

COUNCIL AGENDA

Ordinary Council Meeting

6:00pm, 16 May 2023

Council Chamber (Level 1), Civic Centre,
23 Dundebur Road, Wanneroo

wanneroo.wa.gov.au

PROCEDURE FOR ORDINARY COUNCIL MEETING

PUBLIC QUESTION AND STATEMENT TIME

The City encourages any members of the public who wish to raise a question to Council to submit this information via the **City's online forms** and/or contact **Council Support on 9405 5027**.

- [Public Question online form](#)

The City will make every endeavour to provide a response to any submissions at the meeting. All submissions will form part of the electronic meeting and will be recorded in the Minutes of the Council meeting.

1. Time Permitted

A minimum of 15 minutes is permitted for Public Question Time at Council Meetings. If there are not sufficient questions to fill the allocated time, the Presiding Member will move to the next item. If there are more questions to be considered within 15 minutes, the Presiding Member will determine whether to extend Public Question Time. Each person seeking to ask questions during Public Question Time may address the Council for a maximum of three minutes each.

2. Protocols

No member of the public may interrupt the Council Meeting proceedings or enter into conversation.

Members of the public wishing to participate in Public Question Time at the Council Meeting are to register on the night at the main reception desk located outside of Council Chambers. Members of the public wishing to submit written questions are encouraged to lodge them with the Chief Executive Officer at least 30 hours prior to the start of the meeting (that is, by 12noon on the day before the meeting).

The Presiding Member will control Public Question Time and ensure that each person wishing to ask a question is given a fair and equal opportunity to do so. Members of the public wishing to ask a question must state his or her name and address before asking a question. If the question relates to an item on the Agenda, the item number and title should be stated.

3. General Rules

The following general rules apply to Public Question and Statement Time:

- Public Questions and Statements should only relate to the business of the local government and should not be a personal statement or opinion;
- Only questions relating to matters affecting the local government will be considered at a Council Meeting, and only questions that relate to the purpose of the meeting will be considered at a Special Council Meeting;
- Questions may be taken on notice and responded to after the meeting;
- Questions may not be directed at specific Council Members or City Employee;
- Questions are not to be framed in such a way as to reflect adversely on a particular Council Member or City Employee;
- First priority will be given to persons who are asking questions relating to items on the current Council Meeting Agenda; and
- Second priority will be given to Public Statements. Only Public Statements regarding items on the Council Agenda under consideration will be heard.

**Please ensure mobile phones are switched off before entering the Council Chamber.
For further information, please contact Council Support on 9405 5000.**

AUDIO OF COUNCIL PROCEEDINGS

The audio proceedings of this meeting will be live broadcast online with the exception of matters discussed behind closed doors. That broadcast will remain available following the conclusion of the meeting.

To access a live stream of Council Proceedings please click below. The live stream will commence at the scheduled time and date of the meeting.

- [Live stream audio of Council Proceedings](#)

To access audio recording of previous meetings, please click below:

- [Audio recordings](#)

RECORDING AND ACCESS TO RECORDINGS OF COUNCIL MEETINGS POLICY

Objective

To ensure there is a process in place to outline the access to recorded Council Meetings.

To emphasise that the reason for recording of Council Meetings is to ensure the accuracy of Council Meeting Minutes and that any reproduction of these Minutes are for the sole purpose of Council business.

Implementation

This Policy shall be printed within the Agenda of all Council Meetings which include:

- Ordinary Council Meeting;
- Special Council Meeting;
- Annual General Meeting of Electors;
- Special Electors Meeting; and
- Briefing Sessions.

To advise the public that the proceedings of the meeting are recorded.

Evaluation and Review Provisions

Recording of Proceedings

1. Proceedings for Meetings detailed in this policy; as well as Deputations and Public Question Time during these meetings shall be recorded by the City on sound recording equipment, except in the case of a meeting where Council closes the meeting to the public.
2. Notwithstanding subclause 1, proceedings of a Meeting, which is closed to the public, shall be recorded where the Council resolves to do so.
3. No member of the public is to use any audio visual technology or devices to record the proceedings of a Meeting, without the written permission of the Mayor or the Mayors Delegate.

Access to Recordings

4. Members of the public may purchase a copy of the recorded proceedings or alternatively, listen to the recorded proceedings at the Civic Centre online if the recording is published on the City of Wanneroo website. Costs of providing a copy of the recorded proceedings to members of the public will include staff time to make the copy of the proceedings; as well as the cost of the digital copy for the recording to be placed on. The cost of staff time will be set in the City's Schedule of Fees and Charges each financial year.
5. Council Members may request a copy of the recording of the Council proceedings at no charge.
6. All Council Members are to be notified when recordings are requested by members of the public, and of Council.
7. COVID-19 Pandemic Situation
During the COVID-19 pandemic situation, Briefing Sessions and Council Meetings that are conducted electronically, will be recorded. The CEO is authorised to make a broadcast of the audio recording of such meetings accessible to the public, as soon as practicable after the meeting.
8. Briefing Sessions and Council Meetings that are recorded. The CEO is authorised to make a broadcast of the audio recording of such meetings accessible to the public, as soon as practicable after the meeting.

COMMONLY USED ACRONYMS AND THEIR MEANING

Acronym	Meaning
ABN	Australian Business Number
ACN	Australian Company Number
Act	<i>Local Government Act 1995</i>
CBP	City of Wanneroo Corporate Business Plan
CHRMAP	Coastal Hazard Risk Management & Adaption Plan
City	City of Wanneroo
CPI	Consumer Price Index
DBCA	Department of Biodiversity Conservation and Attractions
DFES	Department of Fire and Emergency Services
DOE	Department of Education Western Australia
DOH	Department of Health
DPLH	Department of Planning Lands and Heritage
DPS2	District Planning Scheme No. 2
DLGSCI	Department of Local Government, Sport and Cultural Industries
DWER	Department of Water and Environmental Regulation
EPA	Environmental Protection Authority
GST	Goods and Services Tax
JDAP	Joint Development Assessment Panel
LTFP	Long Term Financial Plan
MRS	Metropolitan Region Scheme
MRWA	Main Roads Western Australia
POS	Public Open Space
PTA	Public Transport Authority of Western Australia
SAT	State Administrative Tribunal
SCP	City of Wanneroo Strategic Community Plan
WALGA	Western Australian Local Government Association
WAPC	Western Australian Planning Commission



Notice is given that the next Ordinary Council Meeting will be held in the Council Chamber
(Level 1), Civic Centre,
23 Dundobar Road, Wanneroo on **Tuesday 16 May, 2023** commencing at **6:00pm**.

D Simms
Chief Executive Officer
11 May, 2023

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A G E N D A

This meeting today is being held on Whadjuk Noongar boodja and we would like to acknowledge and pay respects to Elders past, present and future. We thank all past and present members of the community that have supported the City to better understand and value Noongar culture within the City of Wanneroo.

Item 1 Attendances

Item 2 Apologies and Leave of Absence

Item 3 Public Question and StatementTime

Item 4 Confirmation of Minutes

OC01-05/23 Minutes of Ordinary Council Meeting held on 18 April 2023

That the minutes of Ordinary Council Meeting held on 18 April 2023 be confirmed.

SOC02-05/23 Minutes of Special Council Meeting held on 9 May 2023

That the minutes of Special Council Meeting held on 9 May 2023 be confirmed.

Item 5 Announcements by the Mayor without Discussion

Item 6 Questions from Council Members

Item 7 Petitions

New Petitions Received

Update on Petitions

UP01-05/23 Install Speed humps on Beachside Parade, Yanchep (PT01-04/23)

Cr Coetzee presented a petition of 29 signatures requesting construction of traffic treatments in the form of speed humps along Beachside Parade, Yanchep between Zamia Rise & Templetonia Boulevard.

Update

A report will be presented to Council at the Ordinary Council meeting on 13th June 2023

Item 8 Reports

Declarations of Interest by Council Members, including the nature and extent of the interest. Declaration of Interest forms to be completed and handed to the Chief Executive Officer.

Planning and Sustainability

Approval Services

PS01-05/23 Consideration of Amendment No. 1 to the Alkimos City Centre Activity Structure Plan No. 89 Following Advertising

File Ref: 5742-01 – 22/312522
 Responsible Officer: Director Planning & Sustainability
 Attachments: 13

Issue

To consider submissions received during public advertising of Amendment No. 1 to the Alkimos City Centre Activity Centre Structure Plan No. 89 and forward a recommendation to the Western Australian Planning Commission (WAPC) for consideration.

Applicant	Urbis Pty Ltd
Owner	DevelopmentWA
Location	Lot 2 (2570) Marmion Avenue, Alkimos
Site Area	198.99ha
MRS Zoning	Central City Area, Other Regional Road
DPS 2 Zoning	Centre, Other Regional Road

Background

On 16 March 2022, Urbis Pty Ltd, acting on behalf of Development WA, lodged Amendment 1 to the Alkimos City Centre Activity Centre Structure Plan No.89 (ACP 89), for the City's consideration.

The amendment relates to the entire precinct plan area, being Lot 2 (2570) Marmion Avenue, Alkimos. A Location Plan is included as **Attachment 1**.

ACP 89 relates to the Alkimos City Centre which comprises a land area of 198.99ha and is identified as a 'Secondary Centre' in both *State Planning Policy 4.2 – Activity Centres for Perth and Peel* (SPP 4.2) and the Alkimos-Eglinton District Structure Plan No. 18 (DSP 18). A Secondary Centre is defined under SPP 4.2 to have similar characteristics as a strategic metropolitan centre (such as Yanchep and Joondalup) but serving a smaller catchment and providing essential services, including the provision of department stores, discount department stores, supermarkets, and specialty stores.

ACP 89 is generally undeveloped except for the construction of Alkimos Train Station and its associated stockpiling site which occupies an area of 20ha.

ACP 89 was initially prepared as an 'Activity Centre' structure plan in accordance with the framework that was applicable when ACP 89 was originally approved in 2018. Through recent changes to the planning framework as part of the state government's program for Planning Reform, Activity Centre structure plans are now prepared as 'Precinct Plans', in accordance with *State Planning Policy 7.2 – Precinct Design* (SPP 7.2). Amendment No. 1 seeks to align

ACP 89 with the requirements of SPP 7.2 and rename it the 'Alkimos Central Precinct Plan' (ACPP).

On 19 April 2022, the Director Planning and Sustainability forwarded a memorandum to all Elected Members, notifying of Administration's intent to advertise Amendment No. 1 to the ACP 89 in accordance with Clause 18 of the Deemed Provisions of the *Planning and Development (Local Planning Schemes) Regulations 2015* (the Regulations). Amendment 1 to ACP 89 was advertised for a period of 42 days, commencing on 28 April 2022 and concluding on 10 June 2022.

Key infrastructure changes following endorsement of ACP 89

In addition to the changes to the planning framework, there are a number of key infrastructure projects that has impacted the Alkimos Secondary Centre and have been addressed in the amendment. These are outlined below.

- METRONET Yanchep Rail Extension is a key state government project which will deliver 14.5km of rail and three new stations connecting Butler Station to Yanchep. One of the stations includes Alkimos Train Station which is located within the Alkimos Secondary Centre and ACP 89. On 7 January 2021, development approval for Alkimos Train Station was granted by the WAPC which has confirmed the location of the station and associated car parking areas. Construction of Alkimos Train Station is well underway and has been announced through a media statement released by the State Government to be operational in late 2023.
- Mitchell Freeway is currently being extended from Hester Avenue to the future Romeo Road. This project also includes the construction of Romeo Road which is a dual carriageway providing east-west connection from Marmion Avenue to Mitchell Freeway and ultimately terminating at Wanneroo Road. These roads provide access to the Alkimos Secondary Centre and is estimated to finish late 2023. This will coincide with the anticipated opening of Alkimos Train Station.
- Due to the location of The Pinnacles Aboriginal site (Place ID. 37478), Romeo Road has been realigned to avoid the culturally significant site.
- In July 2020, the City endorsed a business case for the Alkimos Aquatic and Recreation Centre (AARC) to provide a new public swimming pool and indoor recreation facility within Alkimos Central to service the north coastal suburbs on a site adjacent to the Alkimos Train Station.

Subdivision History

On 30 June 2021, the WAPC granted subdivision approval (reference 160068) for the creation of the key roads to allow access to the Alkimos Train Station upon day one of opening. This includes portions of the Brindabella Parkway, a new road currently referred to as NS1, Tuart Drive and a local road as identified within the ACPP. A copy of the approved subdivision map is included in **Attachment 2**.

Detail

The proposed ACPP by replacing ACP 89, will establish an updated and further refined planning framework to facilitate future subdivision and development of the Alkimos Secondary Centre. The proposed ACPP has the following key elements:

- A consolidated 'City Centre Core' focussed on the Alkimos Train Station with two intersecting main streets as the focus of retail and community activity;
- The establishment of seven precincts as follows:
 - City Central Precinct 1;
 - City West Precinct 2;

- City East Precinct 3;
- Dune Residential Precinct 4;
- Business Precinct 5;
- Service Industry Precinct 6; and
- Transition Precinct 7.
- Protection and enhancement of the significant parabolic dunal system to provide a major public space network through the precinct;
- 20,000 trees to be planted within the public and private realm;
- An estimated retail floor space of up to 72,000m² by 2041 to accommodate a mix of employment generating activities such as retail/commercial, offices and entertainment, to support Alkimos Central as a secondary centre;
- A bulky goods precinct with an estimated floor space of 45,000m² by 2041;
- A diversity of residential development, including the provision of townhouses and apartments within the city centre core and low to medium density dwellings around the city centre core, with an estimated dwelling yield of 2,457 dwellings and population of 6,263 people by 2051; and
- A primary school site east of the railway line.

The key changes from ACP 89 include:

- Realigning the document formatting and structure with SPP 7.2;
- Realignment of Romeo Road to retain and protect the culturally significant Pinnacles Aboriginal site (Place ID 37478);
- Modifications to the precinct layout and associated land uses, such as consolidating the commercial areas into a city centre core based around the Alkimos Train Station;
- A stronger emphasis on retaining the dunal system and the inclusion of pedestrian bridges for an unbroken recreational path partially encircling the town centre;
- Inclusion of built form provisions to guide development within the City Centre Core; and
- Updated technical studies and economic forecast report.

The previous ACP 89 map is included in **Attachment 3**.

The ACPP Part 1 and 2 was advertised for public comment. Following public consultation, the ACPP was modified to address concerns raised by the City and external government agencies. The modified ACPP Part 1 which is being put forward for Council's endorsement and subject to proposed modifications is included as **Attachment 4**. The ACPP map and concept master plan are included as **Attachment 5**. The key modifications are included in the comment section below.

The advertised version of the ACPP Part 1 and Part 2, the proposed ACPP Part 2 under consideration by Council, and the Technical Appendices which are large documents have been made available for viewing on the Councillor's Hub for information.

Consultation

Proposed Amendment No. 1 to ACP 89 was advertised for public comment for a period of 42 days by means of an on-site sign, an advertisement in the Wanneroo Times newspaper, the City's website and letters written to adjoining landowners located within a 200 metre radius from the Alkimos Secondary Centre. The submission period commenced on 28 April 2022 closed on 10 June 2022.

Following completion of the advertising period, a total of 11 submissions were received with one submission received from a nearby resident in support of the Amendment. The remaining 10 submissions were from government agencies with two objections, four in support, and four providing comments only.

A summary of submissions received and Administration responses are shown in **Attachment 6**. The applicable comments provide by government agencies will be addressed below.

Design Review Panel

The ACPP was referred to the City's Design Review Panel (DRP) for comment prior to lodgement of the ACPP. The DRP considered the proposal against the 10 principles of good design as outlined in *State Planning Policy 7.0 – Design of the Built Environment* (SPP 7.0) and SPP 7.2 which is the key policy to guide assessment of the proposed ACPP.

While the DRP was generally supportive of the ACPP, they raised a number of comments which are also discussed below. A summary of the DRP's recommendations and the applicant's and Administration's response is included in **Attachment 7**.

Comment

Discussed in this section are the planning framework considerations that have informed the preparation of the ACPP and the main issues raised during the advertising period.

Following a review by Administration a number of modifications to the precinct plan documentation have been recommended, which are outlined in the Schedule of Modifications included as **Attachment 8**. This is consistent with the WAPC's Structure Plan Framework and the Regulations, which require a precinct plan to be submitted to the WAPC as advertised along with a separate document outlining any modifications recommended by the local government. A number of the recommendations are considered minor modifications only, with the main changes discussed in further detail below.

Economic and Employment Activity

The ACPP is identified as a 'Secondary Centre' under SPP 4.2. Secondary Centres are defined under SPP 4.2 to have similar characteristics as a strategic metropolitan centre (such as Yanchep and Joondalup) but serving a smaller catchment and performs an important role in the regional economy, providing essential services to their catchments. This includes the provision of department stores, discount department stores, supermarkets, and specialty stores. Ocean Keys in Clarkson is the nearest activity centre in the City of Wanneroo that is identified as a Secondary Centre.

To support the intended functions of a secondary centre, the ACPP consists of a consolidated 'City Centre Core' focussed around the Alkimos Train Station. The City Centre Core consists of three precincts which includes the City Central Precinct 1 (P1), City West Precinct 2 (P2), and City East Precinct 3 (P3). P1 and P2 are both zoned Commercial under District Planning Scheme No. 2 (DPS 2), and P3 is zoned Mixed Use under DPS 2 and has a combined total land area of approximately 31.8ha.

Appendix I – Economic and Employment Strategy and Appendix H – Retail Needs Assessment were provided with the ACPP. These reports identify that the ACPP area intends to deliver a shop retail floor space of 72,000m² by 2041 and an estimated creation of between 9,250 jobs to 11,651 jobs based on three scenarios. These are heavily influenced by the timing and delivery of the Yanchep Strategic Metropolitan Centre. The City has incorporated this retail floorspace in all of its retail planning for the corridor.

Yanchep is the identified Strategic Metropolitan Centre at the northern end of the coastal corridor. Yanchep will be the focus for a range of economic and community based services supporting a wide catchment. Yanchep is planned to accommodate tertiary education, hospitals, large commercial offices, government departments, recreational and civic facilities, major retail and high density housing. While the Alkimos Town Centre will develop earlier given

its location compared to Yanchep it is important to note that Alkimos being a Secondary Centre is not designed or intended to fill the role of a Strategic Metropolitan Centre.

DSP 18 establishes a minimum employment self-sufficiency (ESS) target of 60%, meaning there is intended to be a ratio of six local jobs for every ten workers residing in the Alkimos-Eglinton District. Over the course of its development, Alkimos Central is expected to experience a growth in its local employment self-sufficiency rate which will see the Centre's contribution to the district-wide ESS target reaching between 47% to 60% depending on the scenario.

Overall, the ACPD will enable delivery of a Secondary Centre which is centrally located in a high growth corridor and in line with the early provision of regionally significant road and rail infrastructure. Alkimos Central will contribute towards meeting the ESS targets within the Alkimos-Eglinton District and is anticipated to present a key driver of economic health and strength in the City of Wanneroo and the wider north-west corridor.

Residential Density

The WAPC's *Directions 2031 and Beyond (Directions 2031)* set a density target for greenfield areas of approximately 15 dwellings per gross urban hectare. In addition, SPP 4.2 has a target density of 25-35 dwellings per gross hectare for Secondary Centres. The ACPD proposes to deliver approximately 2,457 dwellings by 2051 and 49 dwellings per gross hectare which satisfies the targets in Directions 2031 and SPP 4.2. To facilitate this, the ACPD proposes the following density ranges and locational criteria:

- Within 200 metres of the Alkimos Train Station, a minimum density of R80 has been applied to the centre core area identified as P1 on the Precinct Plan Map.
- Within 400 metres of the Alkimos Train Station, a base density of R40 is applicable, however higher densities are encouraged between R60-R80 where the site is located along prominent locations, certain street frontages or abutting POS.
- Within 800 metres of the Alkimos Train Station, a density range of R25-R60 has been applied.
- Residential areas located outside of the 800 metre catchment from the Alkimos Train Station has a density of R20-R30.

The proposed densities and supporting locational criteria will ensure that an appropriate mix of dwelling diversity is provided within town centre, as set out under Liveable Neighbourhoods. The locational criteria will also ensure the higher density development is appropriately located in proximity to the City Centre Core and Alkimos Train Station. This will ensure accessibility for residents and facilitate transit-oriented development, located along higher order transport networks and abutting POS. Therefore, the proposed residential densities and locational criteria are considered suitable.

Public Open Space

POS Provision

The City's Local Planning Policy 4.3: Public Open Space (LPP 4.3) and Liveable Neighbourhoods (LN) Policy require a minimum of 10% of the 'gross subdivisible area' to be set aside as POS. The gross subdivisible area refers to the overall site area subject to the precinct plan, minus land for non-residential uses such as schools, shops and dedicated drainage. ACPD makes provision for approximately a total of 29.15ha of the site to be set aside as POS, which represents 21.74% of the gross subdivisible area, as outlined in the POS Schedule included as **Attachment 9**.

Of this, LPP 4.3 and the LN Policy require a minimum of 8% of the POS to be classified as 'unrestricted', and a maximum of 2% to be classified as 'restricted'. Unrestricted POS means spaces that are free from constraints or encumbrances and are available at all times for

recreational purposes by the general public. Whereas, restricted POS means spaces that are constrained in a way that restricts the use of the space for recreational purposes by the general public (e.g. wetlands, certain drainage swales, cultural heritage sites).

The POS Schedule confirms that 21.01% (28.18ha) of the proposed POS will be unrestricted, with the remaining 0.73% (0.97ha) to comprise of restricted POS, which equates to the 21.74% of the site that has been set aside by the applicant for POS.

The POS provision provided in ACPD greatly exceeds the minimum 10% POS requirement. Under the original ACP 89, a total of 17.7% (19.42ha) POS provided, which represents an increase of 4.04% (9.73ha). The POS provision therefore satisfies the requirements set out under LPP 4.3 and LN Policy and is supported.

It is noted that the dunal POS forms the vast majority of the proposed POS. The financial implications in relation to ongoing management of the POS is discussed in detail further below.

Vegetation and Fauna Management

Concerns were raised during advertising regarding the removal of vegetation within the precinct plan area by the Department of Biodiversity, Conservation and Attractions (DBCA). As has been established above, the proposed development of the site is consistent with the planning framework and has provided above and beyond the minimum POS requirement within the ACPD area.

Notwithstanding this, to maximise the retention of native vegetation across the site, the City will request a Tree Retention Plan to be provided as a future condition of subdivision approval. The plan will identify significant trees suitable for retention within POS, as well as road reserves or street verges. It is acknowledged that retention of vegetation outside of POS can be challenging due to the engineering constraints associated with subdivision, and that clearing of vegetation within some areas of POS is necessary to ensure sufficient active recreational spaces are provided for future residents. However, the Tree Retention Plan will seek to identify vegetation worthy of retention and, where possible, design the subdivision layout to accommodate its retention. This also aligns with the ACPD vision of establishing a dense urban forest, with the intention of planting 20,000 trees within the Alkimos Secondary Centre within the public and private realm. The retention of trees would provide already mature and resilient vegetation, which will provide shade and contribute to any green links or POS.

A Tree Retention Plan is not currently identified in the precinct plan and therefore has been included in the Schedule of Modifications.

In addition to the above, to achieve the 20,000 tree plantings, landscaping and tree species should be selected using the species outlined in Appendix K – Tree Species and Planting Principles (TSPP). In reviewing Appendix K – TSPP, Administration has recommended a number of changes to the species list including the removal of 15 tree species and inclusion of 57 ground cover and shrub species.

The additional ground cover and shrub species include a range of native and endemic vegetation which align with the existing vegetation within Alkimos and are hardy plants likely to survive the climate conditions and urban environment. On this basis, the changes to Appendix K – TSPP have been included within the Schedule of Modifications.

The applicant will also be required to provide a Vegetation and Fauna Management Plan (VFMP) in accordance with Local Planning Policy 3.3: Fauna Management (LPP 3.3) and the City's Environmental Management Plan Guidelines. The VFMP will include a range of considerations, such as:

- Surveying the existing fauna on the site;

- Fencing and other measures to protect both vegetation and fauna habitats that are being retained; and
- Relocation strategies for fauna that are being displaced.

It is standard practice for a VFMP to be provided as a condition of subdivision approval as it is most appropriate to prepare the management plan when clearing and civil works are imminent. This has been reflected within the ACPP as a required condition of subdivision. This will also ensure any documentation is prepared by using the current policy requirements.

Conservation and Cultural POS

One of key changes proposed for ACPP includes the identification of the Pinnacles site and the state listed Threatened Ecological Communities (TEC) which are to be protected within proposed POS sites. In addition, the ACPP seeks to place further importance on the retention of the parabolic dune formation with the provision of an unbroken “dune ridge walk”. This will be achieved by the use of pedestrian bridges crossing over any breaks in the POS. The pedestrian bridges are identified on the proposed ACPP map within **Attachment 5**.

Administration is supportive of these inclusions as the ACPP has a strong emphasis on retaining and protecting culturally, environmentally and geographically significant sites. It is important to ensure these sites are protected and maintained not only during development, but also have ongoing management measures in place to safeguard their protection and preservation.

The ACPP requires an Aboriginal Heritage Management Plan to be a condition of subdivision to ensure there is ongoing engagement with the appropriate stakeholders for the project area and management measures are put in place to protect the culturally significant Pinnacles.

Similar to the above, Administration recommends that a Conservation Management Plan (CMP) is provided as a condition of subdivision for the ongoing management of the POS containing vegetation with conservation value, namely the TEC areas and the dunal POS. The DBCA also recommends a CMP be provided as it will ensure the reserves are provided with a management framework to deliver long-term protection of the biodiversity values they contain. A modification has been included in the Schedule of Modifications to require a CMP upon creation of the relevant POS.

Notwithstanding the above, Administration and DBCA have concerns on the viability of the TECs. The TEC occurrences have an area of approximately 0.61ha with the TEC POS having an indicative area of 0.78ha. In further correspondence with DBCA, it has been advised that small areas of urban remnant vegetation of less than 1ha are unlikely to persist even with extensive management. Without sufficient supporting vegetation buffers, impacts such as edge effects, weed encroachment, changes in hydrology and windblown rubbish will impact the condition of the retained vegetation. In addition to the size, under Appendix B – Local Water Management Strategy (LWMS), stormwater drainage is proposed within the TEC POS which could further negatively impact upon the viability of the TECs.

The applicant has provided the following justification in support of the size and stormwater drainage to be contained within the TEC POS:

- Appendix B – LWMS shows the indicative drainage infrastructures locations, and drainage infrastructure is not proposed to be located within the retained TEC occurrences. Detailed earthworks and drainage design will be undertaken at future subdivision stage to confirm exact sizing and location of drainage areas. There are a variety of drainage treatments including underground storage, integrated roadside swales and adjacent catchment drainage to ensure containment is outside of the TEC vegetation.

- The ACPD provides a significant over provision of total POS area (approximately 21%) and a balance is to be made in providing enough developable land to achieve density and population targets whilst also protecting significant environmental assets.
- The area of TEC proposed for retention will have a naturally higher resilience to key threatening processes such as weed invasion.
- The landscape design for the POS can provide design elements which restrict threatening processes to the TEC such as the use of hard edges, boundary fencing, passive and active surveillance and signage.

Whilst the applicant has confirmed that drainage infrastructure is not proposed within the TEC itself, it should not be located immediately adjacent due to potential hydrological changes which are highly likely to impact upon the TEC vegetation. In addition, LPP 4.3 states that POS identified for native vegetation retention is expected to be ecologically viable to ensure long-term survival and reduce ongoing maintenance costs. To confirm whether the TEC POS areas will be viable, a viability assessment is set out outlined in Schedule 5 of the LPP 4.3. The TEC POS may not meet the minimum viability criteria.

As such, it is recommended the applicant assess the TEC POS against the viability criteria as outlined in LPP 4.3 and include this within the ACPD Part 2 to demonstrate that the proposed TEC POS areas will be viable. Should the TEC POS site not meet the viability criteria, the area of the TEC POS sites should be modified to ensure the TEC is retained in ecologically viable POS sites and conservation is possible.

The Schedule of Modifications includes recommendations to address these matters, with all relevant information contained in the ACPD being updated accordingly.

Pedestrian Bridges and the Dunal POS

The dunal POS has an area of 20.44ha and forms 70.12% of the total POS provided within the ACPD. Due to the necessary road network, the dunal POS is broken into five large sections. However, these sections are proposed to be connected by the provision of five pedestrian bridges within the ACPD area, and a further three pedestrian bridges located to the north outside of the ACPD area within the Alkimos Vista estate will be required. The pedestrian bridges are located over the roads and the rail line with the intent of creating an unbroken dune ridge walk. This is indicated in the ACPD map and concept master plan in **Attachment 5**

DevelopmentWA intends to fund and deliver the pedestrian bridges and the dunal POS. Alternatively, DevelopmentWA has indicated that signalised crossing points provided at road level may be provided instead of the bridges. The ACPD currently proposes that the bridges be provided subject to a feasibility study being undertaken by DevelopmentWA, with DevelopmentWA and the City entering into a Heads of Agreement to confirm the details and delivery of the infrastructure prior to the creation of the first dunal POS.

The DRP and Administration are supportive of the unbroken dune ridge walk through the provision of pedestrian bridges as it will create a highly interconnected and unimpeded network of geographically important POS which will bring significant benefit and contribute greatly to the character and amenity of the new Alkimos Secondary Centre. The provision of signalised pedestrian crossings at road level as an alternative also does not achieve the same level of amenity and accessibility outcomes than the pedestrian bridges. Given this, the pedestrian bridges should be provided at the time of and as part of the creation of the dunal POS. This is achieved through the subdivision process and will provide the City with surety that the bridges will be delivered as part of the provision of the POS sites. It can later be determined whether the conditions of subdivision include an alternative mechanism to provide the bridges, such as a Heads of Agreement or a deed, which would be subject to Council endorsement at that time.

It is recommended the ACPD be modified to require the dunal POS and pedestrian bridges be provided at subdivision and this is included in the Schedule of Modifications accordingly.

Administration acknowledges that the proposed POS areas and provision of pedestrian bridges over the parabolic dune POS contains a significant amount of public assets to be handed over to the City to maintain. The current ACP 89 sets out a requirement of 17.7% POS (19.42ha), and the proposed ACP increases this to 21.74% (a total of 29.15ha). This increase is as a result of the retention of the Pinnacles and the TEC POS and the refinement of the dunal POS boundaries.

In accordance with LPP 4.3, where more than 10% POS is provided for specific environmental, cultural, or an historical value that requires protection to enhance the character of the local area, a financial assessment report detailing the likely financial implications of providing additional space may be required to be prepared by the applicant. The applicant has not provided this as part of the ACP.

As detailed above, Administration is supportive of the proposed POS and provision of pedestrian bridges as the ACP places a strong emphasis on retaining and protecting culturally, environmentally and geographically significant sites which positively contribute to the intended character and vision for the Alkimos Secondary Centre. The Metronet Place Vision for the Alkimos Train Station was endorsed by Council at the 5 October 2020 meeting (SCP01-10/20). The vision seeks to enhance and retain the unique characteristics of the area. Some of the key themes outlined in the Alkimos vision includes the significant parabolic coastal dune and creating a 'City in the dunes', environmental sustainability, pedestrian priority, large scale community/leisure space and district and regional recreation sites. The ACP aligns with and strengthens the sense of place for Alkimos through the retention of the dune formation and the provision of pedestrian bridges with an unimpeded dune ridge walk. It is also noted that the dunal POS which makes up a significant portion of the POS provided within the ACP is intended to be revegetated as natural bushland. As a result, it is anticipated the dunal POS will have a reduced maintenance cost due to the use of water wise species compared to active areas of traditional POS which require a higher maintenance standard.

Administration has considered the implications of the additional POS and infrastructure and raised no concerns. However, a financial assessment report should be provided to the City at the subdivision stage to detail the ongoing maintenance costs for the dunal POS and pedestrian bridges. The financial assessment report is to detail the type of vegetation and infrastructure to be installed and associated maintenance requirements and costs to ensure the City is able to manage these assets for the long term. Accordingly, this has been included as a recommendation within the Schedule of Modifications.

Integration of Sustainability Initiatives

A key objective of the ACP is to '*be an exemplar of sustainable development*'. To achieve this, the ACP Part 2 states that the project is targeting a 6-star Green Star – Communities accreditation from the Green Building Council of Australia. The Green Star Communities is a high-level national framework consisting of five principles that define a sustainable community and a rating tool which sets benchmarks that enable community development projects to be assessed and rated against the framework. A 6-star rating represents 'World Leadership' in environmentally sustainable building practices.

The City's DRP and Administration is supportive of the aspirations to achieve a 6-star Green Star – Communities accreditation for the ACP area and the objective to be an exemplar of sustainable development. However, there is limited detail within the ACP to indicate any key sustainability initiatives and actions to achieve this rating, including information relating to reducing greenhouse gas emissions, incorporating renewable energy sources or use of recycled/sustainable construction materials.

To ensure sustainability initiatives are incorporated in all stages of the development, further detail should be outlined in the ACP to outline key sustainability initiatives and a

recommendation is included in the Schedule of Modifications to ensure this objective is supported by more detail in the final version of the ACP.

Alkimos Central Design Guidelines Local Planning Policy

The ACP as initially presented and advertised, required extensive Local Development Plans (LDP) to be prepared for the entire 'City Centre Core'. The intent for this was to have built form controls being provided for each individual lot within the City Centre Core. However, this is contrary to the intent of SPP 7.2 relating to precinct design which requires a level of built form controls to be provided directly within the ACP document. In addition, SPP 7.2 further states that a LDP should only be used in limited circumstances rather than over large areas. LDPs should be targeted to facilitate the design and coordination of development where detailed built form, public realm and access guidance is needed, and therefore should only apply to key sites. For example, the lots adjoining the Pinnacles POS may require a LDP to ensure they have an appropriate design response and interface to the POS and the Pinnacles.

The matter was raised by both the City and the Department of Planning, Lands and Heritage's (DPLH) Planning Reform team who were involved with the creation of SPP 7.2. The City's DRP was also of the view that the built form provisions should be developed further to consider access locations, architectural typologies and differing streetscape characteristics.

The applicant has since modified the ACP to address the above concerns, and now proposes indicative built form typologies and controls within the ACP which will assist in achieving the intended objectives and outcomes for each precinct within the City Centre Core. In addition to those requirements, DevelopmentWA will also prepare Design Guidelines for Alkimos Central, in consultation with Administration, which will then be presented to Council for adoption as a Local Planning Policy (LPP).

Administration is supportive of the modified ACP and preparation of an LPP for Alkimos Central. This approach provides Council with a level of control to ensure the direction of the built form controls and that they will positively contribute to the Alkimos Secondary Centre and achieve the objectives and intended character for each of the precincts. A draft LPP for this purpose will be presented to the City's DRP prior to presentation to Council some time after the ACP is approved by the WAPC.

Town Square

The ACP proposes the town square at the corner of proposed Tuart Drive and the future road designated as NS1, which is located south-west and on the other side of Tuart Drive from the Alkimos Train Station. For context, the anticipated key destinations and attractors within Alkimos Central include the Alkimos Train Station, the Alkimos ARC located south-east of the train station, and the commercial retail block directly west of the NS1 road. The commercial site is anticipated to be developed as a large shopping centre which is required to incorporate an east-west activated pedestrian link that aligns with the proposed town square at its eastern end. This is indicated in **Attachment 10**.

The City's DRP is generally supportive of DevelopmentWA's intent for providing a high level of amenity for residents, workers and visitors through the town square. However, the City's DRP has raised concerns in relation to the location, size and useability of the town square, and requested further justification.

In support of the ACP and town square located to the south of Tuart Drive, the applicant provided an 'Alkimos Town Square Location Analysis' summary report comparing the town square location suggested by the City adjacent to the Alkimos Train Station and the town square location as proposed on the south side of Tuart Drive. The analysis concluded the following:

- *The proposed size of the square generally compares to the smaller examples of those reviewed in the analysis, however it is considered to be sufficiently scaled to provide an active and well-designed central 'urban' meeting place.*
- *The south square offers good solar access and protection from the prevailing wind, whereas the northern square is more exposed to prevailing winds with limited protection.*
- *The south square is intended to have built active edges to two sides which offers a better chance of activation and would support alfresco dining. The north square abuts the Alkimos Train Station which limits activity to that edge, effectively having one active edge.*
- *While the south square will have less activity and foot traffic (as it does not directly abut the Alkimos Train Station), it will still have the two activated edges providing some separation from the bustle of the station to encourage people to linger longer, and also opportunity to orientate and connect to more places in the precinct. The north square does directly abut the train station which will likely have a larger volume of pedestrian movement, however there is limited function included within the station itself, limiting activity.*
- *Whilst both locations are suitable for a town square, the south square was preferred due to its overall better performance.*

In addition to the above, the applicant is of the view that as the Alkimos ARC is also south of Tuart Drive, the southern town square is located along the pedestrian desire line to get to the main commercial precinct west of NS1, which is anticipated to generate 6,990 users per day, as opposed to the Alkimos Train Station which is projected by PTA to have 2,700 boardings per day.

Administration has had multiple meetings with the applicant regarding the proposed ACPD including recommending the town square location be relocated to the north of Tuart Drive and directly to the west of the Alkimos Train Station. Administration is ultimately of the view that the northern town square location to be superior as it enables direct interaction to the Alkimos Train Station and its users, allowing opportunities for users to linger and activate the space. It will also be highly accessible and generate significant foot traffic, particularly during the early delivery of Alkimos Central, as it is directly adjacent to the Alkimos Train Station's western exit. Having the town square located south of Tuart Drive requires pedestrians to cross the road thereby becoming less accessible. It will also likely result in a large wall forming part of a commercial development interfacing directly with the western train station exit. This could result in the "back of house" facing the station as activation would be required to the Tuart Drive and NS1 frontages. In addition, the commercial development abutting the Alkimos Train Station will likely be subject to retail opening hours, which may result in shops that are closed at night, resulting in a poor user experience and safety issues during the night.

Noting Administration's concerns, it is considered that the town square can be effective on the southern side of Tuart Drive, on the following basis. The commercial site directly west of the Alkimos Train Station should be designed in a manner to allow direct line of sight to the future commercial development west of NS1 from the western exit of the Alkimos Train Station. The east-west activated pedestrian link and the town square will need to have a visual connection. This would avoid train station patrons exiting the western side of the Alkimos Train Station to facing a large wall, but rather have an open, clear and legible view to the key destination points.

The ACPD as presented for consideration by Council has been modified following extensive discussions between Administration and the proponent. The ACPD now incorporates further design provisions within Section 3.1.2.2 Prominent Locations for development fronting or abutting the town square, most notably, the following design provision is included:

- The key facades identified in Figure 6 must demonstrate how they enhance and prioritise the connection between the Town Square and the destinations of Alkimos Station and future retail to the west. This can be achieved through façade treatments including windows, awnings and other design articulation. Building design must consider attractive vistas from various vantage points within the Town Square to enhance legibility and wayfinding to these destinations.

Figure 6 referenced in the above is included in **Attachment 11** and relates to an indicative built form sketch for sites surrounding the town square and Alkimos Train Station included within the ACPP.

Despite the extensive engagement with the applicant, Figure 6 does not reflect what Administration believes to be the best approach. Figure 6 indicatively outlines that a building will be sited directly west of the Alkimos Train Station exit resulting in patrons leaving the train station to face a wall which obstructs the view to the retail development to the west. This does not provide clear legibility along the desire lines from the Alkimos Train Station and will create a poor user experience. This could be greatly improved through a larger setback of the building from the southern boundary. It is recommended Figure 6 be modified to provide a building footprint of the development abutting the train station with a further setback to achieve the view lines as shown in **Attachment 11**. In addition, the wording of the provision is recommended to be modified to specify that buildings are to be sited and setback so as to achieve clear line of sight to the future retail to the west.

While the town square location is supported, this support is only subject to the modifications being made to Figure 6 and the design provision in Section 3.1.2.2 of the ACPP as outlined within the Schedule of Modifications to address the above matters.

Traffic and Access

Appendix L – Transport Impact Assessment (TIA) was prepared by the applicant in support of the ACPP to assess the vehicle movements associated with the proposed development, as well as access to cycling and pedestrian infrastructure. The TIA concluded the following:

- By 2052, ACPP will generate 4522 vehicle trips during the AM peak and 6470 during the PM peak, which will be distributed onto the surrounding road network via Romeo Road, Marmion Avenue and Brindabella Parkway.
- As a secondary centre, it is likely to generate trips from all surrounding residential subdivisions including Trinity Estate, Alkimos Beach, Alkimos Vista and Shorehaven. The ACPP allows direct connections to adjacent residential developments to the north (Agreed Structure Plan No. 95 – Alkimos Vista) and south structure plan (Agreed Structure Plan No. 60 – Trinity Estate) areas, with other suburbs accessing Marmion Avenue and the Mitchell Freeway via Romeo Road.
- The TIA supports the reduction of private motor vehicle trips, with the target modal split proposed as follows:
 - Car driver – 45%;
 - Car passenger – 19%;
 - Public Transport – 10%
 - Cycling – 6%;
 - Walking – 20%.

It is anticipated that initial stages may be more reliant on car vehicle trips until a local population is established. However, Alkimos Central will benefit from having an operational train and bus station at the early stages of land development.

- The future subdivisions within the ACPP area will accommodate as a minimum, a shared path on the neighbourhood connector road and a pedestrian path on all access streets consistent with the LN Policy, as well as on-road cycling facilities as indicated within

Figure 3 of the Active Movement Network Plan outlined in the ACPP to support the target modal split.

- NS1 (labelled as the Town Centre Street) is planned as a bespoke road classification outside of what is identified in LN Policy to achieve a main street typology prioritising pedestrian movement, particularly east-west across the corridor between the train station and the retail precinct.

NS1 – Town Centre Street differs from a typical layout and indicative cross sections provided in the LN Policy. Notwithstanding this, Administration supports the NS1 – Town Centre Street being incorporated into the ACPP. The proposed road includes a number of design features to promote pedestrian priority within the vicinity of the Alkimos Train Station. These promote active travel and improve the ability to cross the roads safely. A pedestrian prioritised road in this location is entirely appropriate as the road is within the 400 metre walkable catchment of the Alkimos Train Station and active transport modes should be encouraged to reach key attractors and destinations from the station which will contribute towards sustainability. These design features include narrowing of the carriageway lanes, shared paths on both sides of the road (3.2 metres wide) and planting in between the path and the carriageway. There is also the inclusion of raised road pavement and flush medians to blur the modes of transport and create friction that results in motor vehicles slowing down. This is further reinforced with an intended 30km/hr speed limit.

The TIA notes that the external road network adjoining the site is likely to have considerable traffic congestion in the medium term to 2031 due to the following reasons:

- Marmion Avenue has recently been upgraded to a 4-lane dual carriageway to cater for future traffic generated from the development and adjoining developments.
- Romeo Road which is currently being constructed will provide access to Wanneroo Road to the east and an interchange to Mitchell Freeway.
- Mitchell Freeway is proposed to be extended to bypass the east of the ACPP area, however in the initial stages, it will run to Romeo Road which will funnel freeway traffic to Marmion Avenue.

These issues in the short term can be alleviated by a potential 3rd lane on Marmion Avenue southbound between Brindabella Parkway and Romeo Road which has been designed for by Main Roads and accommodated within in the road reserve. However, the congestion issue is temporary and will resolve itself once the Mitchell Freeway extension bypasses the ACPP area. This will significantly reduce traffic volumes on Marmion Avenue and Romeo Road and is anticipated to be after 2031. The traffic volumes on Romeo Road near the Marmion Avenue intersection are anticipated to be 29,300 – 31,000 vehicles per day (VPD) in 2031, but this will reduce to 19,000 – 25,100 VPD in 2041 and 20,000 VPD in 2051 which is a reduction of approximately 35% of traffic. Administration is of the view that designing a solution to carry high traffic volumes expected for only a short term will have a significant negative outcome by creating an unnecessarily wide road reservation resulting in an overdesigned road and intersection of Marmion Avenue and Romeo Road. Notwithstanding, Marmion Avenue is now the responsibility of Main Roads who were referred the proposed precinct plan and did not raise any issues relating to the road performance.

The vehicle volumes are not a matter that can be resolved by the ACPP and instead represent a timing issue that may affect the broader area until the Mitchell Freeway is extended past Romeo Road. As the construction of Marmion Avenue and Mitchell Freeway is not the responsibility of DevelopmentWA, who are developing the ACPP, there are no provisions that can be incorporated into the precinct plan related to the timing and delivery of this road.

In the absence of the principal shared path along the rail line which has been removed as part of the Yanchep Rail Extension project, it was agreed that there would need to be strong pedestrian and cycle linkages to the Alkimos Train Station and Marmion Avenue. The ACPP

proposes a dual use path and shared pedestrian/cycle path along all major roads, a shared path on all neighbourhood connector roads, and a pedestrian path on all access streets. This is outlined in Figure 3 of the Active Movement Network Plan and is consistent with the LN Policy. In addition, dedicated on-road cycling lanes are proposed along Brindabella Parkway and the proposed NS 2 road, which is physically protected from the road carriageway. The proposed paths are generally consistent with Department of Transport's Long Term Cycle Network plan. Given this, the proposed cycle and pedestrian network is supported as it provides strong pedestrian and cycle linkages in and around the Alkimos Secondary Centre, and between Marmion Avenue, the Alkimos Train Station and Mitchell Freeway.

Overall, the ACPP has made adequate provision to deliver a range of alternate transport options to support the future community, including bus routes through the area to provide access to the adjoining Butler and Eglinton Activity Centres, consistent with DSP 18.

Public Transport Authority and Bus Routes

The ACPP Part 2 includes a Public Transport Plan which outlines the proposed bus movements in and around the station and Alkimos Central. The bus movements indicate buses turning onto the future NS1 road and heading inbound into the bus station, then exiting outbound to the east of the bus station and enroute to other locations via Brindabella Parkway and onto Marmion Avenue, or through Tuart Drive and onto the NS2 road. The Public Transport Plan is included as **Attachment 12**.

During public consultation early to mid last year, the ACPP was referred to the Public Transport Authority (PTA) for comment. PTA at the time advised that they were unable to provide comment as the bus routes had not been finalised. However, the City recently received communication from PTA in late March 2023 in regard to the proposed bus route network to serve Alkimos upon opening of the Alkimos Train Station. PTA's proposed bus routes are included in **Attachment 13**. As shown on PTA's proposed bus routes, buses are proposed to have inbound and outbound buses exiting NS1 road, including buses going south along NS1 to access Marmion Avenue and Graceful Boulevard.

The NS1 road is located within the City Central Precinct 1 which is the gateway to the heart of Alkimos Central consisting of the town square with a primary focus of a high density commercial precinct with a mix of residential and commercial activity located within the 400 metre walkable catchment of the Alkimos Train Station. The NS1 road, which has been labelled in the ACPP as the 'Town Centre Street', supports the centre with the objective of creating a pedestrian oriented public realm through a highly accessible shared street environment promoting safe pedestrian and cyclist movements. The future road is purposefully designed to slow down and discourage vehicle movements through narrow traffic lanes, tight turning radii, flush kerbing treatments and tree lined streets. Given this, it is undesirable for a high volume of buses to traverse NS1 which is specifically designed to prioritise pedestrian movements over vehicle movements.

Furthermore, Administration is not aware of any bus stops proposed along NS1, which means NS1 would purely serve as a thoroughfare for PTA and therefore alternative routes should be considered and are available. The proposed Public Transport Plan within the ACPP is also consistent with the TIA provided in support of the Alkimos Train Station development applications. On this basis, Administration supports the Public Transport Plan proposed within the ACPP as currently presented and does not support buses traversing NS1.

Main Roads

As the ACPP abuts major roads which are managed by Main Roads Western Australia, the ACPP was referred to Main Roads for comment. Main Roads did not support the proposal and requested that the following additional information be provided:

- The ACPP document currently highlights all controlled intersections. It should be updated to reflect the exact type of traffic intersections which have received endorsement under the Traffic Signals Approval Policy.
- A revised acoustic report should be provided to include on-site noise monitoring for Marmion Avenue and its current traffic volume data located along Marmion Avenue just north of Romeo Road to ensure matters outlined in *State Planning Policy 5.4 – Road and Rail Noise* (SPP 5.4) are addressed.

The ACPP does not currently identify the exact intersection controls (i.e. signalised or roundabout) at key intersection points. Main Roads is required to approve all controlled intersections under the Traffic Signals Approval Policy (TSAP), and therefore the ACPP should not reflect the method of the intersection control as this is not approved or dictated by the ACPP. Figure 2 – Movement Network Plan of the ACPP indicatively shows the locations of controlled intersections and notes that it is subject to TSAP endorsement. Administration is of the view that the ACPP sufficiently identifies the indicative road network, and that this modification is not required.

In regard to the acoustic report, the acoustic report was prepared to assess potential noise impacts on the development from the currently under construction Yanchep rail line, Marmion Avenue and Mitchell Freeway, to determine what noise mitigation measures may be required to ensure all proposed dwellings achieve the noise targets (measured in decibels) set out in SPP 5.4. Main Roads has noted that while on-site monitoring was undertaken, it was not located close enough to Marmion Avenue and therefore a revised acoustic report is required with revised on-site noise monitoring to inform the noise modelling. In addition, the noise generated from traffic volumes is based off volumes located on the section of Marmion Avenue south of Pipidinn Road in Eglinton. Whereas traffic volumes should be based off volumes from Marmion Avenue located north of Romeo Road which also has higher traffic volumes. As such, it is recommended that a revised acoustic report addressing Main Roads concerns is provided and this has been included in Administration's Schedule of Modifications to confirm that development within the precinct plan area can comply with the requirements of SPP 5.4 and the *Environmental Protection (Noise) Regulations 1997*. Appendix A – EAMS of the ACPP also includes the outdated acoustic report, and therefore it is recommended that it is updated accordingly to address the revised acoustic report.

Bushfire Management Plan and DFES Comments

The subject site is located within a bushfire prone area as identified by the Department of Fire and Emergency services (DFES) and was supported by a Bushfire Management Plan (BMP) to address the requirements of *State Planning Policy 3.7 – Planning in Bushfire Prone Areas* (SPP 3.7).

As the BMP relates to a strategic planning proposal it is required to be referred to DFES for review and comment. Following review, DFES advised that they did not support the BMP and precinct plan and the following modifications are required (summarised):

1. The BMP considers the rail reserve and associated landscaping as a vegetation exclusion. There is no evidence within the BMP to justify the exclusion. If unsubstantiated, the vegetation should be classified accordingly, and Bushfire Attack Level (BAL) contours updated.
2. As a result of the vegetation classification of the dunal POS, the future urban development is subject to a BAL-40 or Flame Zone (FZ) rating. The creation of BAL-40/FZ lots should be avoided and no residential lots should be impacted by BAL-40/FZ.
3. The railway divides the precinct plan area. There should be at least two road connections across the train line or a link to the existing development in the south before subdivision on the eastern side of the train line occurs.

4. There are a number of dead-end roads on the western boundary of the precinct plan. No-through roads should be avoided and there appears to be no site constraints to designing the dead ends out of the subdivision.
5. There are areas of future urban development which directly abut an extreme hazard (retained vegetation within the dunal POS). The Guidelines for Planning in Bushfire Prone Areas (The Guidelines) state that perimeter roads should be provided where more than 10 lots are proposed. There appears to be no site constraints to redesigning the indicative subdivision to achieve perimeter roads.

The applicant is of the view that an updated BMP is not required for the following reasons:

- The PTA and NEWest Alliance has confirmed that the rail reserve will be managed as 'low threat' vegetation outlined in their Bushfire Management Statement, and therefore can be considered a vegetation exclusion.
- Whilst small sections of future development may be subject to the BAL-40/FZ rating, they are sufficient sized such that habitable buildings can be strategically sited within areas subject to BAL-29 or below, achieving the acceptable solutions of the Guidelines.
- Matters such as a minimum two road connections can be dealt with at the subdivision stage which will need to ensure it complies with SPP 3.7.
- There are no dead-end roads proposed on the western boundary.
- Perimeter road requirement is included in Version 1.4 of the Guidelines. At the time of preparation, the BMP was prepared in accordance with Version 1.3 of the Guidelines which did not have the perimeter road requirement.

DFES has reviewed the response provided by the applicant but remains of the view that the BMP should be updated to address their initial comments as planning at the strategic level provides the best opportunity to establish future design requirements and therefore should accurately represent, as far as is reasonable, future urban form.

