

Zone Meeting Dates Wednesday	Time	HOST COUNCIL	State Council Meeting Dates 2015
25 February	Wednesday 6.00 pm	City of Canning	4 March
29 April	Wednesday 6.00 pm	City of Gosnells	7-8 May (Regional TBC)
24 June	Wednesday 6.00 pm	TBC	TBC
26 August	Wednesday 6.00 pm	TBC	3-4 September (Regional TBC)
25 November	Wednesday 6.00 pm	City of Armadale	2 December

RESOLUTION

Moved
Seconded

That the 2015 proposed schedule of meetings for the South East Metropolitan Zone be adopted and consideration to be given to locations following metropolitan reform and the State Council meeting date proposed for 1 July 2015 be reviewed.

CARRIED

6.2 Presentation to the Zone on the Dampier to Bunbury Natural Gas Pipeline

The Department of Lands has approached WALGA to present at the next meeting to be held in February 2015 on the Dampier to Bunbury Natural Gas Pipeline (DBNGP).

The Department of Lands (DoL) administers the land that houses the Dampier to Bunbury Natural Gas Pipeline (DBNGP). The DBNGP is approximately 1600km long; traverses 27 local governments from the Northwest (Karratha) to the Southwest (Bunbury), and supplies 65% of the energy need of WA. The Infrastructure Corridors team of DoL manages the land that houses the DBNGP under the *Dampier to Bunbury Pipeline Act 1997*, and ensures that any proposed land use does not affect the safety and integrity of the pipelines. This entails:

- educating landowners and contractors,
- regulating and managing land use activities and works within the DBNGP, and
- collaborating with local government authorities and the Western Australian Planning Commission to ensure that risk to people and property due to developments in close proximity to the DBNGP corridor, is within acceptable limits.

They would like the opportunity to present to the Zone information that would increase the awareness of:

- their mutual interest in protecting the integrity and safety of the DBNGP asset thereby ensure future gas supply and demand,
- common issues that local government authorities could consider in assessing development proposals in the vicinity of the DBNGP corridor, and
- assistance that DoL could provide local government authorities to utilise the corridor for community benefits.

RESOLUTION

Moved Cr Julie Brown
Seconded Cr Sharron Hawkins-Zeeb

That the South East Metropolitan Zone invite the Department of Lands to present on the Dampier to Bunbury Natural Gas Pipeline at the next meeting to be held 25 February 2015 at the City of Canning.

CARRIED

7. OTHER BUSINESS

7.1 ALGA/WALGA Presidency

RESOLUTION

Moved Mayor Sue Doherty
Seconded Commissioner Steven Cole

- 1) That the South East Metropolitan Zone extend congratulations to Mayor Troy Pickard on his appointment to the ALGA Presidency**
- 2) The issue of the dual role of WALGA Presidency and ALGA Presidency be considered as an Emerging Issue item at the State Council meeting.**

CARRIED

8. EXECUTIVE REPORTS

8.1 WALGA President's Report

Mr Tony Brown presented the President's Report

Noted

8.2 State Councillor's report to the Zone

WALGA State Councillor Mayor Henry Zelones reported on the previous State Council meeting.

For Noting

8.3 Department of Local Government and Communities Representative Update Report.

Ms Caroline Tuthill presented the Directory General's Report.

Noted

9. MEETING ASSESSMENT

Mr Ray Tame, City of Armadale, provided feedback as to the effectiveness of the meeting.

10. DATE, TIME AND PLACE OF NEXT MEETING

The next ordinary meeting of the South East Metropolitan Zone be held on Wednesday 25 February 2015 at the City of Canning commencing at 6:00 pm.

11. CLOSURE

There being no further business the Chair declared the meeting closed at 7:45pm.

Canning / South Perth Local Emergency Management Committee Minutes of Meeting held on Tuesday 18th November at the South Perth Civic Centre

Cr Lawrance opened the meeting at 9:00AM and welcomed all those in attendance.

1. Present:

Cr Veronica Lawrance	City of South Perth
Cr Kevin Trent	City of South Perth
David Fyfe	City of South Perth
Chris Kin-Maung	DFES SES District Manager
Shane Mallon	City of Canning
Tania Trengove	City of Canning
Shirley Elliott	City of Canning EM Project Officer
Paul Heal	DFES FRS D/O
Andrew Bray	DFES SES LOCAL Deputy Manager
Terry Sillitto	DCPFS
Merveen Cross	CEMO, SEMC
Roy Georges	WA Police – Kensington
Lee Cowell	WA Police – Cannington
Shandell Castledine	WA Police – Canning Vale
Chad Bishop	Rossllyn Hill Mining
Brendan Corry	Rossllyn Hill Mining

2. Apologies:

Mark Taylor	City of South Perth A/Director Infrastructure Services
Les Croxford	City of South Perth – Manager, Infrastructure Engineering
Tania Trengove	City of Canning
Nadine McLoughlin	Curtin University
Nelly Gaasdalen	Curtin University
Gavin Radice	WA Police - Cannington
Ash Goy	WA Police - Kensington
Jo Martin	Perth Zoo
Leticia Anthony	Perth Zoo

3. Minutes of Previous Meeting:

Confirmed by	Andrew Bray
Seconded by	Shane Mallon

4. Business Arising:

There is no business arising.