While DFES's comments are acknowledged by Administration, it is noted that the Precinct Plan is a high-level strategic planning document which outlines intended land use, density and development, key access arrangements, infrastructure, environmental assets and community facilities which facilitate future subdivision and development. Exact lot and road layouts and location of development are determined at the future planning stages. Further detailed bushfire management planning is required at later stages of the planning process, primarily the subdivision stage. Through the subdivision process, consideration will be given to the detailed design and site constraints (e.g. topography) to ensure sufficient separation is achieved from bushfire threats. In this regard, it is considered that the matters raised by DFES will be addressed at the subdivision stage where proposed lots are required to comply with SPP 3.7 and the Guidelines including ensuring future urban development has multiple points of vehicular access, is not subject to a BAL-40 or FZ rating or have a demonstrated ability to deliver development with sufficient separation to the bushfire hazards.

Administration also notes that in regard to the perimeter road requirement, this requirement was not contained in Version 1.3 of the Guidelines. In December 2021, DPLH released Version 1.4 of The Guidelines which replaces the previous Version 1.3 of The Guidelines. However, a grace period was provided where any applications lodged prior to 13 March 2022 and prepared against Version 1.3 of The Guidelines should be assessed and determined by the decision-maker using Version 1.3 of The Guidelines. As the proposed ACPP was lodged prior to 13 March 2022, Version 1.3 of The Guidelines applies, and therefore the provision associated with the need to provide a perimeter road for the creation of 10 lots, is not applicable for the purposes of assessing this precinct plan. However, as mentioned earlier, a BMP will need to be provided in support of the subsequent planning stages (i.e. subdivision). As such, this requirement can be considered at that stage of the planning process.

In light of the above, Administration is satisfied that the level of detail regarding bushfire planning is sufficiently addressed in the ACPD which is a strategic document and no further modification is required.

Department of Education

DSP 18 notionally identifies a primary school within the Alkimos Secondary Centre. ACP 89 currently includes a precinct zoned Civic and Cultural for the purposes of co-locating civic and recreational facilities with education services. However, the ACPD now proposes a 4ha primary school site located to the east of the Alkimos Train Station. As such, the ACPD was referred to the Department of Education (DoE) for comment, which in principle has no objections to the ACPD subject to the below matters being addressed.

1. The Commercial Zone is located to the west of the school site. Careful consideration needs to be given to the potential impact that certain uses (e.g. service stations, fast food outlets, licensed premises) would have on the school. Table 6 Land Use Intent for the City Centre Core, City East Precinct (P3) indicates that no such uses are included in the intended land use category, and this is supported.
2. The primary school site is to ensure the slope of the land does not exceed a 1:20 gradient to facilitate universal access and future development on the site.
3. The primary school site abuts 'NS2' which is identified as an Integrator Arterial Road under LN Policy. Opportunity exists to incorporate a buffer between NS2 and the school site by introducing residential land and associated Access Road. Having an Access Road interface would protect the amenity of the school, safety of students and allow for additional on-street embayment bays for drop-off and pick-up of students.
4. Appendix A – Environmental Assessment and Management Strategy (EAMS) indicates a shared oval/facility, however the site is proposed at 4ha which does not allow opportunity for a shared use arrangement.
5. Access streets surrounding the school should have a minimum road reserve width of 17.9 metres to allow for embayment parking and shared paths.

The applicant has provided a response to DoE's comments as included in the Summary of Submissions in **Attachment 6** which generally addresses DoE's comments. However, to address point 4 and 5 above, the following modifications have been included in Administration's Schedule of Modifications:

- Modifications to Appendix A – EAMS by removing reference to a shared oval/facility. There is opportunity for this to be explored further in the future when the school is to be delivered.
- Modifications to Attachment A – Streetscape Sections – Include a cross section with a minimum width of 17.9 metres for access streets surrounding the school site to enable embayment parking and shared paths, and update ACPD Part 2 to reflect this change. This allows sufficient road reserve width for the access streets surrounding the school to accommodate embayment parking and shared paths for the purposes of allowing pick up/drop off bays and to encourage safe cycling/walking to the school. This is also consistent with Liveable Neighbourhoods.

In light of the above, Administration considers that DoE's comments have been adequately addressed.

Potential 132KV Easement

DSP 18 includes an indicative location for a Western Power 132KV overhead transmission line and associated easement, as well as a new substation. The infrastructure is intended to service the growing residential development within the northern growth corridor and is currently identified along the eastern boundary of DSP 18 to minimise any potential amenity impacts on the planned residential development. Whilst it is to be determined by Western Power if and

when this infrastructure is required, adequate provision has been made within LSP 106 to ensure future subdivision and development does not compromise the ability to provide the infrastructure in future.

The easement location has been illustrated on the precinct plan map, consistent with a number of other local structure plans that have been approved within the northern coastal growth corridor.

Amendment 172 to DPS 2

On 12 July 2022, Council resolved to support Amendment 172 to DPS 2 which seeks to align the City's DPS 2 with the State Government's Model Scheme Text outlined in the *Planning and Development (Local Planning Schemes) Regulations 2015*, which standardises and simplifies planning schemes across the State. The Amendment also forms the basis for the preparation of the City's future planning scheme. The Amendment only deals with the changes that are necessary to convert the planning scheme into a Model Scheme Text compliant scheme.

On 26 February 2023, Amendment 172 was approved by the Minister for Planning, however Amendment 172 has not yet been gazetted. At the time of writing this report, the gazettal of Amendment 172 is imminent. The ACPD as considered by Council has been modified to align with Amendment 172, and therefore is consistent with the planning framework.

Conclusion

The ACPD has been assessed against the relevant provisions of the state and local planning framework. The preparation of a precinct plan in this location is consistent with the overarching DSP 18 and will deliver 2,457 dwellings to accommodate a population of 6,263 new residents within Alkimos, as well as 29.15ha of POS. The ACPD will also have an estimated floor space of 72,000m² which will generate between 9,250 to 11,651 jobs, contributing towards DSP 18's local employment self-sufficiency target. In addition, the ACPD seeks to contribute to and enhance the sense of place of Alkimos through the retention of the significant parabolic dune aiming to achieve the 'City in the dunes' and the provision of the dune ridge walk. Overall, the proposed density of housing, areas of POS, and the commercial core are considered to have suitably responded to the infrastructure, environmental and topographical constraints associated with the site, subject to the modifications set out in **Attachment 8**, and will be further refined during the detailed design stages of the planning process.

It is recommended that the proposed amended Alkimos Central Precinct Plan included in **Attachment 4** be supported, subject to the modifications recommended by Administration in **Attachment 8**.

Statutory Compliance

Amendment No. 1 to Alkimos City Centre Activity Centre Structure Plan No.89 (to be renamed as Alkimos Central Precinct Plan) has been processed in accordance with the *Planning and Development (Local Planning Schemes) Regulations 2015*.

Strategic Implications

The proposal aligns with the following objective within the Strategic Community Plan 2021 – 2031:

5 ~ *A well planned, safe and resilient City that is easy to travel around and provides a connection between people and places*

5.2 - *Plan for and manage land use*

Risk Management Considerations

Risk Title	Risk Rating
ST-S04 Integrated Infrastructure & Utility Planning	Low
Accountability	Action Planning Option
Director Planning & Sustainability and Director Assets	Manage

Risk Title	Risk Rating
ST-S23 Stakeholder Relationships	Medium
Accountability	Action Planning Option
Director Corporate Strategy and Performance	Manage

Risk Title	Risk Rating
ST-S26 Resilient and Productive Communities	Medium
Accountability	Action Planning Option
Director Community and Place	Manage

Risk Title	Risk Rating
CO-O22 Environmental Management	Medium
Accountability	Action Planning Option
Director Planning and Sustainability	Manage

The above risks relating to the issues contained within this report have been identified and considered within the City's Strategic and Corporate risk registers. Action plans have been developed to manage this risk to support existing management systems.

Policy Implications

The proposed amended ACPP has been assessed against the provisions of the WAPC's Liveable Neighbourhoods policy, State Planning Policy 3.7 – Planning in Bushfire Prone Areas, State Planning Policy 4.2 – Activity Centres for Perth and Peel, State Planning Policy 5.4 – Road and Rail Transport Noise and Freight Considerations in Land Use Planning, State Planning Policy 7.2 – Precinct Design, District Planning Scheme No. 2, District Structure Plan No. 18 – Alkimos-Eglinton and Local Planning Policy 4.3 – Public Open Space.

Financial Implications

The developer will be subject to the payment of developer contributions in accordance with Schedule 15 of DPS 2 at the subdivision and/or development application stage.

The City will be responsible for maintenance of all the public open space and pedestrian bridges over the dunal POS.

Voting Requirements

Simple Majority

Recommendation

That Council:-

1. Pursuant to subclause 19(1)(a), 19(1)(b) and 19(1)(c) of the deemed provisions for local planning schemes contained in Schedule 2 of the *Planning and Development (Local Planning Schemes) Regulations 2015*, CONSIDERS the submissions received in respect to Amendment 1 to the Alkimos City Centre Activity Centre

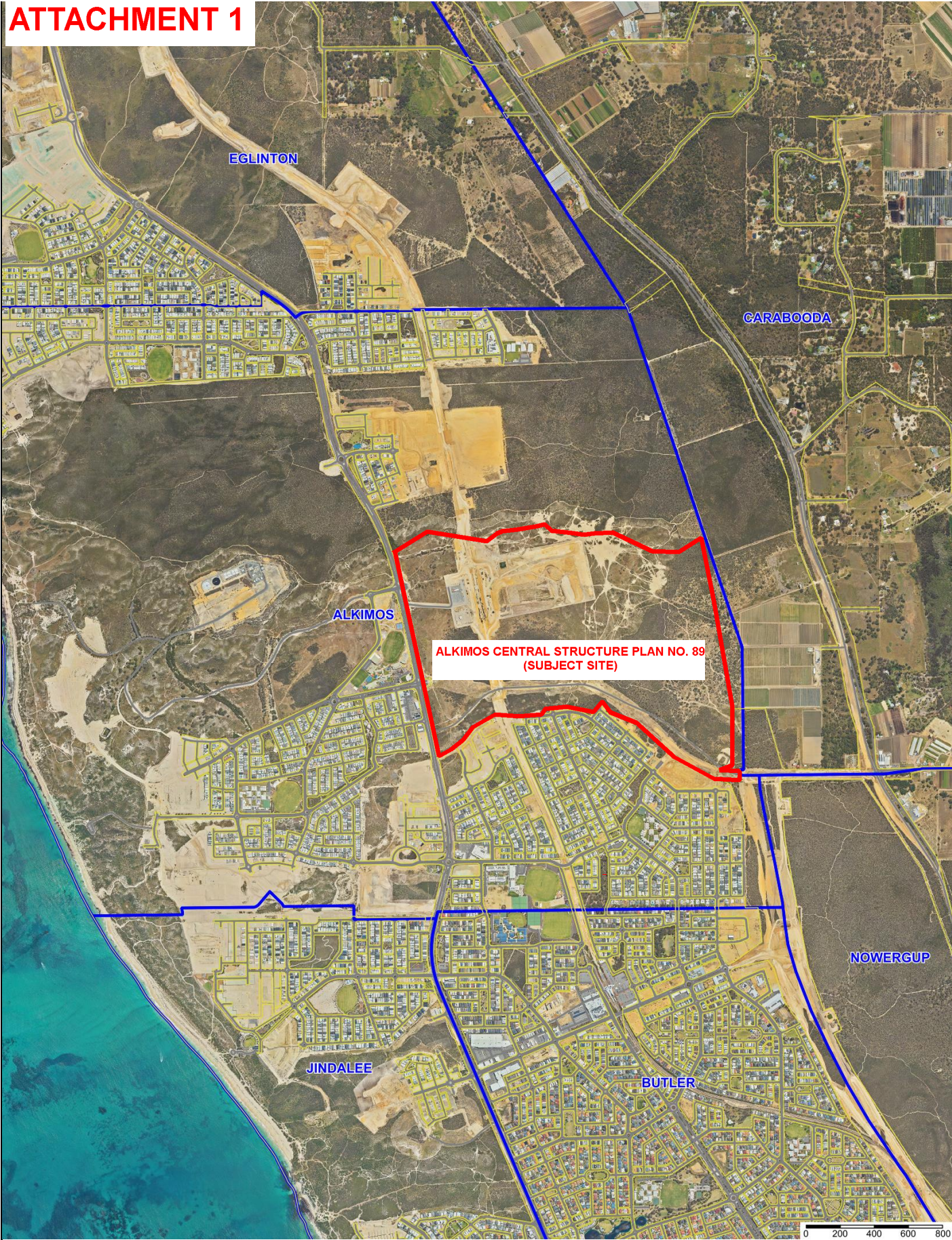
Structure Plan No. 89 (to be renamed as Alkimos Central Precinct Plan), as summarised in Administration's response in Attachment 6;

2. Pursuant to subclause 20(2)(e) of the deemed provisions for local planning schemes contained in Schedule 2 of the *Planning and Development (Local Planning Schemes) Regulations 2015*, RECOMMENDS to the Western Australian Planning Commission that Amendment 1 to the Alkimos City Centre Activity Centre Structure Plan No. 89 included in Attachment 4 and the associated Part 2 and technical appendices be approved subject to the schedule of modifications included as Attachment 8;
3. Pursuant to subclause 20(2) of the deemed provisions for local planning schemes contained in Schedule 2 of the *Planning and Development (Local Planning Schemes) Regulations 2015*, PROVIDES a copy of the report on Amendment 1 to the Alkimos City Centre Activity Centre Structure Plan No. 89 to the Western Australian Planning Commission, including the summary of submissions included in Attachment 6 and the schedule of modifications included in Attachment 8; and
4. ADVISES the submitters of its decision.

Attachments:

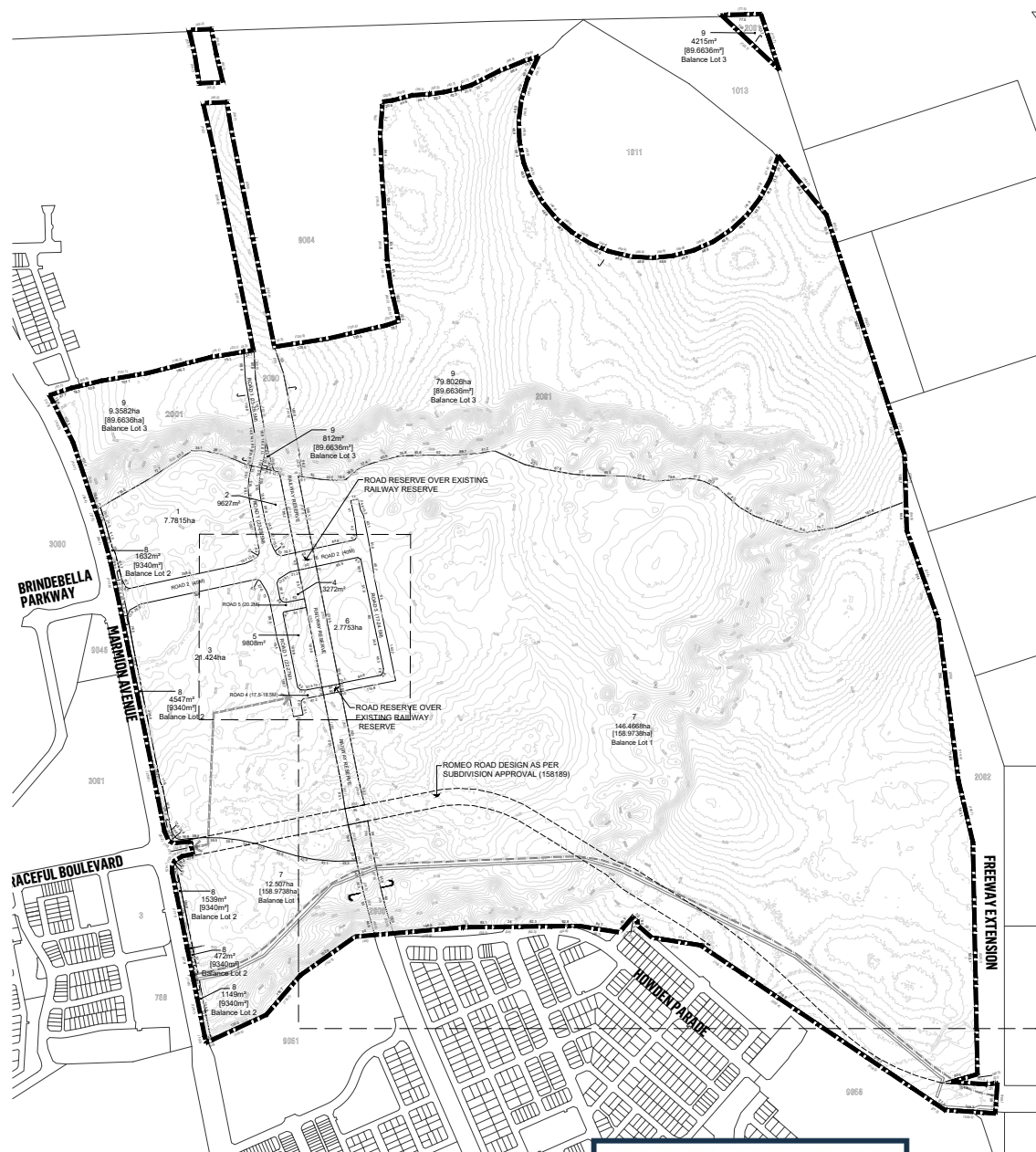
1	Attachment 1 - Location Plan - Amendment 1 to Alkimos Activity Centre Structure Plan No. 89	23/139727
2	Attachment 2 - Subdivision Plan 160068 - Amendment 1 to Alkimos Activity Centre Structure Plan No. 89	23/139730
3	Attachment 3 - Current ACP 89 Map - Amendment 1 to Alkimos Activity Centre Structure Plan No. 89	23/139732
4	Attachment 4 - Proposed Alkimos Central Precinct Plan Part 1 - Amendment 1 to Alkimos Activity Centre Structure Plan No. 89	23/139734
5	Attachment 5 - Proposed ACPP Map and Concept Masterplan - Amendment 1 to Alkimos Activity Centre Structure Plan No. 89	23/139736
6	Attachment 6 - Summary of Submissions - Amendment 1 to Alkimos City Centre Structure Plan No. 89	23/139740
7	Attachment 7 - Summary of Design Review Panel Response - Amendment 1 to Alkimos Central Activity Centre Plan No. 89	23/139741
8	Attachment 8 - Schedule of Modifications - Amendment 1 to Alkimos Activity Centre Structure Plan No. 89	23/139745
9	Attachment 9 - Public Open Space Schedule - Amendment 1 to Alkimos Activity Centre Structure Plan No. 89	23/139748
10	Attachment 10 - Context Plan - Amendment 1 to Alkimos Activity Centre Structure Plan No. 89	23/139750
11	Attachment 11 - Current Figure 6 and Proposed Modification to Figure 6 - Amendment 1 to Alkimos Activity Centre Structure Plan No. 89	23/139751
12	Attachment 12 - Public Transport Plan - Amendment 1 to Alkimos Activity Centre Structure Plan No. 89	23/139753
13	Attachment 13 - PTA Proposed Bus Routes - Amendment 1 to Alkimos Activity Centre Structure Plan No. 89	23/139755

ATTACHMENT 1

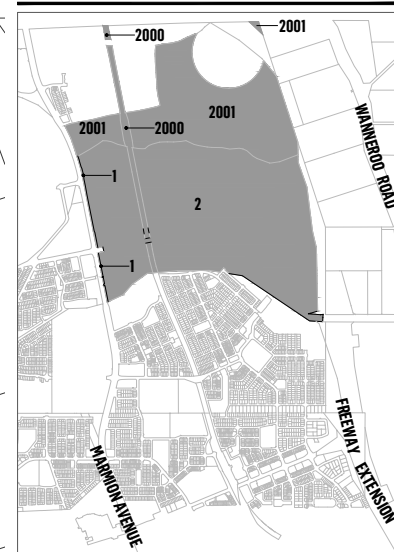


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ATTACHMENT 2



LOCATION PLAN



LEGEND

- APPLICATION AREA
- PROPOSED LOTS
- EMERGENCY ACCESS WAY
- EXISTING ELECTRICITY EASEMENT
- EXISTING WATER EASEMENT

APPLICATION AREA:	297.92HA
LOT 1:	1.01HA
LOT 2:	197.98HA
LOT 2000:	8.67HA
LOT 2001:	90.26HA

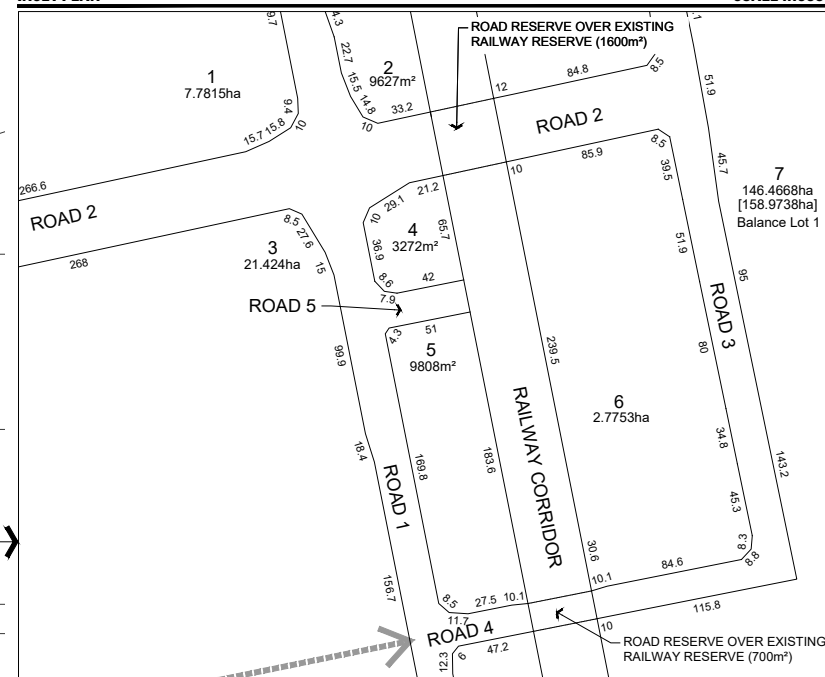
AREA FOLLOWING SUBDIVISION	
LOTS (6 LOTS):	34.25HA
BALANCE LOT (3 LOTS):	249.57HA
ROAD RESERVE:	5.43HA
RAILWAY RESERVE:	8.67HA
ROAD OVER RAILWAY RESERVE:	2300m ²

LOT YIELD SUMMARY

Lot Size	Number of Lots
3000 - 3999m ²	1
5000 - 9999m ²	3
2 - 5 HA	1
5 - 10 HA	1
10 - 25HA	1
Over 25 HA	2
Total	9

INSET PLAN

SCALE 1:1500



URBIS

Plan of Subdivision
Lot 1, 2, 2000 & 2001 Marmion Avenue, Alkimos

Level 14, The Quadrant, 1 William Street | Perth WA 6000 Australia | +61 8 9346 0500 | URBIS Pty Ltd | ABN 50 105 256 228

DEPARTMENT OF PLANNING, LANDS
AND HERITAGE

DATE
01-Jun-2021

FILE
160068

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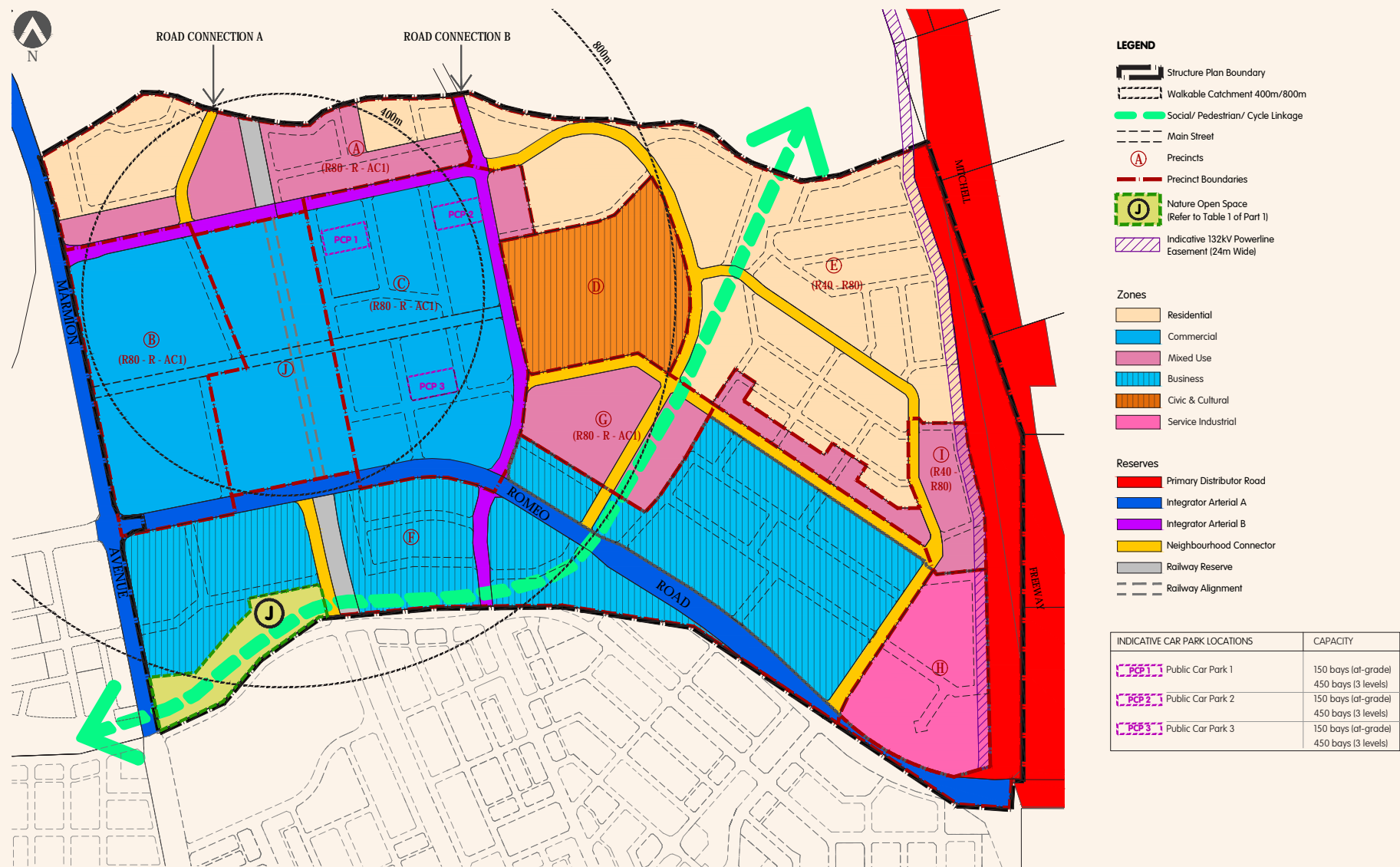
Development WA

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PROJECT NO.
P0008935DRAWING NO.
10.1DATE
19.05.202REVISION
F

ATTACHMENT 3 - CURRENT ACP 89 MAP

Plan 1: Alkimos City Centre Activity Centre Plan



ATTACHMENT 4



Alkimos
Central

Precinct Plan

April 2023

Innovation Through Demonstration

Shaping our State's future



The authors and contributors to this document would like to acknowledge the Traditional Owners of the land, the Whadjuk people of the Noongar nation and pay respect to Elders past, present and emerging. We recognise the unique and incomparable contribution the Whadjuk people have made and continue to make to our culture and in our community. We also acknowledge the wider Noongar and Aboriginal people and their respective communities who have directly worked on the project and recognise the significant role they played, and continue to make, in the planning and delivery of the Precinct in the future. The land on which we live, meet and thrive as a community always was and always will be Noongar land.

The PSP has been developed by DevelopmentWA, in consultation with the project team:

Specialist Area	Consultant
Planning and Urban Design	Urbis
Project Architect/ Design and Built Form Guidance	Hames Sharley
Civil Engineering and Servicing	Cossill and Webley
Acoustics	Herring Storer Acoustics
Commercial/Retail Analysis	RPS
Environment and Hydrology	Emerge
Traffic	Stantec
Landscape Architecture	UDLA
Aboriginal and Cultural Heritage	Gundi Consulting/ Moodjar Consultancy
Archaeological	Dortch Cuthbert
Bushfire	Emerge Associates
Community Development	Element

Description	Version	Date	Distribution
Draft	1	20/11/2021	DevelopmentWA
For Submission	2	2/12/2021	City of Wanneroo
Final for Submission	3	10/3/2022	City of Wanneroo
Updated Plan	4	26/4/2023	City of Wanneroo

This structure plan is prepared under the provisions of the City of Wanneroo District Planning Scheme No. 2.

IT IS CERTIFIED THAT THIS STRUCTURE PLAN WAS APPROVED BY RESOLUTION OF THE WESTERN AUSTRALIAN PLANNING COMMISSION ON:

Signed for and on behalf of the Western Australian Planning Commission

an officer of the Commission duly authorised by the Commission pursuant to Section 16 of the *Planning and Development Act 2005* for that purpose, in the presence of:

Witness

Date

Date of Expiry

Table of Amendments:

Amendment No.	Summary of Amendment	Amendment Type	Date Approved by WAPC
1	<p>Amendment to Alkimos City Centre Activity Centre Plan primarily relate to:</p> <ul style="list-style-type: none"> • Inclusion of built form controls for the city centre core including the station precinct. • The realignment of Romeo Road in order to retain and protect the Pinnacles Aboriginal area (Place ID 37478) as a culturally significant site. • Modifications to the precinct layout and associated land uses as a result of the Romeo Road realignment. • Updated design interface between the Precinct and Alkimos Station since the Yanchep Rail Extension became a committed delivery project in November 2019. • The review and updating of economic forecasts, project outcomes and timelines in response to the COVID 19 Global Pandemic. • Realignment of the document towards State Planning Policy 7.2, Precinct Design Guidelines, released in December 2020. • The review and updating of key supporting technical studies to take account of the above changes. 		

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Executive Summary

This Alkimos Central Precinct Plan – (“precinct plan”) provides the planning framework for Lots 1, 2 and portion of Lot 2000 Marmion Avenue, Alkimos and will facilitate the development of a secondary centre for the growing residential community in Alkimos and surrounding suburbs. The precinct is commonly referred to as “Alkimos Central”.

This document replaces the existing Alkimos City Centre Activity Centre Plan No. 89 approved August 2019 (**ACP89**). This amendment provides a planning framework for the proposed precinct plan in line with Part 4 of the Planning and Development (Local Planning Scheme) Regulations 2015 (**P&D Regulations**) and State Planning Policy 7.0 - Design of the Built Environment (Design WA suite).

Alkimos Central is located to the north of the existing suburb of Alkimos approximately 15km north-west of the Joondalup city centre. The activity centre is considered and provided for in a range of higher-level planning documents including State Planning Policy 7.2 - Precinct Design (**SPP7.2**), State Planning Policy 4.2 - Activity Centres for Perth and Peel (**SPP 4.2**), Alkimos - Eglinton District Structure Plan (**DSP**) and the City of Wanneroo District Planning Scheme No. 2 (**DPS2**). The site is also recognised as Planning Control Area No. 132 - Yanchep Line Extension - Alkimos, which is established to facilitate the development of the land for railway and related public purposes.

The precinct plan provides for:

- A consolidated city centre core focused around the Alkimos Station and the junction of two key main streets as the focus of retail and community activity with a high standard of built form and landscape treatment.
- Provision of a range of employment generating activities including office, service commercial, light industry, recreation, health and retail to support Alkimos Central as a secondary centre.
- A mix of uses in the City Centre Core comprising of pedestrian scaled retail, commercial, entertainment, food and beverage, residential apartments, recreational and civic and cultural land uses to ensure a vibrant and lively central core.
- A residential community that supports low through to higher density housing around the City Centre Core and serves a supporting role in activating the centre.
- A clear street network providing major roads with a 'boulevard' treatment enabling high levels of accessibility, while the city centre core's accessibility with the surrounding residential precincts will have alternative routes with an emphasis on shared urban street environments safe for pedestrian and cycle movements.

- Retention of the regionally significant parabolic dune system that will form a major public space network through the precinct enabling physical and visual connection to the coast.
- Protection of 'the Pinnacles' as a symbol of the cultural heritage significance of the location to the Aboriginal community which will be celebrated as a key element of the open space network.
- Provision for a primary school site located within the residential area to maximise connection with the Alkimos community.
- High quality built form that responds to the unique context, climate and conditions of this place with a design philosophy that includes the use of alternative materials that will offer environmental benefits for the community.

This precinct plan includes:

- **Part One – Implementation** – providing the subdivision and development controls for the activity centre.
- **Part Two – Explanatory Section and Technical Appendices** – providing planning background and explanatory information to support the precinct plan including updated technical investigations where required.

This precinct plan, as required by the relevant clauses of the Deemed Provisions of the P&D Regulations, provides the primary land use, built form and strategic planning controls for the precinct area, and is to be given due regard in the consideration of development and subdivision applications by the relevant determining authority.

This precinct plan will facilitate the provision of a secondary centre to service the future of Alkimos Central in a manner and form consistent with the State planning framework.

An overview of the key characteristics of the precinct plan is provided in **Table 1**.

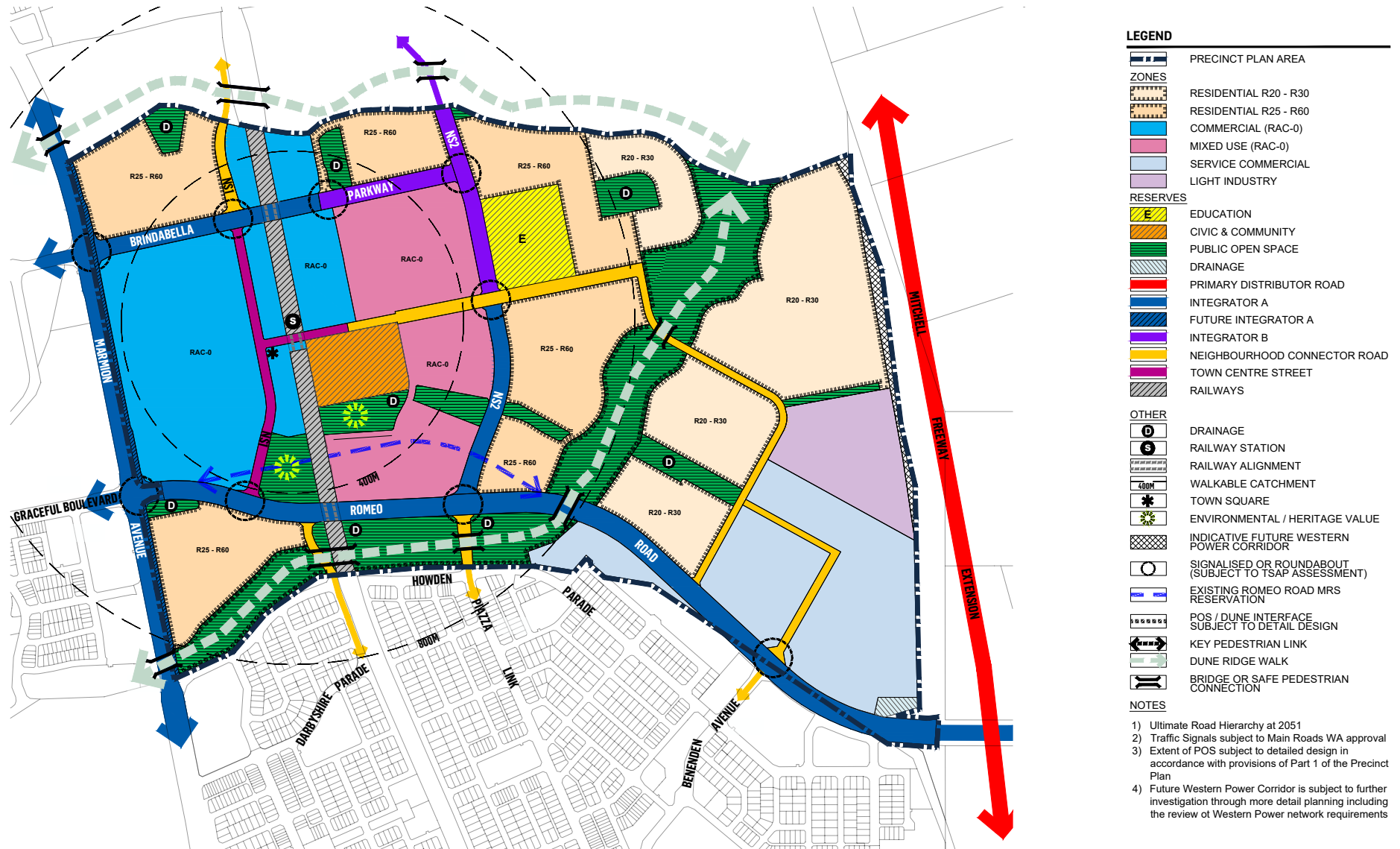
Table 1 – Precinct Plan Overview

Item	Data	Precinct Plan Ref.
Total area covered by the Precinct Plan	203.1 hectares	Part 1 Section 1.1 Part 2 Section 5.1.1
Area of each land use proposed	<ul style="list-style-type: none"> • Residential – 43.6679ha • Commercial / Mixed Use – 31.8237ha <ul style="list-style-type: none"> – Retail – 7.3159ha – Mixed Use – 14.0792ha – Residential – 10.4286ha • Service Commercial / Light Industry – 25.7ha • Civic & Community Purpose – 3.6020ha • Education – 4.0289ha • Railway – 3.73 ha (Excludes: PTA carparks, Train and bus station area outside of railway reserve, and bridge areas) 	Part 2 Section 7.2 and 7.3
Total estimated lot yield	2,020 lots (comprising 1,957 residential lots and 63 non-residential lots)	Part 2 Section 7.3.1
Estimated number of dwellings	2,457 dwellings (to 2051) 2,957 to 3,157 dwellings (to 2071)	Part 2 Section 7.2.5 and 7.26
Estimated residential site density	49 Dwellings per gross hectare based on a gross area of 54.0965 hectares (excluding Precincts 5, 6 and 7)	Part 2 Section 7.2.5
Estimated population	6,263 people (2051)	Part 2, Section 7.2.5
Number of high schools	0	n/a
Number of primary schools	1	Part 2 Section 7.3.2
Estimated commercial floor space	72,000sqm NLA retail floor space at 2041, 45,000sqm of Bulky Goods floor space at 2041	Part 2 Section 7.3.3
Estimated area and percentage of public open space	29.15ha (21.74%)	Part 2 Section 7.6.2





Plan 1: Alkimos Central Precinct Plan



1. Implementation

1.1 Precinct Plan Area

The Alkimos Central Precinct Plan ("precinct plan") shall apply to the land identified within the boundary of the "precinct plan area" as denoted on **Plan 1: Alkimos Central Precinct Plan**.

The precinct plan boundary has been slightly modified from approved ACP89 based on the current cadastre information which removed a portion of land for the future Mitchell Freeway extension on the eastern boundary.

1.2 Operation

This precinct plan comes into effect on the day the enabling amendment is approved by the Western Australian Planning Commission (**WAPC**), the date of which is outlined on the endorsement page. As per the Deemed Provisions of the P&D Regulations, from the date of endorsement this precinct plan is to have effect for a period of 10 years, unless otherwise determined by the WAPC.

Unless otherwise specified, the words and expressions used in this precinct plan shall have the respective meanings given to them in the City of Wanneroo DPS2.

Nothing in this precinct plan is to be interpreted as limiting clause 4.2 of DPS2 which allows for variations to the site and development standards and requirements. Nothing in this precinct plan is to be interpreted as limiting clause 27 of the deemed provisions that outlines that a decision-maker for an application for development approval or subdivision approval in an area that is covered by precinct plan is to have due regard to, but is not bound by, the precinct plan when deciding the application.

This precinct plan is to be read in conjunction with the Alkimos Central Design Guidelines and any approved Local Development Plan(s) (LDP(s)) as adopted by the City of Wanneroo and the WAPC (if required).

City of Wanneroo District Planning Scheme No.2

The Planning Scheme zones the precinct Centre, requiring further structure planning.

Alkimos Eglinton District Structure Plan No.18

This Structure Plan provides the high-level, district level planning framework to guide more detailed levels of planning, subdivision and development.

Alkimos Central Precinct Plan

This Precinct Plan provides the planning framework for the Alkimos Central precinct, setting out the primary land use, built form and strategic planning controls for the precinct area.

Alkimos Central Design Guidelines

The Alkimos Central Design Guidelines (Design Guidelines) adopted as a Local Planning Policy, will provide detailed built form requirements for Alkimos Central. The Design Guidelines should address key elements including (but not limited to):

- Process / Guiding Principles
- Prominent Locations
- Detailed Built Form, Access and Landscape Requirements

Local Development Plans

Local Development Plans (LDPs) may be required as further stages of subdivision and development progress. From time to time, the WAPC may impose a condition of subdivision approval requiring the preparation and approval of an LDP to guide development on key sites within Alkimos Central.

1.3 Vision Statement

The precinct plan is based on the following vision statement:

Alkimos Central is a dynamic and adaptive place to live, learn, work and retreat. Anchored by its town centre and new take on an integrated transit hub, it will blend seamlessly within its coastal context, integrate cultural heritage, connect communities across generations and foster economic and social vitality.

1.4 Objectives

Subdivision and development in the precinct plan area shall align with the following objectives:

Objective	Statement
Create a City Centre for the District	Alkimos Central will be the main city centre for the surrounding Alkimos-Eglinton District offering a high-quality environment and a diverse range of uses and amenities to residents and visitors including public transport, public open space, retail, commercial, food and beverage, health and medical, entertainment, civic, recreation and service commercial and light industry.
Create an Active, Transit-focussed City Core	The City Centre Core will be focussed around Alkimos Station and the junction of two key main streets. These streets will be the focus of retail and community activity within the City Centre Core and will be designed with high-quality built form and landscaping treatments.
Design to Celebrate the Coastal Location	Retention of the regionally significant parabolic dune is a key structural element and will form a major public space network around and through the project, enabling physical and visual connection to the coast. The design detail of public realm areas and open spaces will bring the environmental qualities of the dunes and coastal landscape into urban spaces to reflect, complement and enhance natural amenity and provide for interconnection.

Objective	Statement
Acknowledge the site's Cultural Heritage	A site of cultural heritage significance to the Aboriginal community known as 'the Pinnacles' has been retained following extensive consultation and will be incorporated as a key element of the project's public space network.
Enable a diversity of employment and living options	The project's designation as a secondary centre, provides a basis for the centre to be a key economic centre for the district and provide a range of employment opportunities from professional and medical services to retail, hospitality, service and industrial activities. Further, a range of residential housing options will be provided including, single, grouped, and multiple dwelling options and aged living opportunities. Higher employment and residential densities are to be concentrated within the City Centre Core.
Provide a legible movement network catering for all modes	All parts of the precinct plan will be connected by a clear street network that is emphasised through built form elements, landscape elements and key view corridors. Major roads with a boulevard treatment provide higher volume accessibility, while the city core and residential precincts place an emphasis on a shared urban street environment emphasising safe pedestrian and cycle movement. Key elements within this street network include a central east-west civic spine that enhances walkability to the city centre and Alkimos Station from the surrounding residential areas.
Ensure Quality Built Form Design	The design of buildings within the precinct plan will need to create comfortable and protected public places for people, and a high-quality built form that responds to the unique setting and the importance of Alkimos as a secondary centre.
Be an Exemplar of Sustainable Development	All parts of the precinct plan will aspire to achieve high standards of sustainable design with a focus on inbuilt resilience and adaptability to ensure the prosperity of the city centre into the future.
Create a cool, shaded urban retreat	Public spaces and new developments will collectively target the planting of 20,000 trees across the precinct plan to create a protected retreat from the coastal elements.

1.5 Zones, Reserves And Precincts

Plan 1 divides the activity centre into various zones and local reserves in accordance with the DPS2 as follows:

- **Commercial Zone** – comprising the land identified within the Commercial Zone. The Commercial Zone provides primarily for the City Centre Core of Alkimos.
- **Service Commercial Zone** – comprising all land identified within the Service Commercial Zone. The Service Commercial Zone provides for retail and commercial businesses which require large areas such as bulky goods / large format retail and category/theme-based retail outlets.
- **Mixed Use Zone** – comprising all the land identified within the Mixed Use Zone. The Mixed Use Zone provides for an array of commercial type uses, as well as medium to high density development (single, grouped and multiple dwellings), including aged persons housing.
- **Residential Zone** – comprising all land identified within the Residential zone. The Residential Zone provides for a diversity of low to medium density housing, including aged persons housing.
- **Light Industry Zone** – comprising all land identified within the Light Industry Zone. The Light Industry Zone provides a key employment area and provides for a variety of light industry developments.
- **Civic & Community Reserve** – comprising all land identified within a Civic & Community Reserve.
- **Public Open Space Reserve** – comprising all land identified within a Public Open Space reserve for recreational, conservation and drainage purposes.
- **Drainage Reserve** – comprising the land identified within a Drainage Reserve.
- **Education Reserve** – comprising land specifically provide for a primary school.

The precinct plan is zoned City Centre under the Metropolitan Region Scheme (MRS) and covered by Planning Control Area No. 132. It is also partially designated with a Primary Regional Roads (part of the Mitchell Freeway extension) and Other Regional Roads (Romeo Road) reservation.

The precinct plan area has been divided into seven (7) precincts to outline the specific vision statement and objectives for subdivision and development. These precincts are shown on **Figure 1 – Precincts and Facades Plan** and are detailed in **Table 2**.

Table 2 – Precincts

Zone	Precinct
Commercial Zone	City Central (P1), City West (P2), City East (P3)
Mixed Use Zone	City East (P3)
Residential Zone	Dune Residential (P4)
Service Commercial Zone	Service Commercial (P5)
Light Industry Zone	Light Industry (P6)
Commercial Zone	Transition (P7)

1.6 Staging

Development in the precinct plan area will be implemented in a variety of stages over a period of time, and similarly built form may be delivered over multiple stages. While this will be subject to market factors, to provide a level of guidance for subdivision and development, the high level staging plan within Part 2 indicates staging in 6 year increments as follows:

- **Stage 1 – 2023 to 2028**
 - Comprises the delivery the Yanchep Rail extension (including associated public transport infrastructure).
 - Completion of key infrastructure items including Brindabella Parkway and Tuart Drive Bridges, Romeo Road and internal road network extensions.
 - Initial retail and residential development.
 - Progression of development on business land uses along Romeo Road, in proximity to the Mitchell Freeway Extension.
 - Approximately 8-10,000sq.m NLA shop/retail floorspace
 - Approximately 20-25,000sq.m NLA other retail (bulky goods) floorspace
- **Stage 2 – 2029 to 2034**
 - Progression of commercial and residential development in City Centre Core.
 - Delivery of public open space upgrades associated with the Dunal system.
 - Progression of lower density residential development outside of the City Centre Core.
 - Service commercial land is developed.

- **Stage 3 – 2035 to 2040**

- Low to medium density residential development progresses surrounding the City Centre Core.
- Progression of commercial and residential development in the City Centre Core.

- **Stage 4 – 2041 to 2050**

- High density residential development is delivered to facilitate the ultimate City Centre Core densities.
- Remaining commercial land is developed to cater for the ultimate population.
- Approximately 72,000sq.m NLA shop/retail floorspace
- Approximately 45,000sq.m NLA other retail (bulky goods) floorspace

The first civils stage will be progressed in the near term to provide for the delivery of the new Alkimos Station, key vehicle access to/from the station, provision of essential services and the initial stages of Alkimos Central.

- The configuration of the above roads are to be generally in accordance with the major roads shown on **Plan 1**.
- Arrangements are to be made to the satisfaction of the WAPC for the construction of road referred to as North-South 1 (NS1) as part of the subdivision of land once the following has been achieved:
 - Alkimos Station is operational; and
 - 15,000sq.m of shop-retail floor space has been constructed and in operation within the City Central Precinct (P1) as identified on **Figure 1 – Precincts and Facades Plan**.
- Arrangements are to be made to the satisfaction of the WAPC for the construction of the road referred to as North-South 2 (NS2) as part of the subdivision of land once the following has been achieved:
 - Scotthorn Drive is constructed from Alkimos Drive (from Alkimos Vista Local Structure Pan No.95) to the northern boundary of the Parks and Recreation reserve to the north of the precinct plan boundary; and
 - Brindabella Parkway is constructed to its intersection with NS2.

The staging of development within the balance of the precinct plan can then be progressed as key roads and services are in place and as market demand for residential, retail and commercial development permits. Further details on staging is outlined in **Part 2 – Explanatory Section**.

Where development is proposed to be delivered over stages, satisfactory arrangements and/or treatments for the residual vacant land, facades and upper levels that are to be the subject of future stages of development need to be demonstrated as part of development applications to the satisfaction of the determining authority. This can be in the form of temporary activation/ interim development, landscaping, temporary facades, artwork / murals or temporary uses such as enabling residual space to be utilised for community group purposes (eg. a community garden or markets).

1.6.0. Interim Development

Where it may be desirable to consider interim land uses ahead of the staging of the ultimate development the following provisions apply:

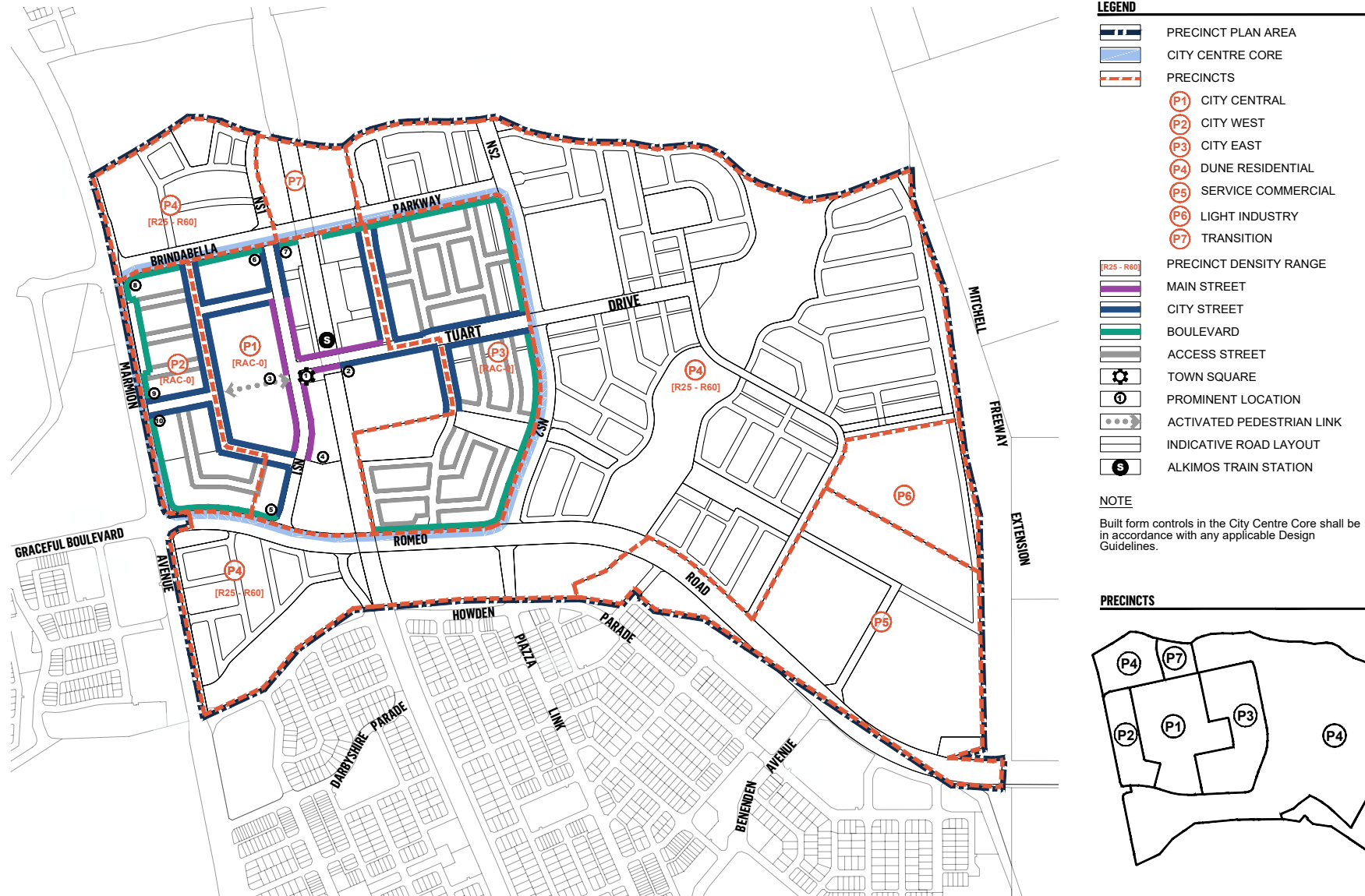
For the purpose of this precinct plan, an 'interim development' is defined as:

'A land use and associated physical development that is permissible within the prescribed zone, but because of its nature, scale, form or intensity, is not an appropriate long-term use of the land within the Precinct Plan area.'

Subject to land use permissibility and any other relevant development requirement under DPS2, Interim development may be approved within the precinct plan area notwithstanding the proposed staging, subject to the following:

- The applicant shall demonstrate that any building or structure associated with the interim development:
 - Contributes to the public realm;
 - Incorporates built form structurally capable of vertical intensification over time; and
 - Forms part of a large staged built form strategy; or the internal floor space and tenancy configuration is adaptable and capable of accommodating active ground floor uses or more employment generating land uses over time; or be easily removed from the site and the site appropriately remediated; or
 - Be appropriately adapted to suit a permanent use.
 - Interim development shall be approved for a maximum of 10 years, which may be renewed or extended by a further 5 years where deemed appropriate.
 - Does not facilitate further subdivision or strata titling which would restrict the ultimate form of development.

Figure 1 - Precincts and Facades Plan



2. General - Subdivision And Development Requirements

The following provisions apply to all subdivision and development in the precinct plan area.

This precinct plan and any approved Design Guidelines or LDP(s) are to be read in conjunction with State of Planning Policy 7.0 - Design of the Built Environment (Design WA suite) and the City of Wanneroo DPS2 and any relevant Local Planning Policy. Where there is a conflict, the requirements of this precinct plan, the Design Guidelines and any associated LDP(s) prevails.

The requirements of this precinct plan are able to be varied subject to any proposed subdivision and development being in accordance with the vision and objectives in **Part 1** of this precinct plan, inclusive of the respective precincts, the Design Guidelines, any applicable LDP(s) and the intent and objectives of SPP7.3 Residential Design Codes (Volume 1 and 2).

2.1 Subdivision Layout

- a) Development and subdivision is to be of a layout generally in accordance with that illustrated in the **Indicative Land Use & Residential Density Plan** contained in **Part 2 - Explanatory Section (Figure 16)**.
- b) Subdivision that would prejudice the precinct plan objectives, individual precinct objectives and Zone objectives by way of fragmentation or irregular lot shapes will not be supported.
- c) Variations to the subdivision layout may be contemplated having regard to any applicable Design Guidelines or LDP(s) to align with subdivision patterns and road alignments to benefit the overall functionality, design and success of the precinct plan.

2.2 Land Use Permissibility

Land use permissibility shall be in accordance with the zoning within DPS2 and the corresponding zone designated on **Plan 1** and outlined in **Table 3**.

Table 3 – Zoning

Precinct Plan Land Use Category	Equivalent Zone/Reserve in accordance with DPS2
Commercial	Commercial Zone
Residential	Residential Zone
Mixed Use	Mixed Use Zone
Light Industry	Light Industry Zone
Service Commercial	Service Commercial Zone
Public Open Space	Parks and Recreation Reserve
Drainage	Waterways

When considering discretionary land uses (D or A) under **Table 1** - Zoning Table of DPS2, the determining authority is to have regard to the zone and precinct objectives as they relate to the land use intent identified for each zone and precinct contained in Part 1 and 2 of this precinct plan.

2.3 Public Open Space

- a) Public open space (POS) is to be provided generally in accordance with the POS reserves shown on **Plan 1** noting that this is in the order of 21.56% which is in excess of the minimum requirement of 10% under Development Control Policy 2.3 Public Open Space in Residential Areas and Liveable Neighbourhoods.
- b) The 'POS / Dune Interface' noted on **Plan 1** is subject to detailed design to ensure the retention of good quality vegetation is considered and retained, whilst providing flexibility in the location and treatment of the POS / Dune Interface.
- c) The extent of the 'POS / Dune Interface' (as noted in (b) above) identified on **Plan 1** may be reduced by up to 10% in total area on any plan of subdivision.
- d) Suitable justification being provided by the proponent for the variation based on the design principles of Liveable Neighbourhoods and to the satisfaction of the City of Wanneroo/WAPC.

2.4 Prominent Locations

- a) Prominent Locations are identified on **Figure 1 - Precincts and Facades Plan** and reflect key sites, entryways and important streets into the city centre. The Alkimos Central Design Guidelines or a LDP(s) can identify other Prominent Locations in addition to those described on **Figure 1 - Precincts and Facades Plan** in response to site specific design outcomes.
- b) Additional site-specific requirements may be provided for these locations which will be contemplated and detailed through the Alkimos Central Design Guidelines, or via any LDP(s) (if applicable).
- c) These Prominent Locations can be in the form of landmarks, sites that interface the public realm and critical pedestrian connections and linkages.
- d) Built form should generally incorporate the following (at a minimum) to emphasise the role of these locations, noting that where there is a conflict, the requirements of the associated provisions within the Alkimos Central Design Guidelines or an LDP(s) will prevail:
 - i. Achieve an exemplary standard of architectural design, as determined by a future Estate Architect, the City of Wanneroo Design Review Panel and/or State Design Review Panel.
 - ii. Shall be expressed as strong visual elements using techniques such as facade articulation, increased height, distinctive roof forms, materials and colour, establishing a focal point and architectural feature.
 - iii. On corner sites, respond architecturally to the corner condition in a way that emphasises the corner.
 - iv. On sites that terminate vistas, place important architectural elements at the centre of the view line.

2.5 Landscaping

- a) In order to meet the objective of achieving 20,000 trees within the precinct plan area, in addition to new landscaping/tree planting, reasonable efforts are to be made at appropriate stages to preserve trees of significant value in lots, road reserves and open space/drainage reserves.. Evidence of proposed tree retention is to be provided at each relevant subdivision stage.
- b) Landscaping design and species should be provided in accordance with the Landscape Masterplan.
- c) Landscaping shall be carried out and maintained on all those areas of a development site which are not approved for buildings, accessways, storage purposes or car parking.

Unless otherwise varied by the Alkimos Central Design Guidelines, or an LDP(s), the following landscape requirements apply:

Residential and Mixed-Use Development:

- a) For residential or mixed-use development, in addition to 2.5 (a-d) the provisions of SPP7.3 (Volume 1 or 2 as applicable) apply.

Non-Residential Development:

- a) For non-residential development, the following provisions apply:
 - i. A minimum of 10% of the area of a development site shall be set aside, developed and maintained as landscaping to a standard satisfactory to the local government. In addition, the road verge adjacent to the lot shall be landscaped and maintained to the satisfaction of the local government.
 - ii. Noting 2.7 (d), when a proposed development includes portions of a car parking area abutting a street, an area no less than 3m wide within the lot along all street alignments shall be set aside, developed and maintained as landscaping.
 - iii. Tree provision at a minimum rate of 1 tree per 200sqm of application area.
 - iv. Shade trees shall be planted, spaced and maintained in car parking areas, and designed within 1.2m x 1.2m tree wells at a rate of 1 tree for every 4 car parking bays.

Dunal Open Space:

- a) The geoheritage significant parabolic dune system will be incorporated into POS and will be protected and enhanced through the dune ridge walk and designated pathways and extensive revegetation using local native plants.

2.6 Streetscape Design

- a) Streetscapes are to be designed in accordance with the sections included at **Attachment A** - (from page 37).

2.7 Vehicle Access and Parking

- a) Access should be provided generally in accordance with major roads shown on **Figure 2 - Movement Network Plan**.
- b) Vehicle entries should be identifiable from the street, while being integrated with the overall façade design.
- c) Vehicle entries are designed to have adequate separation from street intersections to the satisfaction of the determining authority.
- d) Off-street car parking shall be located either to the rear or side of buildings, and not within the street setback area so as not to visually dominate or disrupt the continuity of building frontages.
- e) For the city centre core (City Central (P1), City West (P2), City East (P3)), parking provision is to be in accordance with an approved Parking Management Strategy, incorporating maximisation of on-street parking, integrated public parking facilities and promotion of reciprocal use, and provision for bicycle parking and end of trip facilities.
- f) In the absence of an approved Parking Management Strategy, all lots located within an 800m radius of Alkimos Station shall comply with the following car parking provisions:
 - i. Car parking for all non-residential land uses shall be provided at a maximum rate of 4.5 car spaces per 100sq.m of NLA, with the exception of office and showroom which shall be provided at a maximum rate of 2 car spaces per 100sq.m of NLA.
 - ii. Car parking for all residential uses is to be provided as per SPP7.3 (Volume 1 or 2).
- g) All land outside of the 800m radius from Alkimos Station shall provide car parking in accordance with DPS2 and/or SPP7.3 (Volume 1 or 2) as applicable.
- h) Small car bays (to the specifications of AS2890.1) are permitted off-street to a maximum of 25% of the non-residential off-street car parking provided.

2.8 Bicycle Access and End of Trip

- a) Cycling routes via the identified 'Shared Pedestrian and Cycle Path' are to be provided generally in accordance with the **Figure 3 – Active Movement Network Plan**. Noting the "Principal Shared Path" in **Figure 3 – Active Movement Network Plan** is to be provided by Others.
- b) For residential development, provision for bicycle parking and end of trip facilities should be made in accordance with SPP7.3 (Volume 1 or 2).
- c) For non-residential development, the provision of bicycle parking is to be delivered in accordance with current bicycle parking rates as stipulated within current Austroad Standards.
- d) For non-residential development, the provision of end of trip facilities such as showers, change rooms and lockers are to be delivered at a rate of:
 - i. **Number of Showers:** One shower for the first five bicycle spaces or part thereof, plus an additional shower for each 10 bicycle parking spaces thereafter.
 - ii. **Number of Change Rooms:** One change room or direct access to a communal change room per shower.

2.9 Signage

- a) Signage is to be designed in accordance with the City of Wanneroo Signs Local Planning Policy 4.6. Unless otherwise guided by the Alkimos Central Design Guidelines or an applicable LDP(s), a Signage Strategy will be required at the development applications stage and should:
 - i. Improve the overall appearance and legibility of the public realm.
 - ii. Integrate into the building design and relate to the architectural composition of the building it serves without obscuring any of the building's functions or architectural features.

2.10 Safety and Amenity

- a) Loading docks and service areas within development sites shall be screened visually and acoustically from sensitive uses and key pedestrian areas (i.e. residential areas, child care centres, public and private realms such as alfresco areas of restaurants/ cafes and entries and displays of retailers).
- b) Bin storage areas shall be screened from the street and be mindful of sensitive uses and key pedestrian areas and provide a clear method for refuse disposal.
- c) Developments are to incorporate design principles of Crime Prevention Through Environmental Design (CPTED).

Figure 2 Movement Network Plan

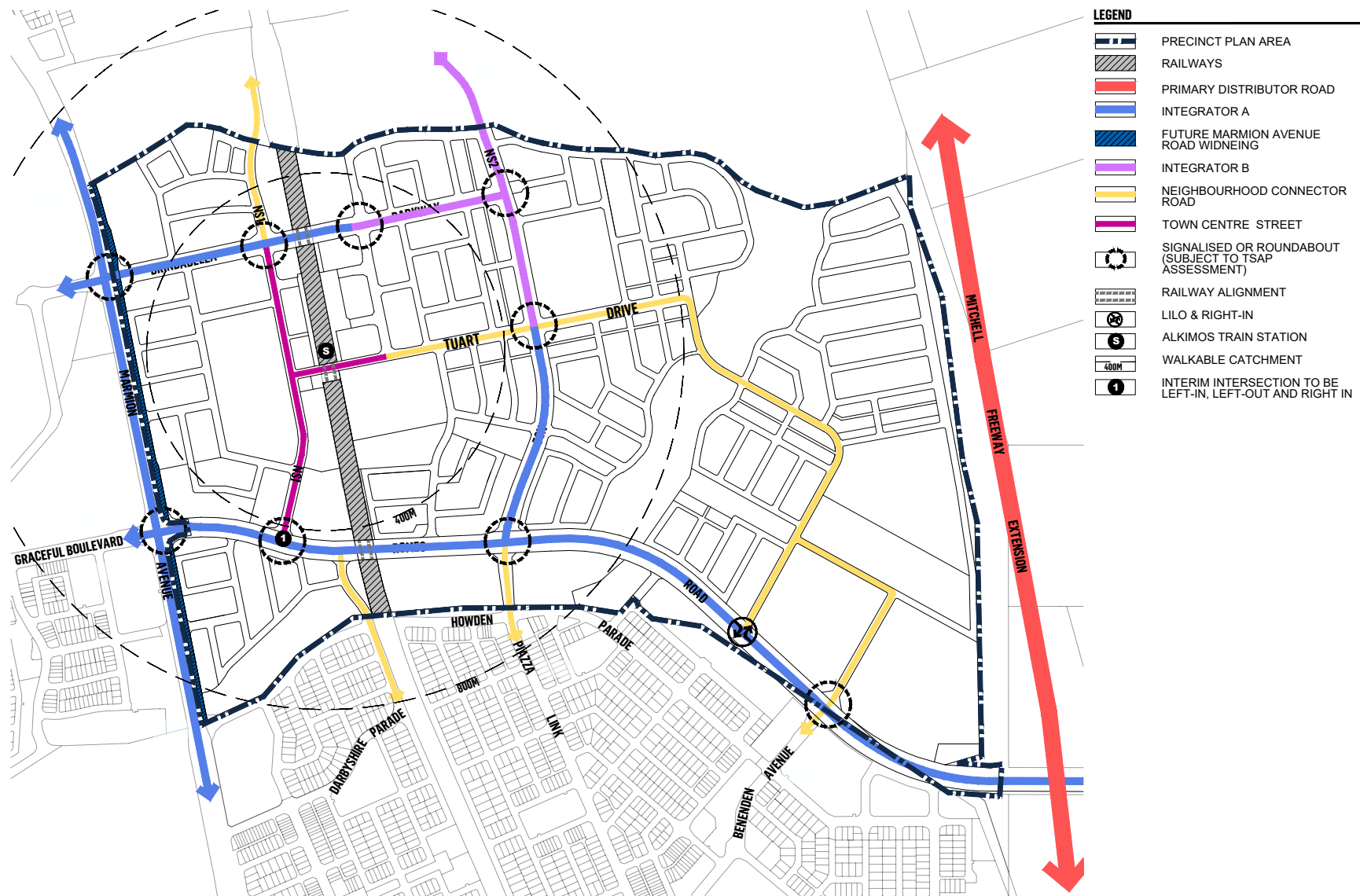
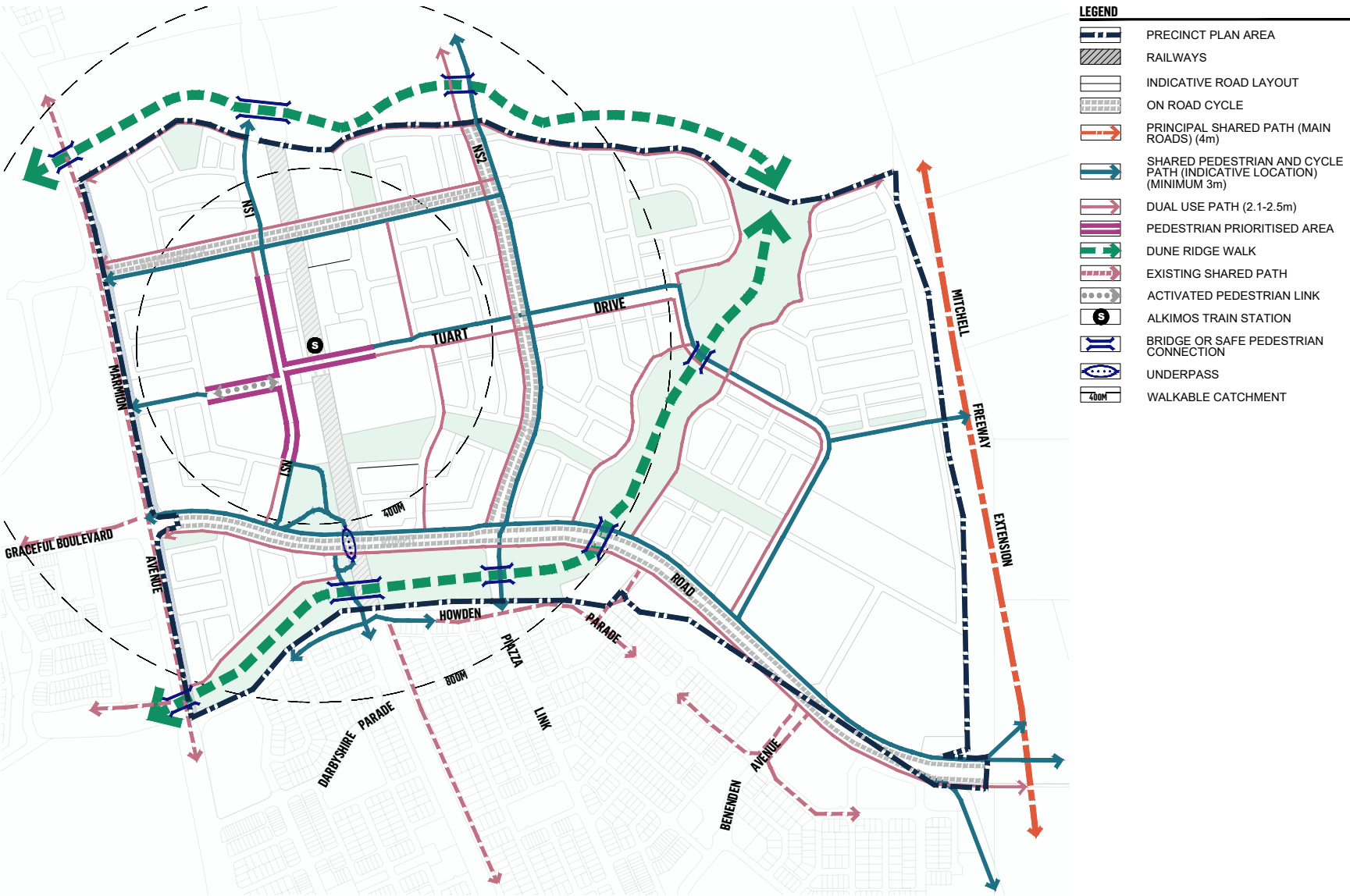
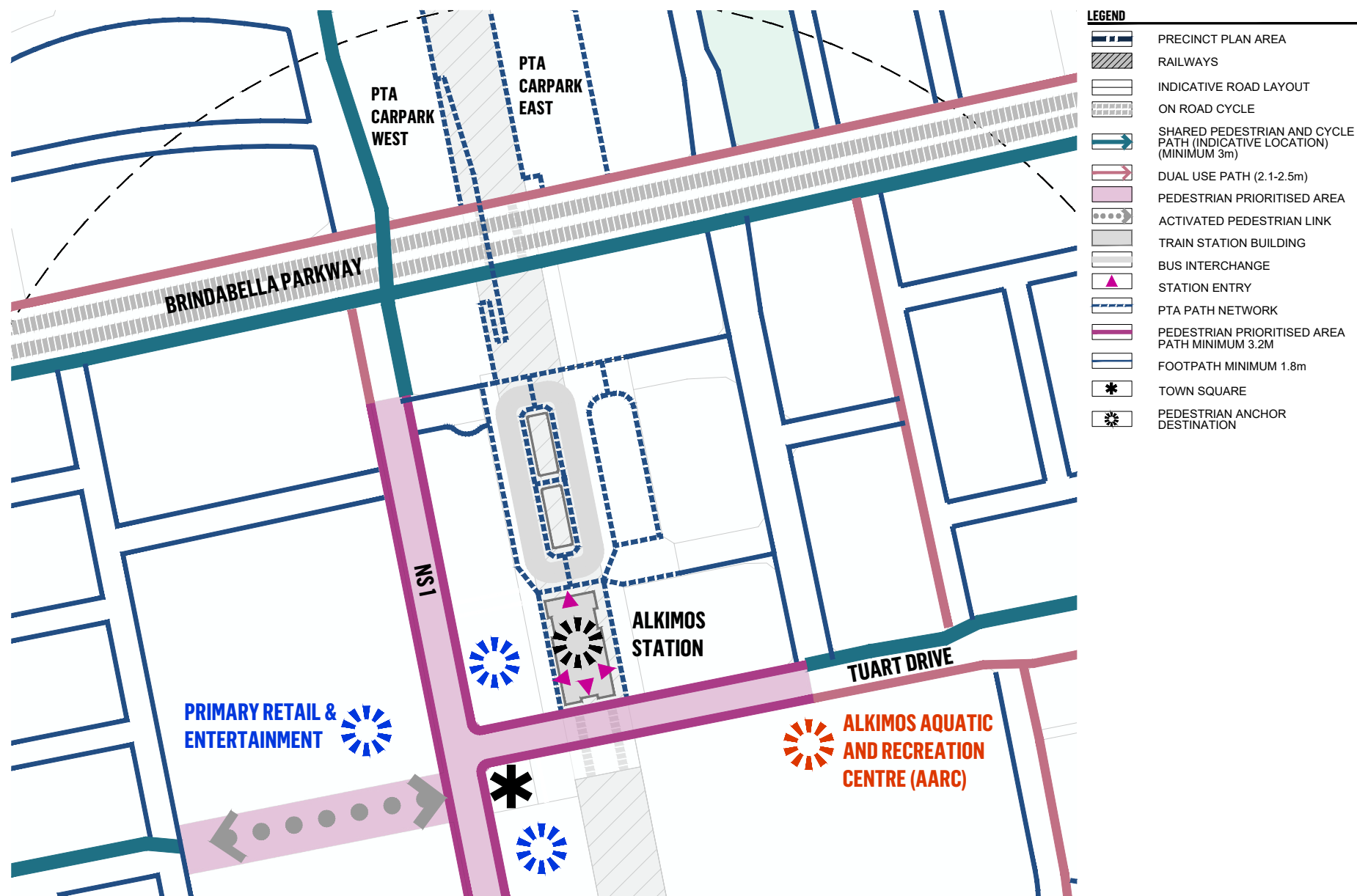


Figure 3 Active Movement Network Plan





3. Precincts – Subdivision and Development Requirements

Section 3.0 provides subdivision and development requirements for each of the seven (7) precincts –

Section 3.1 - City Central (P1), City West (P2), City East (P3)

Section 3.2 - Dune Residential (P4)

Section 3.3 - Business (P5) & Service Industry (P6)

Section 3.4 - Transition (P7)

Subdivision and development shall be generally in accordance with the provisions set out below.

3.1 Commercial Zone - City Centre Core Precincts (P1, P2 & P3)

The City Centre Core contains the most active and diverse precincts in the activity centre made up of Central Precinct (P1), City West (P2) and City East (P3). The centre is based around a network of streets that frame the core and contribute to the character and intent of the broader City Centre Core. These precincts and street facades are illustrated in **Image 1 – City Centre Precincts and Facades**.

The focus of activity for Alkimos is around the train station, the town square and intersection of NS1 and Tuart Drive. **Image 2 - Indicative transect** illustrates a simple transect and indicative intensity of use and built form scale within 400 to 800m from the station.

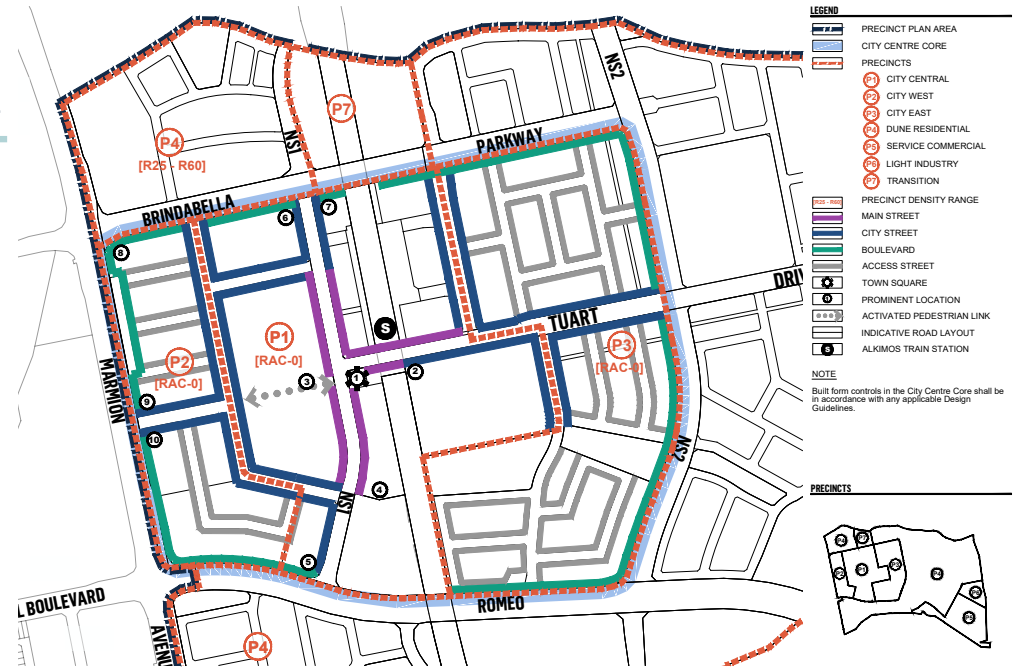


Image 1: City Centre Precincts and Facades

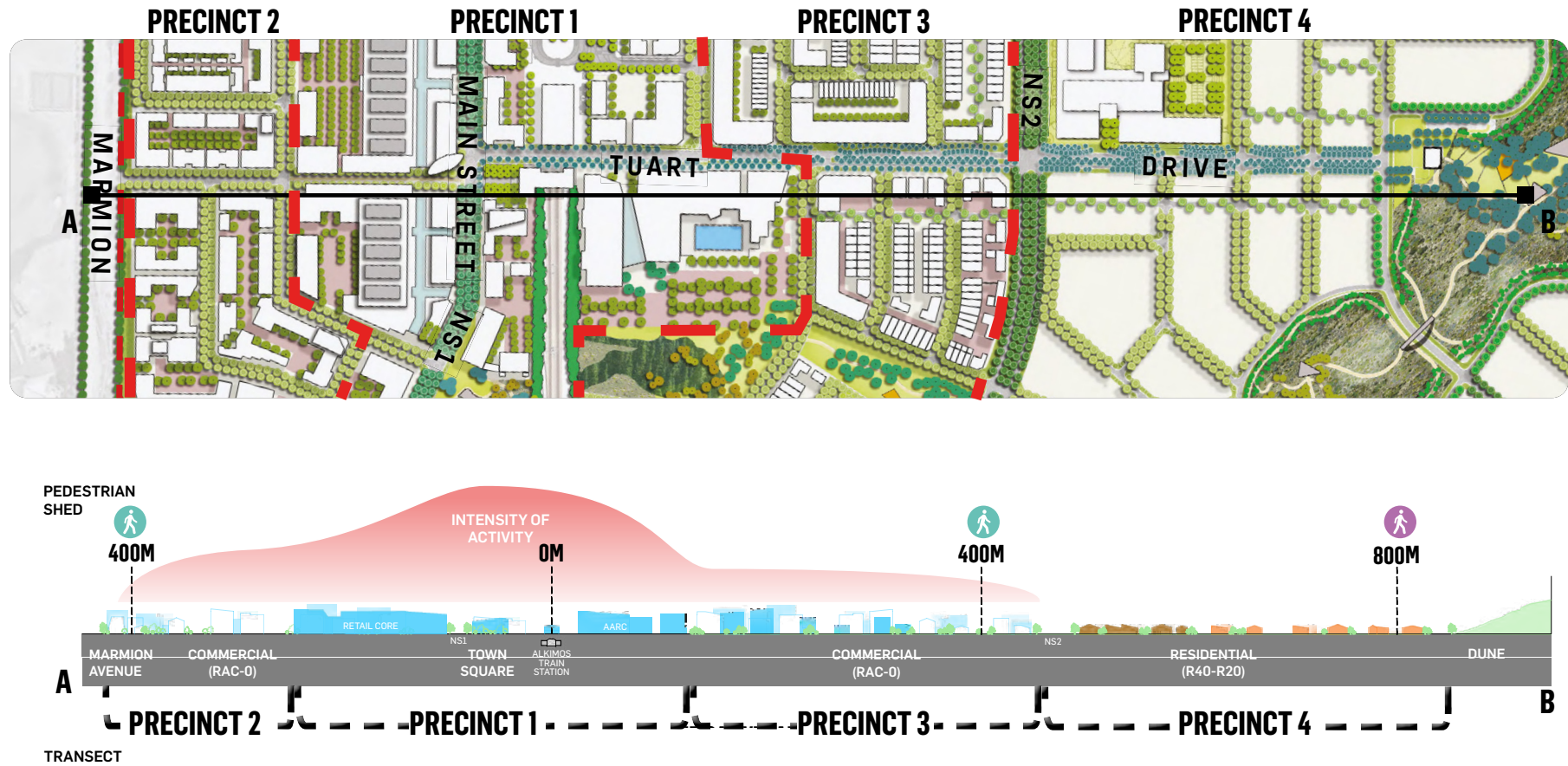


Image 2: Indicative transect

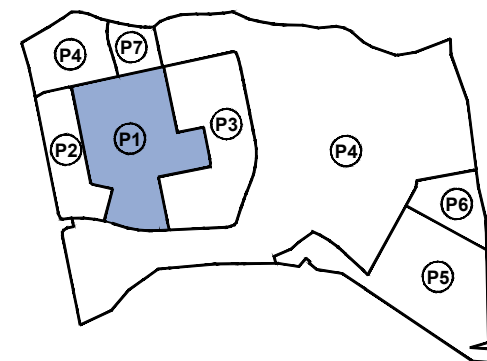
3.1.0 City Central Precinct (P1) Vision and Objectives

City Central Precinct (P1)

The City Central Precinct is the **gateway to and heart** of Alkimos Central, focused around **Alkimos Station**, the **Town Square** and the intersection of the **main streets**. The precinct will be brought to life by being the primary focus of retail, together with a **mix** of commercial, entertainment, food and beverage, recreational, civic, cultural and some residential land uses.

Other permissible uses listed under the Scheme, like bulky retail and car-based uses (eg. showroom, service station, fast food) are not preferred, however should they be contemplated they are to be concentrated along Romeo Road, away from the Main Street.

Precinct 1 will focus on a **pedestrian oriented public realm** experience that celebrates the coastal location and delivers **quality integrated development** outcomes, particularly in identified **Prominent Locations**.



VISION

OBJECTIVES

TRANSECT

PEDESTRIAN FOCUSED

Deliver an east-west 'activated pedestrian link' to provide a clear connection from Precinct 2, through to the town square and further east to Precinct 3.

MIXED USE

An integrated urban village which is attractive, active, accessible and economically diverse, with the precinct home to the primary retail of the Precinct Plan and a mix of commercial, hospitality/entertainment, civic and residential land uses.

MAIN STREET

Deliver two recognisable main streets converging at a central Town Square, integrated with Alkimos Station.

CULTURAL FOCUS

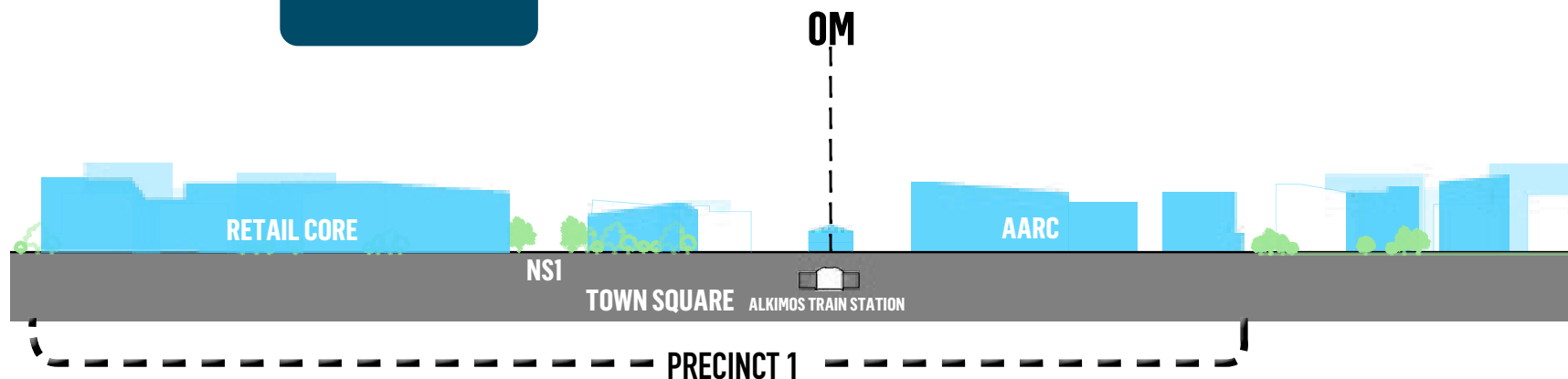
Connect, protect and promote the 'environmental and cultural heritage values' of the city centre core to integrate with the wider cultural heritage values of Alkimos.

SHARED STREET

Provide a 'shared street' environment that promotes safe pedestrian and cyclist movement and provides accessible, shady and active street spaces, with sleeved, above-grade or basement carparking.

PROMINENT LOCATIONS

Deliver sustainable, experiential and distinctive design outcomes, with key prominent locations acting as key landmarks, interfaces and gateways.



3.1.1 Land Use Mix

3.1.1.0 Land Use Intent

The land use intent for P1 is to provide for a mix of land uses, including major retail (supermarket, shopping centre), commercial, entertainment, food and beverage, recreational, civic and cultural facilities.

Figure 4 Primary Retail and Entertainment Area Location Plan identifies the preferred location for the Primary Retail and Entertainment area for Precinct 1. **Table 4** below highlights the primary land uses that will be supported in Precinct 1, and also details land uses that are non-preferred / contemplated.

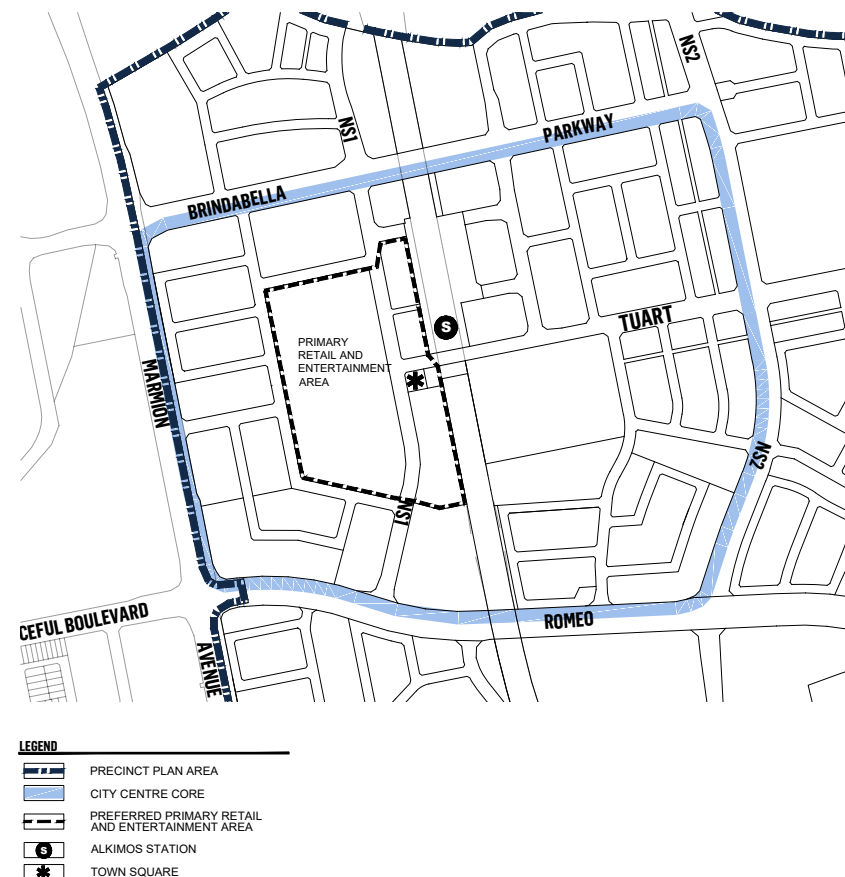
Table 4 – Land Use Intent for Precinct 1

Supported Land Uses	Non-preferred Land Uses
Shop* ¹ / Shop Convenience* ¹	Bulky Goods Showroom
Supermarket * ¹	Fast Food Restaurant
Department Store * ¹	Service Station
Cinema * ¹	Trade Supply
Office	
Recreation Centre	
Liquor Store (Small)	
Child Care Centre	
Civic Building	
Restaurant / Cafe	
Small Bar / Tavern	
Multiple Dwellings (Apartments).	

**¹ Only in Primary Retail and Entertainment area identified in Figure 3*

City Central Precinct (P1)

Figure 4 - Primary Retail and Entertainment Area Location Plan



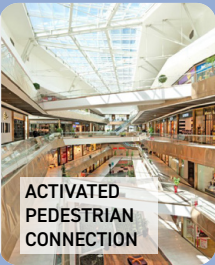
CHARACTER & TYPOLOGY

City Central Precinct (P1)

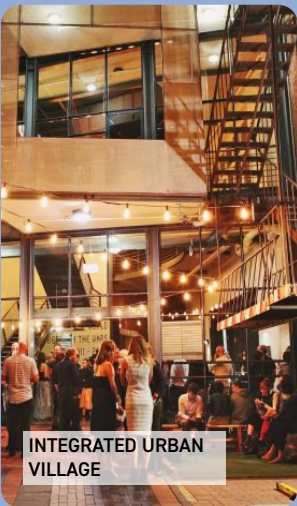
PROMINENT LOCATIONS



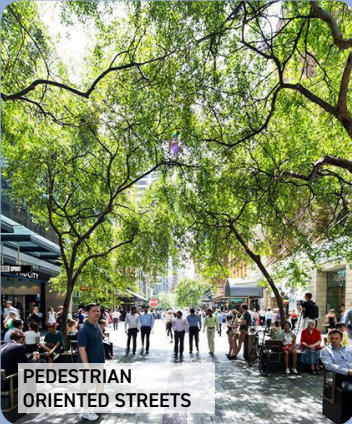
PEDESTRIAN FOCUSED



CULTURAL FOCUS



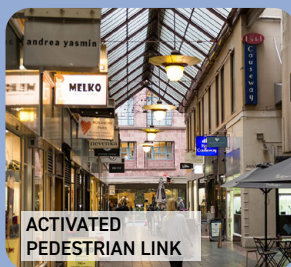
MAIN STREET



SHARED STREET



MIXED USE



3.1.2 Built Form Controls & Typologies Requirements (P1, P2 & P3)

City Central Precinct (P1)

3.1.2.0 Built Form Controls

Development on key facades within the City Core including City Central (P1) will be subject to the controls established in **Table 4 - City Centre Built Form Controls**

These facades are identified as Main Street, City Street, Boulevard and Access Street. **Figure 1 - Precincts and Facades** identifies the location of each of these typologies and shall be read in conjunction with the vision and objectives for the City Central Precinct (P1). Indicative sections are illustrated in **Image 3 - Typical Facades and Sections** and link through to the built form controls.

Further to the above, the Alkimos Central Design Guidelines (adopted as a Local Planning Policy) will also act as a primary document for site development within P1.

3.1.2.1 Built Form Typologies

P1 will be the heart of Alkimos Central with development focussed on complementing the Alkimos Station, the Town Square and the Town Centre Street.

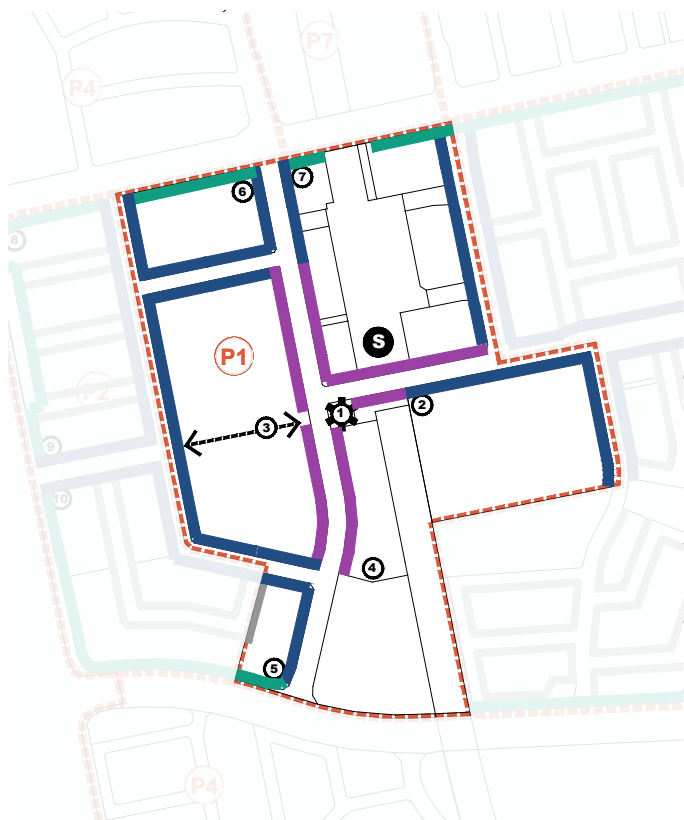
With a minimum height of 7.5m and no maximum height for most of the precinct, built form will be focussed on delivering high quality outcomes with a bulk and scale that is appropriate for a town centre.

Building typologies will vary based on the land use, but will generally be in accordance with the relevant street sections that are displayed at **Image 3**. This will enable built form to be focused on creating a pedestrian orientated public realm experience that celebrates the Alkimos' coastal nature, and delivers quality integrated development outcomes.

3.1.2.2 Prominent Locations

Prominent Locations are identified on **Figure 1- Precincts and Facades Plan**. There are seven 'Prominent Locations' identified throughout P1, which reflect a combination of key sites and gateways into the city centre, and important street interfaces. The Alkimos Central Design Guidelines provide detailed advice in relation to the development of Prominent Locations and built form expectations.

The following sites are considered key prominent locations within P1:



Prominent Location 1 (Town Square) - The Alkimos Central Town Square is to be the heart of Alkimos Central and the principal urban gathering space. It will be activated at the edges with ground level retail, including cafés and restaurants, with places to sit in sun or shade, 'people watch' and gather. **Figure 5** below demonstrates the envisioned character and built form outcome for the Town Square, and **Figure 6** articulates an indicative example of how built form on key corners can be delivered in order to maximise sightlines towards the Town square, and future retail destinations

Figure 5 - Indicative Town Square Sketch



In addition to any site-specific requirements contained in the Alkimos Central Design Guidelines, for development fronting or abutting the Town Square, the following provisions shall apply:

- An active edge / interface shall be provided along the southern and eastern perimeter of the square to provide for activation and surveillance of the space.

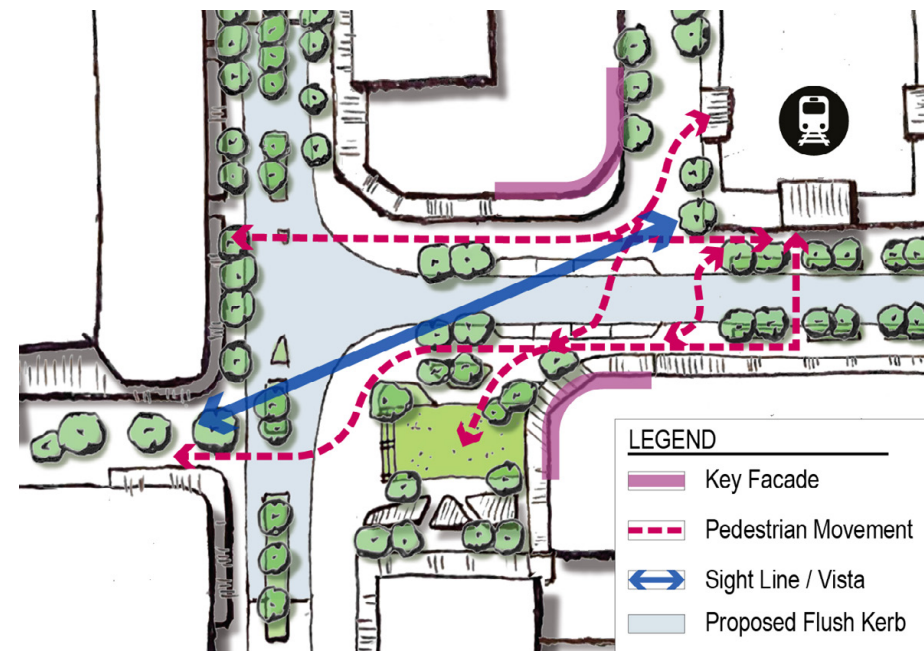
Development abutting the Town Square will have an interface that prioritises the interaction of the tenancy, its patrons and the square through for example, alfresco dining that creates opportunities to 'people watch' / overlook the space or retail into the square.

City Central Precinct (P1)

The key facades identified in Figure 6 must demonstrate how they enhance and prioritise the connection between the Town Square and the destinations of Alkimos Station and future retail to the west. This can be achieved through façade treatments, including windows, awnings and other design articulation. Building design must consider attractive vistas from various vantage of points within the Town Square to enhance legibility and wayfinding to these destinations.

Refer indicative sketch below for an example of how built form on key corners can be delivered in order to maximise sight lines and wayfinding towards the Town Square, Alkimos Station and future retail to the west.

Figure 6 - Indicative Built Form Sketch – Sites Surrounding Town Square / Alkimos Station



City Central Precinct (P1)

Prominent Location 2 (Alkimos Aquatic and Recreation Centre) – The Alkimos Aquatic and Recreation Centre (AARC) is earmarked to provide a key recreational facility within the heart of the City Centre Core. The AARC will bring active, vibrant uses to the City Centre and make health and wellness a visible part of daily life in Alkimos. Figure 6 below demonstrates the envisioned character and built form outcome for the AARC Site.

Figure 7 - Indicative AARC Sketch



Prominent Location 3 (The Laneway) – The Laneway acts as a key link between P1 and P2, as well as a prominent pedestrian connection lined with retail, food and entertainment uses with the possibility for residential or commercial uses above. Figure 8 below demonstrates the envisioned character and built form outcome for the Laneway.

Figure 8 - Indicative Laneway Sketch



Prominent Location 4 (Pinnacles Interface) – The Pinnacles Interface will be an important façade as it can act as the connection to the Pinnacles; a place of education, understanding and storytelling; and provide a building that gives residents and visitors to Alkimos Central a richer sense of place and connects to an older history than that of the shipwreck after which Alkimos is named. Figure 9 below demonstrates the envisioned character and built form outcome for the Laneway.

Figure 9 - Indicative Pinnacles Interface Sketch



Prominent Locations 5, 6 and 7 (Gateway Entries) – The Gateway Entries identified within P1 have been identified as prominent locations due to their strategic location on the ends of the Town Centre Street. The development of these sites will be critical to ensuring a high quality, legible and activated entrance to the town centre is achieved.

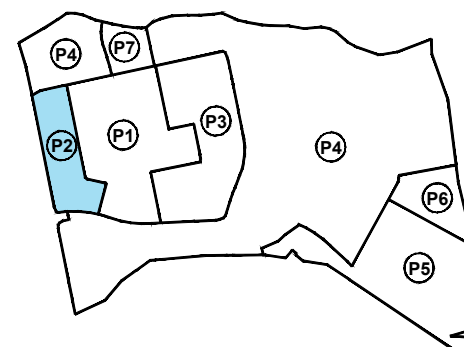
3.1.3 City West Precinct (P2) Vision and Objectives

City West Precinct (P2)

VISION

The City West Precinct presents a strong urban front to Marmion Avenue and a **gateway** to Precinct 1. It provides a **mix** of office, commercial and small convenience retail uses together with a range of complementary and **diverse residential typologies**. The precinct will be pedestrian orientated and provide **high amenity** for residents and visitors with **green streets** and high quality design and landscaping.

Bulky retail and car-based uses (eg. showroom, service station, fast food) should be concentrated along Marmion Avenue and Romeo Road.



OBJECTIVES

ENGAGING INTERFACE

Provide a strong built form interface with Marmion Avenue, Brindabella Parkway and Romeo Road and encourage active uses at ground level.

MIXED USE

Provide for a diverse mix of office and commercial uses that are compatible with residential development with the opportunity for small convenience retail (ie. not stand-alone supermarkets).

HOUSING DIVERSITY

Provide for a variety of complementary housing forms including apartments, small lot, grouped housing and terrace formats through varying forms of tenure.

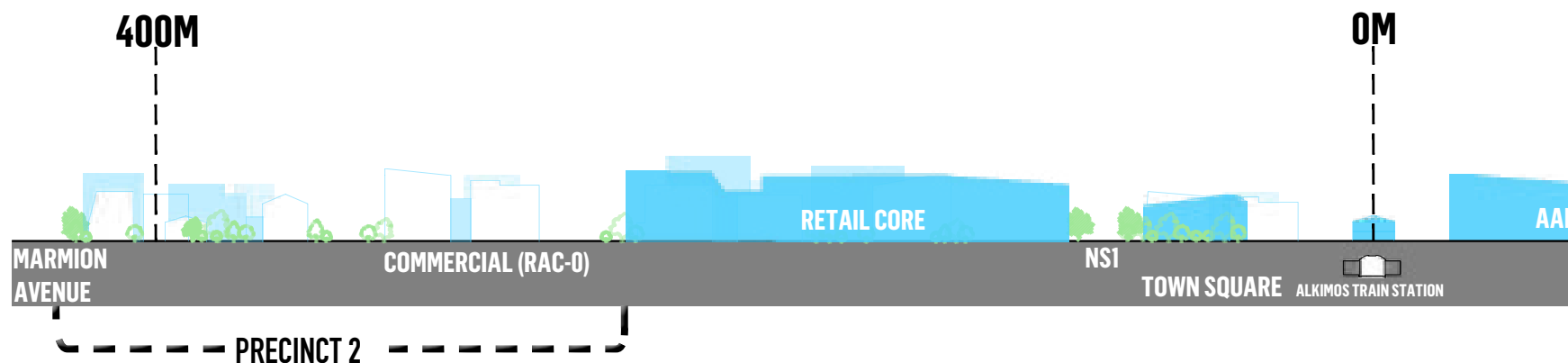
QUALITY PUBLIC REALM

Provide a comfortable, safe and attractive precinct through high-quality design, materials and landscaping.

PEDESTRIAN ORIENTED STREETScape

Promote access to car parking and / or service entries via laneways to minimise impact on the streetscape and amenity.

TRANSECT



3.1.4 Land Use Mix

City West Precinct (P2)

3.1.4.0 Land Use Intent

The land use intent for P2 is to provide for a mix of office and commercial uses that are compatible with residential development with the opportunity for small convenience retail. Residential can be in the form of apartments above activated ground floor uses such as retail or restaurant.

Table 5 below highlights the primary land uses that will be supported in Precinct 2, and also details land uses that are non-preferred / contemplated.

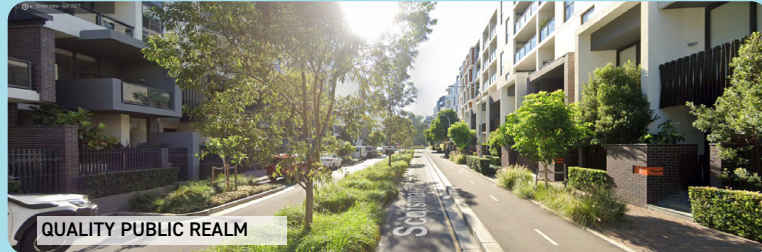
Table 5 – Land Use Intent for Precinct 2

Supported Land Uses	Non-preferred Land Uses
Office	Service Station
Shop* ² / Convenience Store	Trade Supply
Multiple Dwellings (Apartments)	
Aged Care	
Bulky Goods Showroom	
Fast Food Restaurant	
<i>*² 500m² NLA maximum floorspace limit applies to any shop located outside the Primary Retail and Entertainment area</i>	

City West Precinct (P2)

CHARACTER & TYPOLOGY

PEDESTRIAN ORIENTED STREETScape



QUALITY PUBLIC REALM



MIXED USE



ENGAGING INTERFACE



HOUSING DIVERSITY



City West Precinct (P2)

3.1.5 Built Form Controls & Typologies

3.1.5.0 Built Form Controls

Development on key facades within the City Core including City West (P2) will be subject to the controls established in **Table 4 - City Centre Built Form Controls**.

These facades are identified as Main Street, City Street, Boulevard and Access Street. **Figure 1 - Precincts and Facades** identifies the location of each of these typologies and shall be read in conjunction with the vision and objectives for P2. Indicative sections are illustrated in **Image 3 - Typical Facades and Sections** and link through to the built form controls.

3.1.5.1 Built Form Typologies

P2 will act as the urban front to Marmion Avenue and the gateway to P1, the heart of Alkimos central. Development will be focussed on providing a diverse mix of uses ranging from office, commercial, convenience retail supported by higher density residential typologies.