5. Contact List Update:

All attendees checked amended or added their contact details to update the current list.

6. Chad Bishop and Brendan Corry gave presentation the Emergency Management plans for Lead transported through LG areas from their mine in the Pilbara. Specific reference was

made to the changes to transportation methodologies and systems since the issues with lead dust at the port of Esperance.

7. Reports:

City of South Perth

A written report was tabled. Items included:

- Aware Funding application unsuccessful
- Working group with ToVP in anticipation of LG reform

City of Canning

A written report was tabled. Items included:

- 2 factory fires in Welshpool
- Funding – AWARE grant – still pending
- LEMA ERM plan, working jointly with Gosnells in anticipation of LG reform.
- Responding to Office of Bushfire Management of identified Bushfire prone areas within the LG area.
- Aged Care providers' project - ongoing.

SES

A written report was tabled. Items included

- 11 Incidents requiring 211 man hours
- Training – 1,794 man hours
-

WA Police

Nothing to Report.

DCP

A written report was tabled. Items included

- Training – Evacuation centre training scheduled for mid January in the Midland region
- Annual exercise will take place on Thursday 27th November at the South Perth Civic Centre.

DFES

No significant incidents occurred in this area.

SEMC

Merveen Cross provided a general up-date on SEMC items.

Curtain University:

A written report was tabled. Items included

- Small building fire on 28/08/14 – no injuries. Lessons learnt 1) Internal housekeeping, 2) Communications, 3) Scene management.
- Training for Fire Wardens continue to be delivered.
- First responder training package being developed.
- Pandemic Plan is completed & awaiting sign off.
- Kalgoorlie EM Plan is completed & awaiting sign off
- Joint exercise with DFES in November. Will test communications in the initial response phase.

Perth Zoo

A written report was tabled. Items included

- Several incidents including 5 serious first aid & 3 animal incidents.
- Continuous training. 53 staff have received EM related training to-date.
- 1 BCP desk top exercise.

8. Local Emergency Management Arrangements
Review of the Emergency Management Acts.
Progressing

9. General Business
All updated nothing further.

10. Schedule of Meetings
Tuesday 17TH February 2015
Tuesday 19th May 2015

11. Meeting closed at 10:00AM

Signed as a true & correct record

Cr V Lawrance
Chairperson
Councillor
City of South Perth

Organisations Quarterly Report to the Canning/ South Perth LEMC

Organisation: City of South Perth	Date: LEMC 7 February 2015
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Incidents: Nil

Date:

Location/ Suburb:

Training:

NIL

Training Schedule being prepared by the LG Reform EM project team

Funding:

The EMR process is required to progress the preparation of LEMA. This funding will now need to be provided for in the 2015 / 16 operating budget if possible.

Training:

Evacuation centre training provided by CPFS on 27 November.

LG Reform:

The LG Reform EM project team comprising representatives from both CoSP & ToVP have had several meetings, have prepared a project plan & budget and are progressing issues in accordance with identified priorities. With the poll returning a NO vote for South Perth amalgamation is no longer proceeding.

Australia Day:

The Australia Day Skyworks event promoted by the City of Perth has a significant impact on the City of South Perth and, to a lesser degree, the Town of Victoria Park.

This year, for the third successive year, saw an approximate doubling of patronage on the free shuttle bus service from 2,000 patrons to 4,000 patrons. 1800 arrivals between 2:00 pm & 7:30 pm. 4000 departures from 8:30 pm. Turn around time for the busses is approximately 1 hour and last passengers departed Sir James Mitchel Park at approximately 10:00 pm. Busses utilised this year was 14, up from 7 busses last year.

57 missing or lost children from all areas. All repatriated promptly. Wrist bands supplied in South Perth worked well and may be extended to the whole of Sky Works in the future.

2 significant injuries reported. 9 y/o girl with sore neck from one of the activities in the entertainment zone. Insufficient info gathered by St John to identify which activity. Treated as possible spinal or neck injury & transported by ambulance.

Needle stick injury from grassed area on South Perth esplanade west of SJMP. Victim thought it was a spider or insect bite but St J identified it as needle stick injury.

Traffic management for the event went well, but there were significant parking issues outside the restricted areas which kept our Rangers busy. Double penalties apply on Australia day.

No knowledge of any significant issues or anti-social behaviour. Police may know more.

Organisations Quarterly Report to the Canning/ South Perth LEMC

Organisation: City of South Perth	Date: LEMC 7 February 2015
-----------------------------------	----------------------------

Incidents: Nil

Date:

Location/ Suburb:

Training:

NIL

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WASTE AVOIDANCE AND RESOURCE RECOVERY ACT – REVIEW

SUBMISSION TO DEPARTMENT ENVIRONMENT REGULATION

INTRODUCTION

The Department of Environment Regulation (DER) has prepared and distributed a discussion paper – “Review of the Waste Avoidance and Resource Recovery Act 2007”. DER invites written submissions on the reform proposals in Part 3 of their paper. Submissions are to be received by DER before Monday 23 February. In general DER considers that the “Act contains the necessary head powers to support its objectives. However the paper presents a case for coordination and performance of waste collection and processing and planning and infrastructure establishment through amendments to the WARR Act.”

WALGA has prepared a draft submission on the Review and has circulated the document to participating local governments who have been involved in various workshops. The cutoff date for comments to WALGA is Monday 9 February.