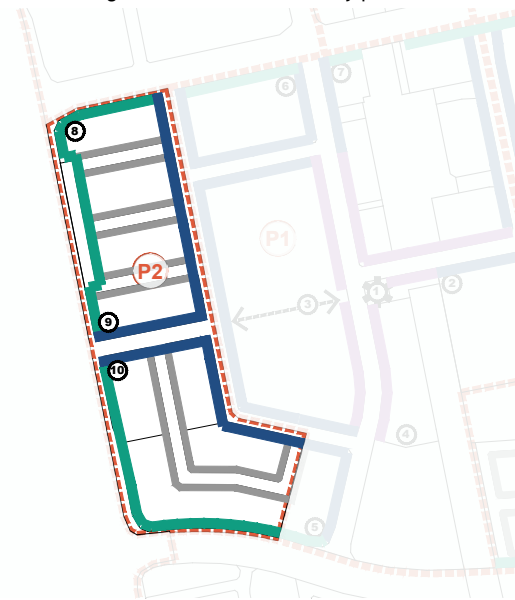
With minimum heights varying from 7.5m through to 'discretionary' throughout the precinct, it is anticipated that development will be of a lower scale than P1, with bulk and scale more appropriately concentrated along the 'City Streets' of the precinct leading to the Town Centre Street.

Building typologies will vary based on the land use, but will generally be in accordance with the relevant street sections that are displayed at **Image 3**. This will enable built form to be focused on creating a pedestrian orientated public realm experience that is connected, leads to the town centre and delivers quality integrated development outcomes.

3.1.6 Prominent Locations

Prominent Locations are identified on **Figure 1 - Precincts and Facades Plan**. There are three 'Prominent Locations' identified in P2, which reflect a combination of key gateways into the city centre, and important street interfaces. The Alkimos Central Design Guidelines provide detailed advice in relation to the development of Prominent Locations and built form expectations.

The following sites are considered key prominent locations within P2:



Prominent Locations 8, 9 and 10 (Gateway Entries) - The Gateway Entries identified within P2 have been identified as prominent locations due to their strategic location at key entries into the precinct. The development of these sites will be critical to ensuring a high quality, legible and activated entrance to Precinct 2 and the town centre is achieved.

3.1.7 City East Precinct (P3) Vision and Objectives

City East Precinct (P3)



3.1.8 Land Use Mix

3.1.8.0 Land Use Intent

The land use intent for P3 is to provide for a mix of office and commercial uses, with activated land uses on ground floor levels and non-active land uses for upper levels. Commercial land uses that are compatible with residential development and deliver a variety of medium to high residential dwelling options. This precinct will support health and aged care uses.

Table 6 below highlights the primary land uses that will be supported in the Precinct 3, and also details land uses that are non-preferred / contemplated.

Table 6 – Land Use Intent for Precinct 3

Supported Land Uses	Non-preferred Land Uses
Office	Bulky Goods Showroom
Shop ^{*2} / Convenience Store	Fast Food Restaurant
Medical Centre	Service Station
Multiple Dwellings	Trade Supply
Single Dwelling (R40+)	
Grouped Dwellings	
Multiple Dwellings	
Aged Care	
<i>^{*2} 500m2 NLA maximum floorspace limit applies to any shop located outside the Primary Retail and Entertainment area</i>	

City East Precinct (P3)

CHARACTER & TYPOLOGY

HOUSING DIVERSITY



TRANSITIONING INTENSITY



QUALITY PUBLIC REALM



ENGAGING INTERFACE



MIXED USE



3.1.9 Built Form Controls & Typologies

3.1.9.0 Built Form Controls

Development on key facades within the City Core including City East Precinct (P3) will be subject to the controls established in **Table 4 - City Centre Built Form Controls**.

These facades are identified as Main Street, City Street, Boulevard and Access Street. **Figure 1 - Precincts and Facades** identifies the location of each of these typologies and shall be read in conjunction with the vision and objectives for P3. Indicative sections are illustrated in **Image 3 - Typical Frontages and Sections** and link through to the built form controls.

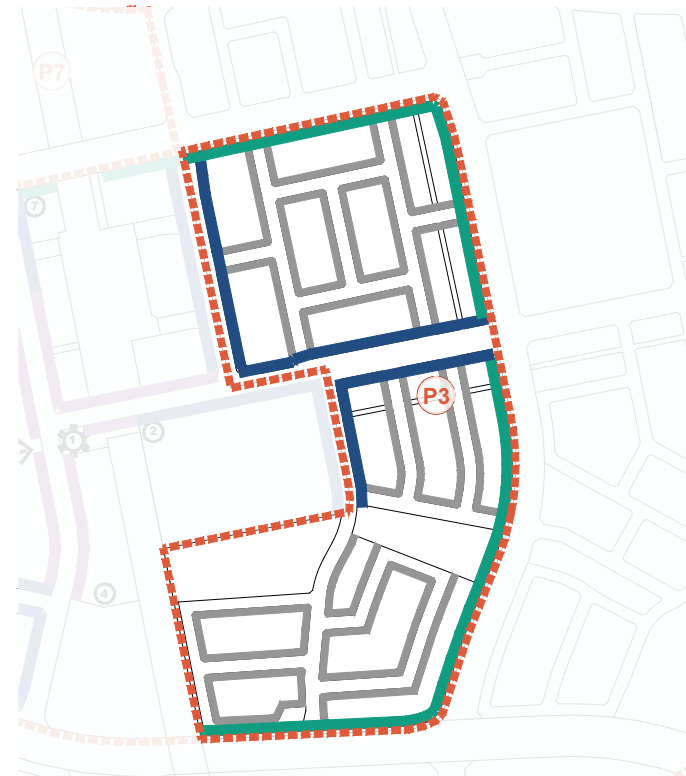
3.1.9.1 Built Form Typologies

P3 will act as the transition area between P1 and the surrounding residential neighbourhoods of Alkimos. Similar to P2, it is anticipated that P3 will comprise a diverse mix of uses including office, commercial and residential uses of an appropriate scale (i.e. grouped dwellings / townhouse product). The grid-like urban structure reflects the precincts 'City Centre' role, and facilitates opportunity for land uses such as a medical centre, educational facility or mixed use developments.

With minimum heights varying from 7.5m through to 'discretionary' throughout the precinct, it is anticipated that development will be of a lower scale than P1, with bulk and scale more appropriately concentrated along the 'City Streets' of the precinct leading to the Town Centre Street.

Building typologies will vary based on the land use, but will generally be in accordance with the relevant street sections that are displayed at **Image 3**. This will enable built form to be focused on creating a pedestrian orientated public realm experience that is connected, leads to the town centre and delivers quality integrated development outcomes.

City East Precinct (P3)



3.1.10 Built Form Controls

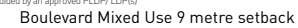
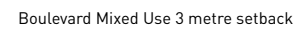
Development on key facades within the City Core including City Central (P1), City West (P2) and City East (P3) will be subject to the controls established in **Table 7 - City Centre Built Form Controls**. These facades are identified as Main Street, City Street, Boulevard and Access Street. **Figure 1 – Precincts and Facades** identifies the location of each of these typologies and shall be read in conjunction with the vision and objectives for precincts P1, P2 and P3. Indicative sections are illustrated in **Image 3 - Typical Facades and Sections** and link through to the built form controls.

Table 7 – City Centre Built Form Controls

Element	Provision	Façade			
		Main Street	City Street	Boulevard	Access Street
Building Height	Minimum Height	7.5m	7.5m	Discretionary	Discretionary
	Maximum Height	No height limit	No height limit	No height limit	No height limit
Podium Height (If applicable)	Podium Height Range	3 storey (11-15m)	3 storey (11-15m)	3 storey (11-15m)	2 storey (7.5-11m)
Front Setback	Minimum Setback	0m	0m	3m	0m
	Maximum Setback	0m	3m*	3m preferred 9m discretionary**	Discretionary (3m preferred)
	Upper Level Setback from Podium	3m Except prominent locations - Nil setback	3m Except prominent locations - Nil setback	3m Except prominent locations - Nil setback	3m
Side/Rear Setback	Minimum Setback	Residential: Refer R-codes (Volume 1 or 2) Non-Residential: Nil	Residential: Refer R-codes (Volume 1 or 2) Non-Residential: Nil	Residential: Refer R-codes (Volume 1 or 2) Non-Residential: Nil	Residential: Refer R-codes (Volume 1 or 2) Non-Residential: Nil
Residential: Ground Floor (If applicable)	Minimum Height above Natural Ground Level	N/A	Refer R-codes (Volume 1 or 2)	Refer R-codes (Volume 1 or 2)	Refer R-codes (Volume 1 or 2)
	Minimum Upper Floor to Ceiling Height	Refer R-codes (Volume 1 or 2)	Refer R-codes (Volume 1 or 2)	Refer R-codes (Volume 1 or 2)	Refer R-codes (Volume 1 or 2)
Non-residential: Ground Floor (If applicable)	Floor Level	Footpath Level (+/- 0.6m)	Footpath Level (+/- 0.6m)	Discretionary	Footpath Level (+/- 0.6m)
	Minimum Ground Floor to Floor Height	4.5m	4.5m	4.5m	4.5m
	Maximum Upper Floor to Ceiling Height	2.7m	2.7m	Discretionary	2.7m
	Minimum Clear Glazing for Lot Frontage	80% or 2/3 of building frontage whichever is greater	70%	50%	50%
	Minimum Frontage Build Out (excluding crossovers and access points)	100%	100%	70%	70%

Element	Provision	Façade			
		Main Street	City Street	Boulevard	Access Street
Awnings (If applicable)	Minimum % of Building Frontage	100%	80%	Discretionary	Discretionary
	Minimum Height	3m	3m	3m	3m
On site Parking (If applicable)	Between Street + Building	Not permitted	Not Permitted	Not Permitted	Discretionary
Vehicle Access	No access permitted		<ul style="list-style-type: none"> Car park entry and access from secondary streets where possible; and Limiting the number of vehicle access ways to a minimum; and Vehicle access points – max 2 lane dual access. 	<ul style="list-style-type: none"> Consolidated / shared access points desired utilising secondary street or laneway where possible 	<ul style="list-style-type: none"> Consolidated / shared access points desired utilising secondary street or laneway where possible
Prominent Location	For sites identified as a Prominent Location, these controls may be varied subject to requirements of the Alkimos Central Design Guidelines, or an applicable LDP(s)				
*City Street Maximum Setback	Zero setback is preferred for all City Streets unless the Alkimos Central Design Guidelines, or an applicable LDP(s) permits an increased setback to a maximum of 3m				
**Boulevard Maximum Setback	3m setback is preferred for all Boulevard Streets unless the Alkimos Central Design Guidelines, or an applicable LDP(s) permits an increased setback.				

Note: Discretionary means that the built form requirement will be guided by the Precinct Plan Vision and Objectives (Section 1.3 and 1.4) and the Precinct specific Vision and Objectives (Section 3.1), the Alkimos Central Design Guidelines, or an applicable LDP(s).



BOULEVARD TYPICAL SECTION

PS01-05/23 – Attachment 4

3.1.11 City Centre Core Subdivision & Development Requirements (P1, P2 & P3)

These requirements apply to the land identified within the Commercial Zone (RAC-0) on **Plan 1** and the "City Centre Core" comprising land defined as Precincts 1, 2 and 3 on **Figure 1 - Precincts and Facades Plan**.

In addition to these requirements, the Alkimos Central Design Guidelines (adopted as local planning policy) provide further detailed guidance on built form outcomes and expectations. It is also noted that from time to time, the WAPC may impose a condition of subdivision approval requiring the preparation and approval of a Local Development Plan (LDP). The provisions of this precinct plan are to be read in conjunction with the Design Guidelines or any approved LDP(s).

3.1.11.0 Precincts & Land Use Intent

For each precinct in the City Centre Core the land use intent is outlined in **Table 4, 5 and 6**. The land uses identified in the 'Preferred Land Use' Column are the primary land uses that will be supported in the City Centre Core. All relevant development requirements will still apply regardless of land use.

3.1.11.1 Built Form

- For the most critical street edges within the precinct plan area a series of more detailed development standards based on 'façade types' are imposed to ensure an appropriate interface with the adjacent public realm that is consistent with the intended urban design outcome. These frontage types are referred to as 'Main Street', 'City Street', 'Boulevard' and 'Access Street' and are included at **Figure 1 - Precincts and Facades Plan** and the Built Form Controls Table at **Table 7** and described in Section 7.6.3 - Frontage Types of Part 2.
- Where no frontage type is designated, development shall comply with the 'Access Street' frontage requirements unless site specific requirements are contained in any applicable Design Guidelines or LDP(s).
- The location of frontage types is based on the indicative subdivision layout generally in accordance with the **Figure 20 - Indicative Land Use and Residential Densities Plan** contained in **Part 2 – Explanatory Section**.

3.1.11.2 Residential Development

- Unless otherwise specified in this precinct plan or the Alkimos Central Design Guidelines, residential development is to be in accordance with the intent, objectives, acceptable outcomes of SPP7.3 Residential Design Codes (Volume 1 or 2) as applicable.
- Residential development is encouraged above commercial development throughout the City Centre Core to achieve transit orientated development principles, and via other dwelling typologies as specified in this precinct plan, the Alkimos Central Design Guidelines and any associated LDP(s).
- Residential development is not permitted at ground level on the Main Street as identified on **Plan 1**.
- A minimum residential density of R80 applies to P1 within the City Centre Core, with a minimum residential density of R40 to be applied to P2 and P3. No maximum density applies and the scale of development is to be informed by the built form requirements under **Table 5**.
- The following locational criteria apply:
 - Densities above R80 are encouraged at the Prominent Locations adjacent to Main Street or City Street frontage areas, and generally within 200m of the Station, identified on **Figure 1 – Precincts and Facades Plan**.
 - R60-R80 density development is encouraged for Prominent Locations adjacent to Boulevard frontage areas identified on **Figure 1 – Precincts and Facades Plan**.
 - R60 density development is encouraged immediately abutting public open space as identified on **Figure 20 - Indicative Land Use and Residential Densities Plan**.

3.1.11.3 Environmental / Heritage Value

The 'Environment / Heritage Value' sites identified on Plan 1 relate to important environmental and Aboriginal heritage sites within the precinct plan area. These include:

- The 'Environment / Heritage Value' site to the east of the railway line which contains a Threatened Ecological Community (TEC) set within an open space buffer.
- The 'Environment / Heritage Value' site to the west of the railway line which contains a TEC and an Aboriginal area considered to be culturally significant (Place ID 37478). This is referred to across this document as 'the Pinnacles'.

In addition to any site-specific requirements contained in the Alkimos Central Design Guidelines- subdivision and development will need to have regard to interface considerations including any Aboriginal heritage site protection, environmental buffers, built form interface, fencing and pedestrian access.

3.1.11.4 Vehicle Access and On-Site Parking

- To be read in conjunction with section 2.7.
- Car parking for the City Centre Core is to be supplied in the form of off-street reciprocal and shared parking facilities and on-street or other public parking wherever possible.
- Access and location of on-site parking shall be in accordance with the provisions prescribed in the City Centre Core **Built Form Controls Table** at **Table 7** and any additional site-specific requirements outlined in the Alkimos Central Design Guidelines.

3.1.11.5 Pedestrian and Cycling Access

- To be read in conjunction with section 2.8.
- An 'Activated pedestrian link' is identified on **Figure 1 – Precincts and Facades Plan**. Subdivision and development in these locations are required to deliver where relevant an east-west pedestrian connection through the retail/entertainment precinct to the main street connecting directly to the Town Square and onwards to Alkimos Station. The connection must be provided by way of a public access easement on title to the benefit of the public at large. The design response for the connection shall be:
 - i. Safe, direct, attractive, well-lit and provide a line of sight from one end to the other that is publicly accessible at all times;
 - ii. At least 10 metres wide;
 - iii. Open to the sky or glazed in such a way that the view to the sky is maximised;
 - iv. Lined by active frontages and high-quality landscaping;
 - v. Avoid entrapment spaces; and
 - vi. Consider open air accessibility as well as weather protection across its length.

3.2 Residential Zone – Dune Residential Precinct (P4)

Dune Residential Precinct (P4)

These requirements apply to the land identified within the Residential Zone (P4) on **Plan 1**.

3.2.0 Vision and Objectives

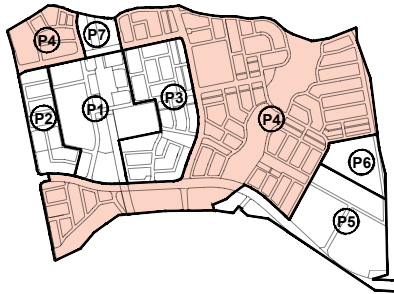


Image 4 Dune Residential Precinct (P4)

Vision

The Dune Residential Precinct (P4) is strongly influenced by the parabolic dune that sweeps through this precinct enabling neighbourhoods to have good access and vistas to the dune.

As the precinct will primarily accommodate a variety of low to medium density housing, including aged persons housing, the streetscapes lend themselves to be green and attractive and in particular the edges with the dune will have particular requirements to enhance this relationship. The precinct provides for a school to service the local community in proximity to residential areas.

Objectives

- Development is to respond to the undulating nature of the precinct and other public open spaces including the dunes.
- Provide for a variety of residential typologies of varying forms and architectural design, maximising opportunities for home based business opportunities.
- Provide a legible street network with an integrated use of public and private space and green streetscapes and strong pedestrian and cycle connections to Alkimos Station and the City Centre Core. Residential Development and Density
 - a) Unless otherwise specified, SPP7.3 Residential Design Codes (Volume 1 and 2) will apply.
 - b) Residential density to be in accordance with the applicable density code identified on Plan 1 ranging from R20-R60.
 - c) Densities of R25 to R60 and above are encouraged for residential lots fronting key roads including Tuart Drive, NS2, Brindabella Parkway and Romeo Road, in accordance with Figure 20 - Indicative Land Use and Residential Densities Plan contained in Part 2 Explanatory Section.

3.2.1 Vehicle Access and Parking

- a) Crossovers into residential development should comprise of one entry/exit only.



3.3 Service Commercial (P5) and Light Industry Precinct (P6)

These requirements apply to the land identified within the Service Commercial and Light Industry Zone on Plan 1 and Precinct P5 and P6 on **Figure 1 - Precincts and Facades Plan**. In addition to these requirements, the Alkimos Central Design Guidelines will apply to Precinct 5 and 6 to provide a more detailed set of development requirements that respond to site specific considerations.

3.3.0 Service Commercial (P5) Vision and Objectives

Service Commercial Precinct (P5)



Image 5 Service Commercial (P5)

Vision

The Service Commercial Precinct (P5) is intended to accommodate warehouses, showrooms, trade and professional services and small scale complementary and incidental retailing uses. It will accommodate bulky goods retail outlets that provide for the needs of the community but which due to their nature and need for good vehicular access and/ or large sites, are generally not appropriate in the City Centre Core.

Objectives

- To accommodate a range of light industries, showrooms, warehouses and complementary business services that are not appropriate in the City Centre Core or Light Industry.
- To ensure that building setbacks, car parking, landscaping and access provide for a high standard of built form and landscaping, particularly adjacent to residential areas to manage impacts and protect amenity

3.3.1 Light Industry (P6) Vision and Objectives

Light Industry Precinct (P6)

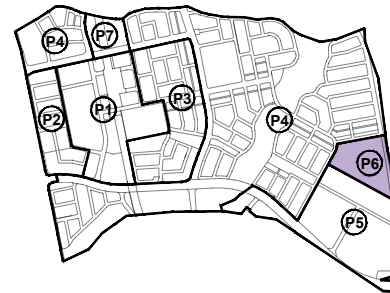


Image 6 Light Industry (P6)

Vision

The Light Industry Precinct is a primary employment area with service and light industrial uses and showrooms located away from the City Centre Core. This precinct will have an appropriate and well considered interface to the residential area to the west and north.

Objectives

- To provide a range of service industries generally compatible with urban areas that cannot be accommodated in Precinct 5.
- To ensure that building setbacks, car parking, landscaping and access provide for a high standard of built form and landscaping, particularly adjacent to residential areas to manage impacts and protect amenity.

3.3.2 Land Use Intent

- a) Residential Development is not supported in the Service Commercial Precinct (P5) and Light Industry Precinct (P6) and should be located in the Commercial, Residential or Mixed Use Zone.

3.3.3 Highway Service Frontage

- a) Within the Service Commercial Precinct (P5), the lots fronting Romeo Road are subject to the following additional development requirements:
 - i. Building façades, including entries, glazing and signage, to incorporate building articulation and be oriented toward and clearly visible from the street where practicable to create interest and surveillance and avoid blank walls and inactivity to the public realm.
 - ii. Placement of trees should be used to assist in moderating bulk and scale of large blank walls.
 - iii. Landscaping and tree planting between the building edges and the street should promote the concept of 'buildings in a landscape setting' and should contribute to communal open spaces for users.

3.3.4 Façade Design

- a) Entry points are to be legible and clear to the primary street and promote simple wayfinding, such as through the use of awnings, architectural features, signage and landscaping.
- b) The street fronting facades of all development shall be of a high standard of architectural design and constructed in high quality materials.
- c) The facade or facades of all development shall have incorporated in their design, integrated panels for the purpose of signage placement.

Light Industry Precinct (P6)

3.3.5 Awnings

- a) Awnings to be provided over all footpaths that abut a building, and above all entrances and exits of a building.
- b) Awnings shall have a minimum clearance height of 3m measured from the pavement level at the building line.

3.3.6 Vehicle Access, Car Parking and Service Areas

- a) Access should be provided generally in accordance with major roads shown on **Figure 2 - Movement Network Plan**.
- b) The layout of a site shall create a well-connected internal street system for vehicle and pedestrian wayfinding and safety. Site layouts need to prioritise circulation and ease of comfort for pedestrian movement and building entries should be connected via a legible footpath to the internal streets and dedicated roads.
- c) Vehicular traffic, access/egress into lots should be limited by:
 - Making vehicle access points no greater than 2 lane dual access where possible;
 - Limiting the number of vehicle access ways to a minimum; and
 - Locating car park entry and access from secondary streets and lanes.
- d) Upper floors and rooftops may be used for parking where this can be done without undermining streetscape amenity and architectural quality.

3.3.7 Pedestrian and Cyclist Access

- a) Pedestrian and bicycle routes are to be provided generally in accordance with the **Figure 3 - Active Movement Network Plan**.
- b) Pedestrian and cycling access should be provided to the front entry of all developments and connect to external footpaths.
- c) Shared pedestrian paths with shade provision through landscaping and awnings should be provided.

3.4 Commercial Zone – (P7) Transition Precinct

Transition Precinct (P7)

3.4.0 Vision and Objectives

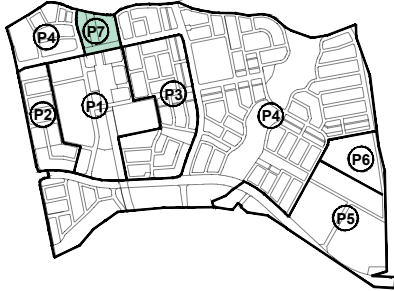


Image 7 Transition Precinct (P7)

Vision

The Transition Precinct (P7) functions as an interim park and ride facility for Alkimos Station. The long-term vision is for these sites to be redeveloped for urban uses to serve as future growth areas for the City Centre Core.

Objectives

- To provide a safe and convenient park and ride facility for Alkimos Station as an interim land use outcome.
- At an appropriate time, transition the park and ride facilities to alternative urban land uses such as commercial, residential or civic uses to support the growth of the City Centre Core.

3.4.1 Subdivision and Development Requirements

- Future subdivision and development will be guided by the Alkimos Central Design Guidelines.
- Development approval for park and ride facilities should be limited to a period of 10 years to allow review of other development opportunities for the park and ride site.

3.5 Other Requirements

3.5.0 Indicative Future Western Power Corridor

An 'indicative future Western Power corridor' (132kV overhead line) is proposed by Western Power along the eastern boundary of the precinct plan area abutting the Mitchell Freeway reserve to provide supply to the new Eglinton Zone Substation.

Investigations into the viability of an alternative alignment of the transmission line outside of the precinct plan area should be undertaken to remove it from residential land use areas. Alternative alignments of the transmission line could include utilising the Mitchell Freeway corridor, or placing the line east of the Freeway, including utilising the existing Wanneroo Road reserve, which is the current alignment of the existing feeder south of Romeo Road (east).

3.5.1 Development Contributions

Development contributions are to be made in accordance with DPS2, including Schedule 15 of DPS2, or as otherwise agreed with the City of Wanneroo.

3.5.2 Environment Protection and Biodiversity Conservation Act Approval

Subdivision and development is to be undertaken in accordance with the project's *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act) approval and associated conditions (EPBC 2015/7561), as outlined in **Table 12** within **Section 5.3.7**.

3.5.3 Alkimos-Eglinton District Structure Plan

The Alkimos-Eglinton District Structure Plan is subject to monitoring and review by the City and/or the WAPC commencing in 2017. Any amendments to the DSP may result in consequential amendments to the precinct plan, which must be consistent with the DSP.

3.5.4 Employment Monitoring and Reporting

A report monitoring progress against employment targets and strategies is to be prepared annually with a comprehensive review every 5 years (within 12 months of release of census data), unless otherwise agreed by the City. If necessary, this may include recommendations in relation to the implementation and/or modification of the employment strategy and/or the provisions contained within this precinct plan.

3.6 Alkimos Central Design Guidelines

The Alkimos Central Design Guidelines (Design Guidelines) are to be prepared following the approval of this Precinct Plan and adopted as a Local Planning Policy. The Design Guidelines will act as a supplementary guiding document that will provide detailed guidance and advice in relation to individual site development requirements.

The Design Guidelines should address key elements including (but not limited to):

- Process / Guiding Principles
- Prominent Locations
- Detailed Built Form Requirements.
- Landscaping.
- Infrastructure and Servicing
- Vehicle and Pedestrian Access.

3.7 Local Development Plan(s)

From time to time, the WAPC may impose a condition of subdivision approval requiring the preparation and approval of a Local Development Plan (LDP) to guide development on key sites within Alkimos Central. Any LDP shall be prepared and approved in accordance with Part 6 of the Deemed Provisions of the P&D Regulations.

3.8 Additional Information

Table 8 outlines additional information required at certain approval stages.

Table 8 – Additional Information Requirements

Additional Information	Approval Stage	Consultation Required
Vegetation and Fauna Management Plan A vegetation and fauna management plan may be required to be prepared to address impacts to flora, vegetation and fauna during construction and development.	Subdivision (possible via condition)	Western Australian Planning Commission City of Wanneroo Department of Biodiversity Conservation and Attractions
Aboriginal Cultural Heritage Management Plan An Aboriginal Cultural Heritage Management Plan or similar should be developed, before ground disturbance occurs, to allow for culturally appropriate management of any discoveries of suspected or actual heritage material.	Subdivision or Development Application (where applicable)	Department of Planning, Lands and Heritage
Bushfire Attack Level (BAL) and Bushfire Management Plan A BAL Contour Map and Bushfire Management Plan is required to determine indicative acceptable BAL ratings across the precinct plan at each subdivision stage. This should be accompanied by identification of any bushfire hazard issues and an assessment against the bushfire protection criteria requirements demonstrating compliance within the boundary of the affected area.	Subdivision or Development Application (where applicable)	Western Australian Planning Commission City of Wanneroo Department of Fire and Emergency Services
Urban Water Management Plan Detailing the specific drainage requirements for future development.	Subdivision or Development Application (where applicable)	City of Wanneroo Department of Water and Environmental Regulation
Geotechnical Investigation and Management Plan A site-specific assessment of possible karst features is to be undertaken as a requirement of subdivision in accordance with the City's Draft Local Planning Policy 4.13 – Caves and Karstic Features.	Subdivision	City of Wanneroo
Density Plan A Density Plan is to be provided at the first residential subdivision stage, and updated as required at each additional stages, identifying the final maximum R-codes applicable in accordance with the R-code ranges specified on Plan 1 .	Subdivision	Western Australian Planning Commission City of Wanneroo

Additional Information	Approval Stage	Consultation Required
Dwelling Yield Plan A Dwelling Yield Plan is to be provided for residential subdivision and/or development within the precinct plan area to demonstrate that a diversity of housing product types are provided to reflect the role and function of the centre as a secondary centre, the zone objectives and the precinct objectives.	Subdivision	Western Australian Planning Commission City of Wanneroo
POS Schedule A schedule of allocated and to-be-allocated POS is to be provided at each subdivision stage involving POS, to ensure that the overall subdivision of the precinct plan will meet a minimum of 10% being provided.	Subdivision	Western Australian Planning Commission City of Wanneroo
Dune Open Space Agreement The bridge infrastructure is intended to be delivered and funded by DevelopmentWA, however, this will be based on detailed feasibility studies. DevelopmentWA and the City have agreed to enter a Heads of Agreement (which sits outside of this Precinct Structure Plan) to confirm the details and delivery of the bridge infrastructure.	Prior to creation of first dune open space reservation	City of Wanneroo
Parking Management Strategy A Parking Management Strategy for the City Centre Core is to be provided which considers the requirements of SPP 4.2 – Activity Centres for Perth and Peel and Liveable Neighbourhoods to address matters including: use allocation, design, the provision of short stay and/or paid parking, upper parking limits, the provision of adaptable parking structures, consideration of street management and parking policies, and the provision of dedicated taxi and rideshare pick up and set down areas.	Undertaken by DevelopmentWA prior to development within the City Centre Core.	Western Australian Planning Commission City of Wanneroo
Traffic Impact Statement or Assessment Where subdivisions and individual developments have moderate impact (10 – 100 vehicle trips in the peak hour) a TIS is to be provided. Where subdivisions and individual developments have high impact (>100 vehicle trips in the peak hour) a TIA is to be provided. The TIS or TIA is to demonstrate the proposal is consistent with the precinct plan and provide a greater level of details of any transport planning issues specific to the subdivision or development. Refer to WAPC Transport Impact Assessment Guidelines (August 2016) for more details on TIS and TIA requirements.	Subdivision Development Application	City of Wanneroo Main Roads Western Australia Department of Planning, Lands and Heritage Public Transport Authority

Additional Information	Approval Stage	Consultation Required
<p>Transport Noise Assessment</p> <p>Lots adjacent to the extended Yanchep railway and major roads including Marmion Avenue, Romeo Road and the extended freeway may be affected by noise and vibrations.</p> <p>Further assessment of the traffic noise impacts from the railway and such major roads is to be undertaken at each impacted stage of subdivision in accordance with State Planning Policy 5.4 – Road and Rail Noise.</p>	Subdivision	Western Australian Planning Commission City of Wanneroo
<p>Environmental Noise Assessment</p> <p>Non-residential development within the Commercial, Mixed Use, Service Commercial and Light Industry zones is to demonstrate the ability to comply with noise regulations, including taking into account further residential development in the City Centre Core.</p>	At relevant development application stages	City of Wanneroo
<p>Signage Strategy</p> <p>A signage strategy is to be prepared at relevant development application stages to outline the location and nature of signage.</p>	At relevant development application stages	City of Wanneroo

3.8.0 Exemptions to Additional Information Requirements

The above additional requirements may not be required through an application for subdivision if the City or WAPC considers that the subdivision is for one or more of the following:

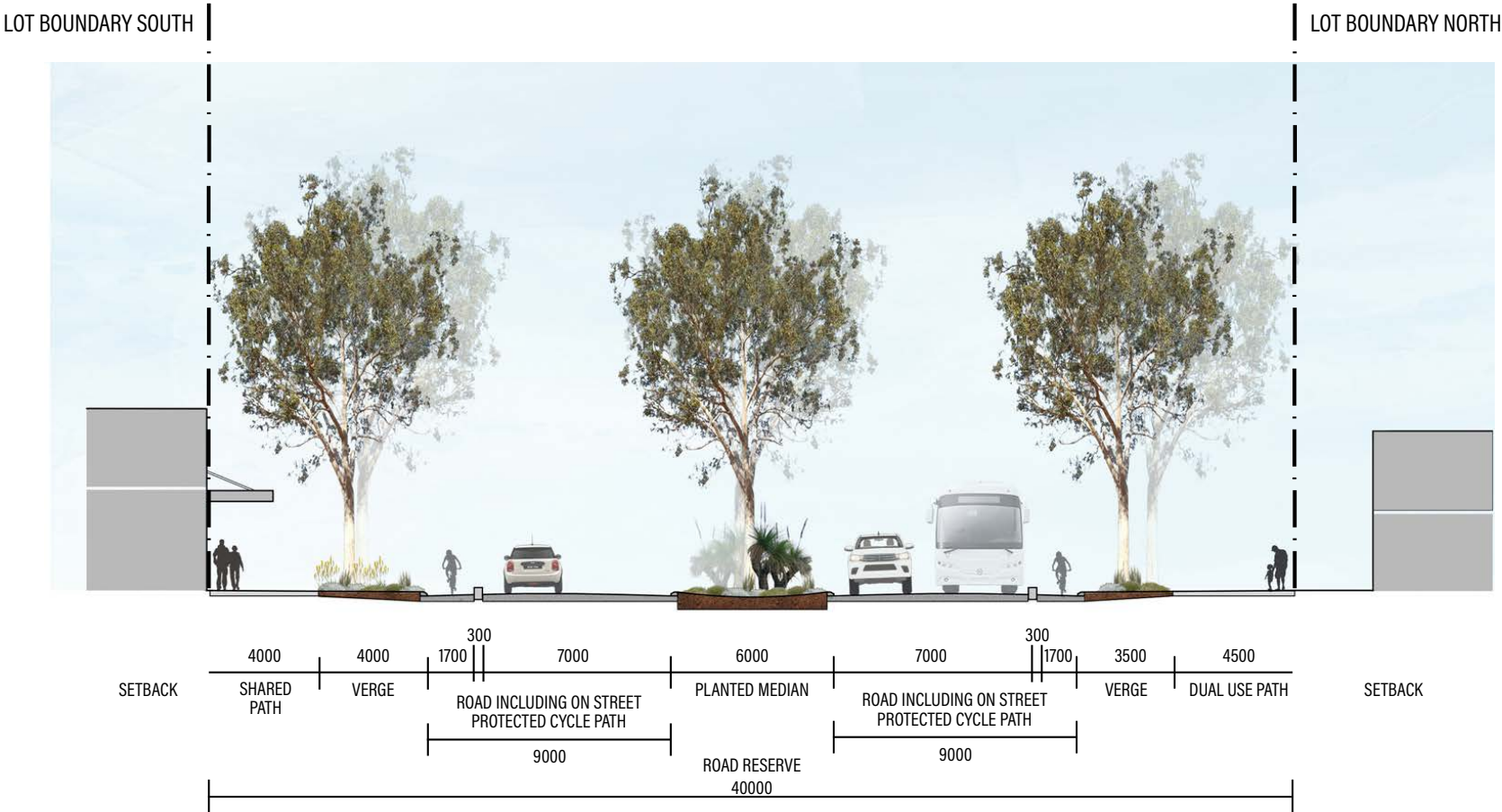
- Amalgamation of lots.
- Consolidation of land for "superlot" purposes to facilitate land assembly for future developments and undertake forward site works.
- The purposes of facilitating the provisions of access, services or infrastructure for infrastructure and servicing agencies.
- Land which by virtue of its zoning or reservation under the **Plan 1** cannot be developed for residential purposes.

ATTACHMENT A – STREETSCAPE SECTIONS

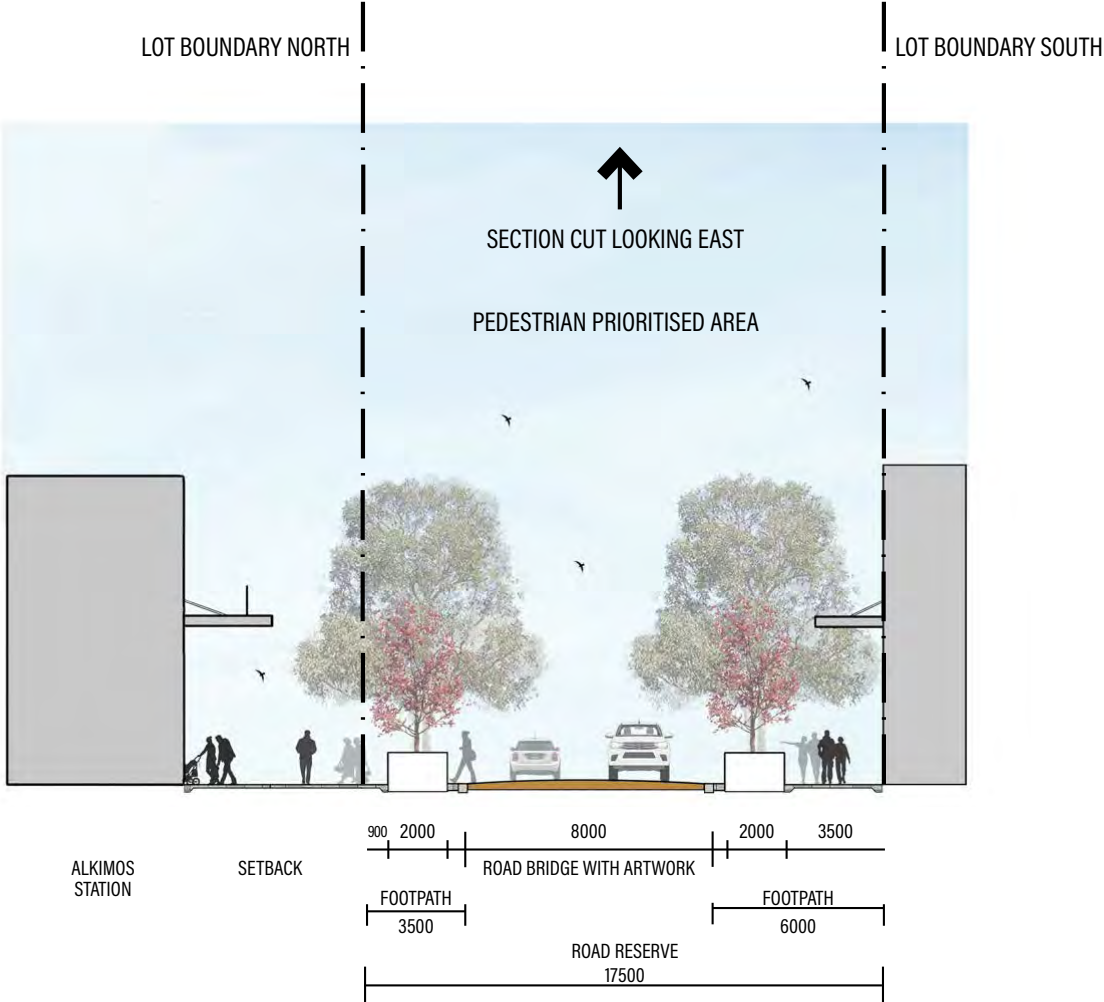
ROMEO ROAD



BRINDABELLA PARKWAY

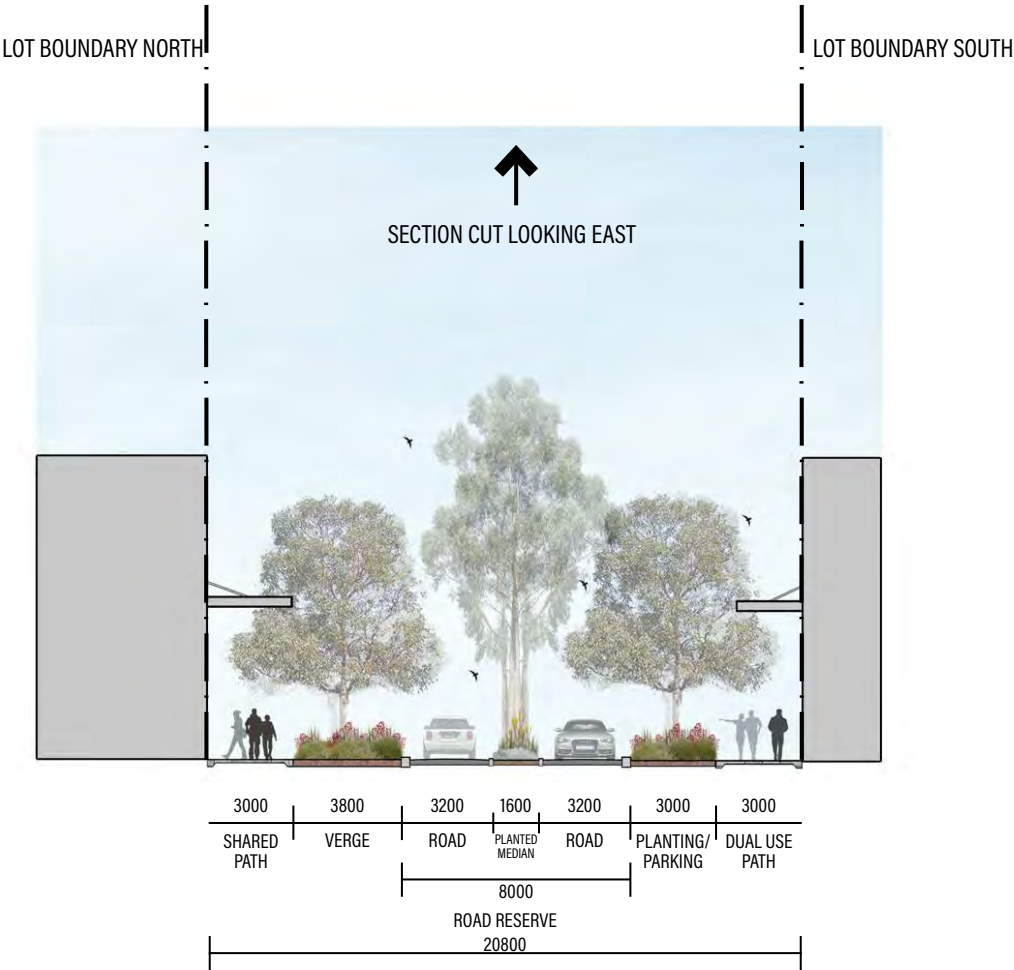


TUART DRIVE BRIDGE SECTION



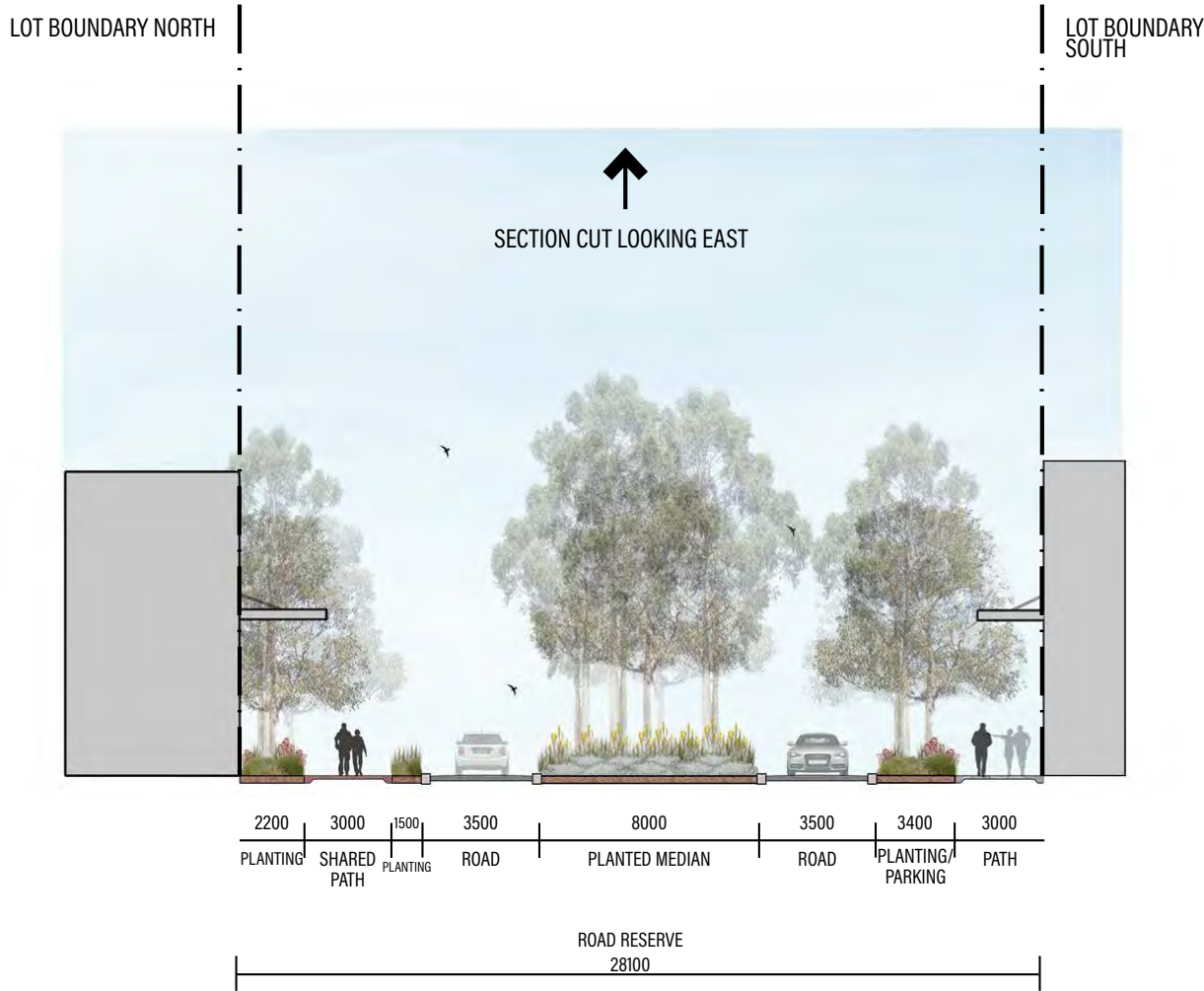
- SECTION CUT
- SECTION CUT DIRECTION

TUART DRIVE SECTION

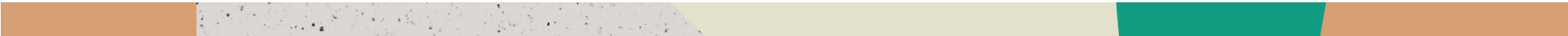


SECTION CUT
→ SECTION CUT DIRECTION

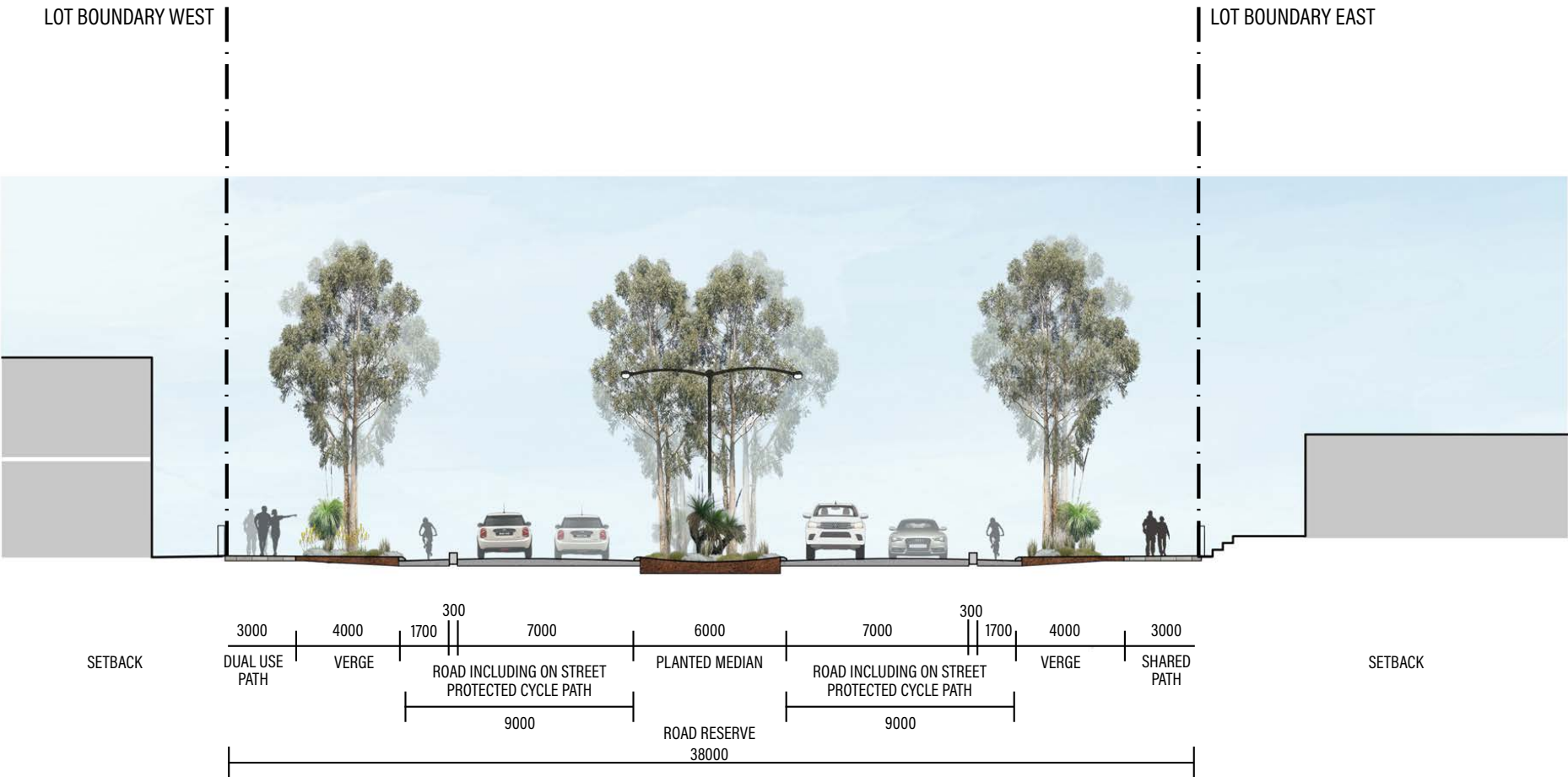
TUART DRIVE EAST SECTION



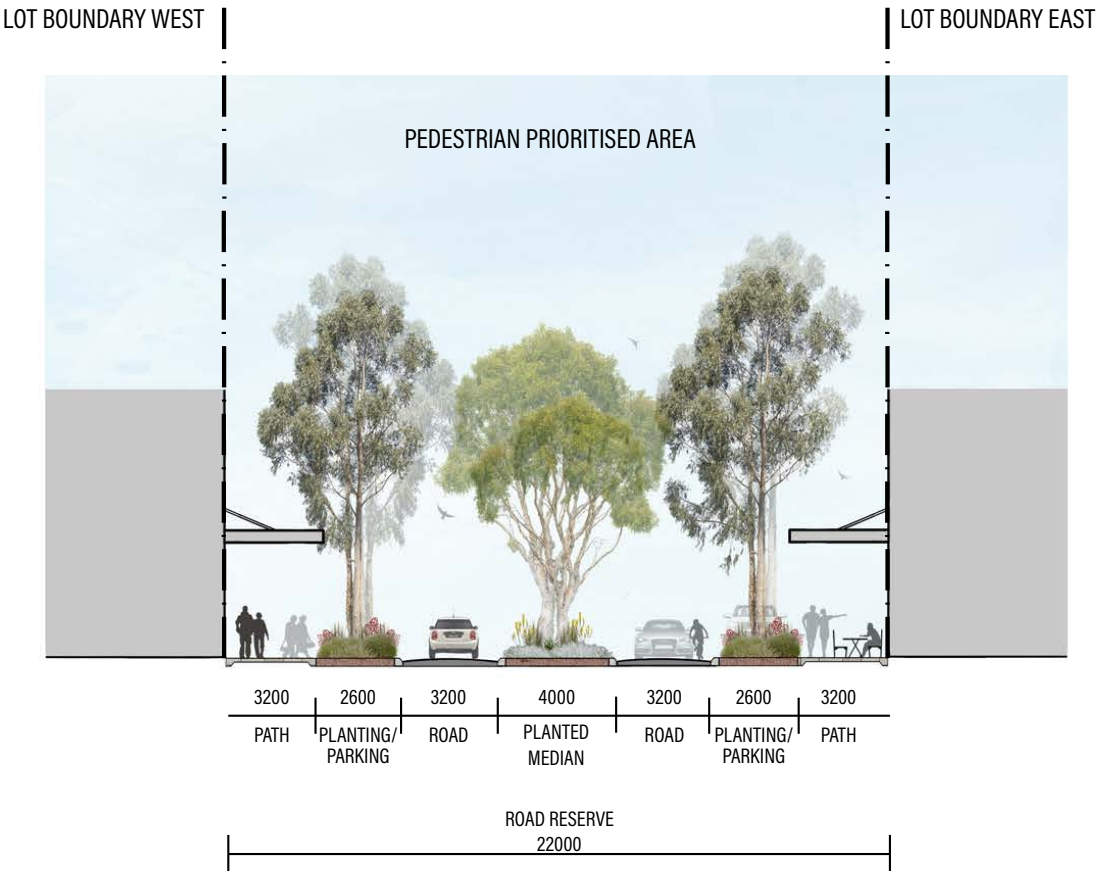
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NORTH-SOUTH ROAD 2 (NS2) SECTION



TOWN CENTRE STREET (NS1) SECTION

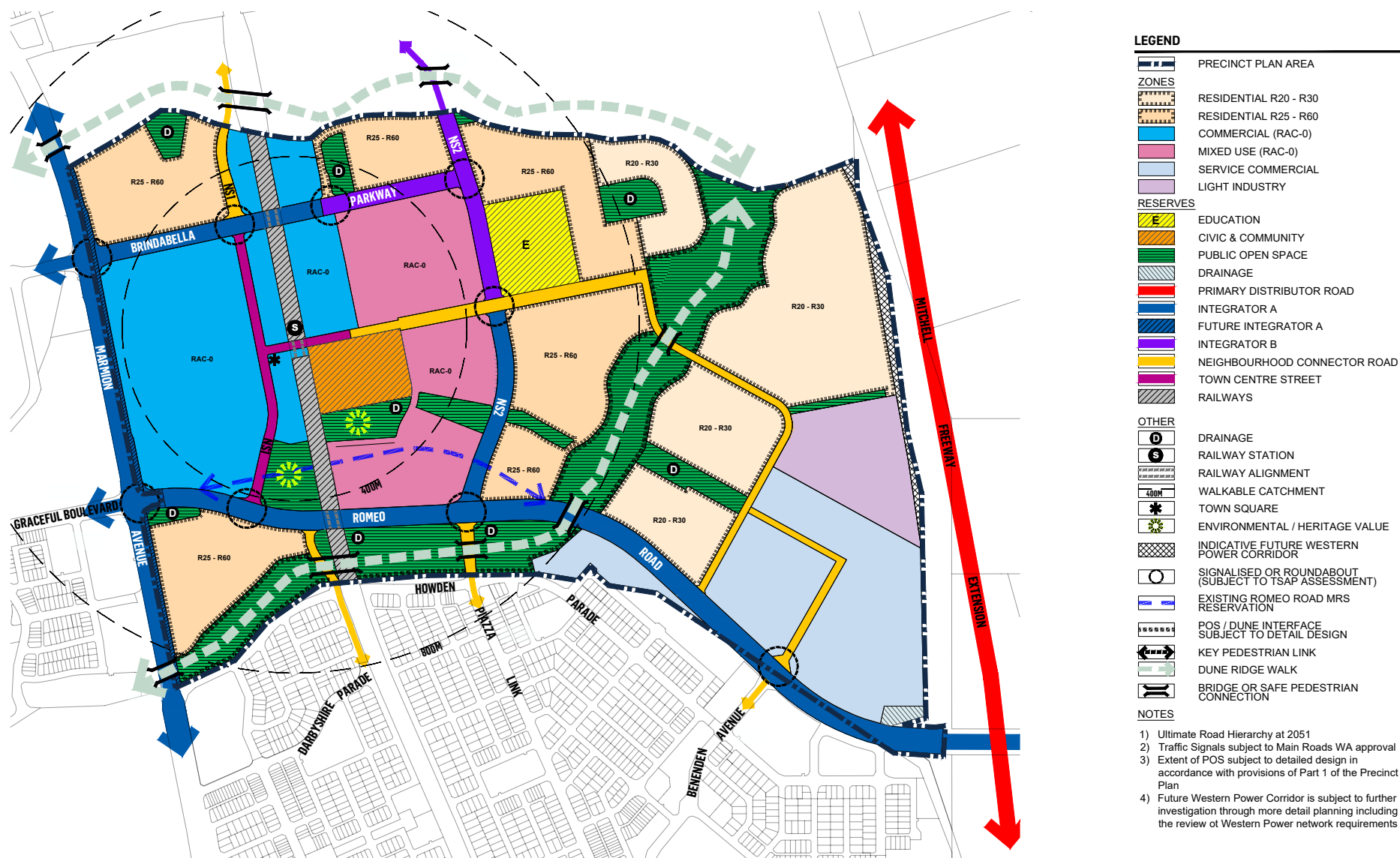


LOCAL STREET SECTION



ATTACHMENT 5 - PROPOSED ACPP MAP

Plan 1: Alkimos Central Precinct Plan



ATTACHMENT 5 - CONCEPT MASTERPLAN

Figure 20 Alkimos Central Masterplan



(source: UDLA, 2021)

ATTACHMENT 6

Summary of Submissions

Advertising undertaken from 28 April 2022 and closed on 10 June 2022

No. 1 Department of Fire and Emergency Services Unexploded Ordinance (DFES UXO)		
	Comments	Administration's Response
1.1	The Alkimos Central Precinct Plan (ACPP) area is identified to have a 'slight' UXO which means there is a history of military activities that have resulted in residual UXO. A possibility exists that dangerous items of UXO may still be found on this site, however, there is no requirement to assess or search the site for UXO.	Noted.
No. 2 Department of Water and Environmental Regulation (DWER)		
	Comments	Administration's Response
2.1	DWER has no objection or comments to provide.	Noted.
No. 3 ATCO		
	Comments	Administration's Response
3.1	ATCO Gas Australia (ATCO) has no objection to the proposed application, based on the information and plan provided, subject to the following advice notes: <ul style="list-style-type: none"> • Offset distances to be maintained from gas mains. • Future development may require additional safety measures to be in place for the high pressure gas pipeline risk mitigation. • There are live gas infrastructure within the ACPP area. Contact 'Dial Before You Dig' to determine location of gas infrastructure prior to any construction or excavation works or where located within 15 metres of critical asset infrastructure. 	Noted
No. 4 Department of Transport (DOT)		
	Comments	Administration's Response
4.1	The Department of Transport (DoT) has reviewed the submitted document. DoT supports the proposed amendment and provides the following comments for consideration: <ul style="list-style-type: none"> • The ACPP should consider the Long-Term Cycle Network (LTCN) and cycle provision be designated in accordance with the WA Cycle Network hierarchy. • ACPP needs adequate safe pedestrian and cycling infrastructure accommodating people of all ages and abilities. 	The applicant has modified the ACPP to include Figure 3 Active Movement Network Plan which identifies the locations of active transport infrastructure including shared paths, on-street cycling, etc. The Traffic Impact Assessment (TIA) has also been updated to demonstrate how the ACPP complies with the Long-Term Cycle Network (LTCN).

	<ul style="list-style-type: none"> Bicycle parking and end of trip facilities for non-residential areas should be provided in strategic locations to ensure convenient and legible access from the proposed cycling network to encourage cycling. Future on-street cycling lanes should be protected from the traffic lane by positioning them between the verge and on street parking bays. The Department is keen to provide comment at the next planning stages. 	In regards to bicycle parking and end of trip facilities, Section 2.8 of the ACPP requires these facilities to be provided in accordance with the Austroads Guides to encourage cycling.
No. 5	Nearby Resident	
	Comments	Administration's Response
5.1	Support. Excited to see Alkimos City Centre progress. What is planned for the land that borders the northside of Howden Parade, located between Yanchep Rail and Piazza Link.	Noted. The portion of land north of Howden Parade and between the rail line and Piazza Link is identified as public open space (POS) within the ACPP, which is included within the dunal POS.
No. 6	Submitter No. 6 – Department of Biodiversity, Conservation and Attractions (DBCA)	
	Comments	Administration's Response
6.1	A detailed flora survey over the LSP area has not been undertaken since 2005. The survey conducted in 2005 at a "District" scale is not considered adequate to accurately confirm the presence or absence of significant flora in the LSP area. In the absence of an adequate targeted flora survey, it is possible conservation significant flora species may occur within the development area.	The applicant has since engaged with Emerge Associates to complete a detailed flora and vegetation survey across the PSP area in Spring 2021. The supporting report was issued in May 2022 and the Appendix A – Environmental Assessment and Management Strategy (EAMS) has been updated to incorporate the latest survey which also identifies the Threatened Ecological Communities on-site.
6.2	A targeted vegetation assessment was undertaken by GHD in 2018 to inform the Public Transport Authority's Yanchep Rail Extension corridor, which traverses the LSP area. During this assessment, two occurrences of the TECs were identified. The survey report undertaken by Emerge in 2019 and referred to within Appendix A – EAMS, was not included in the supporting documentation to allow DBCA to confirm the adequacy and extent of the assessment.	See response to 6.1 above.
6.3	The ACPP and Appendix A – EAMS indicates both of the TEC occurrences are proposed for retention within public open space (POS). The POS area to the east of the railway line is also shown to include drainage infrastructure. As the TEC occurrence is associated with a limestone ridge which the topography may need to be modified to accommodate drainage infrastructure at this location. This is	As discussed in the body of the report, Administration shares similar concerns on the viability of the TEC occurrences due to the size of the TEC POS and the proposed stormwater drainage within the POS. The applicant has

	highly likely to directly and indirectly impact the vegetation associated with the TEC.	<p>confirmed that the stormwater drainage would not be located within the TEC occurrences itself.</p> <p>Under LPP 4.3, POS identified for retention for the purpose of conservation is expected to be ecologically viable and needs to meet the minimum viability criteria as outlined in the viability assessment in Schedule 5 of the policy. Administration is concerned that the TEC POS will not meet the minimum viability criteria. As such, it is recommended the applicant assess the TEC POS against the viability criteria as outlined in LPP 4.3 and include this within the ACPP Part 2, to demonstrate that the proposed TEC POS can be viable. Should the TEC POS not meet the viability criteria, the area of the TEC POS should be modified to ensure the TEC POS is ecologically viable and conservation is possible.</p>
6.4	Appendix D – Bushfire Management Plan (BMP) proposes surrounding vegetation within the POS that is mapped in 'Very Good' condition, will be removed to mitigate fire risks and reduce fire setback requirements. Removal of the existing vegetation which supports and buffers the TEC occurrences will increase threats to the TEC through reducing the vegetated patch size and increasing edge effects, such as weed encroachment and rubbish dumping.	<p>The applicant has modified Appendix A – EAMS, Section 4.6.1 to state that '<i>Vegetation representing Threatened Ecological Community's retained in POS and their associated buffer will not be modified to reduce bushfire threat, however the surrounding POS will be managed to low threat standard which includes mitigation measures of managed areas such as carparks and road reserves</i>'.</p> <p>In addition, as part of future planning stages, a BMP will be required to be provided for subdivision applications which will outline relevant management measures needed to ensure surrounding development will comply with <i>State Planning Policy 3.7 – Planning in Bushfire Prone Areas</i> (SPP 3.7). The future subdivision</p>

		design will need to respond to this with the intent of retaining the TECs and associated buffers.
6.5	If proposed stormwater and fire management measures are implemented, as shown in the structure plan and supporting documents, it is unlikely that the retained TEC occurrences will remain viable and persist in the long term. POS areas should be designed to retain sufficient surrounding vegetation to support the TEC occurrences, maximizing the retained patch size and increasing the resilience of the vegetation to threatening processes which may occur following urbanization.	See response to 6.3 above.
6.6	As indicted in the ACP, a Vegetation and Fauna Management Plan may need to be prepared to manage environmental impacts during construction and development. DBCA recommends a management plan be prepared for POS containing TEC occurrences, to ensure the reserves are managed to deliver the long-term protection of the biodiversity values they contain.	As discussed in the body of the report, Administration recommends the ACP be modified to include the provision of a Conservation Management Plan to be provided for the creation of the TEC and Pinnacles POS as a condition of subdivision. This has been included in the Schedule of Modifications.
6.7	In accordance with condition 2 of Ministerial Statement 722, prior to approving subdivision or development applications there may be a requirement to prepare Environmental Management Plans to manage potential impacts from the development to those areas reserved as Regional Open Space. The ACP area directly abuts an area reserved for Parks and Recreation in the Metropolitan Region Scheme (MRS) located to the north. The proponent should consider the requirements of Ministerial Statement 722 in future planning stages.	The proponent has advised that they are aware of the requirements of Ministerial Statement 722. A Regional Open Space Environmental Management Plan has previously been prepared to support development applications for roads abutting the MRS 'Parks and Recreation' reserve north of the site and will be implemented accordingly.
No. 7	Department of Fire and Emergency Services	
	Comments	Administration's Response
7.1	The BMP has excluded the rail reserve in the post development scenario. The PTA landscaping standards within the rail reserve do not meet the low threat standards for exclusion and the rail reserve will be planted and revegetated once complete. There is no evidence within the BMP to justify the exclusion. If unsubstantiated, the vegetation should be classified as per AS3959, or the resultant Bushfire Attack Level (BAL) contours may be inaccurate.	The applicant has provided PTA's Bushfire Management Strategy which takes into consideration adjacent BMPs by other stakeholders including mitigating bushfire risk on PTA land including rail reserves through fuel reduction activities and maintenance of firebreaks. This includes the removal of all dead vegetation, under-pruning of trees, maintenance of weeds between fences and road verges,

		<p>removal of vegetation within the rail reserve and maintenance of a 3 metre wide firebreak within the rail reserve against the reserve fencing.</p> <p>Notwithstanding, as part of future planning stages, a BMP will be required to be provided for subdivision applications within areas identified to be in a bushfire prone area, which will demonstrate compliance with the SPP 3.7 and will outline the BAL rating for the proposed lots.</p>
7.2	The BMP recognises the revegetation of the retained areas of natural POS as being revegetated to Class D Scrub, yet the indicative subdivision design has not responded to this risk. There are areas of future urban development which are subject to BAL40/FZ and strategic planning should seek to avoid the creation of such lots. Options to increase hazard separation should be investigated, such as perimeter roads, additional transitional POS or roadside parking, with reliance on setbacks only where these cannot be achieved.	As discussed in the body of the report, Administration is satisfied that these matters can be addressed at future planning stages (i.e. subdivision), as a BMP will be required to be provided to demonstrate compliance with the SPP 3.7 and ensure lots can achieve a rating of BAL-29 or below. It is also noted that the ACPP is a high level strategic document and only provides indicative subdivision layouts.
7.3	Given the future train line and train station divides the structure plan area and future subdivision, there should be at least two road connections across the train line, or a link to the existing development in the south, before subdivision on the eastern side of the train line. In addition, the BMP states that during the staged release of the future subdivision that temporary dead-ends may be created. However, the Guidelines for Planning in Bushfire Prone Areas (the Guidelines) require that all stages of development can achieve multiple access routes.	Any future subdivision applications which seek to create new lots (including the east of the Alkimos Train Station) will need to demonstrate that multiple access routes are provided to each stage. As such there are future planning mechanisms in place to ensure this occurs and no modification to the BMP is proposed.
7.4	There are a number of dead-end roads on the western boundary. No-through roads should be avoided, there appear to be no site constraints to designing the dead ends out of the future subdivision. The no through roads leading north and south to the retained and revegetated areas of POS are unlikely to achieve the provisions set out in A3.2a of the Guidelines (multiple access routes)	The two road connections to Marmion Avenue have been confirmed as left-in left-out configurations and are therefore not dead-end roads. Notwithstanding, as part of future subdivision, a BMP will need to be provided to demonstrate compliance with SPP 3.7 and the Guidelines.
7.5	There are areas of future urban development which directly abut an extreme hazard, in the form of retained and revegetated POS. The Guidelines state that	As discussed in the body of the report, the perimeter road requirements mentioned by DFES

	<p>perimeter roads should be provided where more than 10 lots are being proposed. There appear to be no site constraints to redesigning the future subdivision to achieve perimeter roads and this would be most effectively incorporated at the most strategic stages of planning, to inform subsequent planning.</p>	<p>was not contained in Version 1.3 of the Guidelines. In December 2021, DPLH released Version 1.4 of the Guidelines which replaces the previous version of the Guidelines. However, a grace period was provided where any applications lodged prior to 13 March 2022 and prepared against Version 1.3 of the Guidelines should be assessed and determined by the decision-maker using Version 1.3 of the Guidelines. As the proposed ACPP was lodged prior to 13 March 2022, Version 1.3 of the Guidelines applies, and therefore the provision associated with the need to provide a perimeter road for the creation of 10 lots, is not applicable for the purposes of assessing this precinct plan. However, a BMP will need to be provided in support of the subsequent planning stages (i.e. subdivision). As such, this requirement can be considered at the future stages of the planning process.</p>
7.6	<p>DFES has assessed the BMP for the proposed structure plan and has identified a number of issues that need to be addressed prior to support of the proposal. DFES is not satisfied the BMP, or the subdivision design has adequately considered how compliance with the bushfire protection criteria can be achieved at subsequent planning stages.</p> <p>DFES recommends amendments to the proposed ACPP (Section 7.8.3 of ACPP Part 2), consistent with any future modifications to the BMP. The proposed changes include commitments to ensure that no residential lots are impacted by BAL40/FZ; and vehicular access in the form of perimeter roads and vegetation management meets the requirements of SPP 3.7 and Guidelines at all stages of the development.</p>	<p>See response to 7.2, 7.3, 7.4 and 7.5 above.</p>
No. 8	Department of Education	
	Comments	Administration's Response

8.1	The department has reviewed the proposal and in particular, notes the designation of a public primary school site in lieu of a public high school site as recommended by the department to meet the future student enrolment demand of the locality.	Noted.
8.2	<u>Land use compatibility</u> Commercial/Mixed Use Zone proposed to the west of the school site. Schools are deemed sensitive land uses and therefore businesses such as service stations, fast food outlets and licensed premises including taverns, small bars and liquor stores should not have a direct street interface with the school site. Based on the Table 6 – Land Use Intent for City Centre Core for City East Precinct (P3), it appears that no such land uses are included in the Land Use Category and this is supported.	Noted.
8.3	<u>Movement network and road safety</u> The provisions of the <i>Operational Policy 2.4 – Planning for School Sites</i> (OP 2.4) require roads surrounding the school site to be designed with a view to balancing movement of vehicles and safety of the students. For a primary school, it is expected the highest order of road adjacent to school frontage is a 'neighbourhood connector' as classified in the <i>Liveable Neighbourhoods Policy</i> (LN policy). However, the 'NS2' road is an integrator arterial road and abuts the school site to the west. Opportunity exists to incorporate a buffer between NS2 and the school site by introducing residential land and associated Access Road. Having an Access Road interface would protect the amenity of the school, safety of students and allow for additional on-street embayment bays for drop-off and pick-up of students.	The applicant has advised that whilst the proposed school site's eastern frontage abuts an 'Integrator Arterial B' under the LN policy, the remaining boundaries of the site front a 'Neighbourhood Connector' road or an 'Access Street'. In addition, the NS2 road will be designed to facilitate a pedestrian friendly environment by providing pedestrian paths (and a separate bicycle path), separated by vegetated landscape strips to ensure there is safe separation and a buffer from vehicles. On this basis, Administration is supportive of the location.
8.4	<u>Topography</u> The contour level plan indicates that the school site falls approximately 10 metres (42AHD – 32 AHD) from the south-west to the north-east corner of the site. It is essential that the slope of the land does not exceed a 1:20 gradient to facilitate universal access and future development on the site	The applicant has confirmed that the site slopes 4 metres – 5 metres rather than 10 metres and a gradient of 1:20 can be achieved.
8.5	<u>Shared oval & facilities</u> Appendix A - EAMS indicates that a shared oval and facilities are proposed for the primary school site. There is generally no opportunity for a shared use arrangement for a 4ha standalone site. In addition, it is critical that any shared use agreement would not compromise the school's ability to deliver the educational and recreational/sporting programs that supports its curriculum. A shared use	The applicant has advised that they will update Appendix A – EAMS to remove reference to shared oval and facilities. Administration is supportive of this approach as the opportunity for shared arrangements can be explored closer to school delivery. As such, this has been

	<p>arrangement could be considered where the primary school site is relocated further west.</p> <p>Notwithstanding this, prior to confirming whether a shared use agreement could be progressed, the department would need to determine whether other educational facilities such as facilities for students with disabilities are required to be constructed on the site and undertake due diligence assessment to ascertain any environmental or physical constraints that would impact the department being able to construct on part of the site.</p>	recommended within the schedule of modification accordingly.
8.6	<p>Embayment parking</p> <p>The ACPP indicates: “the local road network will consist of Access Street and laneways as required with road reserves between 15 – 17 metres”. To ensure embayment parking and shared paths are facilitated adequately around the school site, the department requests a minimum width of 17.9 metres be provided in accordance with Liveable Neighbourhoods. It would be beneficial for a Streetscape Section of local roads (e.g Access Street) be included as part of the Section 3.8 Attachment A – Streetscape Section of the ACPP Part 1.</p>	The applicant has advised that they will accept this as a modification to address this comment. As such, it has been recommended that a cross section be included within Section 3.8 Attachment A – Streetscape Section of the ACPP Part 1, indicating a 17.9 metre wide access street surrounding the school and the ACPP Part 2 be reflected accordingly.
8.7	In view of the above, the department offers no in principle objection to the amendment to the Structure Plan subject to the above matters being addressed.	Noted.
No. 9	Public Transport Authority	
	Comments	Administration's Response
9.1	<p>The PTA has reviewed Appendix L – Transport Impact Assessment (TIA) prepared by Stantec and have the following comments:</p> <ul style="list-style-type: none"> The PTA can't confirm the arrangement regarding the proposed bus movements as Transperth is still in discussion with the NEWest Alliance. The PTA will notify the City of Wanneroo once a bus arrangement has been confirmed. <p>The PTA is eager to work collaboratively with the City of Wanneroo to achieve positive transport related outcomes for the ACPP, particularly regarding future public transport outcomes.</p>	Noted.
No. 10	Main Roads WA	
	Comments	

10.1	<p>Main Roads has reviewed the supporting information and is unable to support the Structure Plan in its current form. Main Roads requests additional information:</p> <ul style="list-style-type: none"> The Movement Network Plan in the Structure Plan document highlights all controlled intersections however does not provide information on the method of intersection control. It is recommended that the Structure Plan document and the Movement Network Plan be updated to reflect the type of intersection control required, especially for intersections with existing Traffic Signals Approval Policy (TSAP) endorsement. Noise sensitive development within the Structure Plan area must comply with the requirements of SPP 5.4. To achieve compliance, the SPP Noise Assessment (Ref 26007-9-20170, Rev 8 dated 15 March 2023) prepared by Herring Storer Acoustics is to be revised to address the following: <ul style="list-style-type: none"> The noise monitoring presented is from a site over three (3) kilometres north of the subject site. On-site noise monitoring is required for Marmion Avenue in association with current traffic volume data. These values are required as inputs to the noise modelling. Traffic volumes referenced in Table 5.1 is sourced from Main Roads' Traffic Map for Marmion Avenue south of Pipidinn Road, in alignment with the noise monitoring location presented. The traffic volumes are significantly less compared to the volumes from Marmion Avenue north of Romeo Road, closest to the subject site. The traffic volume and heavy vehicle percentage along Marmion Avenue needs to be changed accordingly, to correspond with the noise monitoring. 	<p>As discussed in the body of the report, Administration is of the view that the exact intersection controls do not need to be identified on Figure 2 Movement Network Plan of ACPP Part 1, as the ACPP does not dictate or approve the method of intersection control. In regard to the acoustic report, it is recommended that a revised acoustic report addressing Main Roads concerns is provided and has been included in Administration's Schedule of Modifications to confirm that development within the structure plan area can comply with the requirements of SPP 5.4 and the <i>Environmental Protection (Noise) Regulations 1997</i>.</p>
No. 11	Department of Planning, Lands and Heritage	
	Comments	Administration's Response
11.1	<p>Built Form and Primary Controls</p> <ul style="list-style-type: none"> The use of frontage types to depict the interface with the public realm is considered inadequate in the context of SPP 7.2 requiring a precinct plan to identify, built form envelopes and primary controls. In the absence of built form typologies, etc, the ACPP relies too heavily on the use of local development plans (LDPs) especially in Precincts 1, 2 and 3. 	<p>As discussed in the body of the report, the applicant has modified the ACPP to remove the use of LDPs for the entire City Centre Core area and instead require a Local Planning Policy to be prepared by the proponent for Alkimos Central Design Guidelines to address detailed design provisions. In addition, the objectives and vision for Precinct 1, 2 and 3 have been modified to</p>

	<ul style="list-style-type: none"> Precincts 1, 2 and 3 of the ACPP are identified as Commercial and coded R-AC0. There should be a greater level of distinction established amongst the precincts with more detail provided for each precinct in terms of objectives, built form, primary controls and 'land use' mix. 	provide a greater level of distinction amongst the precincts.
11.2	Residential Density <ul style="list-style-type: none"> SPP4.2 states that higher-density housing should be incorporated within and immediately adjacent to activity centres. Whilst it is acknowledged that 49 dwellings per gross hectare is estimated across precincts 1 - 4, the proposed R-Codes of R20 - R40 in the residential precincts are considered too low for a secondary centre and a train station precinct. 	<p>The applicant has modified the ACPP to increase the minimum densities within the ACPP as follows:</p> <ul style="list-style-type: none"> R80 density within Precinct 1. Minimum R40 density within Precinct 2 and 3 with no maximum density and locational criteria recommending where R60 and R80 should be developed. R25 – R60 within Precinct 4 and located within 800m of the Alkimos Train Station. <p>Administration is satisfied that this comment has been addressed.</p>
11.3	Staging <ul style="list-style-type: none"> A fuller description of the key staging elements should be provided in Section 1.6. Some of the staging information provided in Part 2 of the ACPP could be usefully incorporated into Part 1. 	The applicant has modified Section 1.6 Staging of the ACPP to incorporate more detailed information on staging.
11.4	Movement Network <ul style="list-style-type: none"> The following issues have been identified with the TIA: <ul style="list-style-type: none"> The TIA should clarify how total trips are derived from the first principles for each land-use and for the subsequent modelling years; As an east-west connector, traffic volumes on Romeo Road will not be affected when Mitchell Freeway is extended, and the modelling should be revised accordingly; SIDRA intersection analyses for intersections along Marmion Avenue should be provided to the satisfaction of Main Roads WA; SIDRA SIP files for other intersections along Romeo Road should also be provided; The SIDRA analyses provided in the TIA should be revised in accordance with MRWA's Operating Modelling Guidelines; 	The applicant has revised the TIA to address DPLH's comments as well as the City's traffic comments. The City's Traffic Services have reviewed the TIA and are satisfied with the information contained within the TIA.

	<ul style="list-style-type: none"> ○ The junction spacing between NS1 and NS3 does not appear to meet GRD Part4/4A and LN Guidelines and is considered potentially unsafe; and ○ A copy of the MRWA link volume plot should be provided in the TIA for reference. 	
11.5	Whilst five street cross sections are provided at the end of Part 1, street cross sections should be provided for each precinct, for each street type.	The ACPP has been updated to include eight cross sections to provide guidance of the street design for the key street types. As mentioned in response 8.6 above, Administration has also recommended a modification requiring a further cross section to be provided for an 'Access Street' abutting the primary school site with an overall road reserve width of 17.9 metres.
11.6	The master plan identifies five pedestrian bridges in the Alkimos PP. All five bridges should be identified in the ACPP Part 1 information, with a description how they will be implemented.	As discussed in the body of the report, Administration is recommending a schedule of modification to require the pedestrian bridges to be provided upon creation of the dual POS through subdivision. This will be included within Section 3.8 of ACPP Part 1.
11.7	<p>Structure Plan Map</p> <ul style="list-style-type: none"> • The following should be included on Plan 1: <ul style="list-style-type: none"> ○ Urban form and landmark locations ○ Higher R-Codes (an R-Code for P2 and P3 for single/ grouped dwellings) ○ Depict the Alkimos Train station and PTA car parking areas ○ Bus Station ○ Add the boundary of the 'town square' (as described in Precinct 1) ○ Add the Precincts boundaries and numbers 	The applicant has updated Plan 1 to address these comments. It is noted that following discussions held between the City, DPLH and DevelopmentWA, it was agreed that the depiction of the Alkimos Train Station and PTA car parking areas, bus station and precinct boundaries would not be included within Plan 1 as it would contain too much information and may not be as legible. The requested information has been included within other figures and plans contained within the ACPP.

Summary of Design Review Panel Comments

No.	Design Review Panel Comments	Applicant's Response	City's Comments
1	Panel recognises the response made to existing infrastructure commitments, cultural heritage sites and the ecological and environmental conditions to arrive at an ambitious city centre plan that could be an exemplar for the region.	Noted.	Noted.
2	Deeper engagement with the landscape (form, ecology and unique attributes) to deliver the ambitions for an 'urban retreat', including identification of existing vegetation for retention throughout the project area.	<p>The proposed layout of the residential area has been informed by significant technical inputs which look to retain and promote the existing landscape including the unique topographical features of the area. Specifically, the following has been considered:</p> <ul style="list-style-type: none"> • The area has been designed to retain and protect vegetation areas identified for conservation and significant topography, including two TEC areas (including the Pinnacles) and the parabolic dune system which represents approximately two-thirds of the 21.5% public open space provision. • The Alkimos Central Precinct Plan (ACPP) incorporates a continuous low speed road and pathway system called 'The Parkway' that follows the 'base contour' of the dune and establishes a strong edge interface condition to protect and separate development from the dune topography. • The adjoining areas of residential development include multiple view corridors toward the dunal system which is aided by the preliminary residential layout and 'drags' this high value amenity back into the adjoining areas. The regular pattern of view corridors toward the dunal system, which from 5 – 20 metres higher than the development areas, will constantly reinforce its presence in the landscape. 	Agree. The ACPP has taken into consideration of the retention of the existing topography and landscape.
3	Reconsideration of the street and subdivision layouts to respond to the typography, particularly that of the residential areas in close proximity to the dunes.		

		Site works are inevitably required to accommodate the required form of development and comply with engineering standards, detailed design will endeavour to reduce retaining and create positive benefits such as the provision of affordable housing outcomes.	
4	Continued engagement with the Traditional custodians to not only protect the cultural heritage site, but to inform the landscape approach overall.	DevelopmentWA have engaged Karrda (an aboriginal business) as Cultural Advisors to coordinate an Elder Reference Group of Yued and Whadjuk elders. In 2022, the group met 3 times and DevelopmentWA, with Karrda are finalising a Cultural Heritage Management Plan and Noongar Engagement and Participation Plan to ensure continued engagement with the traditional custodians and guidance as to the deliverables for the landscape amongst other objectives for the project (narrative, art, employment).	Noted. The ACPP requires an Aboriginal Cultural Heritage Management Plan to be provided as part of subdivision of development application where applicable and therefore will be addressed.
5	The integration of sustainability initiatives in all stages of the project from road construction and subdivision through to the built form.	<p>Section 5.3.3 of the ACPP Part 2 states that the project is targeting a 6 Star rating under the "Green Star – Communities v1.1" rating system which represents 'World Leadership' in environmentally sustainable building practices.</p> <p>DevelopmentWA is open to sharing further information regarding the specific initiatives that are being implemented to achieve Green Star and equally other initiatives the project is seeking to implement such as the aspiration to be a Net Zero Carbon Precinct for its operational emissions –which would be the first Precinct in Western Australia to do so.</p>	Noted. As discussed in the body of the report, it is recommended that modifications be made to the ACPP to ensure sustainability initiatives are incorporated in all stages of the development.
6	Ensuring the 'sleeving' of carparking for inactive street frontages and the enhancement of residential buffer zones near the service industrial zone and the rail lines.	It is intended that an Alkimos Central Design Guidelines (Design Guidelines) will be prepared by DevelopmentWA and adopted as a Local Planning Policy, which will provide detailed built form requirements for Alkimos Central. The Design Guidelines should address key elements including (but not limited to) process/guiding	Agree. This will be covered in the LPP and also can be dealt with at detailed design stage.

		<p>principles, prominent locations and detailed built form, access and landscape requirements, and sleeving or preferred parking locations.</p> <p>The ACPP also has provisions for landscape buffers to be provided by the industrial land (Business and Service Industrial zones) and at detailed design consideration will be given to an appropriate interface, with treatments that could be explored, such as widened landscape verges, limiting industrial traffic to alternative access points and building design. It is considered the ACPP provides adequate guidance to facilitate this.</p> <p>In relation to rail, there is only one interface of designated Residential zoned land in the ACPP, being the south-east edge of the railway reserve, north of Romeo Road. While this is subject to detailed design, including a Transport Noise Assessment, the current intent of a road interface and side boundaries to residential properties to the rail line is considered appropriate.</p>	
7	Inclusion of an appropriate location for a childcare centre that is easily accessible, but not adjacent to residences.	A childcare centre use is a 'discretionary' (D) use in the Residential zone which immediately surrounds the proposed primary school in the ACPP. At the Precinct level, a specific designation for a childcare centre is not considered appropriate however closer to the delivery of the school and the surrounding stages, DevelopmentWA will, in conjunction with childcare centre provider/s liaise with the City as to an appropriate location.	Agree. This does not need to be identified as part of the ACPP stage.
8	Ensuring a safe and legible hierarchy for pedestrians and cyclists that prioritises walking and cycling over that of vehicles.	Further consideration will be given at the detailed design phase. As per one of the ACPP Objectives, an emphasis on a shared urban street environment emphasising safe pedestrian and cycle movement will be given priority.	Agree. Figure 3 of the ACPP indicates key active movement networks which will be required at the subdivision stage.

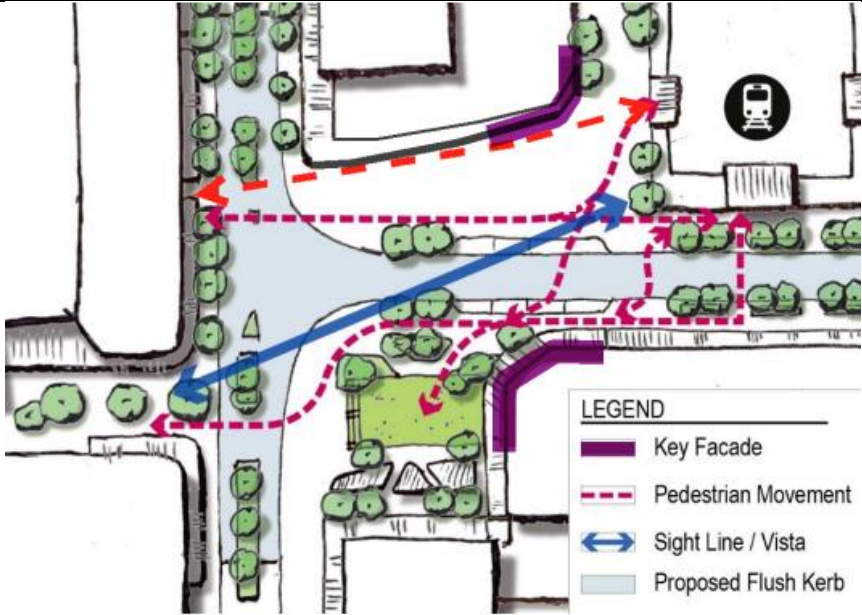
9	Ensuring a fully connected pedestrian path and bridges for the dune POS.	Pedestrian pathways and bridges will be undertaken at the detailed design stage, as Section 7.5 of ACPP Part 2 states that the Dune Ridge Walk is described as providing ‘an unbroken connection’ that provides, ‘active and passive recreation opportunities’, and ‘will have multiple entry/exit opportunities to encourage use and connect back to the city centre’.	Noted. As discussed in the body of the report, it is recommended that modifications be made to ensure the delivery of the pedestrian bridges are provided as part of the creation of the dunal POS.
10	Continued development of the built form provisions for differing streetscape characteristics in the city centre and further investigation of the location, size and useability of the town square.	<p>Through the preparation of the relevant ACPP provisions, consideration has been given to ensure a consistent contribution to the urban form. For example, this has been addressed through inclusion of a requirement for a minimum height of 7.5m for the City Centre Core street frontages of “Main Street” and “City Street”. In conjunction with a podium setback (for buildings over 3 storeys), this will lessen the overall bulk of taller buildings on the streetscape and will enable lower scale buildings to deliver a street presence. The built form provisions will be further refined through the Alkimos Central Design Guidelines LPP.</p> <p>In relation to the town square location, an ‘Alkimos Town Square Location Analysis’ summary report has been provided to further justify the proposed location and size of the town square. This report summarises the sizing of the proposed square against other precedent squares and its location in the context of it being located either adjacent the train station (north) or diagonally opposite (south). The analysis included a multi-criteria assessment and concluded:</p> <ul style="list-style-type: none"> • The proposed size of the square generally compares to the smaller examples of those reviewed, however is considered to be sufficiently scaled to provide an active and well-designed central ‘urban’ meeting place. • Based on a series of principles for both the north and south 	<p>Agree. As discussed in the body of the report, Administration is supportive of this approach of an LPP to form the Alkimos Central Design Guidelines, which will further refine built form provisions.</p> <p>Disagree. As discussed in the body of the report, it was agreed that the proposed town square is acceptable on the basis that development located directly west of the Alkimos Train Station is designed in a manner that would achieve viewlines to the key destination points including the retail development west of NS1, the east-west activated pedestrian link and the town square. It is recommended modifications be made to Figure</p>

		<p>locations, the south location was found (despite not having direct access to the Station) to deliver a superior local microclimate and a greater extent of activation of edges that would facilitate a higher valued and more comfortable public space which would encourage lingering and longer term activation of the square.</p> <ul style="list-style-type: none"> • With the town square located to the south being the preferred option, as overshadowing of the square from immediate buildings is of less concern. 	5 and the provisions of Section 3.1.2.2 of the ACPP to achieve these outcomes.
11	Development of a detailed and hierarchical architectural typology for the built form with material palettes, textures and colours that respond to the unique environmental conditions and provides enhanced wayfinding and legibility.	Section 7.6 of the ACPP Part 2 provides the Built Form intent and includes, key architectural spaces and features of the Plan as well as frontage types and built form character. Further, there is an intent for all City Centre Core developments to undergo a design review process to ensure good design (as per the <i>Design Principles of SPP 7.0 – Design of the Built Environment</i>) is given priority in the approval process. Further, the Alkimos Central Design Guidelines LPP will provide further detail and guidance toward establishing a distinct architectural response that can further establish a sense of place.	Agree. This has been addressed in the ACPP and can be considered through design review at the development application stage.

ATTACHMENT 8

Schedule of Recommended Modifications

No.	Recommended Modification	Administration Comment
Part 1 – Structure Plan Text		
1	Delete Section 2.7 Vehicle Access and Parking, provision (h) which states: <ul style="list-style-type: none"> Small car bays (to the specifications of AS2890.1) are permitted off-street to a maximum of 25% of the non-residential off-street car parking provided. 	The proposed modification has been recommended as car bays should be provided in accordance with a standard car parking bay requirement under AS2890.1. Should the future developer wish to incorporate small car bays as part of their development application, it can be demonstrated at the future planning stage whether the provision of small car bays is appropriate, and should be considered on a case by case basis.
2	Modify Section 2.8 Bicycle Access and End of Trip, provision (c) which states: <ul style="list-style-type: none"> For non-residential development, the provision of bicycle parking is to be delivered in accordance with current bicycle parking rates as stipulated within current Austroads Standards or the City's policies or standards. 	The proposed modification has been recommended to allow for any future standards or policies which the City may adopt to be applied to guide the provision of bicycle parking.
3	Modify Section 3.1.2.2 Prominent Locations as follows: <ul style="list-style-type: none"> The key facades identified in Figure 6 must demonstrate how they enhance and prioritise the connection between the Town Square and the destinations of Alkimos Station and future retail to the west. This can be shall achieved through façade treatments including windows, awnings and other design articulation a greater building setback to Tuart Drive. Building design must consider attractive vistas from various vantage points within the Town Square to enhance legibility and wayfinding to these destinations. <p>And modify Figure 6 as follows:</p>	The proposed modification has been recommended to ensure the commercial site directly west of the Alkimos Train Station was designed in a manner to allow direct view lines to the future commercial development west of NS1, the east-west activated pedestrian link and the town square. This is discussed in further detail in the report.

		
4	<p>Modify Section 3.1.3 City West Precinct (P2) Vision and Objectives, Vision as follows:</p> <ul style="list-style-type: none"> The City West Precinct presents a strong urban front to Marmion Avenue and a gateway to Precinct 1. It provides a mix of office, commercial and small convenience retail uses together with a range of complementary and diverse residential typologies. The precinct will be pedestrian oriented and provide high amenity for residents and visitors with green streets and high quality design and landscaping. <p>And modify Objectives for Housing Diversity as follows:</p> <ul style="list-style-type: none"> Housing Diversity Provide for a variety of complementary housing forms including such as apartments, small lot, grouped housing and terrace formats through varying forms of tenure incorporating high quality architectural design and landscaping. 	<p>The proposed modification has been recommended as under Amendment 172 to DPS 2, the land uses 'Single House' and 'Grouped Dwellings' are all not permitted (X) uses within the Commercial zone. As such, the Vision and Objectives of Precinct 2 which is zoned Commercial, is to be modified accordingly to remove reference to such uses. It is noted that 'Multiple Dwellings' is a discretionary (D) use in the Commercial zone and therefore can be retained within the Precinct 2 Vision and Objectives.</p>

5	<p>Delete Section 3.2.1 Vehicle Access and Parking which states:</p> <ul style="list-style-type: none"> Crossovers into residential development should comprise of one entry/exit only. 	The proposed modification has been recommended as residential development is to be assessed under the <i>State Planning Policy 7.3 – Residential Design Codes</i> (SPP 7.3) which outlines crossover requirements. There is no need for a different standard in this area. This modification will ensure that residential development is assessed in accordance with the latest planning framework applicable at the time of lodgement of a development application.									
6	<p>Delete Section 3.3.2 Land Use Intent which states:</p> <p>Residential development is not supported in the Service Commercial Precinct (P5) and Light Industry Precinct (P6) and should be located in the Commercial, Residential or Mixed Use zone.</p>	This modification has been recommended as residential land uses including 'Single House', 'Grouped Dwellings' and 'Multiple Dwellings' are not permitted (X) uses within the Service Commercial and Light Industry zone under Amendment 172 to DPS 2, which makes this provision redundant.									
7	<p>Include in Section 3.8 Additional Information, Table 8 the following:</p> <table border="1"> <thead> <tr> <th>Additional Information</th><th>Approval Stage</th><th>Consultation Required</th></tr> </thead> <tbody> <tr> <td>Conservation Management Plan (applicable to the TEC, Pinnacles and Dunal POS)</td><td>Subdivision</td><td>DBCA City of Wanneroo WAPC</td></tr> <tr> <td>Tree Retention Plan</td><td>Subdivision</td><td>WAPC City of Wanneroo</td></tr> </tbody> </table>	Additional Information	Approval Stage	Consultation Required	Conservation Management Plan (applicable to the TEC, Pinnacles and Dunal POS)	Subdivision	DBCA City of Wanneroo WAPC	Tree Retention Plan	Subdivision	WAPC City of Wanneroo	The proposed modification will make it clearer for City officers and applicants in future to determine what information is required at the subdivision stage, and what information should be requested as a condition of subdivision approval. This is discussed in the report.
Additional Information	Approval Stage	Consultation Required									
Conservation Management Plan (applicable to the TEC, Pinnacles and Dunal POS)	Subdivision	DBCA City of Wanneroo WAPC									
Tree Retention Plan	Subdivision	WAPC City of Wanneroo									
8	<p>Modify Section 3.8 Additional Information, Table 8 as follows:</p> <table border="1"> <thead> <tr> <th>Additional Information</th><th>Approval Stage</th><th>Consultation Required</th></tr> </thead> <tbody> <tr> <td> <p>Dunal Public Open Space Agreement and Pedestrian Bridges:</p> <p>The bridge infrastructure is intended to be delivered and funded by DevelopmentWA</p> </td><td> <p>Prior to creation of first dune open space</p> </td><td> <p>City of Wanneroo</p> </td></tr> </tbody> </table>	Additional Information	Approval Stage	Consultation Required	<p>Dunal Public Open Space Agreement and Pedestrian Bridges:</p> <p>The bridge infrastructure is intended to be delivered and funded by DevelopmentWA</p>	<p>Prior to creation of first dune open space</p>	<p>City of Wanneroo</p>	This modification has been recommended as the delivery and funding of the pedestrian bridges is to be undertaken by DevelopmentWA upon creation of the dunal Public Open Space (POS) through subdivision. In addition, a Financial Assessment Report is to be provided as part of this requirement to outline ongoing maintenance requirements and costs as it is acknowledged that a significant amount			
Additional Information	Approval Stage	Consultation Required									
<p>Dunal Public Open Space Agreement and Pedestrian Bridges:</p> <p>The bridge infrastructure is intended to be delivered and funded by DevelopmentWA</p>	<p>Prior to creation of first dune open space</p>	<p>City of Wanneroo</p>									

	<p>upon creation of the Dune POS., however, this will be based on detailed feasibility studies. DevelopmentWA and the City have agreed to enter a Heads of Agreement (which sites outside of this Precinct Structure Plan) to confirm the details and delivery of the bridge infrastructure. A Financial Assessment Report is to be provided detailing the type of infrastructure and vegetation to be installed and maintenance requirements and estimated maintenance costs involved.</p>	<p>reservation. Subdivision</p>		<p>of assets would be required to be handed over to the City to maintain. This is discussed in detail in the report.</p>
9	<p>Modify Section 3.8 Attachment A – Streetscape Sections, to include a cross section with a minimum width of 17.9 metres for access streets surrounding the school site to enable embayment parking and shared paths, and update ACPP Part 2 to reflect this change.</p>			<p>This modification has been recommended in response to the comments provided by DoE as discussed in the body of the report. This allows sufficient road reserve width for the access streets surrounding the school to accommodate embayment parking and shared paths for the purposes of allowing pick up/drop off bays and to encourage safe cycling/walking to the school.</p>
10	<p>Undertake the following typographical changes:</p> <ul style="list-style-type: none"> Section 1.6 Staging: Scotthorn Drive is constructed from Alkimos Drive (from Alkimos Vista Local Structure Plan No. 95) to the northern boundary of the Parks and Recreation reserve to the north of the precinct plan boundary Section 2.5 Landscaping: Residential and Mixed-Use Development: <ul style="list-style-type: none"> a) For residential or mixed-use development, in addition to 2.5 (a-cd) the provisions of SPP7.3 (Volume 1 or 2 as applicable) apply. Section 3.1.2.0. Built Form Controls Development on key facades within the City Core include City Central (P1) will be subject to controls established in Table 4-7 – City Centre Built Form Controls 			<p>These modifications are to rectify typographical errors.</p>

	<ul style="list-style-type: none"> Section 3.1.5.0. Built Form Controls Development on key facades within the City Core include City West (P2) will be subject to controls established in Table 4-7 – City Centre Built Form Controls Section 3.1.9.0. Built Form Controls Development on key facades within the City Core include City East (P3) will be subject to controls established in Table 4-7 – City Centre Built Form Controls Section 3.1.11. City Centre Core Subdivision & Development Requirements (P1, P2 & P3) These requirements apply to the land identified within the Commercial Zone and Mixed Use Zone (RAC-0) on Plan 1 and the “City Centre Core” composing land defined as Precincts 1, 2 and 3 on Figure 1 – Precincts and Facades Plan. Section 3.1.11.2. Residential Development Residential development is not permitted at ground level on the Main Street Town Centre Street as identified on Plan 1. Section 3.1.11.4. Vehicle Access and On-Site Parking Access and location of on-site parking shall be in accordance with the provisions prescribed in the City Centre Core Built Form Controls Table at Table 7 and any additional site-specific requirements outlined in the Alkimos Central Design Guidelines. 	
11	<p>Minor modification to headings:</p> <ul style="list-style-type: none"> Section 3.1. Commercial Zone & Mixed Use Zone – City Centre Core Precincts (P1, P2 & P3) Section 3.1.1. P1 Land Use Mix Section 3.1.2. P1 Built Form Controls & Typologies Section 3.1.4. P2 Land Use Mix Section 3.1.5. P2 Built Form Controls & Typologies Section 3.1.8. P3 Land Use Mix 	These modifications have been recommended to provide clarity on the sub-headings due to many of the headings being too similar and could cause confusion.