Rivers Regional Council will be requested to consider a response to the Review at the Ordinary Council meeting Thursday 19 February.

OVERVIEW

Part 3 of the DER discussion paper is about reform proposals. Part 3.1 addresses Local Government Waste Operations, although detail is lacking and statements made have no substantiation. It is to be expected that any review of the Act will dwell on Local Government, as so much of the Act itself is centered on local government waste (municipal solid waste – MSW) with little if any mention of the remaining waste streams which alone contribute as much or more waste than local government. In 2012/13 MSW in the metropolitan area accounted for 26.6% of the total waste with commercial and industrial (C&I) waste, and construction and demolition (C&D) waste the balance. The recovery rate for MSW and C&I wastes are similar at 45% however the recovery rate for C&D waste remains at a relatively low 40%. The amount of MSW as a percentage of overall waste going to landfill is 28.5% with 71.5% from the other two streams.

Part 3.2 addresses Infrastructure Planning with reference to infrastructure capacity and governance. The review makes reference that “it is unlikely that the waste recovery targets as set for MSW, C&I waste and C&D waste will be achieved under the current arrangements.” The recovery targets for MSW for 2015 and 2020 are respectively 50% and 65% respectively, for C&I waste 55% and 70% respectively and C&D waste 60% and 75% respectively. Of the three waste streams local government has made the most progress towards achieving the targets but goes unrecognized in the review. The discussion paper along with the Act continues to remain silent on C&I

and C&D wastes and the role of the private sector in progressing towards the set targets.

The reform proposals within the paper lack detail and unfortunately there is a tendency to generalize. A number of comments in isolation or in the context of a much broader observation have been identified and referenced below

COMMENT

Landfill levy

Whilst the Review does not focus on the landfill levy and there is no intention at this stage of changing the levy, the Review document does make reference to the levy on a number of instances and it is therefore reasonable to provide some commentary on the levy.

The landfill levy was introduced in 2009 at \$7.00 per tonne payable at the point of disposal. The levy is collected by the landfill licensee for the Department of Environment and Conservation. Not less than 25% of the forecast levy amount is paid into the WARR Account. The WARR Account exists amongst many things to fund programs relating to the management, reduction, reuse, recycling, monitoring or measurement of waste and to meet the administrative and operating costs of the Waste Authority.

The landfill levy has increased from \$7.00 in 2009 to \$28.00 per tonne in 2011 and again in January 2015 to \$55.00 per tonne. By comparison the Residential Waste levy applied by the City to fund waste operations has increased from \$190 per residential service in 2008/09 to \$210 in 2010/11 and to \$252 in 2014/15. The relationship of the cost of the landfill levy to the residential waste levy has increased significantly over the three target years with the percentage being 3.7%, 13.8% and 23% respectively. The landfill levy will increase each year by \$5 per tonne to plateau at \$75 per tonne.

In 2013/14 the forecast landfill levy was \$43.2 million from which \$10.8 million was allocated to the WARR Account. The operational budget was set at \$15.3 million and at year end actual expenditure was 85% of budget i.e. \$13 million. With an opening balance of \$17.7 million the WARR Account at year end had a balance of \$16.1 million. Approximately 65% of expenditure was directed to specific programs.

Variation in processing (& collection) arrangements

The discussion paper makes reference to the variation in collection and processing arrangements across the metropolitan region leading to inefficiencies. The basis of this assertion is that unit rates for collection/processing vary considerably between local governments; the inference therefore is inefficiencies in service. This cannot be substantiated as there are so many variables to contend with. In addition the review contends that the current arrangements do not take advantage of the potential economies of scale. It is highly questionable where the economies of scale exist in collection activities. A collection vehicle only has a finite capacity and depending on the distance it travels to collect and then to dispose will vary between areas. Economies of scale can only be achieved with spare capacity in the collection vehicle and operating the vehicles on a double shift or longer single shifts. An increase in operating costs may not be offset by the reduction in ownership costs.

To suggest that variety in services leads to inefficiencies misses the point with service delivery. If a local government offers more of a service to its customers than another it cannot be seen as an inefficiency but in fact the very essence of what local government is about. Providing variety in service between local governments is to be encouraged and not curtailed. Individual circumstances will determine the level of service that best fits the community being served. It is important to maintain some flexibility of service provided that it is financially sustainable and suits the local community.

The City strongly disagrees with the criticism that local government funding is not provided on a timely basis to meet targets. Had it not been the involvement of local government through the formation of regional councils, the alternative waste technology waste processing that diverts some of the non-recyclables from landfill would not have eventuated.

Regional Councils to follow State policy objectives

Regional Councils do not require a formal arrangement within the Act to pursue State policy objectives. Every Regional Council involved with waste already strives to meet State policy objectives. The Regional Councils exist to investigate and facilitate on behalf of their member councils alternative waste technologies and best practice processing to divert waste from landfill. Regional Councils have been instrumental in setting up processing operations (alternative waste technologies) because of the high cost and risk associated with the facilities. The reluctance of the private sector to take a lead role with AWT's is offset somewhat with their continued involvement in the development and operation of landfill sites and material recovery facilities.

To date Regional Councils have concentrated on processing arrangements because of the high cost of such facilities, with the individual member councils continuing to pursue the collections services that are most appropriate to their communities.