	<ul style="list-style-type: none"> Section 3.1.9. P3 Built Form Controls & Typologies Section 3.1.10. City Centre Core Built Form Controls 	
12	<p>Minor modification to land uses to align with Amendment 172 to DPS 2:</p> <ul style="list-style-type: none"> Table 4 – Land Use Intent for Precinct 1 <ul style="list-style-type: none"> Shop*¹/Shop Convenience*Convenience Store*¹ Recreation Centre Recreation - Private Child Care Centre Premises Civic Building Use Fast Food Restaurant Outlet Table 5 – Land Use Intent for Precinct 2 <ul style="list-style-type: none"> Residential Aged Care Facility / Independent Living Complex Fast Food Restaurant Outlet Table 6 – Land Use Intent for Precinct 3 <ul style="list-style-type: none"> Multiple Dwellings (repeated twice) Residential Aged Care Facility / Independent Living Complex Fast Food Restaurant Outlet Bulky Goods Showroom Service Station Trade Supply 	<p>These modifications have been recommended to align with the land use definitions outlined in Amendment 172 to DPS 2 which aligns the scheme and definitions in accordance with the Model Scheme Text. For Table 6 relating to Precinct 3, three land uses are proposed to be removed as they are not permitted (X) uses within the Mixed Use zone under Amendment 172 to DPS 2.</p>
Part 2 – Explanatory Report		
13	<p>Update ACPP to include further detail on key sustainability initiatives or actions such as reducing greenhouse gas emissions, incorporating renewable energy sources or use of sustainable construction materials.</p>	<p>This modification has been recommended as there is limited detail within the ACPP indicating any key sustainability initiatives and actions to achieve a 6-star Green Star – Communities accreditation including information relating to reducing greenhouse gas emissions, incorporating renewable energy sources or use of recycled/sustainable</p>

		construction materials. This is discussed in detail in the report.				
14	Delete reference to Local Planning Policy 3.6 – Employment Policy under Section 5.3.6. Local Planning Policies.				This modification is recommended as Local Planning Policy 3.6 – Employment Policy was revoked by Council at its meeting held on 13 September 2022, and is no longer a part of the planning framework.	
15	Undertake the following typographical changes: <ul style="list-style-type: none">Section 5.1.3.12. Terrestrial Fauna Although several habitat trees were recorded these trees did not appear to have any hollows suitable for use by Carnaby’s black cockatoo and there was no evidence of these trees being used for roosting or breeding.				This modification is to rectify a typographical error. It is noted this is consistent with the information outlined in Appendix A – Environmental Assessment and Management Strategy.	
16	Update Section 7.2.5 Residential Yield and Density, Table 17 to include:				This modification is to rectify a typographical error.	
	Dwelling type	R-Code	Indicative Yield (at 2051)	% Mix		Comment
	Semi Detached / Medium Density Dwellings	R30- R80 & RAC-0	1,123	46%		Site zoned R30 -R80 in the Residential Zone and Commercial / Mixed Use Zone (RAC-0)
	Multiple Dwellings (Apartments)	RAC-0	500	20%	Assumes development of 500 multiple dwellings within the Commercial	

				/ Mixed Use zone.	
17	Delete Section 7.5.1. Landscape Master Plan, The Dune Ridge Walk & Parkway as follows: <ul style="list-style-type: none">Where roads cut through the dune, alternate crossing opportunities will be investigated for feasibility, such as pedestrian bridges or signalled crossing points at road level. The bridge infrastructure is intended to be delivered and funded by DevelopmentWA, however, this will be based on detailed feasibility studies. DevelopmentWA and the City have agreed to enter a Heads of Agreement (which sits outside of this Precinct Structure Plan) to confirm the details and delivery of the bridge infrastructure.				Refer to Point 8.
18	Modify Section 7.5.2 Public Open Space to include an assessment against Schedule 5 of the City’s Local Planning Policy 4.3 Public Open Space to demonstrate that the proposed Threatened Ecological Communities (TEC) POS, or alternatively identified as POS 11 within the POS schedule, satisfies the minimum viability criteria. Where the TEC POS does not meet the minimum viability criteria, the POS is to be modified to ensure it complies with the viability criteria within LPP 4.3, and any relevant sections within the ACPP to be updated accordingly.				This modification has been recommended as the City and DBCA are concerned that the TEC POS is not ecologically viable. The size of the TEC and supporting buffer areas is small and the POS is also intended to accommodate stormwater drainage, which is likely to negative impact upon the viability of the TECs. This is discussed in detail in the body of the report.
Part 3 – Technical Documentation					
19	Modify the Acoustic Report to address the comments provided by Main Roads WA with respect to the following: <ul style="list-style-type: none">Inclusion of on-site noise monitoring for Marmion Avenue.Traffic volumes and heavy vehicle percentage along Marmion Avenue is to be changed to correspond with the noise monitoring and demonstrate compliance with <i>State Planning Policy 5.4 – Road and Rail Noise</i>.				This modification has been recommended in response to the comments provided by Main Roads and have been discussed in the body of the report.
20	Modify Appendix A – Environmental Assessment and Management Strategy in				This modification has been recommended in

	<p>accordance with DoE's comments and Main Roads WA:</p> <ul style="list-style-type: none"> Remove reference to shared oval and facilities for the primary school site; and Update document with the revised Acoustic Report. 	<p>response to the comments provided by DoE and have been discussed in the body of the report.</p>
21	<p>Modify Appendix J – Landscape Master Plan to align with the POS typologies within the City's Local Planning Policy 4.3 Public Open Space (LPP 4.3) and to specify intended functions for each POS site.</p>	<p>This modification has been recommended as Appendix J – Landscape Master Plan currently incorporates POS classifications which are inconsistent with the City's LPP 4.3 classifications and does not clearly outline the intended functions for each POS site. This makes it difficult to ascertain the appropriate level of infrastructure to be provided on each POS site.</p>
22	<p>Modify Appendix K – Tree Species and Planting Principles, as follows:</p> <p>Remove from the Section 4.0 Tree Species list:</p> <p><i>Araucaria columnaris</i> <i>Casuarina cunninghamiana</i> <i>Casuarina equisetifolia</i> <i>Casuarina obesa</i> <i>Corymbia citriodora</i> <i>Corymbia maculata</i> <i>Erythrina skii</i> <i>Eucalyptus botryoides</i> <i>Olea europaea</i> Common Olive Tree <i>Pyrus calleryana</i> 'Bradford' Ornamental Pear <i>Sapium sebiferum</i> <i>Schinus mole</i> <i>Tipuana tipu</i> <i>Ficus macrophylla</i> <i>Ficus microcarpa</i>, var. <i>hillii</i>,</p> <p>Include in Section 6.1 Ground Cover and 6.2 Shrub Selection list:</p> <p><i>Scaevolea crassifolia</i> <i>Acacia saligna prostrata</i></p>	<p>This modification has been recommended as certain tree species are not supported by Administration due to one or more of the following reasons:</p> <ul style="list-style-type: none"> It has the potential to become an environmental weed and tends to takeover areas and nearby bushland due to its ability to provide high quantities of viable seed that is easily spread and germinates readily. Likely to damage infrastructure such as roads or drains through invasive roots systems or excessive leaf/branch drop. Requires excessive maintenance, above that which would normally be required. Potential slip or trip hazards through fallen fruit or leaves. Has been found not to perform or survive within the City of Wanneroo. <p>The shrub species are recommended as they are native species suitable for a waterwise environment.</p>

<p> <i>Lepidosperma gladiatum</i> <i>Calocephalus brownii</i> <i>Spinfex longifolius</i> <i>Conostylis candicans</i> <i>Hardenbergia comptoniana</i> (with space to climb or sprawl to avoid smothering of other plants) <i>Carpobrotus virescens</i> <i>Myoporum insulare</i> <i>Bossiaea eriocarpa</i> (common brown pea), <i>Daviesia</i> spp., <i>Eremaea pauciflora</i>, <i>Gompholobium tomentosum</i> (hairy yellow pea), <i>Grevillea crithmifolia prostrate</i> <i>Hemiandra pungens</i> (snake bush) <i>Hibbertia hypericoides</i> (yellow buttercups), <i>Hibbertia racemose</i> (Stalked Guinea Flower) <i>Hibbertia spiccata</i> <i>Kennedia prostrata</i> <i>Leucocyphyta brownii</i> <i>Leucopogon insularis</i> <i>Petrophile linearis</i> (pixie mops), <i>Philotheca spicata</i> (pepper and salt) <i>Scaevolea nitida</i> (shining fanflower), <i>Scaevola thesiodes</i> <i>Ricinocarpus pinifolia</i> (Bridal bush) <i>Templetonia retusa</i> <i>Macrozamia fraseri</i> <i>Melaleuca systema</i> <i>Lepidosperma calcicole</i> <i>Acacia cyclops</i> <i>Acacia lasiocarpa</i> <i>Jacksonia calcicole</i> <i>Jacksonia sternbergiana</i> <i>Banksia prionoties</i> <i>Lechenaultia linarioides</i> </p>	
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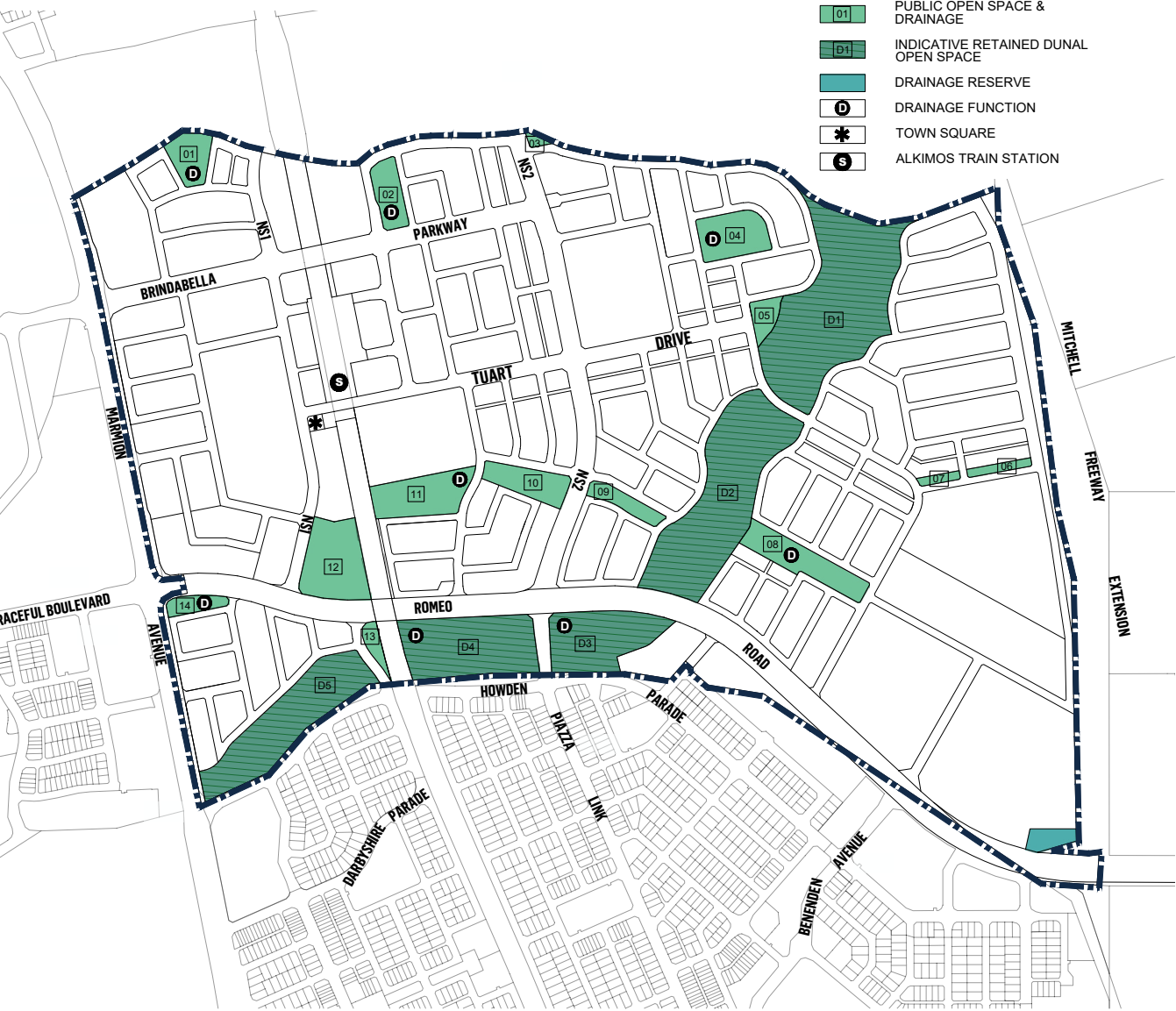
	<i>Nuytsia floribunda</i> <i>Eucalyptus marginata</i> <i>Banksia sessilis</i> <i>Banksia attenuata</i> <i>Banksia grandis</i> <i>Banksia menziesii</i> <i>Banksia nivea</i> <i>Banksia prionotes</i> <i>Banksia sessilis</i> <i>Hakea costata</i> <i>Hakea erinacea</i> <i>Hakea lissocarpha</i> <i>Hakea prostrata</i> <i>Hakea trifurcata</i> <i>Petrophile linearis</i> <i>Petrophile macrostachya</i> <i>Clematis pubescens</i> <i>Trymalium ledifolium</i> var. <i>ledifolium</i> <i>Pimelea ferruginea</i> <i>Pimelea rosea</i> <i>Xanthorrhoea brunonis</i> <i>Xanthorrhoea preissii</i>	
23	<p>Modify Appendix L – Transport Impact Assessment (TIA), Section 4.2 as follows:</p> <ul style="list-style-type: none"> NS1 – Except Town-Centre-Street-Neighbourhood Connector <ul style="list-style-type: none"> Ultimate 2 lane divided street (22m road reserve) Neighbourhood Connector function enabling access to the City Centre. 	<p>This modification is requested to align the title of the referenced section of the road in accordance with Figure 4.1 of Appendix L – TIA and also Figure 2 Movement Network Plan within ACPP Part 1.</p>

ATTACHMENT 9

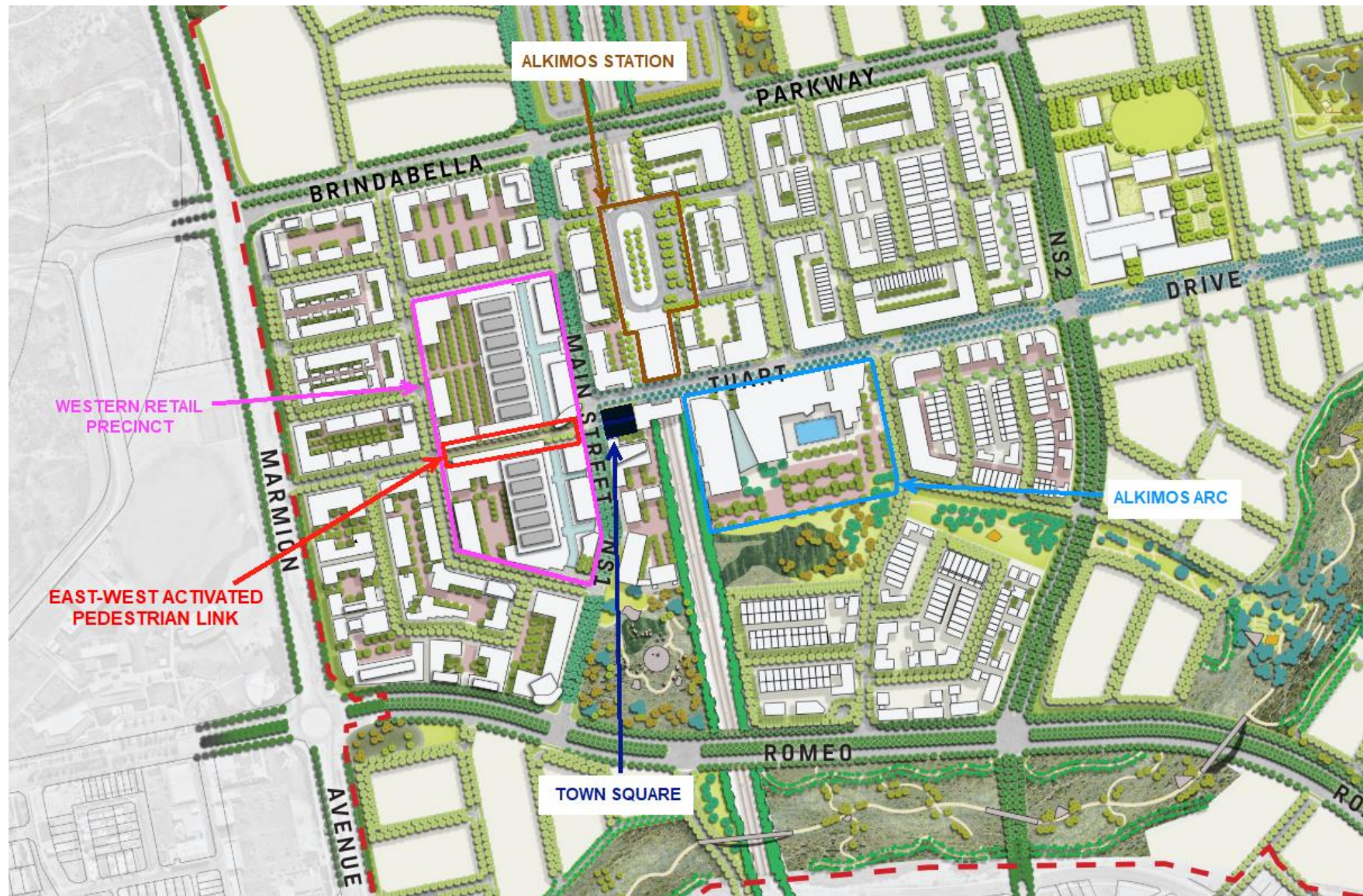
Table 20 – POS Schedule

Site Area	Hectares (Ha)	203.11ha
Less		
TEC area	0.61	
Total	0.61	
Net Site Area		202.50ha
Deductions		
Primary School	4.02	
Commercial (includes service and business)	33.13	
Dedicated Drainage Reserves (sump)	0.36	
Dedicated Drainage Reserves (1 in 1)	0.66	
Mixed-Use	10.90	
Regional Road (Romeo Road only)	8.21	
Railway Reserve & Transport Infrastructure	7.60	
Civic and Community (AARC)	3.51	
Total Deductions	68.61	
Gross Subdivisible Area		134.11ha
Public Open Space Contribution		
May Comprise:		
minimum 80% unrestricted POS	10.73	
maximum 20% restricted POS	2.68	13.41ha
Unrestricted POS sites		
Unrestricted POS Total area	28.18ha (21.01%)	
Restricted Use POS sites		
Restricted POS contribution	0.97	
Total Restricted Use POS able to contribute to POS (cannot exceed 2% of required 10%)	2.68	
TOTAL Contributing POS	29.15ha (21.74%)	
Unrestricted POS	28.18	
Restricted POS	0.97	

Figure 23 Public Open Space Plan

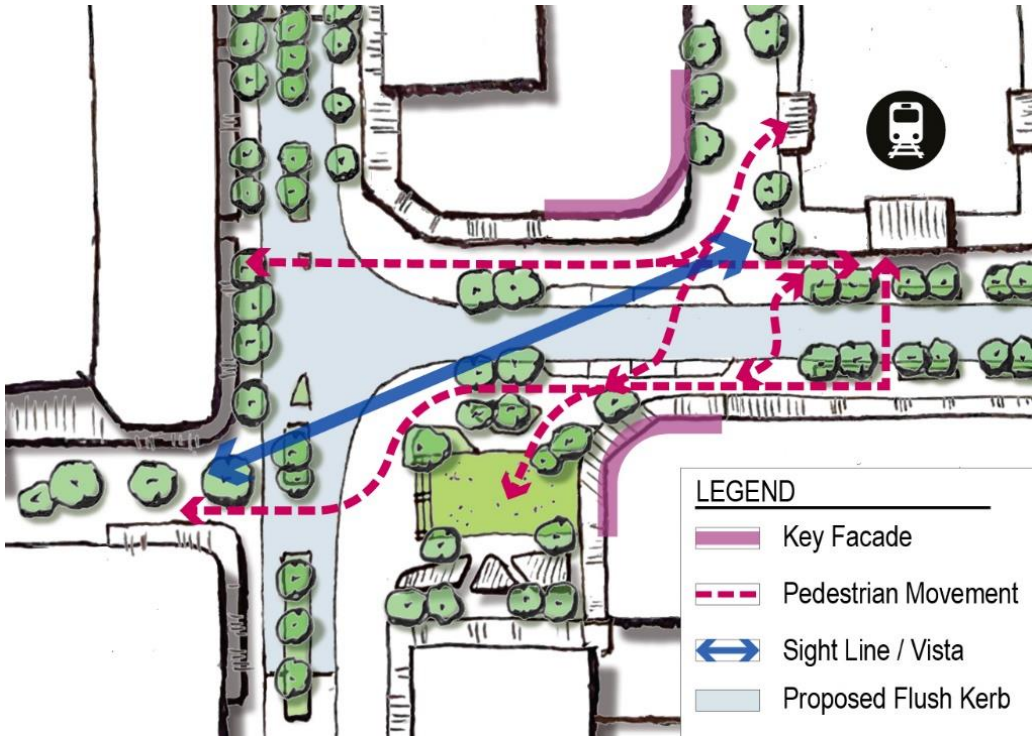


Unrestricted POS sites	Hectares
POS 1	0.39
POS 2	0.49
POS 3	0.07
POS 4	0.64
POS 5	0.38
POS 6	0.22
POS 7	0.14
POS 8	1.04
POS 9	0.48
POS 10	0.89
POS 11	0.71
POS 12	1.79
POS 13	0.26
POS 14	0.28
POS D1	6.44
POS D2	5.46
POS D3	2.18
POS D4	2.99
POS D5	3.33
Unrestricted POS Total area	28.18ha (21.01%)
Restricted Use POS sites	Hectares
POS 1	0.21
POS 2	0.13
POS 4	0.30
POS 8	0.18
POS 11	0.07
POS 14	0.04
POS D3	0.03
POS D4	0.01
Restricted POS contribution	0.97ha

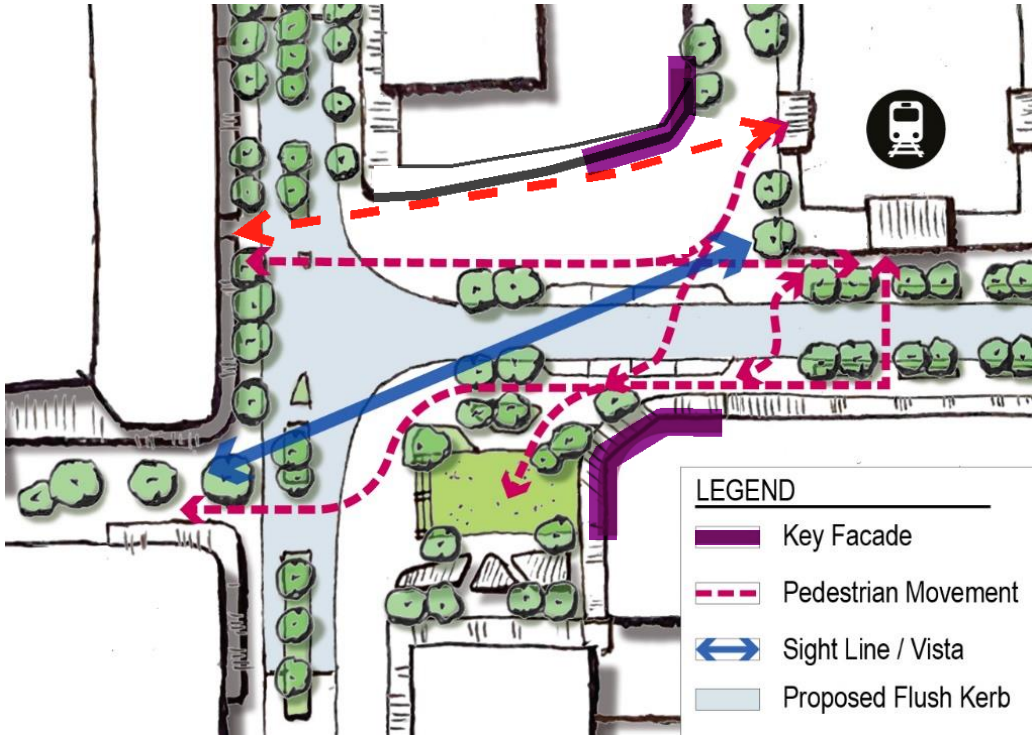
ATTACHMENT 10

ATTACHMENT 11

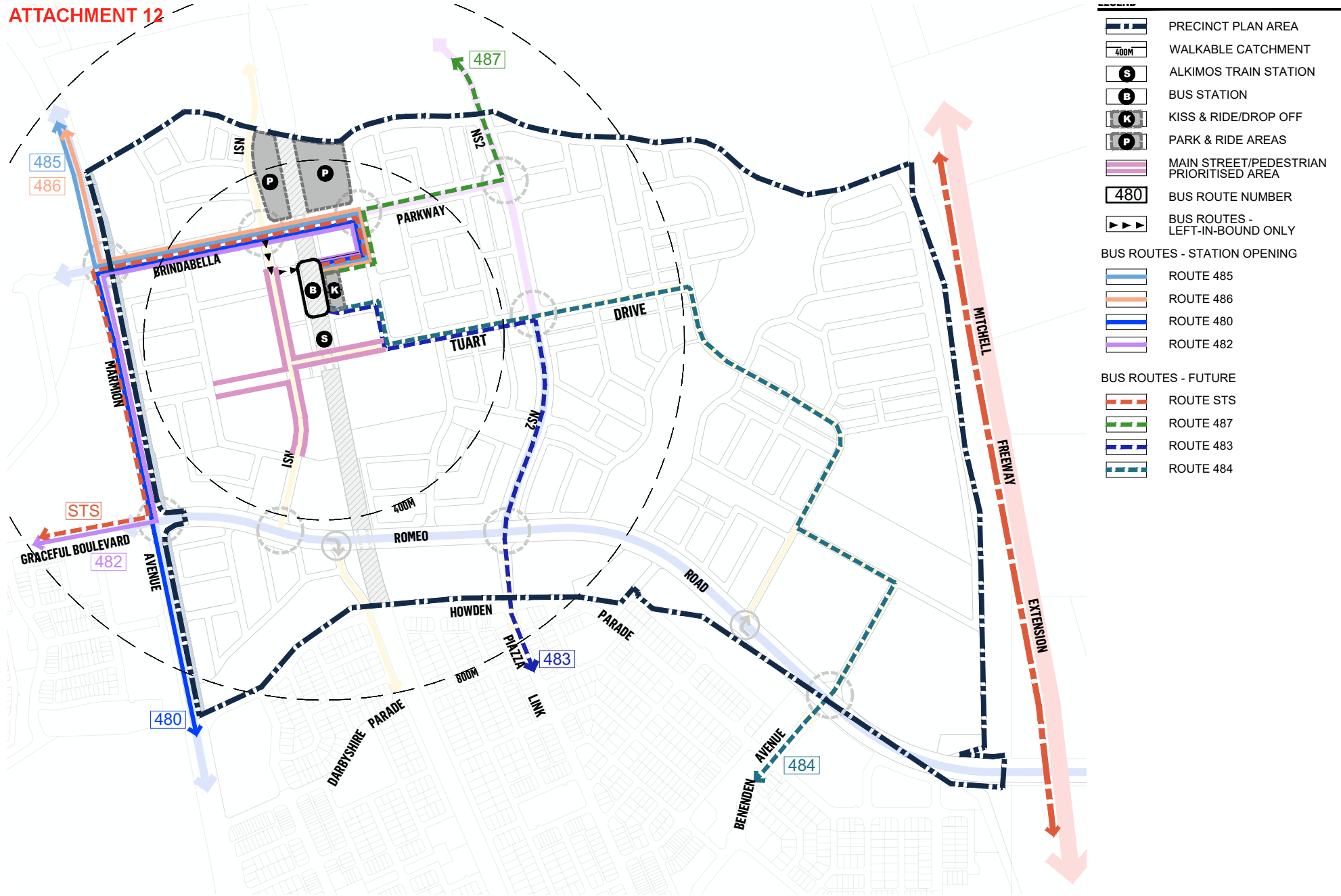
Figure 6 – Indicative Built Form Sketch – Sites Surrounding Town Square/Alkimos Station:



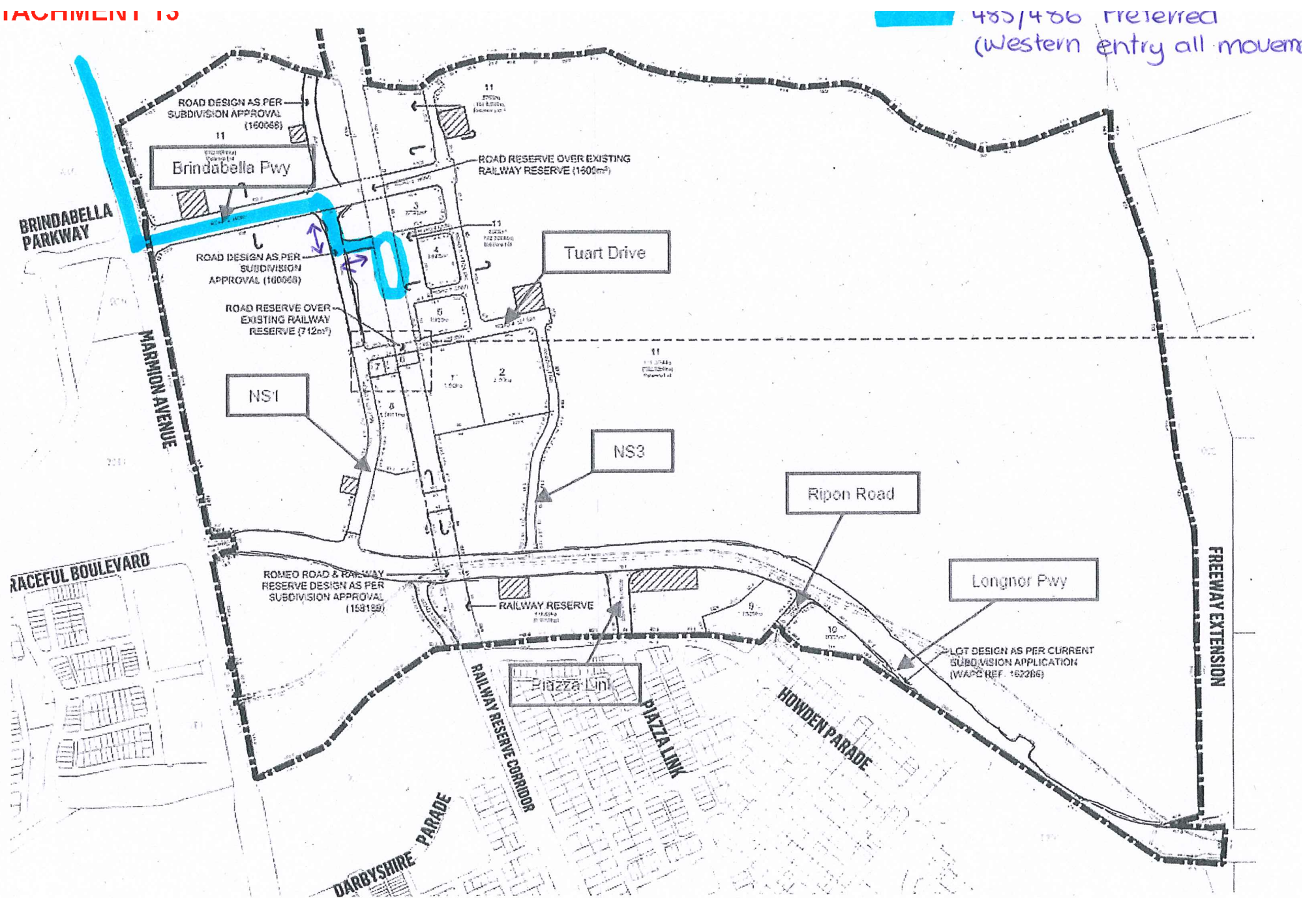
Proposed Modification to Figure 6



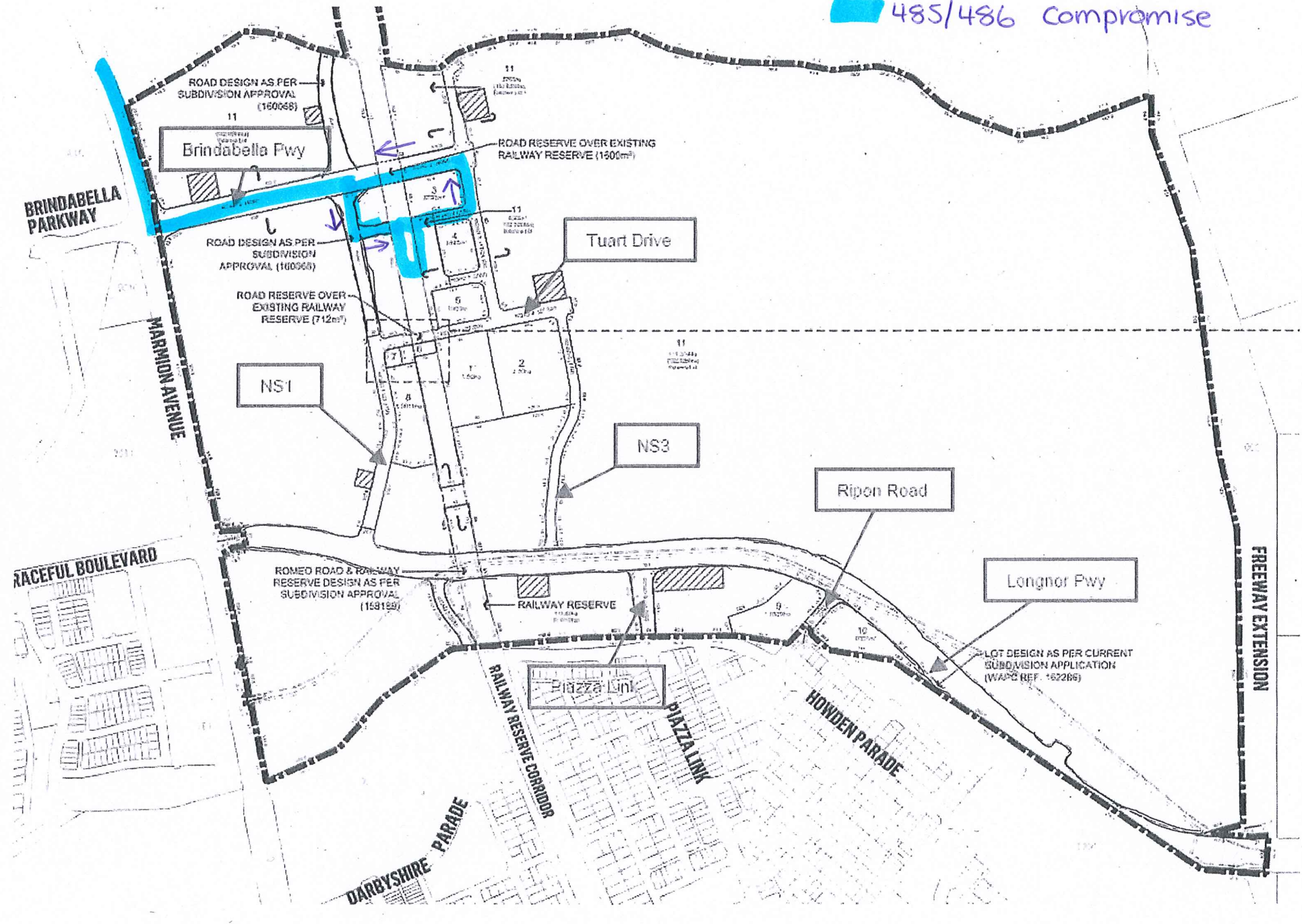
ATTACHMENT 12

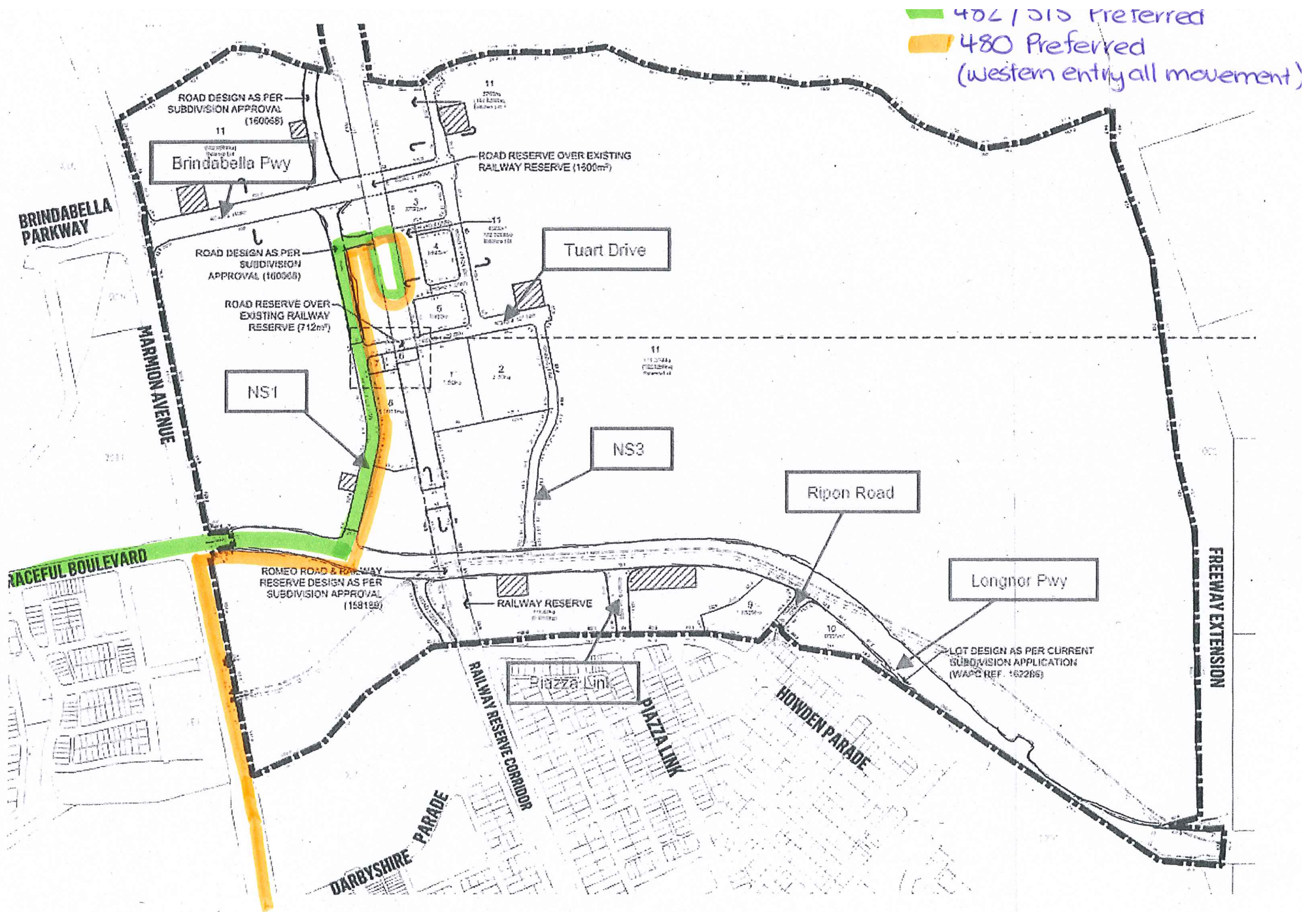


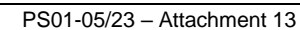
ATTACHMENT 13

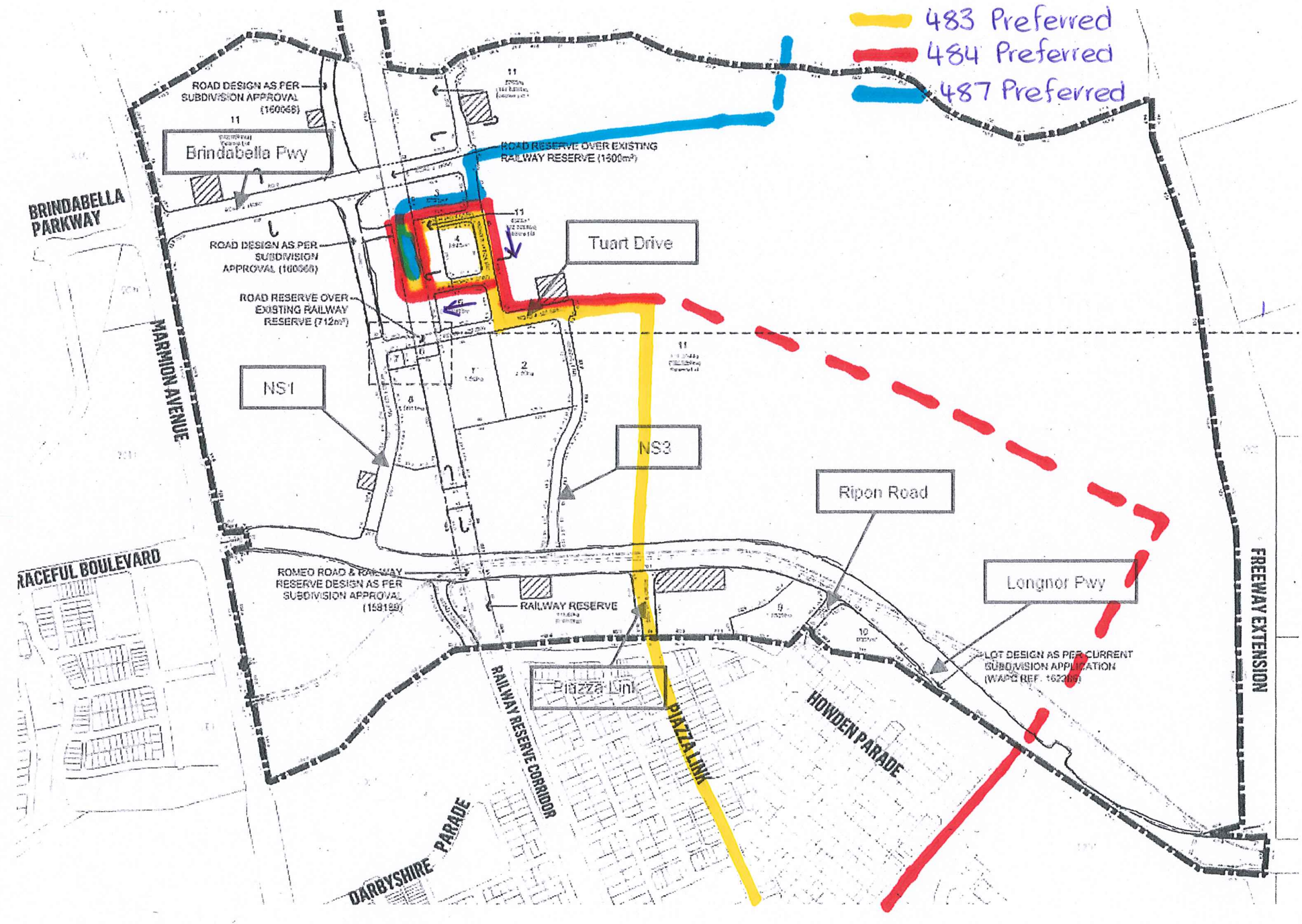


485/486 Compromise









PS02-05/23 Consideration of Amendment No. 202 to District Planning Scheme No. 2 Following Advertising

File Ref: 44671 – 23/62381
Responsible Officer: Director Planning & Sustainability
Attachments: 4

Issue

To consider proposed Amendment No. 202 to DPS 2 following public advertising, which proposes to modify the zoning and land use planning controls over the Neerabup Industrial Area (NIA).

Background

The Neerabup Industrial Area Agreed Local Structure Plan No. 17 (ASP 17) sits over the NIA, providing guidance for subdivision and development. ASP 17 was initially approved by the Western Australian Planning Commission (WAPC) on 11 January 2005 and has been subject to five amendments. ASP 17 was prepared under the City's District Planning Scheme No. 2 (DPS 2).

Administration has prepared a refreshed planning framework for the NIA, comprising:

- Amendment No. 7 to ASP 17, which will completely overhaul and replace the content of that structure plan (subject of a separate Report on this Agenda); and
- Amendment No. 202 to DPS 2 (Amendment No. 202), as detailed in this Report.

Council initiated both Amendment No. 202 and Amendment No. 7 to ASP 17 at its 12 July 2022 Ordinary Council Meeting (refer to PS03-07/22 and PS04-04/22). Council's previous resolution on Amendment No. 202 (PS03-07/22) is included in **Attachment 1** of this report. The WAPC recommended modifications to the Amendment No. 202 proposal, which Administration made prior to its advertising. A summary of modifications proposed are detailed later in this report.

Detail

Amendment No. 202, as advertised, proposed the following:

- The rezoning of land in the NIA, so that all the land capable of industrial activity was zoned either Service Industrial and General Industrial.
A Scheme (Amendment) Map proposed for Amendment No. 202 (as advertised) is included within **Attachment 1**, as is a further plan outlining the extent of modifications to the Scheme Map proposed through Amendment No. 202.
- Introducing 'Additional Uses' capable of approval in the NIA General Industrial and Service Industrial zones. Amendment No. 202 introduces definitions and parameters around the Additional Uses.
- The planning of places in two easily accessible locations along Flynn Drive (called 'Service Hubs') that will provide for a level of service for employees, business owners and visitors to the NIA. These Service Hubs are proposed as their own Additional Use area, with DPS 2 allowing for a limited range of commercial uses such as restaurants, take away food, office and retail.
- Minor amendments to the DPS 2 text (including the Zoning Table), to prescribe that the 'Showroom' and 'Vehicle Sales/Hire Premises' are to be dealt with as discretionary (or

'D') uses in the NIA Service Industrial Zone – and not as permitted (or 'P') uses as they are typically dealt with in that zone.

- The classifying of Lot 8001 (240) Flynn Drive, Neerabup from the Industrial Development zone to Local Scheme Reserve – Conservation. Lot 8001 is already a Crown Land parcel for the purpose of Conservation. Similarly, a Crown Land parcel for drainage adjoining Lot 8001 (being Lot 8002 (270) Flynn Drive) will also be reclassified from the 'Industrial Development' zone to Local Scheme Reserve – Public Use.

The full extent of what Amendment No. 202 is proposing, as it was initiated by Council, is provided for within in **Attachment 1**. However, as discussed in the Consultation and Comment sections below, the WAPC recommended modifications to Amendment No. 202, as made by Administration prior to advertising. The extent of these modifications is shown in **Attachment 2**.

Following advertising, Administration is now recommending further modifications to Amendment No. 202; to make minor corrections and to align the amendment with the recent gazettal of Amendment No. 172 to DPS 2 (Amendment No. 172). These modifications are discussed in the Comment section of this report.

Amendment No. 202 is not proposing to change the current zoning of 'Industrial Development' over the north-western and eastern extents of the NIA. These areas are noted as being heavily vegetated and could potentially have notable environmental attributes. Administration considers that further investigations and/or actions are needed by the landowners to determine whether this land is suitable for industrial purposes, or whether these areas require environmental protection through the planning framework.

Consultation

In accordance with Council's 12 July 2022 resolution, Amendment No. 202 was referred to the EPA for comment. In response, the EPA advised the City that the scheme amendment did not warrant an environmental assessment.

As Council resolved for Amendment No. 202 to be assessed as a 'complex' amendment in the context of the *Planning and Development (Local Planning Schemes) Regulations 2015*, it was also referred to the WAPC for initial consideration. For the City to proceed with advertising, the WAPC recommended modifications to Amendment No. 202, which Administration duly made.

Advertising of the modified Amendment No. 202 proposal was undertaken between 19 January 2023 and 20 March 2023 by way of the following:

- A notice published in the 19 January 2023 Perth Now – Wanneroo newspaper;
- The uploading of documentation relating to the amendments on the City's website – and making that information available for viewing at the Civic Centre;
- Letters sent to all landowners and occupiers of land that could be affected by the amendments. This is considered by Administration to include land within the NIA – as well as land within 400 metres of the NIA. There were 1,057 letters sent in total;
- Providing notification to public authorities that Administration considers may take interest in the amendments; and
- The installation of signs at three prominent locations in the NIA, on:
 - Flynn Drive at the western end of the NIA;
 - The corner of Flynn Drive and Pinnacle Drive; and
 - The corner of Old Yanchep Road and Trandos Road.

The City has received a total of 14 submissions on both the Amendment No. 202 and Amendment No. 7 to ASP 17 proposals. Much of the detail in the submissions relate specifically

to Amendment No. 7 to ASP 17. The comments that were received on Amendment No. 202 related to impacts on the natural environment, the Additional Uses proposed and bushfire.

A summary of the comments raised in the submissions pertaining to Amendment No. 202, with Administration's responses, is included in **Attachment 3**.

Comment

Strategic Considerations

The City of Wanneroo currently contains the majority of industrial zoned land in the Perth Northwest Metropolitan sub-region. The City's Economic Development Strategy 2022-2032 identifies the Neerabup Industrial Area (NIA) as having potential to provide 20,000 jobs, contributing toward the 60% employment self-sufficiency target for the sub-region. An Economic and Employment Strategy, prepared to support Amendment No. 202 (and Amendment No. 7 to ASP 17), provides a projection that the NIA will exceed 20,000 jobs over the coming decades.

The Department of Planning, Lands and Heritage (DPLH) has prepared the Northwest Sub-Regional Planning Framework (NWSRPF) to guide the long-term planning for the sub-region. The NWSRPF aims to establish an integrated planning framework for land use and infrastructure to guide future growth. The NWSRPF projects approximately 1,770 hectares of additional industrial land is required in the sub-region through to 2050 – and that the NIA is required to meet much of that demand. Updating the planning framework for the NIA ensures that at least 600 hectares of land in the NIA has an appropriate planning framework in place to meet the industrial land demands.

The current planning framework is not preventing the establishment and continuation of key initiatives for the NIA; such as the Australian Automotive and Robotics Precinct (AARP), the City's subdivision and resource extraction of its landholdings or providing for renewable energy supplies. However, the amendments to the planning framework would make the NIA more attractive for stakeholders to invest or pursue their own initiatives.

WAPC Recommended Modifications to Amendment No. 202

The WAPC recommended Administration modify Amendment No. 202 prior to advertising, to address inconsistencies with model scheme provisions (model scheme text) and streamline the appropriate use of scheme provisions supplemented by the associated ASP 17. As outlined above, Administration made the modifications to Amendment No. 202 on the WAPC's recommendation prior to advertising.

The key modifications recommended by the WAPC include:

- Removing the 'Research and Development Centre' land use, on the basis that Amendment 172 to DPS 2 will broaden the definition of 'Industry' to capture some of the activities that would have come under this land use.
- Adjusting the conditions around the Additional Use of 'Education Establishment' in the General Industrial Zone, allowing a broader range of activities to occur that are consistent with the objectives of the General Industrial Zone; and
- Adjusting the conditions and parameters regarding activities that can occur within the two Service Hubs, to:
 - Remove 'Medical Centre' as an Additional Use capable of approval; and
 - Remove the list of prescribed activities that can occur within a 'Shop' premise – and replace those with a maximum floorspace per tenancy (300m²) and maximum overall floorspace per Service Hub (750m²).

The modifications pertaining to the Service Hubs were recommended to ensure that size and land use mix within the Service Hubs do not detract from activity centres.

The full schedule of the WAPC's recommended modifications to Amendment No. 202 is provided in **Attachment 2**. Administration did not oppose making the modifications recommended by the WAPC for the following reasons:

- The modifications did not compromise the City's intentions for the NIA; and
- Council resolved for Amendment No. 202 to be advertised subject to the satisfaction of the WAPC and EPA (Item 6 of PS03-07/22, refer **Attachment 1**).

Modifications to Amendment No. 202 Recommended After Advertising

Amendment No. 172 is a major amendment to DPS 2 which has only recently been gazetted. Amendment No. 172 has now aligned large parts of the City's current scheme with the model provisions for local planning schemes contained in the Regulations. The changes that have occurred as a result of the gazettal of Amendment No. 172 impact on how Amendment No. 202 can now progress.

Amendment No. 172 has now:

- Changed the naming of the industrial zones and local scheme reserves. In particular, the General Industrial zone has been renamed to 'General Industry', the Service Industrial zone has become 'Light Industry' and the 'Conservation' local scheme reserve has been renamed to 'Environmental Conservation'.
- Changed land uses and definitions; and
- Modified land use permissibility contained in the Zoning Table, in light of the changes to the land uses and their definitions.

It is therefore recommended that Amendment No. 202 be subject to modifications to align with recent changes to DPS 2 in light of the gazettal of Amendment No. 172. The extent of modifications proposed is outlined in **Attachment 4**.

Statutory Compliance

Amendment No. 202 to District Planning Scheme No. 2 was prepared by Administration and advertised in accordance with the *Planning and Development Act 2005* and the *Planning and Development (Local Planning Schemes) Regulations 2015* (Regulations).

Under the Regulations, Council is required to consider the submissions received in respect to the advertising of Amendment No. 202 and resolve to either support the amendment with or without modification – or alternatively not support the amendment. Administration is recommending that Council supports Amendment No. 202 with modifications in accordance with Regulation 41(3)(b) the Regulations.

Further, and regardless of whether Council supports the amendment or not, the Regulations require Council to provide the WAPC with (among other things) a copy of the resolution, as well as a schedule of submissions.

Strategic Implications

The proposal aligns with the following objective within the Strategic Community Plan 2021 – 2031:

*3 ~ A vibrant, innovative City with local opportunities for work, business and investment**3.3 - Plan, develop and activate employment locations***Risk Appetite Statement**

In pursuit of strategic objective goal 3, we will accept a Medium level of risk, extended to High in the areas of where there may be Governance, Community / Reputation & Financial / Commercial impacts. For the City to realise a future role as a self-sustainable, vibrant and viable business and corporate centre, the City recognises higher risk will be required to attract investors, build a contemporary environment which ensures regulation is efficient but effective and realise a higher return on investment for the City. It is recognised that land acquisitions, environmental development and management processes and community support could all be challenged in the short term to realise the future successful offset of longer-term strategic risk.

Risk Management Considerations

Risk Title	Risk Rating
ST-S12 Economic Growth	Medium
Accountability	Action Planning Option
Director Corporate Strategy and Performance	Manage

Risk Title	Risk Rating
CO-O03 Strategic Land	Medium
Accountability	Action Planning Option
Director Planning and Sustainability Director Corporate Strategy and Performance	Manage

Risk Title	Risk Rating
CO-O15 – Project Management	Low
Accountability	Action Planning Option
Director Corporate Strategy and Performance	Manage

The above risks relating to the issues contained within this report have been identified and considered within the City's Corporate and Strategic Risk Registers. Action plans have been developed to manage these risks to support existing management systems.

Policy Implications

Amendment No. 202 to DPS 2 has been prepared with regard to the provisions contained within local planning policies (prepared by the City), as well as State Planning Policies and Development Control Policies (prepared by the WAPC).

Financial Implications

The costs of preparing, advertising and progressing Amendment No. 202 to DPS 2 is being met through the Planning and Sustainability Directorate's operational budget.

Voting Requirements

Simple Majority

Recommendation

That Council:-

1. Pursuant to Regulation 41(2) of the *Planning and Development (Local Planning Schemes) Regulations 2015*, CONSIDERS the submissions received in respect to the advertised Amendment No. 202 to District Planning Scheme No. 2, a summary of which is included in Attachment 3;
2. Pursuant to Regulation 41(3)(b) of the *Planning and Development (Local Planning Schemes) Regulations 2015*, SUPPORTS Amendment No. 202 to District Planning Scheme No. 2 subject to modifications as outlined in Attachment 4;
3. AUTHORISES the Mayor and the Chief Executive Officer to SIGN and SEAL Amendment No. 202 to District Planning Scheme No. 2 documents in accordance with the City's Execution of Documents Policy;
4. Pursuant to Regulation 44 of the *Planning and Development (Local Planning Schemes) Regulations 2015*, PROVIDES the modified Amendment No. 202 to District Planning Scheme No. 2 to the Western Australian Planning Commission; and
5. ADVISES all submitters of this decision.

Attachments:

- | | |
|---------------------------------------------------------------------------------------------------------------------------------|-----------|
| 1. Attachment 1 - Previous Resolutions Made in July 2022 | 23/109456 |
| 2. Attachment 2 - Extent of Amendment No. 202 to DPS 2 Proposal as Recommended by the WAPC | 23/109477 |
| 3. Attachment 3 - Updated Submission Schedule for Council - Amendment No. 202 to District Planning Scheme No. 2 | 23/164901 |
| 4. Attachment 4 - Recommended Modifications to Amendment No. 202 | 23/115461 |

Council Resolution – 12 July 2022 Ordinary Council Meeting, Item PS03-07/22
Preparation of Amendment No. 202 to District Planning Scheme No. 2 – Planning Framework Review of the Neerabup Industrial Area

That Council:-

1. *PREPARES Amendment No. 202 to the City's District Planning Scheme No. 2 pursuant to Section 75 of the Planning and Development Act 2005, to amend the local planning scheme as outlined on the Scheme (Amendment) Map included as Attachment 2 and as outlined as text in Attachment 4;*
2. *Pursuant to Regulation 35A(b) of the Planning and Development (Local Planning Schemes) Regulations 2015, RESOLVES that Amendment No. 202 to District Planning Scheme No. 2 include the following statement:*

Should Amendment No. 202 to District Planning Scheme No. 2 be approved and take effect, the City of Wanneroo's Neerabup Industrial Area Agreed Local Structure Plan No. 17 is to be amended to remove zoning and land use permissibility provisions. These amendments (among others) are occurring through Amendment No. 7 to the Neerabup Industrial Area Agreed Local Structure Plan No. 17, which was prepared by the City of Wanneroo to correlate with this local planning scheme amendment.