The Review proposes a new model for governance comprising Waste Groups. Considering the impact of local government reform, the current position of Regional Councils and the general lack of detail in the constitution of the groups, the City does not support the Waste Group model as presented. The role of and the responsibility for the C&D and C&I waste streams is again silent under the Waste Group proposal. It is noted that the structure of Regional Councils already needs to be reviewed because of changing local government boundaries.

WALGA in their draft submission have proposed an alternative governance model based on a Waste Management Group overseeing three management groups that individually are responsible for one of the waste streams. The MSW stream would maintain the Municipal Waste Advisory Committee with three Regional MSW groups. The representation of the regional groups would be as Regional Subsidiaries established on a geographic basis. The WALGA proposed model is vastly superior to the Review proposal and could be supported.

Regional Council boundaries not logical

A further criticism in the Review relates to the boundaries that make up the existing Regional Councils. Regional Councils are formed by likeminded councils

collaborating to form another entity. Local government boundaries are not always logical and being “voluntary” may, as in the case of South Perth, result in a founding member council not sharing a boundary with any other founding member council. But this has little relevance overall and has not diminished the worthwhile role of the respective Regional Councils.

The WALGA governance model has three Regional Subsidiaries established on a geographic basis with compulsory membership for local governments within each geographic region.

Regional Council flexible membership

It is important to note that membership to existing Regional Councils was voluntary but exiting is at the discretion of the other member councils in accordance with the Establishment Agreement.

No recent commitments to new alternate waste technology processes

The planning and environmental process for new facilities is lengthy and made more complicated by the failure of the State to secure within the Metropolitan Region Scheme sufficient dedicated sites for waste facilities. With few exceptions waste facilities require sufficient buffer distance to residential properties and easy access to the distributor road network. The high facility cost and the environmental issues surrounding the SMRC plant are further causes for the delivery of any recent waste infrastructure.

Planning for waste infrastructure now involves Resource Recovery in the form of waste to energy. Planning by the private sector for a RRF in the east Rockingham area and another in the Kwinana area are now well advanced and implementation is now much more likely. Both proposed plants will be wholly owned by private operators. The Kwinana facility will require the commitment of a Regional Council to provide under a long term arrangement the tonnages required to sustain the plant.

State government central role

The State Government has a significant role in waste management. The State Government should ensure a higher allocation of the landfill levy to projects that include but not limited to recycling ventures. The role of the State in Infrastructure should not extend beyond the securing of suitable land sites and ensuring the speedy passage of planning and environmental approvals. State Waste policies are reflected in targets set by the Waste Authority. The State Government has a further role at a national level with Product Stewardship arrangements and Extended Producer Responsibility for problematic products. Equally it is important through example the State Government takes a lead role in areas of waste reduction at departmental level and in the procurement of waste derived material.

Private sector involvement

The proposed WALGA governance model has a more defined role for the private sector within the areas that they have traditionally excelled. C&I waste and C&D waste collection is substantially handled by the private sector and has through contracting with local government taken on the collection of MSW, recyclable and verge side bulk waste collections. The private sector owns and operates a number of waste facilities including most MRF's and landfill sites. To facilitate the transport of waste from inner metropolitan areas to distant landfill sites the private sector has

invested heavily in Transfer Stations and more recently become involved with planning for RRF's.

CONCLUSION

The WALGA draft submission substantially addresses the issues of the City. The WALGA submission does embrace a number of proposals that may be seen less favorably than the rest of the document.

Reform outcome Local Government - standardisation of collection systems

The justification for the standardisation is to maximise efficiency of service delivery and education. The submission maintains the inference that there is inherently inefficiency in having flexibility in services that are required within certain communities. There is nothing to substantiate this assertion. The system needs to be flexible to support the required arrangements that are now present and will become more of an issue as time goes on. Increased traffic in inner city areas, the retention of night time activity curfews and high density residential areas including high rise apartment living area are factors that will impact of equipment sizing and overall transport options.

Reform outcome State Government – commit to the implementation of Cash for Containers Scheme

The proposal is based on the South Australian experience where such a scheme has been operational for many decades. The justification is based on the Keep Australia Beautiful litter index that showed that 5 of the top 12 littered materials were beverage containers, compared to South Australia where not one was in the top 12. If implemented in Western Australia, WALGA has estimated that litter would reduce by 25%. A real issue arising from such a scheme is the need for drop-off centres where people can redeem their deposits.



05.11.2014

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

Attention: The Planning Department

RE: 4 Downey Drive, Manning
Development Application

As you may be aware, this proposed development for The Department of Housing (DOH) has previously been approved.

We have since revisited the proposed development and made some relatively minor amendments as noted below:

- Remove the commercial portion of the proposed development and replaced with 3 additional apartments. This is a better result for DOH as managing / selling the commercial was going to be an issue.
- Remove the mezzanine to the northern apartments to reduce the building bulk.
- 1 of the 3 additional apartments is situated at the rear of the site where the commercial parking was previously situated (now not required).

Importantly, the street elevation is essentially the same as that which was previously approved. We've been diligent in maintaining the 'integrated development' principles between 2 and 4 Downey Drive.

The proposed amendments to the previously approved scheme actually reduces building bulk, reduces plot ratio, reduces cars onsite and removes the complications associated with mixed use. We would certainly hope that these amendments would make it relatively easy for the planning department to support.



SITE INFORMATION

Site Area: 807m²
Zoning: Highway Commercial R80
Land Uses: Multiple Dwellings
Height Limitation: 7 metres
Setbacks: Street: Nil (as per TPS No. 6)
West Side: Nil (adjoining boundary parapet for 2 Downey Drive)
East Side: Nil (adjoining non-sensitive area at 6 Downey Drive – ie. driveway and garage)
Rear: 2m
Plot Ratio: R80 = 1.00
Minimum Landscaped Area: 15% (or less under 5.1.5)

PROPOSAL

Summary of Accommodation

5 x 1 Bedroom Apartments G.F.A. ~329 m²
4 x 2 Bedroom Apartments G.F.A. ~307 m²

Carparking

<75m ² Apartments	G.F.A.	x 6	@0.75 /unit	=	4.5 car bays
>75m ² Apartments	G.F.A.	x 3	@1 /unit	=	3.0 car bays
Visitor Bays – 1 or every 4 apartments				=	2.25 car bays
Total Required				=	9.75 car bays
Actual Provision on-site:				=	11 car bays

Height Limit: 7 metres 6.2 TPS No. 6

Generally our building complies with Council requirements when applying the approvable building envelopes. However, the West elevation that abuts the boundary between No. 2 and No. 4 has a curved gable end that has been deliberately formed to tie in architecturally with other portions of the elevations and form a cohesive and integrated composition.



Plot Ratio

Our calculation of Plot Ratio areas are as follows:

A1	2 Bedroom Apartment	76 m2
A2	1 Bedroom Apartment	59 m2
A3	1 Bedroom Apartment	73 m2
A4	1 Bedroom Apartment	74 m2
A5	2 Bedroom Apartment	67 m2
A6	2 Bedroom Apartment	88 m2
A7	1 Bedroom Apartment	62 m2
A8	1 Bedroom Apartment	62 m2
A9	2 Bedroom Apartment	77 m2

Therefore Total Plot Ratio Area = 638 m2
= 0.789

Residential Interface between 4 & 6 Downey Drive

This proposal adjoins an existing R20 duplex residence at 6 Downey Drive.







The area directly abutting our site at 4 Downey Drive is a non-sensitive area (ie. driveway and garage on boundary).






It is noted that the owners of No. 2 Downey Drive have no objections to this interface with their building and are agreeable to confirming this in writing should it be required.

Yours Faithfully






A handwritten signature in dark ink, appearing to read 'S. Jodrell', written over a light blue horizontal line.

Simon Jodrell

Timed Stops						
Stop No.	11702	25767	12069	12041	11910	12214
Route No.	Curtin University Bus Stn	Elderfield Rd / Henning Cr	Redmond St / Howard Pde	Hope Av / Mt Henry Rd	Thelma St / Labouchere Rd	Esplanade Busport
Monday to Friday						
31	-	-	5:44	-	5:55	6:11
30	-	5:54	-	5:58	6:10	6:26
31	-	-	6:13	-	6:25	6:41
30	-	6:24	-	6:28	6:40	6:56
31	-	-	6:37	-	6:50	7:07
30	-	6:43	-	6:47	7:00	7:18
31	-	-	6:56	-	7:10	7:28
30	-	6:58	-	7:02	7:15	7:33
31	-	-	7:06	-	7:20	7:38
30	-	7:08	-	7:12	7:25	7:43
31	-	-	7:16	-	7:30	7:48
30 #	-	7:17	-	7:21	7:35	7:53
30	-	7:22	-	7:26	7:40	7:58
31	-	-	7:31	-	7:45	8:05
30	-	7:31	-	7:35	7:50	8:11
31	-	-	7:41	-	7:55	8:16
30	7:33	7:40	-	7:44	8:00	8:22
31	-	-	7:50	-	8:05	8:27
30 #	7:43	7:50	-	7:54	8:10	8:31
31	-	-	7:59	-	8:15	8:36
30 S	7:53	8:00	-	8:04	8:20	8:41
30 H	7:54	8:01	-	8:05	8:20	8:41
31 #	-	-	8:13	-	8:28	8:49
30	8:12	8:19	-	8:23	8:38	8:59
31	-	-	8:35	-	8:48	9:08
30	8:33	8:40	-	8:44	8:58	9:17
30	-	-	-	-	9:08	9:27
31	-	-	9:05	-	9:18	9:37
30 C	9:01	9:08	-	9:12	9:28	9:47
31	-	-	9:31	-	9:43	10:01
30	9:35	9:41	-	9:45	9:58	10:15
31	-	-	10:01	-	10:13	10:30
30 C	10:02	10:08	-	10:12	10:28	10:45
31	-	-	10:31	-	10:43	11:00
30	10:35	10:41	-	10:45	10:58	11:15
31	-	-	11:01	-	11:13	11:30
30 C	11:02	11:08	-	11:12	11:28	11:45
31	-	-	11:31	-	11:43	12:00
30	11:36	11:42	-	11:46	11:58	12:15
31	-	-	12:01	-	12:13	12:30
30 C	12:02	12:08	-	12:12	12:28	12:45
31	-	-	12:31	-	12:43	1:00
30	12:34	12:40	-	12:44	12:58	1:16
31	-	-	1:01	-	1:13	1:31
30 C	1:03	1:09	-	1:13	1:28	1:46
31	-	-	1:32	-	1:43	2:01
30	1:35	1:41	-	1:45	1:58	2:16
31	-	-	2:02	-	2:13	2:31
30 C	2:03	2:09	-	2:13	2:28	2:46
31	-	-	2:32	-	2:43	3:01
30	2:34	2:41	-	2:45	2:58	3:16
31	-	-	3:02	-	3:13	3:32
30	3:03	3:10	-	3:14	3:28	3:48
31	-	-	3:31	-	3:43	4:03