3. *Pursuant to Regulation 35(2) of the Planning and Development (Local Planning Schemes) Regulations 2015, RESOLVES that Amendment No. 202 to District Planning Scheme No. 2 is a 'Complex' Amendment for the following reason:*

An amendment that is not addressed by any local planning strategy.

4. *Pursuant to Regulation 37(2) of the Planning and Development (Local Planning Schemes) Regulations 2015, SUBMITS two (2) copies of the Amendment No. 202 to District Planning Scheme No. 2 documentation to the Western Australian Planning Commission for its consideration;*
5. *Pursuant to Section 81 and Section 82 of the Planning and Development Act 2005 REFERS Amendment No. 202 to District Planning Scheme No. 2 to the Environmental Protection Authority; and*
6. *Subject to the satisfaction of the Environmental Protection Authority and the Western Australian Planning Commission, ADVERTISES Amendment No. 202 to District Planning Scheme No. 2 for a period of 60 days pursuant to Regulations 38 and 76A of the Planning and Development (Local Planning Schemes) Regulations 2015.*

*Planning and Development Act 2005***RESOLUTION TO PREPARE AMENDMENT TO
LOCAL PLANNING SCHEME****CITY OF WANNEROO****DISTRICT PLANNING SCHEME NO. 2 – AMENDMENT NO. 202**

RESOLVED that the local government pursuant to section 75 of the *Planning and Development Act 2005*, amend the above local planning scheme by:

1. Rezoning the following land from 'Industrial Development' to 'General Industrial', to the extent shown on the Scheme (Amendment) Map:
 - Portion Lot 801 (410) Flynn Drive, Neerabup (on DP: 415725);
 - Portions of Lot 9009 (370) Flynn Drive, Neerabup (on DP: 423704);
 - Portion Lot 1031 (24) Hemisphere Street, Neerabup (on DP: 405727);
 - Portion Lot 1030 (18) Greenwich Parade, Neerabup (on DP: 405727);
 - Portion Lot 1029 (22) Greenwich Parade, Neerabup (on DP: 405727);
 - Portion Lot 1019 (26) Greenwich Parade, Neerabup (on DP: 61212);
 - Portion Lot 1018 (30) Greenwich Parade, Neerabup (on DP: 61212);
 - Portion Lot 800 (34) Greenwich Parade, Neerabup (on DP: 415111);
 - Lot 1024 (15) Longitude Avenue, Neerabup (on DP: 409191);
 - Lot 1023 (11) Longitude Avenue, Neerabup (on DP: 409191);
 - Lot 1026 (7) Longitude Avenue, Neerabup (on DP: 409191);
 - Lot 1022 (20) Hemisphere Street, Neerabup (on DP: 409191);
 - Lot 1035 (12) Hemisphere Street, Neerabup (on DP: 409191);
 - Lot 1034 (6) Longitude Avenue, Neerabup (on DP: 409191);
 - Lot 1033 (12) Longitude Avenue, Neerabup (on DP: 409191);
 - Lot 40 (26) Mather Drive, Neerabup (on D: 78186);
 - Lot 9100 (60) Mather Drive, Neerabup (on DP: 411322);
 - Lot 44 (64) Mather Drive, Neerabup (on D: 83582);
 - Lot 2004 (69) Mather Drive, Neerabup (on DP: 70103);
 - Lot 9003 (85) Mather Drive, Neerabup (on DP: 70103);
 - Lot 2001 (240) Pederick Road, Neerabup (on DP: 60745);
 - Lot 1001 (220) Pederick Road, Neerabup (on DP: 37249);
 - Lot 1000 (190) Pederick Road, Neerabup (on DP: 37249);
 - Lot 100 (45) Trandos Road, Neerabup (on DP: 63371);
 - Lot 9000 (140) Pederick Road, Neerabup (on DP: 63371);
 - Lot 1506 (1) Trandos Road, Neerabup (on DP: 407752);
 - Lot 101 (141) Pederick Road, Neerabup (on DP: 413173);
 - Lot 102 (123) Pederick Road, Neerabup (on DP: 413173);
 - Lot 103 (125) Pederick Road, Neerabup (on DP: 413173);
 - Lot 104 (127) Pederick Road, Neerabup (on DP: 413173);
 - Lot 801 (109) Pederick Road, Neerabup (on DP: 57533);
 - Portion Lot 5 (190) Flynn Drive, Neerabup (on D: 91435);
 - Portion Lot 900 (170) Flynn Drive, Neerabup (on DP: 50843); and
 - Portion Lot 901 (150) Flynn Drive, Neerabup (on DP: 50843).
2. Rezoning portions of Lot 9009 (370) Flynn Drive, Neerabup (on DP: 423704) from 'General Industrial' to 'Service Industrial', to the extent shown on the Scheme (Amendment) Map.

3. Rezoning the following land from 'Industrial Development' to 'Service Industrial', to the extent shown on the Scheme (Amendment) Map:
- Portion Lot 801 (410) Flynn Drive, Neerabup (on DP: 415725);
 - Portions of Lot 9009 (370) Flynn Drive, Neerabup (on DP: 423704);
 - Lot 1000 (45) Hemisphere Street, Neerabup (DP: 423704);
 - Portion Lot 1001 (11) Greenwich Parade, Neerabup (on DP: 61212);
 - Portion Lot 1021 (10) Greenwich Parade, Neerabup (on DP: 61212);
 - Lot 2 (19) Hemisphere Street, Neerabup (on DP: 413473);
 - Lot 1 (13) Hemisphere Street, Neerabup (on DP: 413473);
 - Lot 1057 (5) Ring Street, Neerabup (on DP: 420872);
 - Lot 1058 (11) Ring Street, Neerabup (on DP: 420872);
 - Lot 1060 (11) Pinnacle Drive, Neerabup (on DP: 420872);
 - Portion Lot 1059 (1) Pinnacle Drive, Neerabup (on DP: 420872);
 - Portion Lot 1064 (2) Pinnacle Drive, Neerabup (on DP: 420872);
 - Lot 1063 (10) Pinnacle Drive, Neerabup (on DP: 420872);
 - Portion Lot 5 (190) Flynn Drive, Neerabup (on D: 91435);
 - Portion Lot 900 (170) Flynn Drive, Neerabup (on DP: 50843);
 - Portion Lot 901 (150) Flynn Drive, Neerabup (on DP: 50843).
4. Reclassifying Lot 8002 (270) Flynn Drive, Neerabup (on DP: 411322) from the 'Industrial Development' zone to 'Local Scheme Reserve – Public Use', as shown on the Scheme (Amendment) Map.
5. Reclassifying Lot 8001 (250) Flynn Drive, Neerabup (on DP: 411322) from the 'Industrial Development' zone to 'Local Scheme Reserve – Conservation', as shown on the Scheme (Amendment) Map.
6. Applying the Additional Uses (A50) designation to various land parcels in the Neerabup locality, as shown on the Scheme (Amendment) Map.
7. Amending Schedule 2 – Section 1 of the Scheme text to insert the following:

NO		STREET/ LOCALITY	PARTICULARS OF LAND	ADDITIONAL USE AND CONDITIONS (WHERE APPLICABLE)
A50	1-50	Neerabup locality	Multiple land parcels zoned General Industrial.	<ul style="list-style-type: none"> • Intensive Agriculture • Data Storage Premises • Education Establishment • Research and Development Centre <p>Conditions:</p> <ol style="list-style-type: none"> 1. All the 'Additional Uses' shall be dealt with as "D" uses, pursuant to Clause 6.2.2. 2. Land uses referred to above, but which are not defined in Schedule 1, are defined below: <p>Data Storage Premises – means premises that provide computer servers or other devices for the storage or retention of electronic data, and may include the provision of</p>

				<p>ancillary infrastructure and offices.</p> <p>Research and Development Centre – means land and buildings used to undertake scientific and industrial research and the development, testing, training and education, production and assembly involved with that research and development. It may include administration, promotion, conference, office, meeting rooms, display, laboratory, assembly, laydown, and manufacturing areas.</p> <p>3. Conditions and parameters for the carrying out of land uses listed above are provided for below:</p> <p>Education Establishment: Activities shall only be limited to providing persons with training of skills needed to operate heavy vehicles, earthmoving equipment or other industrial equipment or machinery.</p> <p>Intensive Agriculture: The cultivation and harvesting of produce shall only occur within a building, enclosed by walls and a roof (excluding greenhouses). Cultivation of produce shall not occur where exposed to the open natural environment.</p> <p>4. The number of on-site parking bays to be provided for the Additional Uses shall be as provided below:</p> <p>Data Storage Premises – 1 per 400m² GFA</p> <p>Intensive Agriculture – 1 per 50m² GFA</p> <p>Research and Development Centre – 1 per 50m² GFA (excluding ancillary office space) and 1 per 30m² NLA for ancillary office</p>
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8. Applying the Additional Uses (A51) designation to the following land parcels, as shown on the Scheme (Amendment) Map:

- Portion Lot 801 (410) Flynn Drive, Neerabup (on DP: 415725);

- Portions of Lot 9009 (370) Flynn Drive, Neerabup (on DP: 423704);
- Lot 1000 (45) Hemisphere Street, Neerabup (DP: 423704);
- Lot 2 (19) Hemisphere Street, Neerabup (on DP: 413473);
- Lot 1 (13) Hemisphere Street, Neerabup (on DP: 413473);
- Lot 1057 (5) Ring Street, Neerabup (on DP: 420872);
- Lot 1058 (11) Ring Street, Neerabup (on DP: 420872);
- Lot 1060 (11) Pinnacle Drive, Neerabup (on DP: 420872);
- Portion Lot 1059 (1) Pinnacle Drive, Neerabup (on DP: 420872);
- Portion Lot 1064 (2) Pinnacle Drive, Neerabup (on DP: 420872);
- Lot 1063 (10) Pinnacle Drive, Neerabup (on DP: 420872);
- Portion Lot 5 (190) Flynn Drive, Neerabup (on D: 91435);
- Portion Lot 900 (170) Flynn Drive, Neerabup (on DP: 50843); and
- Portion Lot 901 (150) Flynn Drive, Neerabup (on DP: 50843).

9. Amending Schedule 2 – Section 1 of the Scheme text to insert the following:

NO		STREET/ LOCALITY	PARTICULARS OF LAND	ADDITIONAL USE AND CONDITIONS (WHERE APPLICABLE)
A51	1-51	<ul style="list-style-type: none"> • 410 Flynn Drive • 370 Flynn Drive • 45 Hemisphere Street • 19 Hemisphere Street • 13 Hemisphere Street • 5 Ring Street • 11 Ring Street • 11 Pinnacle Drive • 1 Pinnacle Drive • 2 Pinnacle Drive • 10 Pinnacle Drive • 190 Flynn Drive • 170 Flynn Drive • 150 Flynn Drive <p>All in the Neerabup locality.</p>	<ul style="list-style-type: none"> • Portion Lot 801 (on DP: 415725); • Portions of Lot 9009 (on DP: 423704); • Lot 1000 (on DP: 423704); • Lot 2 (on DP: 413473); • Lot 1 (on DP: 413473); • Lot 1057 (on DP: 420872); • Lot 1058 (on DP: 420872); • Lot 1060 (on DP: 420872); • Portion Lot 1059 (on DP: 420872); • Portion Lot 1064 (on DP: 420872); • Lot 1063 (on DP: 420872); • Portion Lot 5 (on D: 91435); • Portion Lot 900 (on DP: 50843); • Portion Lot 901 (on DP: 50843) 	<ul style="list-style-type: none"> • Data Storage Premises • Industry – Extractive • Research and Development Centre <p><u>Conditions:</u></p> <ol style="list-style-type: none"> 1. All the 'Additional Uses' shall be dealt with as "D" uses, pursuant to Clause 6.2.2. 2. Land uses as referred to above, but which are not defined in Schedule 1, are defined below: <p>Data Storage Premises – means premises that provide computer servers or other devices for the storage or retention of electronic data, and may include the provision of ancillary infrastructure and offices.</p> <p>Research and Development Centre – means land and buildings used to undertake scientific and industrial research and the development, testing, training and education, production and assembly involved with that research and development. It may include administration, promotion, conference, office, meeting rooms, display, laboratory, assembly, laydown, and manufacturing areas.</p>

				<p>3. The number of on-site parking bays to be provided for the 'Additional Uses' listed shall be in accordance with the below:</p> <p>Data Storage Premises – 1 per 400m² GFA</p> <p>Industry - Extractive – 1 per staff member, but not less than 5</p> <p>Research and Development Centre – 1 per 50m² GFA (excluding ancillary office space) and 1 per 30m² NLA for ancillary office</p>
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10. Amending the Scheme Map by applying the Additional Uses (A52) designation to the following land parcels, as shown on the Scheme (Amendment) Map:

- Portion Lot 1001 (11) Greenwich Parade, Neerabup (on DP: 61212);
- Portion Lot 1021 (10) Greenwich Parade, Neerabup (on DP: 61212);
- Portion Lot 5 (190) Flynn Drive, Neerabup (on D: 91435); and
- Portion Lot 900 (170) Flynn Drive, Neerabup (on DP: 50843).

11. Amending Schedule 2 – Section 1 of the Scheme text to insert the following:

NO		STREET/ LOCALITY	PARTICULARS OF LAND	ADDITIONAL USE AND CONDITIONS (WHERE APPLICABLE)
A52	1-52	<ul style="list-style-type: none"> • 11 Greenwich Parade • 10 Greenwich Parade • 190 Flynn Drive • 170 Flynn Drive <p>All in the Neerabup locality.</p>	<ul style="list-style-type: none"> • Portion Lot 1001 (on DP: 61212); • Portion Lot 1021 (on DP: 61212); • Portion Lot 5 (on D: 91435); • Portion Lot 900 (on DP: 50843) 	<ul style="list-style-type: none"> • Data Storage Premises • Industry – Extractive • Medical Centre • Office • Research and Development Centre • Restaurant • Shop • Take-Away Food Outlet <p><u>Conditions:</u></p> <ol style="list-style-type: none"> 1. In addition to Conditions 2-6 below, all the conditions that are specified for Additional Use area A51 also apply to A52. 2. All the 'Additional Uses' shall be dealt with as "D" uses, pursuant to Clause 6.2.2. 3. The maximum floorspace for the 'Office' land use is limited to no more than:

				<p>a) 700m² net lettable area (NLA) across both subject portions of Lots 1001 and 1021; and</p> <p>b) 700m² NLA across both subject portions of Lot 5 and Lot 900.</p> <p>4. The maximum floorspace for the 'Restaurant' and 'Take-Away Food Outlet' land uses are limited to no more than:</p> <p>a) 1,000m² NLA across both subject portions of Lots 1001 and 1021; and</p> <p>b) 1,000m² NLA across both subject portions of Lot 5 and Lot 900; and</p> <p>Individual premises shall not exceed 500m².</p> <p>5. The 'Medical Centre' land use is limited to the following restrictions:</p> <p>a) No more than four health practitioners and one ancillary dispensary premise to be located across both subject portions of Lot 1001 and Lot 1021 at any one time;</p> <p>b) No more than four health practitioners and one ancillary dispensary premise to be located across both subject portions of Lot 5 and Lot 900 at any one time;</p> <p>c) The dispensary shall be ancillary to a medical centre, and only sell goods of a personal and medical nature;</p> <p>d) Dispensary premises shall not exceed 150m² NLA; and</p> <p>e) The Car parking standard for Medical Centre shall be 5 bays per practitioner plus 1 bay per 30m² NLA of the dispensary.</p> <p>6. The 'Shop' land use is limited to premises that offer only the following:</p> <ul style="list-style-type: none"> • The service and/or retail of mail distribution/ collection; • Baked goods; • Hardware/trade supplies; • Costumes sales and hire; • Banking services; and
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				<ul style="list-style-type: none"> • Dry cleaning. <p>The offering of services or goods by retail sale or hire for purposes unrelated to those listed above, is not permitted.</p>
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12. Amending Table 1 (Clause 3.2 – The Zoning Table) by:

- a) Depicting the land use permissibility for the 'Showroom' and 'Vehicle Sales/Hire Premises' in the Service Industrial Zone as 'P*'; and
- b) Adding a notation at the end of Table 1 as follows:

Notes:

** Refer to provisions contained in Clause 3.12.3*

13. Introducing the following as a new Clause 3.12.3, relative to the Service Industrial Zone:

3.12.3 Notwithstanding the provisions of Table 1, the 'Showroom' and 'Vehicle Sales/Hire Premises' use classes shall be dealt with as "P" uses pursuant to Clause 6.2.2; except in the Neerabup locality where these use classes are dealt with as "D" uses.

Should Amendment No. 202 to District Planning Scheme No. 2 be approved and take effect, the City of Wanneroo's Neerabup Industrial Area Agreed Local Structure Plan No. 17 is to be amended to remove zoning and land use permissibility provisions. These amendments (among others) are occurring through Amendment No. 7 to the Neerabup Industrial Area Agreed Local Structure Plan No. 17, which was prepared by the City of Wanneroo to correlate with this local planning scheme amendment.

The Amendment is complex under the provisions of the *Planning and Development (Local Planning Schemes) Regulations 2015* for the following reason(s):

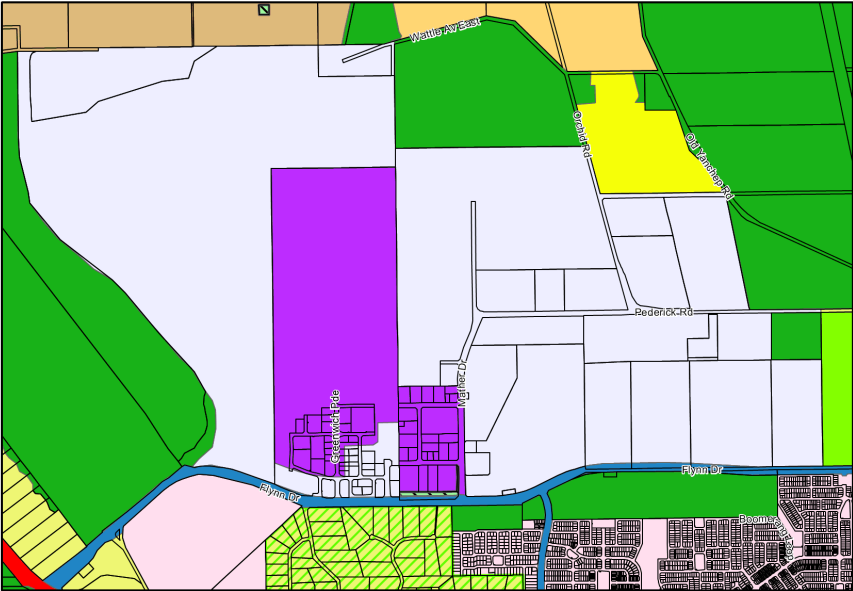
An amendment that is not addressed by any local planning strategy

Date of Council Resolution: 12 July 2022

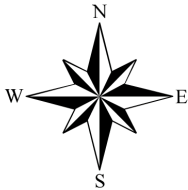
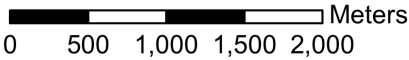
.....
(Chief Executive Officer)

Dated this day of 2022

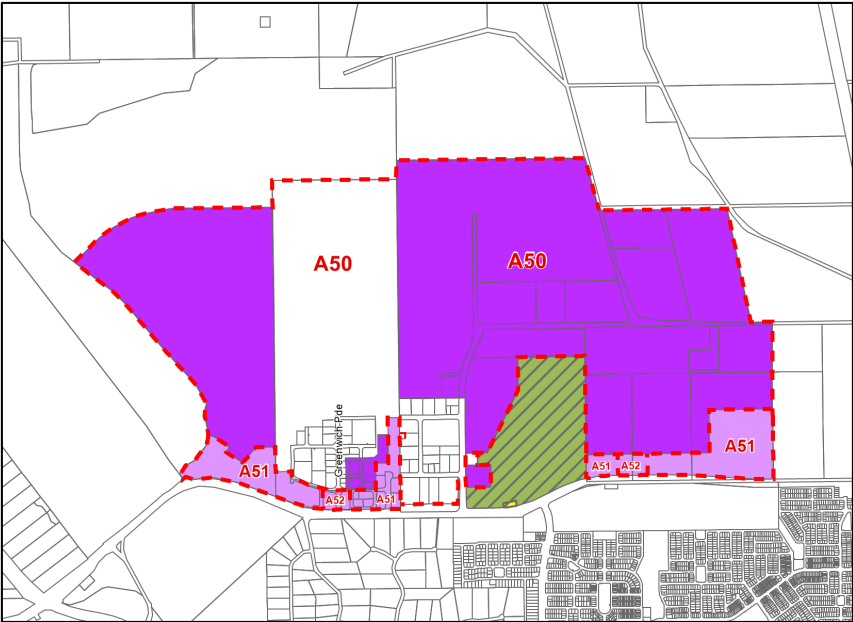
CITY OF WANNEROO
DISTRICT PLANNING SCHEME No. 2
AMENDMENT NO. 202



EXISTING ZONE



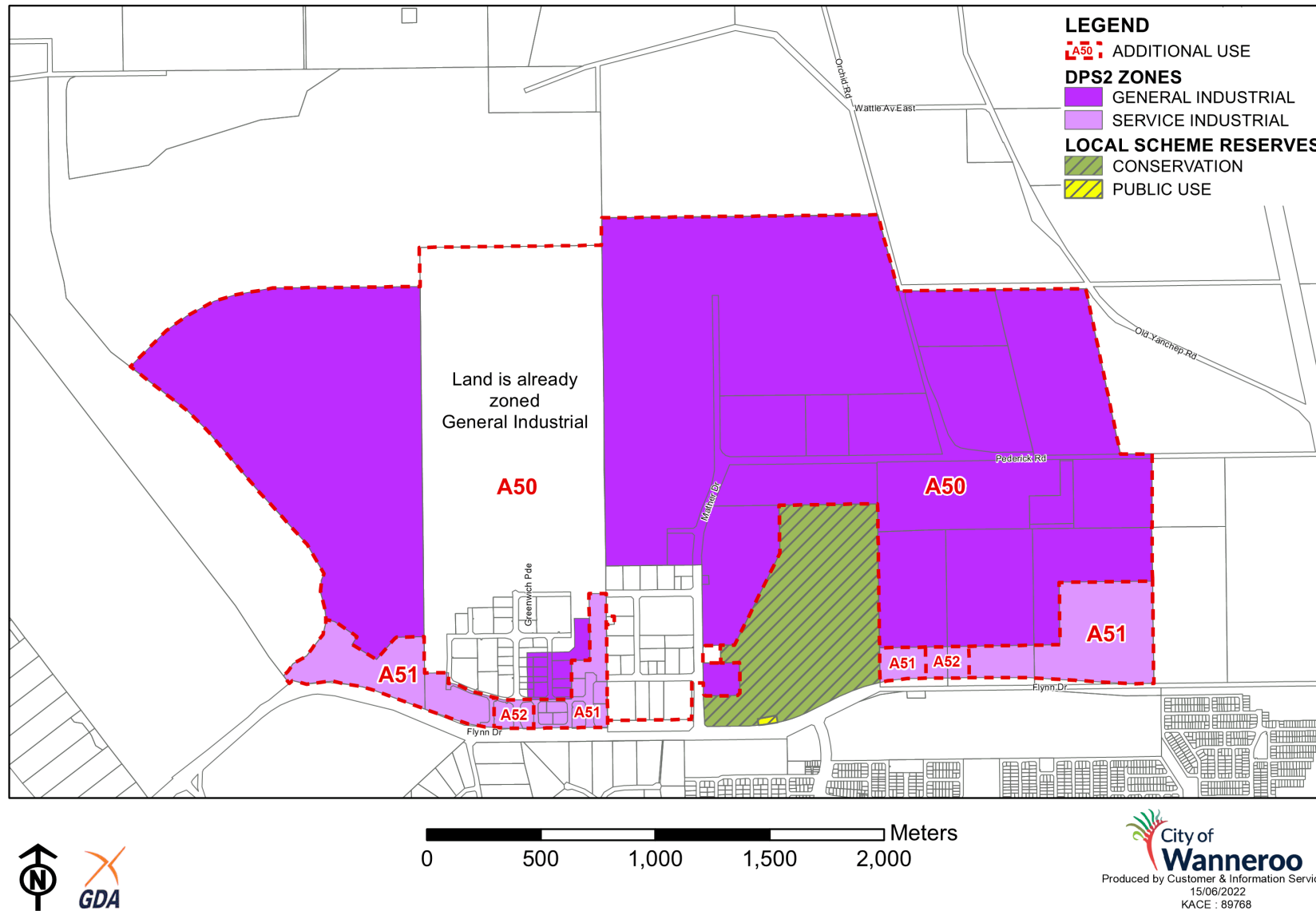
- LEGEND**
- DPS2 ZONES & RESERVES**
- GENERAL INDUSTRIAL
 - GENERAL RURAL
 - INDUSTRIAL DEVELOPMENT
 - PARKS & RECREATION
 - PRIVATE CLUBS & RECREATION
 - RURAL RESOURCE
 - SPECIAL RURAL
 - URBAN DEVELOPMENT
- MRS RESERVES**
- OTHER REGIONAL ROADS
 - PRIMARY REGIONAL ROADS
 - PUBLIC PURPOSES
 - REGIONAL PARKS & RECREATION
 - STATE FOREST



SCHEME (AMENDMENT) MAP 1

- LEGEND**
- ADDITIONAL USE**
- A50
 - A51
 - A52
- DPS2 ZONES**
- GENERAL INDUSTRIAL
 - SERVICE INDUSTRIAL
- LOCAL SCHEME RESERVES**
- CONSERVATION
 - PUBLIC USE

CITY OF WANNEROO DISTRICT PLANNING SCHEME No. 2 SCHEME AMENDMENT NO. 202



Planning and Development Act 2005**RESOLUTION TO PREPARE AMENDMENT TO
LOCAL PLANNING SCHEME****CITY OF WANNEROO****DISTRICT PLANNING SCHEME NO. 2 – AMENDMENT NO. 202**

RESOLVED that the local government pursuant to section 75 of the *Planning and Development Act 2005*, amend the above local planning scheme by:

1. Rezoning the following land from 'Industrial Development' to 'General Industrial', to the extent shown on the Scheme (Amendment) Map:
 - Portion Lot 801 (410) Flynn Drive, Neerabup (on DP: 415725);
 - Portions of Lot 9009 (370) Flynn Drive, Neerabup (on DP: 423704);
 - Portion Lot 1031 (24) Hemisphere Street, Neerabup (on DP: 405727);
 - Portion Lot 1030 (18) Greenwich Parade, Neerabup (on DP: 405727);
 - Portion Lot 1029 (22) Greenwich Parade, Neerabup (on DP: 405727);
 - Portion Lot 1019 (26) Greenwich Parade, Neerabup (on DP: 61212);
 - Portion Lot 1018 (30) Greenwich Parade, Neerabup (on DP: 61212);
 - Portion Lot 800 (34) Greenwich Parade, Neerabup (on DP: 415111);
 - Lot 1024 (15) Longitude Avenue, Neerabup (on DP: 409191);
 - Lot 1023 (11) Longitude Avenue, Neerabup (on DP: 409191);
 - Lot 1026 (7) Longitude Avenue, Neerabup (on DP: 409191);
 - Lot 1022 (20) Hemisphere Street, Neerabup (on DP: 409191);
 - Lot 1035 (12) Hemisphere Street, Neerabup (on DP: 409191);
 - Lot 1034 (6) Longitude Avenue, Neerabup (on DP: 409191);
 - Lot 1033 (12) Longitude Avenue, Neerabup (on DP: 409191);
 - Lot 40 (26) Mather Drive, Neerabup (on D: 78186);
 - Lot 9100 (60) Mather Drive, Neerabup (on DP: 411322);
 - Lot 44 (64) Mather Drive, Neerabup (on D: 83582);
 - Lot 2004 (69) Mather Drive, Neerabup (on DP: 70103);
 - Lot 9003 (85) Mather Drive, Neerabup (on DP: 70103);
 - Lot 2001 (240) Pederick Road, Neerabup (on DP: 60745);
 - Lot 1001 (220) Pederick Road, Neerabup (on DP: 37249);
 - Lot 1000 (190) Pederick Road, Neerabup (on DP: 37249);
 - Lot 100 (45) Trandos Road, Neerabup (on DP: 63371);
 - Lot 9000 (140) Pederick Road, Neerabup (on DP: 63371);
 - Lot 1506 (1) Trandos Road, Neerabup (on DP: 407752);
 - Lot 101 (141) Pederick Road, Neerabup (on DP: 413173);
 - Lot 102 (123) Pederick Road, Neerabup (on DP: 413173);
 - Lot 103 (125) Pederick Road, Neerabup (on DP: 413173);
 - Lot 104 (127) Pederick Road, Neerabup (on DP: 413173);
 - Lot 801 (109) Pederick Road, Neerabup (on DP: 57533);
 - Portion Lot 5 (190) Flynn Drive, Neerabup (on D: 91435);
 - Portion Lot 900 (170) Flynn Drive, Neerabup (on DP: 50843); and
 - Portion Lot 901 (150) Flynn Drive, Neerabup (on DP: 50843).
2. Rezoning portions of Lot 9009 (370) Flynn Drive, Neerabup (on DP: 423704) from 'General Industrial' to 'Service Industrial', to the extent shown on the Scheme (Amendment) Map.
3. Rezoning the following land from 'Industrial Development' to 'Service Industrial', to the extent shown on the Scheme (Amendment) Map:

- Portion Lot 801 (410) Flynn Drive, Neerabup (on DP: 415725);
- Portions of Lot 9009 (370) Flynn Drive, Neerabup (on DP: 423704);
- Lot 1000 (45) Hemisphere Street, Neerabup (DP: 423704);
- Portion Lot 1001 (11) Greenwich Parade, Neerabup (on DP: 61212);
- Portion Lot 1021 (10) Greenwich Parade, Neerabup (on DP: 61212);
- Lot 2 (19) Hemisphere Street, Neerabup (on DP: 413473);
- Lot 1 (13) Hemisphere Street, Neerabup (on DP: 413473);
- Lot 1057 (5) Ring Street, Neerabup (on DP: 420872);
- Lot 1058 (11) Ring Street, Neerabup (on DP: 420872);
- Lot 1060 (11) Pinnacle Drive, Neerabup (on DP: 420872);
- Portion Lot 1059 (1) Pinnacle Drive, Neerabup (on DP: 420872);
- Portion Lot 1064 (2) Pinnacle Drive, Neerabup (on DP: 420872);
- Lot 1063 (10) Pinnacle Drive, Neerabup (on DP: 420872);
- Portion Lot 5 (190) Flynn Drive, Neerabup (on D: 91435);
- Portion Lot 900 (170) Flynn Drive, Neerabup (on DP: 50843);
- Portion Lot 901 (150) Flynn Drive, Neerabup (on DP: 50843).

4. Reclassifying Lot 8002 (270) Flynn Drive, Neerabup (on DP: 411322) from the 'Industrial Development' zone to 'Local Scheme Reserve – Public Use', as shown on the Scheme (Amendment) Map.

5. Reclassifying Lot 8001 (250) Flynn Drive, Neerabup (on DP: 411322) from the 'Industrial Development' zone to 'Local Scheme Reserve – Conservation', as shown on the Scheme (Amendment) Map.

6. Insert the following under Part IV of the Scheme:

4.25 Additional site and development requirements for areas covered by structure plan or local development plan

4.25.1 Table 4 sets out requirements relating to development that are included in precinct structure plans, structure plans approved before 19 October 2015 and local development plans that apply in the Scheme area.

Table 4 - Additional requirements that apply to land covered by structure plan or local development plan

No.	Description of Land	Requirement
1	Neerabup Industrial Area Bound by Lot 801 on DP 415725, Lot 502 on DP 409677, Lot 1 on D 12751, Lot 9003 on DP 70103, Lot 100 on DP 63371, Lot 1506 on DP 407752, Lot 801 on DP 57533, Lot 902 on DP 50843 and Flynn Drive	Subdivision and development of the subject land shall be in accordance with an approved Structure Plan.

5.7. Applying the Additional Uses (A50) designation to various land parcels in the Neerabup locality, as shown on the Scheme (Amendment) Map.

6.8. Amending Schedule 2 – Section 1 of the Scheme text to insert the following:

NO		STREET/ LOCALITY	PARTICULARS OF LAND	ADDITIONAL USE AND CONDITIONS (WHERE APPLICABLE)
A50	1-50	Neerabup locality	Multiple land parcels zoned General Industrial.	<ul style="list-style-type: none"> • Intensive Agriculture • Data Storage Premises • Education Establishment • Research and Development Centre <p>Conditions:</p>

				<p>1. All the 'Additional Uses' shall be dealt with as "D" uses, pursuant to Clause 6.2.2.</p> <p>2. Land uses referred to above, but which are not defined in Schedule 1, are defined below:</p> <p>Data Storage Premises – means premises that provide computer servers or other devices for the storage or retention of electronic data, and may include the provision of ancillary infrastructure and offices.</p> <p>Research and Development Centre – means land and buildings used to undertake scientific and industrial research and the development, testing, training and education, production and assembly involved with that research and development. It may include administration, promotion, conference, office, meeting rooms, display, laboratory, assembly, laydown, and manufacturing areas.</p> <p>3. Conditions and parameters for the carrying out of land uses listed above are provided for below:</p> <p>Education Establishment: Activities shall only be limited to providing persons with training of skills needed to operate heavy vehicles, earthmoving equipment or other industrial equipment or machinery. Activities shall be limited to establishments that provide education or training relating to activities consistent with Clause 3.11.2 – objectives of the General Industrial zone.</p> <p>Intensive Agriculture: The cultivation and harvesting of produce shall only occur within a building, enclosed by walls and a roof (excluding greenhouses). Cultivation of produce shall not occur where exposed to the open natural environment.</p> <p>4. The number of on-site parking bays to be provided for the Additional Uses shall be as provided below:</p> <p>Data Storage Premises – 1 per</p>
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				<p>400m² GFA</p> <p>Intensive Agriculture — 1 per 50m² GFA</p> <p>Research and Development Centre — 1 per 50m² GFA (excluding ancillary office space) and 1 per 30m² NLA for ancillary office</p>
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7.9. Applying the Additional Uses (A51) designation to the following land parcels, as shown on the Scheme (Amendment) Map:

- Portion Lot 801 (410) Flynn Drive, Neerabup (on DP: 415725);
- Portions of Lot 9009 (370) Flynn Drive, Neerabup (on DP: 423704);
- Lot 1000 (45) Hemisphere Street, Neerabup (DP: 423704); Lot 2 (19) Hemisphere Street, Neerabup (on DP: 413473);
- Lot 1 (13) Hemisphere Street, Neerabup (on DP: 413473);
- Lot 1057 (5) Ring Street, Neerabup (on DP: 420872);
- Lot 1058 (11) Ring Street, Neerabup (on DP: 420872);
- Lot 1060 (11) Pinnacle Drive, Neerabup (on DP: 420872);
- Portion Lot 1059 (1) Pinnacle Drive, Neerabup (on DP: 420872);
- Portion Lot 1064 (2) Pinnacle Drive, Neerabup (on DP: 420872);
- Lot 1063 (10) Pinnacle Drive, Neerabup (on DP: 420872);
- Portion Lot 5 (190) Flynn Drive, Neerabup (on D: 91435);
- Portion Lot 900 (170) Flynn Drive, Neerabup (on DP: 50843); and
- Portion Lot 901 (150) Flynn Drive, Neerabup (on DP: 50843).

8.10. Amending Schedule 2 – Section 1 of the Scheme text to insert the following:

NO	STREET/ LOCALITY	PARTICULARS OF LAND	ADDITIONAL USE AND CONDITIONS (WHERE APPLICABLE)
A51	1-51	<ul style="list-style-type: none"> • 410 Flynn Drive • 370 Flynn Drive • 45 Hemisphere Street • 19 Hemisphere Street • 13 Hemisphere Street • 5 Ring Street • 11 Ring Street • 11 Pinnacle Drive • 1 Pinnacle Drive • 2 Pinnacle Drive • 10 Pinnacle Drive • 190 Flynn Drive • 170 Flynn Drive • 150 Flynn Drive <p>All in the Neerabup locality.</p>	<ul style="list-style-type: none"> • Data Storage Premises • Industry – Extractive Research and Development Centre <p><u>Conditions:</u></p> <ol style="list-style-type: none"> 1. <u>Data Storage Premises</u> All the 'Additional Uses' shall be dealt with as a "D" uses <u>and, Industry – Extractive as an "A" use</u> pursuant to Clause 6.2.2. 2. Land uses as referred to above, but which are not defined in Schedule 1, are defined below: <p>Data Storage Premises – means premises that provide computer servers or other devices for the storage or retention of electronic data, and may include the provision of ancillary infrastructure and offices.</p>

			<ul style="list-style-type: none"> • Lot 1063 (on DP: 420872); • Portion Lot 5 (on D: 91435); • Portion Lot 900 (on DP: 50843); • Portion Lot 901 (on DP: 50843) 	<p>Research and Development Centre — means land and buildings used to undertake scientific and industrial research and the development, testing, training and education, production and assembly involved with that research and development. It may include administration, promotion, conference, office, meeting rooms, display, laboratory, assembly, laydown, and manufacturing areas.</p> <p>3. The number of on-site parking bays to be provided for the 'Additional Uses' listed shall be in accordance with the below:</p> <p>Data Storage Premises — 1 per 400m² GFA</p> <p>Industry — Extractive — 1 per staff member, but not less than 5</p> <p>Research and Development Centre — 1 per 50m² GFA (excluding ancillary office space) and 1 per 30m² NLA for ancillary office</p>
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9.11. Amending the Scheme Map by applying the Additional Uses (A52) designation to the following land parcels, as shown on the Scheme (Amendment) Map:

- Portion Lot 1001 (11) Greenwich Parade, Neerabup (on DP: 61212);
- Portion Lot 1021 (10) Greenwich Parade, Neerabup (on DP: 61212);
- Portion Lot 5 (190) Flynn Drive, Neerabup (on D: 91435); and
- Portion Lot 900 (170) Flynn Drive, Neerabup (on DP: 50843).

10.12. Amending Schedule 2 – Section 1 of the Scheme text to insert the following:

NO		STREET/ LOCALITY	PARTICULARS OF LAND	ADDITIONAL USE AND CONDITIONS (WHERE APPLICABLE)
A52	1-52	<ul style="list-style-type: none"> • 11 Greenwich Parade • 10 Greenwich Parade • 190 Flynn Drive • 170 Flynn Drive <p>All in the Neerabup locality.</p>	<ul style="list-style-type: none"> • Portion Lot 1001 (on DP: 61212); • Portion Lot 1021 (on DP: 61212); • Portion Lot 5 (on D: 91435); • Portion Lot 900 (on DP: 50843) 	<ul style="list-style-type: none"> • Data Storage Premises • Industry — Extractive • Medical Centre • Office • Research and Development Centre • Restaurant • Shop • Take-Away Food Outlet <p>Conditions:</p>

				<ol style="list-style-type: none"> 1. In addition to Conditions 2-6 below, all the <u>relevant</u> conditions that are specified for Additional Use area A51 also apply to A52. 2. All the 'Additional Uses' shall be dealt with as "D" uses, pursuant to Clause 6.2.2. 3. The maximum floorspace for the 'Office' land use is limited to no more than: <ol style="list-style-type: none"> a) 700m² net lettable area (NLA) across both subject portions of Lots 1001 and 1021; and b) 700m² NLA across both subject portions of Lot 5 and Lot 900. 4. The maximum floorspace for the 'Restaurant' and 'Take-Away Food Outlet' land uses are limited to no more than: <ol style="list-style-type: none"> a) 1,000m² NLA across both subject portions of Lots 1001 and 1021; and b) 1,000m² NLA across both subject portions of Lot 5 and Lot 900; and <p>Individual premises shall not exceed 500m².</p> 5. <u>The maximum floorspace for the 'Shop' land use are limited to no more than:</u> <ol style="list-style-type: none"> <u>a) 750m² NLA across both subject portions of Lots 1001 and 1021; and</u> <u>a)b) 750m² NLA across both subject portions of Lot 5 and Lot 900; and</u> <p><u>Individual premises shall not exceed 300m² NLA.</u></p> <p>The 'Medical Centre' land use is limited to the following restrictions:</p> <ol style="list-style-type: none"> e) No more than four health practitioners and one ancillary dispensary premise to be located across both subject portions of Lot 1001 and Lot 1021 at any one time; d) No more than four health practitioners and one ancillary dispensary premise to be located across both subject portions of Lot 5 and Lot 900 at any one time; e) The dispensary shall be ancillary to a medical centre, and only sell
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					<p>goods of a personal and medical nature;</p> <p>f) Dispensary premises shall not exceed 150m² NLA; and</p> <p>g) The Car parking standard for Medical Centre shall be 5 bays per practitioner plus 1 bay per 30m² NLA of the dispensary.</p> <p>5. The 'Shop' land use is limited to premises that offer only the following:</p> <ul style="list-style-type: none"> • The service and/or retail of mail distribution/ collection; • Baked goods; • Hardware/trade supplies; • Costumes sales and hire; Banking services; and • Dry cleaning. <p>The offering of services or goods by retail sale or hire for purposes unrelated to those listed above, is not permitted.</p>
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~~44.13.~~ Amending Table 1 (Clause 3.2 - The Zoning Table) by:

- a) Depicting the land use permissibility for the 'Showroom' and 'Vehicle Sales/Hire Premises' in the Service Industrial Zone as 'P*'; and
- b) Adding a notation at the end of Table 1 as follows:

Notes:

** Refer to provisions contained in Clause 3.12.3*

~~42.14.~~ Introducing the following as a new Clause 3.12.3, relative to the Service Industrial Zone:

3.12.3 Notwithstanding the provisions of Table 1, the 'Showroom' and 'Vehicle Sales/Hire Premises' use classes shall be dealt with as "P" uses pursuant to Clause 6.2.2; except in the Neerabup locality where these use classes are dealt with as "D" uses.

Should Amendment No. 202 to District Planning Scheme No. 2 be approved and take effect, the City of Wanneroo's Neerabup Industrial Area Agreed Local Structure Plan No. 17 is to be amended to remove zoning and land use permissibility provisions. These amendments (among others) are occurring through Amendment No. 7 to the Neerabup Industrial Area Agreed Local Structure Plan No. 17, which was prepared by the City of Wanneroo to correlate with this local planning scheme amendment.

The Amendment is complex under the provisions of the *Planning and Development (Local Planning Schemes) Regulations 2015* for the following reason(s):

An amendment that is not addressed by any local planning strategy

CITY OF WANNEROO
AMENDMENT NO. 202 TO DISTRICT PLANNING SCHEME NO. 2
SCHEDULE OF SUBMISSIONS FOLLOWING ADVERTISING
(Advertising Closed 20 March 2023)

No.	Summary of Submission	Administration Comment	Recommendation Amendment No. 202 to DPS 2
1.	Submitter No. 1 ATCO Gas		
1.1	General comment outlining ATCO gas requirements.	Noted.	No modifications required.
1.2	The submitter has made extensive comments on the City's proposed Amendment No. 7 to ASP 17.	Administration has summarised and prepared responses to the submissions lodged for Amendment No. 17 to ASP 17, and these are found in an attachment to a separate report on this Agenda.	No modifications required.
2.	Submitter No. 2 Department of Mines, Industry Regulation and Safety (DMIRS)		
2.1	No objections to the proposals.	Noted.	No modifications required.
2.2	DMIRS has determined that this proposal raises no significant issues with respect to mineral and petroleum resources, geothermal energy, and basic raw materials.	Noted.	No modifications required.
3.	Submitter No. 3 Main Roads Western Australia (MRWA)		
3.1	MRWA has reviewed both Amendment No. 202 to DPS 2 and Amendment No. 7 and is unable to provide a recommendation at this point in time.	Noted.	No modifications required.
3.2	The submitter has made extensive comments on the City's proposed Amendment No. 7 to ASP 17.	Administration has summarised and prepared responses to the submissions lodged for Amendment No. 17 to ASP 17, and these are found in an attachment to a separate report on this Agenda.	No modifications required.
4.	Submitter No. 4 Public Transport Authority of Western Australia (PTA)		
4.1	This submission only pertains to Amendment No. 7 to ASP 17.	Refer to Administration's responses found in an equivalent schedule of submissions prepared for Amendment No. 17 to ASP 17.	No modification required.
5.	Submitter No. 5 Department of Water and Environmental Regulation (DWER)		
5.1	DWER has reviewed the proposed amendments and has no objection or comments to provide.	Noted.	No modification required.

No.	Summary of Submission	Administration Comment	Recommendation Amendment No. 202 to DPS 2
6.	Submitter No. 6 Department of Planning, Lands and Heritage (DPLH)		
6.1	The submitter has made extensive comments on the City's proposed Amendment No. 7 to ASP 17.	Administration has summarised and prepared responses to the submissions lodged for Amendment No. 17 to ASP 17, and these are found in an attachment to a separate report on this Agenda.	No modifications required.
7.	Submitter No. 7 Various Residents of the Special Rural Area in Carramar		
7.1	The comments provided in the submission are taken by Administration to apply to both the Amendment No. 202 to DPS 2 and Amendment No. 7 to ASP 17 planning proposals.	Nil.	No modification required.
7.2	The submitters are concerned over the continued loss of significant native vegetation across the City of Wannon. Whilst significant areas of bushland are proposed to be subject to further investigations, the footprint of the Amendment No. 7 includes large areas of bushland that have not been approved for clearing. The published reports are not transparent on how many hectares of uncleared land, and unapproved for clearing, is included.	Part 2, Section 2.1.1 of the amended structure plan details that there is over 500 hectares of land that has already been cleared in the NIA with an additional 137 hectares of vegetated land subject to clearing permits. In response to the submitters query, Administration considers that there will be approximately 80 hectares of land earmarked for further development in the NIA, that is currently not yet cleared or subject to a clearing permit.	No modifications required.
7.3	It is difficult to see the links between the recently endorsed Climate Change Adaptation and Mitigation Strategy, while designating further clearing of bushland in the City of Wannon.	The purpose of the Climate Change Adaptation and Mitigation Strategy (CCAMS) is to identify areas where the City is exposed to the effects of climate change and provide risk management adaptation measures to reduce the risk. The CCAMS identifies the NIA in Action 5.6 as an area where: <ul style="list-style-type: none"> Alternative energy options (such as waste-to-energy) should be investigated; and Local businesses are made aware of the benefits of clean technology. The CCAMS therefore acknowledges that the NIA will be developed for industrial purposes. Furthermore, the content of the proposed scheme and structure plan amendment proposals do not prevent the above CCAMS actions from being carried out. As a guiding strategy, these objectives will inform any built form design guidelines developed for the NIA.	No modifications required.
7.4	It is difficult to see the links between the recently endorsed Urban Forest Strategy, while designating further clearing of bushland in the City of Wannon.	The Urban Forest Strategy: <ul style="list-style-type: none"> Identifies that unique approaches to retain or establish urban canopies need to be considered in the urban design of industrial areas; Encourages the use of lighter roofed buildings and the use of heat reflective coating to reduce urban heat island effects; and Does not restrict clearing of areas identified as 'industrial' in order to 	No modifications required.

No.	Summary of Submission	Administration Comment	Recommendation Amendment No. 202 to DPS 2
		maintain existing canopies.	
7.5	According to Australia's 2021 State of the Environment Report, biodiversity loss continues to rise, with increase in threatened ecological communities listing by 20% over the previous five years. This is due to the inclusion of two local threatened ecological communities, the Banksia and Tuart woodlands on the Swan Coastal Plain. Both will be affected by extensive clearing of the NIA.	The clearing of land, and the impact it has on biodiversity and threatened species, will be considered through individual applications for clearing permits and/or subdivision as part of the next stage of the planning process.	No modifications required.
7.6	<p>The submitters note that the proposed location of Service Industrial Zone along Flynn Drive is intended to minimise adverse visual and environment effects of industrial uses on surrounding areas.</p> <p>The uncertainty regarding the City's ability to enforce the recommended design principles is of concern. This is especially in the context of the current developments happening at the site and along Flynn Drive, when the Flynn Drive upgrade is to impact on the existing, already narrow POS and the proposed Conservation Reserve.</p> <p>To address this, it is recommended that the City develops and adopts a Local Planning Policy that will clearly stipulate the best practice design principles for the streetscapes within NIA and along Flynn Drive.</p>	<p>Administration has proposed a Service (or Light) Industrial Zone on the southern extent of the NIA to mitigate impacts of industrial development on the residential and rural-residential areas to the south of Flynn Drive.</p> <p>Whilst integrated with the planning proposals, design and construction of upgrades to Flynn Drive is being undertaken by the City separately to the structure plan and scheme amendments.</p> <p>DPS 2 provides limited planning provisions regarding built form in industrial areas. DevelopmentWA has design guidelines for managing the Meridian Park estate in the NIA. Part 2, Section 3.6.1 of the amended structure plan contemplates the City implementing design guidelines through local planning policy in the future to guide built form outcomes.</p>	No modifications required.
7.7	The submitter is enquiring of the actions the City is undertaking to protect the significant biodiversity within the NIA and surrounding areas that are yet to be mapped.	<p>The City has adopted a Local Biodiversity Plan (LBP), with its primary aim being to outline the City's targets for the retention, protection and management of local natural areas.</p> <p>The LBP also identifies the Neerabup Industrial Area as undergoing significant redevelopment in the near future.</p> <p>The LBP acknowledges Federal legislation that is in place that provides an important role in protecting threatened ecological communities such as Banksia and Tuart woodlands. As such, these are not mapped out in the LBP.</p>	No modifications required.
7.8	The submitter is enquiring of the actions the City has undertaken to notify residents of the proposals. For example, were multiple signs installed along Flynn Drive and how many letters were sent to people in a 400m radius?	Refer to Administration's response in the 'Consultation' section of the Council Report.	No modifications required.
8.	Submitter No. 8 Consultant on behalf of DevelopmentWA		

No.	Summary of Submission	Administration Comment	Recommendation Amendment No. 202 to DPS 2
8.1	The submitter has made extensive comments on the City's proposed Amendment No. 7 to ASP 17.	Administration has summarised and prepared responses to the submissions lodged for Amendment No. 17 to ASP 17, and these are found in an attachment to a separate report on this Agenda.	No modifications required.
8.2	The submitter supports the proposed 'General Industrial' and 'Service Industrial' zoning through Amendment No. 202, including a portion of Lot 801 Flynn Drive which was rezoned to 'Industrial' through MRS Amendment 1379/57.	Noted.	No modifications required.
8.3	<p>The submitter understands that the DPLH is working on a package of reforms to pursue (amongst other things) a more consistent approach for industry zones, land uses and land use permissibility.</p> <p>In considering additional uses, the submitter requests that 'Data Storage Premises' be considered in the context of the planning reforms that are underway.</p> <p>The submitter would be supportive for parking for 'Data Storage Premises' to be determined on its merits for individual applications, or otherwise consistent with outcomes associated with reforms being undertaken by DPLH.</p> <p>The reforms may be best placed for nominating (if required) a land use definition, land use permissibility, and any relevant development standards.</p>	<p>At this stage, Administration is not aware of the extent of reforms that the State may be considering to the industry zones and land uses. Should any such reforms be released in a timely manner in the future, they could be incorporated into Local Planning Scheme No. 3 when that is prepared.</p> <p>As outlined in the report, the Amendment No. 202 proposal was modified prior to advertising on recommendation of the WAPC. The WAPC did not recommend removal the additional bespoke land use of 'Data Storage Premises', and therefore it is assumed that they have no objection to how this use is proposed.</p> <p>However, the WAPC did recommend a modification to remove parking requirements for the proposed 'Data Storage Premises' additional land use. By not prescribing a car parking requirement for this use in DPS 2, it would mean that parking for individual applications will be determined on its merits, as the submitter is seeking.</p>	No modifications required.
9.	Submitter No. 9 Consultant on behalf of Property Firm Representing Potential Buyer of Industrial Land		
9.1	This submission predominantly relates to what is proposed through Amendment No. 7 to ASP 17.	Administration has summarised and prepared responses to the submissions lodged for Amendment No. 17 to ASP 17, and these are found in an attachment to a separate report on this Agenda.	No modification required.
10.	LATE SUBMISSION Submitter No. 10 Consultant on behalf of Significant Landowner in Eastern Part of the NIA		
10.1	Amendment No. 202 proposes to zone the submitters client's landholdings to General Industrial whilst retaining the statutory effect of ASP 17 through the inclusion of a new Clause 4.25 to DPS 2.	Noted. The inclusion of a proposed Clause 4.25 to DPS 2 (which will change through Amendment No. 172 to DPS 2) was one of the modifications to the Amendment No. 202 proposal as recommended by the WAPC. Further detail on the WAPC recommended modifications to Amendment No. 202, made	No modification required.