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Monday to Friday (continued)						
pm 30 S	3:31	3:38	-	3:42	3:58	4:17
30 H	3:34	3:41	-	3:45	3:58	4:17
31	-	-	4:02	-	4:13	4:32
30	4:04	4:11	-	4:15	4:28	4:47
31	-	-	4:32	-	4:43	5:02
30	4:34	4:41	-	4:45	4:58	5:18
31	-	-	5:02	-	5:13	5:33
30	5:03	5:11	-	5:15	5:28	5:48
31	-	-	5:32	-	5:43	6:02
30	5:33	5:41	-	5:45	5:58	6:16
30	5:55	6:02	-	6:06	6:18	6:36
31	-	-	6:27	-	6:38	6:56
30	6:36	6:42	-	6:46	6:58	7:16
30	7:07	7:13	-	7:17	7:28	7:45
30	7:38	7:44	-	7:48	7:58	8:15
30	8:08	8:14	-	8:18	8:28	8:44
30	8:39	8:45	-	8:48	8:58	9:14
30	9:09	9:15	-	9:18	9:28	9:44
30	9:39	9:45	-	9:48	9:58	10:13
30	10:39	10:45	-	10:48	10:58	11:13
Legend						
#	This trip is non accessible.					
30 C	Deviates via Aquinas College and Gracewood Hostel.					
30 H	Operates on school holidays only.					
30 S	Operates on school days only and deviates via Aquinas College.					






Route 30, 31 - To Perth

Timed Stops					
Stop No.	25767	12069	12041	11910	12214
Route No.	Elderfield Rd / Henning Cr	Redmond St / Howard Pde	Hope Av / Mt Henry Rd	Thelma St / Labouchere Rd	Esplanade Busport
Saturday					
am 31	-	6:39	-	6:50	7:05
30	7:07	-	7:10	7:20	7:36
31	-	7:39	-	7:50	8:08
30	8:04	-	8:07	8:20	8:40
31	-	8:39	-	8:50	9:08
30	9:04	-	9:07	9:20	9:37
31	-	9:38	-	9:50	10:07
30	10:04	-	10:07	10:20	10:37
31	-	10:38	-	10:50	11:08
30	11:04	-	11:07	11:20	11:39
31	-	11:38	-	11:50	12:08
pm 30	12:04	-	12:07	12:20	12:37
31	-	12:38	-	12:50	1:07
30	1:05	-	1:08	1:20	1:37
31	-	1:39	-	1:50	2:07
Saturday times continue over the page.					

and Departure Information

Route	Location	Stand
30	Curtin University Bus Stn	7
30 & 31	Esplanade Busport	E3

Route 30, 31 - To Perth

Timed Stops					
Stop No.	25767	12069	12041	11910	12214
Route No.	Elderfield Rd / Henning Cr	Redmond St / Howard Pde	Hope Av / Mt Henry Rd	Thelma St / Labouchere Rd	Esplanade Busport
Saturday (continued)					
pm 30	2:05	-	2:08	2:20	2:37
31	-	2:39	-	2:50	3:07
30	3:05	-	3:08	3:20	3:37
31	-	3:38	-	3:50	4:07
30	4:05	-	4:08	4:20	4:37
31	-	4:38	-	4:50	5:07
30	5:05	-	5:08	5:20	5:37
31	-	5:39	-	5:50	6:07
30	6:06	-	6:09	6:20	6:36
31	-	6:39	-	6:50	7:06
30	7:07	-	7:10	7:20	7:36
30	7:37	-	7:40	7:50	8:06
30	8:07	-	8:10	8:20	8:36
30	8:37	-	8:40	8:50	9:06
30	9:07	-	9:10	9:20	9:36
30	9:37	-	9:40	9:50	10:06
30	10:07	-	10:10	10:20	10:36
30	10:37	-	10:40	10:50	11:05
30	11:07	-	11:10	11:20	11:35
Sunday and Public Holidays					
am 31	-	8:39	-	8:50	9:06
30	9:06	-	9:09	9:20	9:37
31	-	9:38	-	9:50	10:06
30	10:06	-	10:09	10:20	10:36
31	-	10:38	-	10:50	11:06
30	11:05	-	11:08	11:20	11:37
31	-	11:38	-	11:50	12:06
pm 30	12:05	-	12:08	12:20	12:36
31	-	12:38	-	12:50	1:07
30	1:05	-	1:08	1:20	1:37
31	-	1:38	-	1:50	2:07
30	2:05	-	2:08	2:20	2:38
31	-	2:39	-	2:50	3:07
30	3:05	-	3:08	3:20	3:36
31	-	3:39	-	3:50	4:06
30	4:05	-	4:08	4:20	4:36
31	-	4:40	-	4:50	5:06
30	5:05	-	5:08	5:20	5:36
31	-	5:40	-	5:50	6:06
30	6:06	-	6:09	6:20	6:36
31	-	6:40	-	6:50	7:05
30	7:06	-	7:09	7:20	7:35
30	7:37	-	7:40	7:50	8:05

Transperth
Information

For more information, call us on 13 62 13 (TIS 13 14 50).
If you are hearing or speech impaired, call via NRS on 133 677.
Visit an InfoCentre at:
Esplanade Busport
Perth Underground Station
Perth Station
Roe St Bus Station
Download the Transperth app on an iPhone® or Android™ device?
Download our free app now to help you plan your journey.
Visit us online
transperth.wa.gov.au



Effective: 01/02/2015

Bus Timetable



Routes

- 30

Perth - Curtin University Bus Stn via Labouchere Rd and Hope Ave
- 31

Perth - Salter Point via Labouchere Rd and Canavan Cr

Suburbs

- Como

Perth City

Curtin University

Salter Point

Manning

South Perth

Legend

- Serviced by accessible buses

Timed Stops	12198	11913	12039	12069	25766	11702
Stop No.	Esplanade Busport	Thelma St / Labouchere Rd	Hope Av / Mt Henry Rd	Redmond St / Howard Pde	Elderfield Rd / Henning Cr	Curtin University Bus Stn
Route No.	Esplanade Busport	Thelma St / Labouchere Rd	Hope Av / Mt Henry Rd	Redmond St / Howard Pde	Elderfield Rd / Henning Cr	Curtin University Bus Stn
Monday to Friday						
31 am	6:30	6:40	-	6:54	-	-
30	6:45	6:56	7:07	-	7:11	7:21
30	7:15	7:26	7:37	-	7:41	7:51
30	7:30	7:41	7:53	-	7:57	8:08
30 H	7:45	7:57	8:09	-	8:13	8:25
30 S	7:45	7:58	8:13	-	8:17	8:30
30	8:00	8:12	8:24	-	8:28	8:40
31	8:05	8:17	-	8:32	-	-
30 #	8:15	8:27	8:39	-	8:43	8:55
30	8:25	8:37	8:48	-	8:52	9:04
30	8:40	8:52	9:03	-	9:07	9:18
31	8:55	9:06	-	9:21	-	-
30	9:10	9:21	9:32	-	9:36	9:47
31	9:25	9:36	-	9:51	-	-
30	9:40	9:51	10:02	-	10:06	10:17
31	9:55	10:06	-	10:21	-	-
30 C	10:10	10:21	10:35	-	10:39	10:50
31	10:25	10:36	-	10:50	-	-
30	10:40	10:51	11:02	-	11:06	11:16
31	10:55	11:06	-	11:20	-	-
30 C	11:10	11:21	11:35	-	11:39	11:49
31	11:25	11:36	-	11:50	-	-
30	11:40	11:51	12:02	-	12:06	12:17
31	11:55	12:06	-	12:20	-	-
30 C	12:10	12:21	12:35	-	12:39	12:50
31	12:25	12:37	-	12:52	-	-
30	12:40	12:52	1:03	-	1:07	1:18
31	12:55	1:07	-	1:22	-	-
30 C	1:10	1:22	1:36	-	1:40	1:51
31	1:25	1:37	-	1:52	-	-
30	1:40	1:52	2:04	-	2:08	2:19
31	1:55	2:07	-	2:22	-	-
30 C	2:10	2:22	2:37	-	2:41	2:52
31	2:25	2:37	-	2:52	-	-
30 H	2:40	2:52	3:04	-	3:08	3:20
30 S	2:40	2:52	3:07	-	3:11	3:23
31	2:55	3:07	-	3:23	-	-
30 C	3:10	3:22	3:38	-	3:43	3:54
31	3:25	3:37	-	3:54	-	-
30	3:40	3:52	4:05	-	4:09	4:20
31	3:55	4:07	-	4:23	-	-
30	4:10	4:23	4:36	-	4:40	4:51
31	4:25	4:38	-	4:54	-	-
30	4:30	4:43	4:56	-	5:00	5:11
31	4:35	4:48	-	5:04	-	-
30	4:40	4:53	5:05	-	5:09	5:20
31	4:45	4:58	-	5:14	-	-
30	4:50	5:03	5:15	-	5:19	5:30
31	4:55	5:08	-	5:24	-	-
30	5:00	5:13	5:25	-	5:29	5:40
31	5:05	5:18	-	5:35	-	-
30	5:08	5:21	5:33	-	5:37	5:48
31	5:11	5:24	-	5:41	-	-
30	5:15	5:28	5:40	-	5:44	5:55
31	5:20	5:33	-	5:50	-	-

Timed Stops	12198	11913	12039	12069	25766	11702
Stop No.	Esplanade Busport	Thelma St / Labouchere Rd	Hope Av / Mt Henry Rd	Redmond St / Howard Pde	Elderfield Rd / Henning Cr	Curtin University Bus Stn
Route No.	Esplanade Busport	Thelma St / Labouchere Rd	Hope Av / Mt Henry Rd	Redmond St / Howard Pde	Elderfield Rd / Henning Cr	Curtin University Bus Stn
Monday to Friday (continued)						
pm 30 #	5:25	5:38	5:51	-	5:55	6:06
31	5:30	5:43	-	6:00	-	-
30	5:35	5:48	6:00	-	6:04	6:15
31	5:40	5:53	-	6:10	-	-
30	5:50	6:03	6:15	-	6:19	6:30
31	6:00	6:13	-	6:30	-	-
30	6:10	6:22	6:34	-	6:38	6:48
31	6:20	6:32	-	6:49	-	-
30	6:30	6:42	6:53	-	6:57	7:07
31	6:45	6:57	-	7:14	-	-
30	7:00	7:12	7:23	-	7:27	7:37
31	7:30	7:42	-	7:58	-	-
30	8:00	8:11	8:21	-	8:25	8:35
31	8:30	8:41	-	8:56	-	-
30	9:00	9:11	9:21	-	9:25	9:35
31	9:30	9:40	-	9:53	-	-
30	10:00	10:10	10:20	-	10:24	10:34
30 A	10:30	10:39	10:49	-	10:55	-
30 A	11:30	11:39	11:49	-	11:55	-

Route 30, 31 - From Perth

Timed Stops	12198	11913	12039	12069	25766
Stop No.	Esplanade Busport	Thelma St / Labouchere Rd	Hope Av / Mt Henry Rd	Redmond St / Howard Pde	Elderfield Rd / Henning Cr
Route No.	Esplanade Busport	Thelma St / Labouchere Rd	Hope Av / Mt Henry Rd	Redmond St / Howard Pde	Elderfield Rd / Henning Cr
Saturday					
am 31 am	8:00	8:09	-	8:22	-
30 A	8:30	8:40	8:51	-	8:58
31	9:00	9:10	-	9:25	-
30 A	9:30	9:40	9:52	-	9:59
31	10:00	10:11	-	10:26	-
30 A	10:30	10:41	10:53	-	11:00
31	11:00	11:11	-	11:26	-
30 A	11:30	11:41	11:53	-	12:00
pm 31	12:00	12:11	-	12:26	-
30 A	12:30	12:41	12:53	-	1:00
31	1:00	1:11	-	1:26	-
30 A	1:30	1:41	1:53	-	2:00
31	2:00	2:11	-	2:26	-
30 A	2:30	2:41	2:53	-	3:01
31	3:00	3:12	-	3:27	-
30 A	3:30	3:42	3:54	-	4:02
Saturday times continue over the page.					
Legend					
30 A Terminates in Elderfield Rd near Henning Cr.					
30 C Deviates via Aquinas College and Gracewood Hostel.					
30 H Operates on school holidays only.					
30 S Operates on school days only and deviates via Aquinas College.					
30 # This trip is non accessible.					

Route 30, 31 - From Perth

Timed Stops	12198	11913	12039	12069	25766
Stop No.	Esplanade Busport	Thelma St / Labouchere Rd	Hope Av / Mt Henry Rd	Redmond St / Howard Pde	Elderfield Rd / Henning Cr
Route No.	Esplanade Busport	Thelma St / Labouchere Rd	Hope Av / Mt Henry Rd	Redmond St / Howard Pde	Elderfield Rd / Henning Cr
Saturday (continued)					
31	4:00	4:13	-	4:28	-
30 A	4:30	4:43	4:55	-	5:03
31	5:00	5:12	-	5:27	-
30 A	5:30	5:42	5:54	-	6:02
31	6:00	6:12	-	6:27	-
30 A	6:30	6:41	6:52	-	6:59
31	7:00	7:11	-	7:26	-
30 A	7:30	7:41	7:52	-	7:58
31	8:00	8:11	-	8:25	-
30 A	8:30	8:40	8:51	-	8:57
31	9:00	9:10	-	9:24	-
30 A	9:30	9:40	9:51	-	9:57
31	10:00	10:10	-	10:24	-
30 A	10:30	10:40	10:50	-	10:56
30 A	11:00	11:10	11:20	-	11:26
30 A	12:00	12:10	12:19	-	12:25
Sunday and Public Holidays					
30 A	9:30	9:40	9:51	-	9:58
31	10:00	10:10	-	10:25	-
30 A	10:30	10:41	10:52	-	10:59
31	11:00	11:11	-	11:26	-
30 A	11:30	11:41	11:52	-	11:59
31	12:00	12:11	-	12:26	-
30 A	12:30	12:41	12:52	-	12:59
31	1:00	1:12	-	1:27	-
30 A	1:30	1:42	1:53	-	2:00
31	2:00	2:12	-	2:27	-
30 A	2:30	2:42	2:54	-	3:01
31	3:00	3:12	-	3:27	-
30 A	3:30	3:42	3:54	-	4:01
31	4:00	4:12	-	4:26	-
30 A	4:30	4:43	4:55	-	5:02
31	5:00	5:12	-	5:26	-
30 A	5:30	5:42	5:54	-	6:01
31	6:00	6:11	-	6:25	-
30 A	6:30	6:41	6:53	-	7:00
31	7:00	7:11	-	7:25	-
30 A	7:30	7:41	7:50	-	7:57
31	8:00	8:11	-	8:25	-
30 A	8:30	8:40	8:49	-	8:56
Legend					
30 A Terminates in Elderfield Rd near Henning Cr.					

Route 30, 31 Map