No.	Summary of Submission	Administration Comment	Recommendation Amendment No. 202 to DPS 2
		prior to advertising, is detailed in the body of the report.	
10.2	The submitter supports the range of land uses for the General Industrial Zone under Amendment No. 202 and the City's separate Amendment No. 172.	Noted.	No modification required.
10.3	The submitter supports the fact their clients' agricultural operations in the NIA will be entitled to continue and change over time under the non-conforming use provisions of DPS 2 (including the revised provisions proposed by Amendment No. 172).	Noted.	No modification required.
11.	LATE SUBMISSION Submitter No. 11 Department of Fire and Emergency Services (DFES)		
11.1	<p>A submission in response to a Bushfire Management Plan (BMP) prepared to support Amendment No. 202 to DPS 2 and Amendment No. 7 to ASP 17. The advice in the submission relates only to <i>State Planning Policy 3.7 Planning in Bushfire Prone Areas</i> (SPP 3.7) and the <i>Guidelines for Planning in Bushfire Prone Areas</i> (Guidelines).</p> <p>DFES has assessed the BMP for the proposed scheme amendment and associated structure plan and has identified a number of issues that need to be addressed prior to support of the proposal.</p>	<p>The BMP was prepared to coincide with:</p> <ul style="list-style-type: none"> • The amendments to ASP 17, to support the changes proposed to the structure plan; and • Amendment No. 202 to DPS 2, to support the proposed scheme amendment due to much of the land in the NIA being classed as 'bushfire prone'. 	No modification required.
11.2	It is noted the BMP has been prepared in accordance with version 1.3 of the Guidelines, which has now been rescinded. DFES have assessed the BMP against version 1.4 of the Guidelines.	Noted. The BMP the subject of assessment was prepared by bushfire planning consultants in March 2021, before the release of version 1.4 of the Guidelines in December 2021.	No modification required.
11.3	<p>Evidence to support the exclusion of Vegetation Area 13 in its entirety as managed to low threat is required.</p> <p>Areas in Vegetation Area 13 (Wanneroo Raceway and Wanneroo Junior Motocross Club) have been excluded from classification. However, not all areas appear cleared, or have been provided with photo evidence as to why they are excluded.</p> <p>Noting that these areas are outside the NIA, detail has not been provided of the enforceable mechanism to guarantee this exclusion and ensure that the areas will be maintained as low threat as per AS3959 in perpetuity. If unsubstantiated, the</p>	<p>There are large areas of cleared land within and surrounding the boundaries of the development that are used for industrial purposes, market gardens, and other uses. These have been grouped as Vegetation Area 13 in the BMP, as all meet the definition of low threat for bushfire.</p> <p>The BMP does provide photo evidence of the Wanneroo Junior Motocross Club as seen from Pederick Road. The photograph shows an area sparse of vegetation. Although not clearly labelled in the BMP, Photo 13F is taken from the Wanneroo Raceway, and also shows areas in the background of the photograph where vegetation is sparse.</p> <p>Both the Wanneroo Raceway and Wanneroo Junior Motocross Club are situated on Crown Land under the City's control. Therefore, the City has</p>	No modification required.

No.	Summary of Submission	Administration Comment	Recommendation Amendment No. 202 to DPS 2
	<p>vegetation should be classified as per AS3959, or the resultant BAL ratings may be inaccurate.</p> <p>A modification to the BMP is required.</p>	<p>responsibility in maintaining this land, including containing any bushfire threats to a minimum.</p>	
11.4	<p>Vegetation Areas 6, 9 and 12 cannot be substantiated as Class B Woodland with the limited information and photographic evidence available. From the information provided it is unclear if the areas have a canopy cover of less than 30% for each plot.</p> <p>The BMP should detail specifically how the classification was derived particularly where the worst-case scenario is not applied (i.e. Class B Woodland as opposed to Class A Forest). If unsubstantiated, the vegetation classification should be revised to consider the vegetation as per AS3959.</p> <p>It is acknowledged that:</p> <ul style="list-style-type: none"> Area 6 is within a golf course; however, no evidence has been provided to guarantee management to a particular level; and Area 12 at full development will be completely cleared and removed. <p>A modification to the BMP is required.</p>	<p>Vegetation Area 6 is the Wanneroo Golf Club, Vegetation Area 9 is Lot 600 Wattle Avenue and Vegetation Area 12 is situated in the western portion of Lot 9003.</p> <p>The BMP does specifically outline (in Section 3.1.2) how these areas were classified as Class B Woodland, and not Class A Forest. The BMP outlines the following:</p> <ul style="list-style-type: none"> Vegetation Area 6 provides areas of low grass in fairway that approximate low threat vegetation, but also provides significant amounts of native vegetation and unmanaged weed grasses in rough between fairways and throughout. Taken as a whole, the BMP concludes that this area approximates a Class B Woodland. Vegetation Area 9 and 12 were identified as having approximately 25% canopy cover throughout – with no significant native understory or middle story. This is under the 30% canopy threshold which would have classed these areas as Class A Forest. 	<p>No modification required.</p>
11.5	<p>Figures 3.1 and 3.1.1 indicate that Vegetation Area 9 has an upward slope towards the development area; however, has been noted as flat in the vegetation assessment (Table 3.2).</p> <p>A modification to the BMP is required.</p>	<p>Vegetation Area 9, which consists mostly of Lot 600 Wattle Avenue, seems to have a gently upward slope from east to west – rising more sharply near the western boundary.</p> <p>Administration considers Vegetation Area 9 may be 'downslope' in the context of AS 3959:2018, and not 'upslope or flat' as indicated in Table 3.2 and Table 3.3.</p>	<p>Modifications to the BMP required. Refer to Schedule of Modifications for Amendment No. 7 to ASP 17, the subject of a separate report on this agenda.</p>
11.6	<p>It is noted that a more appropriate scale map with more detailed (labelled) contours may be required for the vegetation map to ensure that slopes have been accurately assessed. The lack of labels within the vegetation assessment map makes it difficult to validate the submitted slopes. A modification to the BMP is required.</p>	<p>The Figure 3.1 and Figure 3.1.1 maps are considered to be at appropriate scale, given the size of the area in which the BMP relates. Although the contours are not all clearly labelled, it can be established that the contours are at five metre intervals.</p>	<p>No modification required.</p>
11.7	<p>Photo point 2A points at a forest plot; however, is listed as grassland. A modification to the BMP is required.</p>	<p>Administration notes that the indication of the 2A photo point shown on Figure 3.1 of the BMP should have an arrow pointing in an easterly direction to a grassland plot – not south-easterly to a forest plot as the arrow is currently</p>	<p>Modifications to the BMP required. Refer to Schedule of</p>

No.	Summary of Submission	Administration Comment	Recommendation Amendment No. 202 to DPS 2
		pointing.	Modifications for Amendment No. 7 to ASP 17, the subject of a separate report on this agenda.
11.8	Photo point 11A indicate forest; however, the image appears to point in the wrong direction. A modification to the BMP is required.	Administration agrees that the image taken from photo point 11A in the BMP was taken in an easterly direction – and not in a southerly direction that Figure 3.1 is indicating.	Modifications to the BMP required. Refer to Schedule of Modifications for Amendment No. 7 to ASP 17, the subject of a separate report on this agenda.
11.9	Photo point 13A, 13F and 13H could not be located on the vegetation map. A modification to the BMP is required.	Administration agrees that photo points 13A, 13F and 13H are not shown (or clearly shown) on Figure 3.1 of the BMP. Administration has established that: <ul style="list-style-type: none"> • Photo 13A has been taken on Warman Street, west of Mather Drive; • Photo 13F was taken in the southwestern corner of the Wanneroo Raceway, looking northeast; and • Photo 13H was taken on Avery Street within DevelopmentWA's Meridian Park estate, where photo point 13 is indicated on Figure 3.1. Amendments to Figure 3.1 to properly show the photo points are required.	Modifications to the BMP required. Refer to Schedule of Modifications for Amendment No. 7 to ASP 17, the subject of a separate report on this agenda.
11.10	Vegetation Area 2 is noted as Class G Grassland on the vegetation map (Figure 3.1); however, has been classified as Class A Forest in Table 3.3 (Separation Distances). A modification to the BMP is required.	Administration has reviewed the BMP and noted that Vegetation Area 2 is not even listed in Table 3.3 of the BMP. Section 3.2.1 of the BMP prescribes that Table 3.3 does not include Vegetation Areas 2 and 12, as the assumption is that they will be completely cleared as a part of the development works, and will be maintained as Low Threat in perpetuity.	No modification required.
11.11	Vegetation Areas 6 and 9 are noted as Class B Woodland, however have had the Class D Scrub separation distances applied in Table 3.3 (Separation Distances). A modification to the BMP is required.	Administration agrees that there is an error in Table 3.3 of the BMP in the separation distances prescribed for Vegetation Areas 6 and 9. A modification is needed to ensure that the separation distances are consistent with those provided in Table 2.5 of AS3959:2018.	Modifications to the BMP required. Refer to Schedule of Modifications for Amendment No. 7 to ASP 17, the subject of a separate report on this agenda.
11.12	The BAL ratings cannot be validated, as the vegetation classification inputs require modification as per the comments made in submissions 11.3 to 11.11 above.	Administration agrees that the BAL ratings provided on Figure 3.2 should be updated, to coincide with other modifications required – as outlined in Administration's comments for 11.3 to 11.11 above.	Modifications to the BMP required. Refer to Schedule of Modifications for Amendment No. 7 to

No.	Summary of Submission	Administration Comment	Recommendation Amendment No. 202 to DPS 2
			ASP 17, the subject of a separate report on this agenda.
11.13	There appears to be some lots that would be impacted by BAL-40/FZ. Where possible, strategic planning should provide for creation of lots exposed to BAL-29 or lower. While it is noted that future lots would likely be large enough to provide setbacks internally, there is an opportunity to review and redesign the structure plan to ensure all development is located in areas of BAL-29 or below without reliance on building setbacks at later planning stages. This could be achieved by use of public roads or by a mechanism requiring management of future public open spaces to reduce the bushfire hazard.	The subdivision layout in Figure 3.2 is indicative only. Under the amendments to ASP 17, a proponent will be required to lodge a further BMP to support a subdivision proposal in a bushfire prone area. The BMP's lodged at subdivision would consider lot configuration, the setbacks required from bushfire threats, the alignment of perimeter roads, management of public open space etc. Therefore, there is no need to review and redesign the structure plan as DFES is requiring the City to undertake in this submission.	No modification required.
11.14	<p>As the BMP has been prepared against version 1.3 of the Guidelines, it has not addressed A3.4a – Perimeter Roads. A perimeter road is a public road and should be provided for greenfield or infill development where ten or more lots are being proposed. This serves to separate areas of classified vegetation under AS3959 and allow for a defensible space for emergency services personnel on the interface between classified vegetation and the development site.</p> <p>A review of the indicative lot layout shows that perimeter roads have not been provided to all areas directly abutting classified vegetation (other than Class G Grassland). Areas to the northwest of site directly abut Class A Forest without the use of a perimeter road, with an area to the northeast also abutting Class A Forest without a perimeter road.</p> <p>Future stages of development should be modified to ensure that permit roads are utilised to provide separation to hazardous vegetation.</p>	The subdivision layout in Figure 3.2 is indicative only. Under the amendments to ASP 17, a proponent will be required to lodge a further BMP to support a subdivision proposal in a bushfire prone area. The BMP's lodged at subdivision would consider the setbacks required from bushfire threats, the alignment of perimeter roads, management of public open space etc. Therefore, there is no need to review and redesign the structure plan as DFES is requiring the City to undertake in this submission.	No modification required.
12.	LATE SUBMISSION Submitter No. 12 Department of Biodiversity, Conservation and Attractions (DBCA)		
12.1	A submission on both Amendment No. 7 to ASP 17 and Amendment No. 202 proposal. Comments pertaining to Amendment No. 202 to DPS 2 are provided in Items 12.2 to 12.4 below.	Noted. Refer to Administration's responses to the issues the submitter has with Amendment No. 202 to DPS 2, as provided in Items 12.2 to 12.4 below.	No modification required.
12.2	The 'additional use' zone (A50), shown on Scheme	Noted.	No modification

No.	Summary of Submission	Administration Comment	Recommendation Amendment No. 202 to DPS 2
	Amendment Map, is a subset of the overall structure plan area. The scheme amendment therefore does not relate to those areas of the structure plan identified as 'subject to further structure planning'.		required.
12.3	The Environmental Report recognises the occurrence of the threatened ecological community (TEC) ' <i>Banksia attenuata</i> woodlands over species rich dense shrublands' (floristic community type (FCT20a) within Lot 8001 Flynn Drive. Amendment No. 202 proposes to reclassify Lot 8001 Flynn Drive from the 'Industrial Development' zone to 'Local Scheme Reserve – Conservation'. The proposed protection of Lot 8001 through the local scheme reservation for 'Conservation' aligns with the future reserve's purpose and management.	By classifying Lot 8001 as 'Local Scheme Reserve – Conservation', this will ensure that the environmental values are protected and industrial development is not pursued on this land.	No modification required.
12.4	The application of a similar 'Conservation' reservation to what is proposed for Lot 8001 should be applied to any other future conservation reserves within the Neerabup Industrial Area structure plan boundary.	The application of a local scheme reserve for 'conservation' can be considered in the future should additional areas be reserved for this purpose through the subdivision process.	No modification required.
13.	LATE SUBMISSION Submitter No. 13 Water Corporation		
13.1	The Water Corporation notes and has no objections to the various zoning changes proposed in Amendment No. 202 to DPS 2.	Noted.	No modification required.
14.	Submitter No. 14 Quinns Rocks Environmental Group Inc		
14.1	The comments provided in the submission are taken by Administration to apply to both the Amendment No. 202 to DPS 2 and Amendment No. 7 to ASP 17 planning proposals.	Nil.	No modification required.
14.2	The submitter is concerned over the continued loss of significant native vegetation across the City of Wanneroo. Whilst significant areas of bushland are proposed to be subject to further investigations, the Amendment No. 7 footprint includes large areas of bushland that have not been approved for clearing. The published reports are not transparent on how many hectares of uncleared land, and unapproved for clearing, is included.	Part 2, Section 2.1.1 of the amended structure plan details that there is over 500 hectares of land that has already been cleared in the NIA with an additional 137 hectares of vegetated land subject to clearing permits. In response to the submitters query, Administration considers that there will be approximately 80 hectares of land earmarked for further development in the NIA, that is currently not yet cleared or subject to a clearing permit.	No modifications required.
14.3	It is difficult to see the links between the recently endorsed Climate Change Adaptation and Mitigation Strategy, while	The purpose of the Climate Change Adaptation and Mitigation Strategy (CCAMS) is to identify areas where the City is exposed to the effects of	No modifications required.

No.	Summary of Submission	Administration Comment	Recommendation Amendment No. 202 to DPS 2
	designating further clearing of bushland in the City of Wanneroo.	<p>climate change and provide risk management adaptation measures to reduce the risk.</p> <p>The CCAMS identifies the NIA in Action 5.6 as an area where:</p> <ul style="list-style-type: none"> • Alternative energy options (such as waste-to-energy) should be investigated; and • Local businesses are made aware of the benefits of clean technology. <p>The CCAMS therefore acknowledges that the NIA will be developed for industrial purposes. Furthermore, the content of the proposed scheme and structure plan amendment proposals do not prevent the above CCAMS actions from being carried out.</p> <p>As a guiding strategy, these objectives will inform any future built form design guidelines developed for the NIA.</p>	
14.4	It is difficult to see the links between the recently endorsed Urban Forest Strategy, while designating further clearing of bushland in the City of Wanneroo.	<p>The Urban Forest Strategy:</p> <ul style="list-style-type: none"> • Identifies that unique approaches to retain or establish urban canopies need to be considered in the urban design of industrial areas; • Encourages the use of lighter roofed buildings and the use of heat reflective coating to reduce urban heat island effects; and • Does not restrict clearing of areas identified as 'industrial' in order to maintain existing canopies. 	No modifications required.
14.5	According to Australia's 2021 State of the Environment Report, biodiversity loss continues to rise, with increase in threatened ecological communities listing by 20% over the previous five years. This is due to the inclusion of two local threatened ecological communities, the Banksia and Tuart woodlands on the Swan Coastal Plain. Both will be affected by extensive clearing of the NIA.	The clearing of land, and the impact it has on biodiversity and threatened species, will be considered through individual applications for clearing permits and/or subdivision as part of the next stage of the planning process.	No modifications required.
14.6	The classification of Mather Reserve for 'Environmental Conservation' in Amendment No. 202 is strongly supported. However, the reserve was created as an offset requirement for clearing other bushland in the area. The submitter does not consider 'offsets' as compensation for the loss of habitat that is happening.	Noted. This site was set aside and protected as an offset for other development undertaken by the City.	No modifications required.
14.7	It is recommended that the proposed drainage reservation is moved out of the proposed Mather Reserve to minimise environmental impacts, especially the risk of weed spread into the conservation area.	<p>The land subject to this comment (Lot 8002 Flynn Drive) is already a Crown Land reserve created for the purpose of serving a drainage function. Lot 8002 is a separate land parcel to Lot 8001, on which Mather Reserve is located.</p> <p>Amendment No. 202 recognises the approved drainage function of Lot 8002 in DPS 2.</p>	No modifications required.

No.	Summary of Submission	Administration Comment	Recommendation Amendment No. 202 to DPS 2
14.8	<p>The submitter notes that the proposed location of Service Industrial Zone along Flynn Drive is intended to minimise adverse visual and environment effects of industrial uses on surrounding areas.</p> <p>The uncertainty regarding the City's ability to enforce the recommended design principles is of concern. This is especially in the context of the current developments happening at the site and along Flynn Drive, when the Flynn Drive upgrade is to impact on the existing, already narrow POS and the proposed Conservation Reserve.</p> <p>To address this, it is recommended that the City develops and adopts a Local Planning Policy that will clearly stipulate the best practice design principles for the streetscapes within NIA and along Flynn Drive.</p>	<p>Administration has proposed a Service (or Light) Industrial Zone on the southern extent of the NIA to mitigate impacts of industrial development on the residential and rural-residential areas to the south of Flynn Drive.</p> <p>Whilst integrated with the planning proposals, design and construction of upgrades to Flynn Drive is being undertaken by the City separately to the structure plan and scheme amendments.</p> <p>DPS 2 provides limited planning provisions regarding built form in industrial areas. DevelopmentWA has design guidelines for managing the Meridian Park estate in the NIA. Part 2, Section 3.6.1 of the amended structure plan contemplates the City implementing design guidelines through a local planning policy in the future to guide built form outcomes.</p>	No modifications required.
14.9	City's Local Biodiversity Strategy recognises vegetation along Flynn Drive as a local ecological linkage. Clearing along the eastern end of Flynn Drive was done without any evidence of recognition of the vegetation for its connectivity function.	The ecological linkage referred to in the submission is also located on the southern side of Flynn Drive and outside the NIA. Therefore, the reports do not relate to this linkage or removal of vegetation at this location.	No modifications required.
14.10	Of particular concern is the clearing of bushland on Lot 2001 (corner of Mather Drive and Pederick Road), owned by DevelopmentWA. A previous clearing application has been declined which indicates that the values of this bushland are such that it should not be cleared. The proposed Mather Reserve boundary should therefore be extended to include the adjoining bushland on Lot 2001, located to the north of the reserve.	<p>The previous application for Clearing Permit referred to in the submission was considered by the (previous) Department of Environment and Conservation in 2008. The land is however currently subject to a more recent application for Clearing Permit, which is being assessed by DWER.</p> <p>The land in question is owned by the State through DevelopmentWA. Therefore, it will be up to DevelopmentWA to determine whether there is an opportunity to retain bushland on this site, as the land is already zoned to allow for development.</p>	No modifications required.
14.11	An area of bushland of approximately 60 hectares on Lot 801 is not yet approved for clearing. However, this land is included within the structure plan boundary.	<p>The land subject of the submission is situated on the western extent of Lot 801 Flynn Drive. Under the current planning framework, the land is already capable of being cleared for industrial subdivision.</p> <p>The revised planning framework will continue to guide industrial subdivision and development on this land. The revised structure plan will require the preparation of Flora and Vegetation Surveys as well as a Native Fauna Management Plan prior to any subdivision works being carried out.</p>	No modifications required.
14.12	The submitters are enquiring the actions the City is undertaking to protect the significant biodiversity within the NIA and surrounding areas that are yet to be mapped.	The City has adopted a Local Biodiversity Plan (LBP), with its primary aim being to outline the City's targets for the retention, protection and management of local natural areas.	No modifications required.

No.	Summary of Submission	Administration Comment	Recommendation Amendment No. 202 to DPS 2
		<p>The LBP also identifies the Neerabup Industrial Area as undergoing significant redevelopment in the near future.</p> <p>The LBP acknowledges the Federal legislation that is in place that provides an important role in protecting threatened ecological communities such as Banksia and Tuart woodlands. As such, these are not mapped out in the LBP.</p>	
14.13	There is no provision or even acknowledgement for connectivity to facilitate fauna movement between the conservation areas. For example, for appropriate fauna underpasses under Flynn Drive or connection to the proposed Mather Reserve and to other bushland to the west, east or northeast. With appropriate fencing and adequately designed underpasses, animal movement between the remaining patches of bushland can be managed and they can move to seek refuge from fires.	The Environmental Assessment that informs the planning proposals outlines a series of fauna management actions for the City to consider. However, the need to provide connectivity for fauna in Mather Reserve to other bushland is not mentioned in the Environmental Assessment. Therefore, such a requirement is not mentioned in either Part 1 or Part 2 of the proposed revised structure plan.	No modifications required.
14.14	The proposed structure plan conditions the requirement for the development of Bushfire Management Plans at subdivision. To protect the fragmented bushland in the proposed reserves, it is critical that all the asset protection measures are facilitated on the industrial lots.	This will be addressed when Bushfire Management Plans are submitted at the subdivision stage. The City (and the WAPC) will consider whether the asset protection measures proposed for industrial lots are appropriate.	No modifications required.
14.15	The proposed railway line would further fragment Neerabup National Park and is opposed.	The alignment of the rail line shown in the structure plan amendment reflects advice that was received by the Public Transport Authority.	No modifications required.

1. Rezoning the following land from 'Industrial Development' to 'General Industry', to the extent shown on the Scheme (Amendment) Map:

- Portion Lot 801 (410) Flynn Drive, Neerabup (on DP: 415725);
- Portions of Lot 9012 (301K) Pederick Road, Neerabup (on DP: 424091);
- Portion Lot 1031 (24) Hemisphere Street, Neerabup (on DP: 405727);
- Portion Lot 1030 (18) Greenwich Parade, Neerabup (on DP: 405727);
- Portion Lot 1029 (22) Greenwich Parade, Neerabup (on DP: 405727);
- Portion Lot 1019 (26) Greenwich Parade, Neerabup (on DP: 61212);
- Portion Lot 1018 (30) Greenwich Parade, Neerabup (on DP: 61212);
- Portion Lot 800 (34) Greenwich Parade, Neerabup (on DP: 415111);
- Lot 1024 (15) Longitude Avenue, Neerabup (on DP: 409191);
- Lot 1023 (11) Longitude Avenue, Neerabup (on DP: 409191);
- Lot 1026 (7) Longitude Avenue, Neerabup (on DP: 409191);
- Lot 1022 (20) Hemisphere Street, Neerabup (on DP: 409191);
- Lot 1035 (12) Hemisphere Street, Neerabup (on DP: 409191);
- Lot 1034 (6) Longitude Avenue, Neerabup (on DP: 409191);
- Lot 1033 (12) Longitude Avenue, Neerabup (on DP: 409191);
- Lot 40 (26) Mather Drive, Neerabup (on D: 78186);
- Lot 9100 (60) Mather Drive, Neerabup (on DP: 411322);
- Lot 44 (64) Mather Drive, Neerabup (on D: 83582);
- Lot 2004 (69) Mather Drive, Neerabup (on DP: 70103);
- Lot 9003 (85) Mather Drive, Neerabup (on DP: 70103);
- Lot 2001 (240) Pederick Road, Neerabup (on DP: 60745);
- Lot 1001 (220) Pederick Road, Neerabup (on DP: 37249);
- Lot 1000 (190) Pederick Road, Neerabup (on DP: 37249);
- Lot 100 (45) Trandos Road, Neerabup (on DP: 63371);
- Lot 9000 (140) Pederick Road, Neerabup (on DP: 63371);
- Lot 1506 (1) Trandos Road, Neerabup (on DP: 407752);
- Lot 101 (141) Pederick Road, Neerabup (on DP: 413173);
- Lot 102 (123) Pederick Road, Neerabup (on DP: 413173);
- Lot 103 (125) Pederick Road, Neerabup (on DP: 413173);
- Lot 104 (127) Pederick Road, Neerabup (on DP: 413173);
- Lot 801 (109) Pederick Road, Neerabup (on DP: 57533);
- Portion Lot 5 (190) Flynn Drive, Neerabup (on D: 91435);
- Portion Lot 900 (170) Flynn Drive, Neerabup (on DP: 50843); and
- Portion Lot 901 (150) Flynn Drive, Neerabup (on DP: 50843).

2. Rezoning the following land from 'General Industry' to 'Light Industry', to the extent shown on the Scheme (Amendment) Map:

- Portions of Lot 9012 (301K) Pederick Road, Neerabup (on DP: 424091);
- Portion Lot 1072 (61) Hemisphere Street, Neerabup (on DP: 423875); and
- Portion Lot 1073 (55) Hemisphere Street, Neerabup (on DP: 423875).

3. Rezoning the following land from 'Industrial Development' to 'Light Industry', to the extent shown on the Scheme (Amendment) Map:

- Portion Lot 801 (410) Flynn Drive, Neerabup (on DP: 415725);
- Portions of Lot 9012 (301K) Pederick Road, Neerabup (on DP: 424091);
- Lot 1000 (45) Hemisphere Street, Neerabup (DP: 423704);
- Portion Lot 1072 (61) Hemisphere Street, Neerabup (on DP: 423875);
- Portion Lot 1073 (55) Hemisphere Street, Neerabup (on DP: 423875);
- Lot 1078 (15) Global Road, Neerabup (on DP: 423875);
- Lot 1077 (21) Global Road, Neerabup (on DP: 423875);

Blue highlight – extent of changes needed to Amendment No. 202, to respond to approval of Amendment No. 172 and creation of new lots

- Lot 1074 (49) Hemisphere Street, Neerabup (on DP: 423875);
 - Portion Lot 1001 (11) Greenwich Parade, Neerabup (on DP: 61212);
 - Portion Lot 1021 (10) Greenwich Parade, Neerabup (on DP: 61212);
 - Lot 2 (19) Hemisphere Street, Neerabup (on DP: 413473);
 - Lot 1 (13) Hemisphere Street, Neerabup (on DP: 413473);
 - Lot 1057 (5) Ring Street, Neerabup (on DP: 420872);
 - Lot 1058 (11) Ring Street, Neerabup (on DP: 420872);
 - Lot 1060 (11) Pinnacle Drive, Neerabup (on DP: 420872);
 - Portion Lot 1059 (1) Pinnacle Drive, Neerabup (on DP: 420872);
 - Portion Lot 1064 (2) Pinnacle Drive, Neerabup (on DP: 420872);
 - Lot 1063 (10) Pinnacle Drive, Neerabup (on DP: 420872);
 - Portion Lot 5 (190) Flynn Drive, Neerabup (on D: 91435);
 - Portion Lot 900 (170) Flynn Drive, Neerabup (on DP: 50843);
 - Portion Lot 901 (150) Flynn Drive, Neerabup (on DP: 50843).
4. Reclassifying Lot 8002 (270) Flynn Drive, Neerabup (on DP: 411322) from the 'Industrial Development' zone to 'Local Scheme Reserve – Drainage/Waterway', as shown on the Scheme (Amendment) Map.
5. Reclassifying Lot 8001 (250) Flynn Drive, Neerabup (on DP: 411322) from the 'Industrial Development' zone to 'Local Scheme Reserve – Environmental Conservation', as shown on the Scheme (Amendment) Map.
6. Insert the following into Schedule 6 of the Scheme:

NO.	DESCRIPTION OF LAND	REQUIREMENT
25	Neerabup Industrial Area Bound by Lot 801 on DP 415725, Lot 502 on DP 409677, Lot 1 on D 12751, Lot 9003 on DP 70103, Lot 100 on DP 63371, Lot 1506 on DP 407752, Lot 801 on DP 57533, Lot 902 on DP 50843 and Flynn Drive	Subdivision and development of the subject land shall be in accordance with an approved structure plan.

7. Applying the Additional Uses (A48) designation to various land parcels in the Neerabup locality, as shown on the Scheme (Amendment) Map.
8. Amending Schedule 2 of the Scheme text to insert the following:

No	Description of land	Additional use	Conditions
A48	Multiple land parcels zoned General Industry in the Neerabup locality	<ul style="list-style-type: none"> • Agriculture – Intensive • Data Storage Premises • Educational Establishment 	<p>1. All the 'Additional Uses' shall be dealt with as "D" uses, pursuant to Clause 3.3 (2).</p> <p>2. Land uses referred to above, but which are not defined in Clause 6.2, are defined below:</p> <p>Data Storage Premises – means premises that provide computer servers or other devices for the storage or retention of electronic data, and may include the provision of ancillary infrastructure and offices.</p> <p>3. Conditions and parameters for the carrying out of land uses</p>

Blue highlight – extent of changes needed to Amendment No. 202, to respond to approval of Amendment No. 172 and creation of new lots

			<p>listed above are provided for below:</p> <p>Agriculture – Intensive: The cultivation and harvesting of produce shall only occur within a building, enclosed by walls and a roof (excluding greenhouses). Cultivation of produce shall not occur where exposed to the open natural environment.</p> <p>Educational Establishment: Activities shall be limited to establishments that provide education or training relating to activities consistent with Table 2 in Clause 3.1 – objectives of the General Industry Zone.</p>
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9. Applying the Additional Uses (A49) designation to the following land parcels, as shown on the Scheme (Amendment) Map:

- Portion Lot 801 (410) Flynn Drive, Neerabup (on DP: 415725);
- Portions of Lot 9012 (301K) Pederick Road, Neerabup (on DP: 424091);
- Lot 1000 (45) Hemisphere Street, Neerabup (DP: 423704);
- Lot 1072 (61) Hemisphere Street, Neerabup (on DP: 423875);
- Lot 1073 (55) Hemisphere Street, Neerabup (on DP: 423875);
- Lot 1078 (15) Global Road, Neerabup (on DP: 423875);
- Lot 1077 (21) Global Road, Neerabup (on DP: 423875);
- Lot 1074 (49) Hemisphere Street, Neerabup (on DP: 423875);
- Lot 2 (19) Hemisphere Street, Neerabup (on DP: 413473);
- Lot 1 (13) Hemisphere Street, Neerabup (on DP: 413473);
- Lot 1057 (5) Ring Street, Neerabup (on DP: 420872);
- Lot 1058 (11) Ring Street, Neerabup (on DP: 420872);
- Lot 1060 (11) Pinnacle Drive, Neerabup (on DP: 420872);
- Portion Lot 1059 (1) Pinnacle Drive, Neerabup (on DP: 420872);
- Portion Lot 1064 (2) Pinnacle Drive, Neerabup (on DP: 420872);
- Lot 1063 (10) Pinnacle Drive, Neerabup (on DP: 420872);
- Portion Lot 5 (190) Flynn Drive, Neerabup (on D: 91435);
- Portion Lot 900 (170) Flynn Drive, Neerabup (on DP: 50843); and
- Portion Lot 901 (150) Flynn Drive, Neerabup (on DP: 50843).

10. Amending **Schedule 2** of the Scheme text to insert the following:

No	Description of land	Additional use	Conditions
A49	<ul style="list-style-type: none"> • Portion Lot 801 (410) Flynn Drive (on DP: 415725); • Portions of Lot 9012 (301K) Pederick Road, Neerabup (on DP: 424091); • Lot 1000 (45) Hemisphere Street (on DP: 423704); • Lot 1072 (61) Hemisphere Street, Neerabup (on DP: 423875); • Lot 1073 (55) Hemisphere Street, Neerabup (on DP: 423875); 	<ul style="list-style-type: none"> • Data Storage Premises • Industry – Extractive 	<ol style="list-style-type: none"> 1. Data Storage Premises shall be dealt with as a “D” use and Industry – Extractive as an “A” use pursuant to Clause 3.3 (2). 2. Land uses as referred to above, but which are not defined in

Blue highlight – extent of changes needed to Amendment No. 202, to respond to approval of Amendment No. 172 and creation of new lots

<ul style="list-style-type: none"> • Lot 1078 (15) Global Road, Neerabup (on DP: 423875); • Lot 1077 (21) Global Road, Neerabup (on DP: 423875); • Lot 1074 (49) Hemisphere Street, Neerabup (on DP: 423875); • Lot 2 (19) Hemisphere Street (on DP: 413473); • Lot 1 (13) Hemisphere Street (on DP: 413473); • Lot 1057 (5) Ring Street (on DP: 420872); • Lot 1058 (11) Ring Street (on DP: 420872); • Lot 1060 (11) Pinnacle Drive (on DP: 420872); • Portion Lot 1059 (1) Pinnacle Drive (on DP: 420872); • Portion Lot 1064 (2) Pinnacle Drive (on DP: 420872); • Lot 1063 (10) Pinnacle Drive (on DP: 420872); • Portion Lot 5 (190) Flynn Drive (on D: 91435); • Portion Lot 900 (170) Flynn Drive (on DP: 50843); • Portion Lot 901 (150) Flynn Drive (on DP: 50843) <p>All in the Neerabup locality.</p>		<p>Clause 6.2, are defined below:</p> <p>Data Storage Premises – means premises that provide computer servers or other devices for the storage or retention of electronic data, and may include the provision of ancillary infrastructure and offices.</p>
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11. Amending the Scheme Map by applying the Additional Uses (A50) designation to the following land parcels, as shown on the Scheme (Amendment) Map:

- Portion Lot 1001 (11) Greenwich Parade, Neerabup (on DP: 61212);
- Portion Lot 1021 (10) Greenwich Parade, Neerabup (on DP: 61212);
- Portion Lot 5 (190) Flynn Drive, Neerabup (on D: 91435); and
- Portion Lot 900 (170) Flynn Drive, Neerabup (on DP: 50843).

12. Amending Schedule 2 of the Scheme text to insert the following:

No	Description of land	Additional use	Conditions
A50	<ul style="list-style-type: none"> • Portion Lot 1001 (11) Greenwich Parade (on DP: 61212); • Portion Lot 1021 (10) Greenwich Parade (on DP: 61212); • Portion Lot 5 (190) Flynn Drive (on D: 91435); • Portion Lot 900 (170) Flynn Drive (on DP: 50843) <p>All in the Neerabup locality.</p>	<ul style="list-style-type: none"> • Data Storage Premises • Office • Restaurant/Cafe • Shop • Fast Food Outlet 	<ol style="list-style-type: none"> 1. In addition to Conditions 2-5 below, all the relevant conditions that are specified for Additional Use area A49 also apply to A50. 2. All the 'Additional Uses' shall be dealt with as "D" uses, pursuant to Clause 3.3 (2). 3. The maximum floorspace for the 'Office' land use is limited to no more than: <ol style="list-style-type: none"> a) 700m² net lettable area (NLA) across both subject portions of Lots 1001 and 1021; and

Blue highlight – extent of changes needed to Amendment No. 202, to respond to approval of Amendment No. 172 and creation of new lots

			<p>b) 700m² NLA across both subject portions of Lot 5 and Lot 900.</p> <p>4. The maximum floorspace for the 'Restaurant/Cafe' and 'Fast Food Outlet' land uses are limited to no more than:</p> <p>a) 1,000m² NLA across both subject portions of Lots 1001 and 1021; and</p> <p>b) 1,000m² NLA across both subject portions of Lot 5 and Lot 900; and</p> <p>Individual premises shall not exceed 500m².</p> <p>5. The maximum floorspace for the 'Shop' land use are limited to no more than</p> <p>a) 750m² NLA across both subject portions of Lots 1001 and 1021; and</p> <p>b) 750m² NLA across both subject portions of Lot 5 and Lot 900; and</p> <p>Individual premises shall not exceed 300m² NLA.</p>
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13. Amending Schedule 1 – Zoning Table by:

- a) Depicting the land use permissibility for the 'Bulky Goods Showroom' and 'Motor Vehicle, Boat or Caravan Sales' in the Light Industry Zone as 'P⁴'; and
- b) Adding a notation at the end of Schedule 1 – Zoning Table as follows:

Notes:

4. Refer to provisions contained in Schedule 6 (No. 26).

14. Introducing the following into Schedule 6 of the Scheme Text:

No.	Description of Land	Requirement
26	Light Industry Zone in the Neerabup locality	Notwithstanding the provisions of Schedule 1 – Zoning Table, the 'Bulky Goods Showroom' and 'Motor Vehicle, Boat or Caravan Sales' use classes shall be dealt with as "P" uses pursuant to Clause 3.3 (2); except in the Neerabup locality where these use classes are dealt with as "D" uses.

PS03-05/23 Consideration of Amendment No. 7 to Neerabup Industrial Area Agreed Local Structure Plan No. 17 Following Advertising

File Ref: 3383-07 – 23/63953
Responsible Officer: Director Planning & Sustainability
Attachments: 5

Issue

To consider submissions on proposed Amendment No. 7 to the Neerabup Industrial Area Local Structure Plan No. 17 and forward a recommendation to the Western Australian Planning Commission (WAPC) for consideration.

Background

The Neerabup Industrial Area Agreed Local Structure Plan No. 17 (ASP 17) sits over the NIA, providing guidance for subdivision and development. ASP 17 was initially approved by the Western Australian Planning Commission (WAPC) on 11 January 2005 and has been subject to five amendments. ASP 17 was prepared under the City's District Planning Scheme No. 2 (DPS 2).

Administration has prepared a refreshed planning framework for the NIA, comprising of:

- Amendment No. 7 to ASP 17 (Amendment No. 7), which will completely overhaul and replace the content of that structure plan. Amendment No. 7 is the subject of this report; and
- Proposed Amendment No. 202 to DPS 2 (Amendment No. 202), as detailed in a separate report on this agenda.

Council initiated both Amendment No. 202 and Amendment No. 7 at its 12 July 2022 Ordinary Council Meeting (refer to PS03-07/22 and PS04-04/22). Council's previous resolution on Amendment No. 7 (PS04-07/22) is outlined below:

"That Council:

1. *PREPARES Amendment No. 7 to the Neerabup Industrial Area Agreed Local Structure Plan No. 17, with content as included in Attachment 1 and containing the Technical Appendices provided to Council Members separate to this Report, pursuant to Clause 29(2) and Clause 16(2) of the deemed provisions for local planning schemes contained in Schedule 2 of the Planning and Development (Local Planning Schemes) Regulations 2015;*
2. *AGREES that Amendment No. 7 to the Neerabup Industrial Area Agreed Local Structure Plan No. 17 and Amendment No. 202 to District Planning Scheme No. 2 can be advertised simultaneously;*
3. *PROVIDES Amendment No. 7 to the Neerabup Industrial Area Agreed Local Structure Plan No. 17 to the Department of Planning, Lands and Heritage for its information, as contained in Attachment 1, prior to advertising;*
4. *NOTES that Administration will prepare a branded version of the Amendment No. 7 to the Neerabup Industrial Area Agreed Local Structure Plan No. 17 documentation, whilst maintaining the content in Attachment 1, prior to advertising;*

5. *REQUESTS the Western Australian Planning Commission consider and agree to a 60 day period for making submissions on proposed Amendment No. 7 to the Neerabup Industrial Area Agreed Local Structure Plan No. 17, pursuant to Clause 18(3A)(b) of the deemed provisions for local planning schemes contained in Schedule 2 of the Planning and Development (Local Planning Schemes) Regulations 2015; and*
6. *NOTES that Administration, pursuant to Section 2.10.1 (Condition (b)) of the Delegated Authority Register, will provide formal written notification to Council Members, when advertising of Amendment No. 7 to the Neerabup Industrial Area Agreed Local Structure Plan No. 17 is set to commence."*

The amendment to the structure plan will also inform the City's separate work on the preparation of a Development Contribution Plan (DCP) for the NIA. This work will commence now that the planning proposals for the NIA have progressed.

Detail

Amendment No. 7 proposes to replace the entire content of the structure plan as follows:

'The City of Wanneroo, pursuant to its District Planning Scheme No. 2, hereby recommends to the Western Australian Planning Commission to approve the abovementioned amendment by deleting the content of the entire structure plan (including Part 1, Part 2 and Technical Appendices), and replacing that content with what is provided for in Schedule 1 and Schedule 2.'

The revised documentation has been prepared in accordance with the WAPC's Structure Plan Framework (2015), as well as the aspirations outlined in the strategic documents referred to in the 'Background' section above. The procedure for processing structure plan amendments is set out in the deemed provisions for local planning schemes (deemed provisions) provided in Schedule 2 of the *Planning and Development (Local Planning Schemes) Regulations 2015* (Regulations).

The modified structure plan will contain three parts outlined as follows:

- Part 1 is the implementation component of the structure plan, outlining the purpose and intent of the structure plan. It will also include the structure plan map. Part 1 will set out strategically how subdivision and development can occur in a proper and integrated manner within the NIA, by:
 - Identifying the major road network, road reserve and infrastructure requirements;
 - Setting out the information that will be needed to support a subdivision proposal;
 - Planning around environmental constraints, such as the identification of areas within the NIA which require 'future structure planning';
 - Setting out final surface contour levels that need to be established following resource extraction to enable subdivision and development in the NIA;
 - The setting of a public open space requirement; and
 - Identifying the need for a DCP to ensure that road, infrastructure and other works identified through ASP 17 can be delivered in a fair and equitable manner.

The revised structure plan will not impose zoning and land use controls as these will be put into DPS 2 through Amendment No. 202. This is to provide greater certainty in managing future development.

- Part 2 contains the background and explanation of the structure plan; including design methodology, relevance and compliance with the planning framework at the State and local levels. Part 2 also contains other supporting plans and maps.

- Technical appendices, consisting of eight reports prepared by external consultants. These reports have informed the preparation and content of both Part 1 and Part 2 of the revised ASP 17.

An extract of the amendment proposal (including a portion of Schedule 1 containing the advertised revisions to Part 1 of the structure plan) is provided as **Attachment 1**. The following are large documents which form part of the amendment proposal (as advertised) and remain on the City's website for viewing for Council Members' information:

- The remaining portion of Schedule 1 (containing the revisions to Part 2 of the structure plan); and
- The Technical appendices to inform the proposed revisions to Part 1 and Part 2.

Consultation

Prior to Council's July 2022 resolution to prepare amendments to ASP 17, Administration engaged and consulted with DPLH, DevelopmentWA and major landowners. Much of the feedback that was received informed the methodology and identified issues that needed to be addressed through the amendments to both ASP 17 and DPS 2.

Advertising of Amendment No. 7 was undertaken between 19 January 2023 and 20 March 2023 by way of the following:

- A notice published in the 19 January 2023 Perth Now – Wanneroo newspaper;
- The uploading of documentation relating to the amendments on the City's website – and making that information available for viewing at the Civic Centre;
- Letters sent to all landowners and occupiers of land that could be affected by the amendments. This is considered by Administration to include land within the NIA – as well as land within 400 metres of the NIA. There were 1,057 letters sent in total;
- Providing notification to public authorities that Administration considers may take interest in the amendments; and
- The installation of signs at three prominent locations in the NIA, on:
 - Flynn Drive at the western end of the NIA;
 - The corner of Flynn Drive and Pinnacle Drive; and
 - The corner of Old Yanchep Road and Trandos Road.

Structure plan amendments are typically advertised for a period of 42 days. However, following a request of Council (Item 5 of PS04-07/22), the WAPC agreed that Amendment No. 7 be advertised for a period of 60 days, so it could be advertised simultaneously with Amendment No. 202 to DPS 2.

The City has received a total of 14 submissions on both the Amendment No. 202 and Amendment No. 7 proposals. Much of the detail in the submissions relate specifically to Amendment No. 7. A summary of the comments raised in the submissions pertaining to Amendment No. 7, with Administration's responses, is included in **Attachment 2**. Key issues raised in the submissions pertain to traffic matters and environmental management, which are discussed in the Comment section below.

Comment

Strategic Considerations

The City of Wanneroo currently contains the majority of industrial zoned land in the Perth Northwest Metropolitan sub-region. The City's Economic Development Strategy 2022-2032 identifies the Neerabup Industrial Area (NIA) as having potential to provide 20,000 jobs,

contributing toward the 60% employment self-sufficiency target for the sub-region. An Economic and Employment Strategy, prepared to support Amendment No. 202 (and Amendment No. 7 to ASP 17), provides a projection that the NIA will exceed 20,000 jobs over the coming decades.

The Department of Planning, Lands and Heritage (DPLH) has prepared the Northwest Sub-Regional Planning Framework (NWSRPF) to guide the long-term planning for the sub-region. The NWSRPF aims to establish an integrated planning framework for land use and infrastructure to guide future growth. The NWSRPF projects approximately 1,770 hectares of additional industrial land is required in the sub-region through to 2050 – and that the NIA is required to meet much of that demand. Updating the planning framework for the NIA ensures that at least 600 hectares of land in the NIA has an appropriate planning framework in place to meet the industrial land demands.

The current planning framework is not preventing the establishment and continuation of key initiatives for the NIA; such as the Australian Automotive and Robotics Precinct (AARP), the City's subdivision and resource extraction of its landholdings or providing for renewable energy supplies. However, the amendments to the planning framework would make the NIA more attractive for stakeholders to invest or pursue their own initiatives.

Controlling Direct Lot Access from Major Roads

An efficient road network for heavy vehicle movement in the NIA will provide the backbone for strong and continued growth of this critical economic and employment hub. Traffic movement inefficiency on the major roads would create avoidable congestion in the medium and long term.

The 'major roads' in this case include Flynn Drive as well as the current alignments and future extensions to Mather Drive, Pederick Road, Orchid Road, Trandos Road, Pinnacle Drive and Altitude Drive. The major roads are shown on Plan 1 of the revised structure plan, incorporated into **Attachment 1**.

Administration considers that uncontrolled access to lots via major roads could have a negative impact on the efficiency of the major road network and associated traffic flows. The structure plan currently has a traffic report as an appendix, which does not propose frontage access to individual lots from major roads. Therefore, in revising the structure plan, Administration had proposed to clarify that all direct vehicular access onto lots via adjoining major roads was prohibited. These provisions are contained in Part 1, Section 8.2 of the draft revisions to the structure plan, as advertised (refer **Attachment 1**).

During advertising, Administration received submissions arguing against the prohibition of direct lot access/egress for major roads. Administration in recent times has also received subdivision proposals in the NIA from proponents seeking direct vehicular access from major roads from abutting lots. Through both the structure plan submissions and subdivision proposals, proponents have argued that traffic movement efficiencies on the major road network would not be compromised if direct access/egress to lots was provided in a controlled manner.

Given the submissions received, traffic engineers for both Administration and the proponents were able to meet and agree on a resolution to this issue. The proposed agreed resolution involves criteria placed in the structure plan, to control (but not prohibit) direct lot access/egress for major roads – whilst ensuring traffic movement on major roads remains efficient. The criteria that has been prepared in consultation with proponents is included as **Attachment 3**. Recommended changes to Part 1 and 2 of the draft structure plan as a result are included in the Schedule of Modifications in **Attachment 4**.

Traffic Volumes

Prior to drafting Amendment No. 7, Administration engaged a consultant to prepare a series of technical studies – including a Traffic and Transport Study. The Traffic and Transport Study projects ultimate traffic volumes at full development of the NIA.

The Traffic and Transport Study projected relatively high traffic volumes through the NIA; especially on Flynn Drive, where an ultimate traffic volume of up to 126,000 vehicles per day (freeway-level) was predicted at 2070 between Wanneroo Road and the NIA. This was an issue raised in the submissions, as well as having been noted by Administration.

The traffic volumes projected in the Traffic and Transport Study are unlikely to be achieved until ultimate development of the NIA – if at all. These volumes are certainly not expected to be achieved during the ten-year approval period of the structure plan. In projecting the traffic volumes, the consultant included assumptions that a very high degree of traffic would rely on Flynn Drive in entering/exiting the NIA. Also, it is understood that the consultant obtained limited MRWA modelling, particularly for data after 2041 as it was not available at the time.

Given the high traffic projections in the Traffic and Transport Study, Administration sought advice from Main Roads Western Australia (MRWA) to confirm whether those projections were realistic. MRWA was guided by traffic and economic data inputs from DPLH and the City – as well as a more detailed understanding of future road connections that do not exist today. MRWA has since provided a Regional Operation Model (ROM) assessment, demonstrating that MRWA projections of traffic volumes to 2051 being marginally lower (but substantially lower for Flynn Drive) than what is projected in the Traffic and Transport Study.

Administration understands that MRWA's additional ROM modelling is confidential, and therefore it was not made publicly available for viewing when Amendment No. 7 was advertised. However, the ROM modelling will be provided to the WAPC to inform their assessment of the structure plan amendment proposal.

It is considered that a more detailed explanation is needed in Part 2 of ASP 17 which further outlines the above. A modification to Amendment No. 7 is recommended to provide additional detail in Part 2 and is listed in the Schedule of Modifications in **Attachment 4**.

The Traffic and Transport Study provides a range of road cross sections and road reserve widths that should be considered at the subdivision stage for the major roads in the NIA, based on projected traffic volumes. Given that the traffic volumes projected by MRWA in its ROM modelling is only marginally lower than the Traffic and Transport Study, this does not result in there being any changes to the cross-sectional designs and road reserve widths that are provided in the Traffic and Transport Study.

ASP 17 and the WAPC's guidelines require traffic assessments at subdivision stage, which will confirm the traffic analysis undertaken through the formulation of the revised structure plan. A further traffic study will also confirm that carriageway widths and road designs proposed through subdivision will cater for expected traffic flows into the longer term.

Environmental Management

Submissions raised concerns regarding the protection of flora and fauna within the NIA and the extent of clearing required to implement the industrial development planned for the area.

Neerabup was identified as an area for industrial development in the State Government's Northwest Corridor Structure Plan released in 1992. The Northwest Corridor Structure Plan informed the preparation of DPS 2 (gazetted in July 2001), which zoned the land General Industrial and Industrial Development. This means that the NIA has been identified for a long period of time as land that will provide industrial development and service the needs of the

north-west corridor. However, Administration recognises that there is a need to balance planning for growth and development of the NIA – whilst considering the natural environment that exists in the area.

To date, there has already been over 500ha cleared of vegetation in the NIA, with an additional 137ha of vegetated land subject to clearing permits. Administration has calculated that there is also approximately 80 hectares of vegetated land in the NIA that the amended structure plan earmarks for further subdivision and development; but which is not yet subject to a clearing permit.

In addition, the revised planning framework for the NIA will set aside approximately 300ha of land for conservation or which be subject to further detailed environmental assessment. The areas subject to further environmental assessment are situated in the north-west and south-eastern quadrants of the NIA and are indicated in the amended structure plan. These areas are not to be further subdivided or developed until a further environmental assessment is completed – that will then inform amendments to the structure plan and DPS 2 which will be further advertised.

The amendments to the structure plan also introduce a 2% contribution to public open space for the NIA, which will provide further opportunities to potentially protect further areas of environmental value. This requirement to provide public open space is not in the current structure plan. The City can also seek to ensure at subdivision and development stage that there is extensive tree planting on verges and within car parking areas, to assist with mitigating the effects of urban heat islands.

Relationship with Amendment No. 202 to DPS 2

It is proposed that the zoning and land use planning controls for the NIA be inserted into DPS 2 through Amendment No. 202 (subject to a separate item on this agenda). This will provide greater clarity and certainty for development of the area as opposed to placing these controls in ASP 17, noting that a structure plan is a 'due regard' document for the purposes of decision making. This means that the land use and development controls in DPS 2 will apply to the land in the NIA; and not rely on structure plan provisions which are subject to variation and discretion by decision makers such as JDAP and SAT.

Amendment No. 7 now proposes ASP 17 provide an indication of the DPS 2 zoning of the NIA. This will mean that ASP 17 becomes a document that will primarily guide further subdivision and development of the NIA.

Extension of the ASP 17 Approval Duration Period

Under Clause 28 of the deemed provisions, the approval of a structure plan has effect for a period of ten years, unless another period of time is determined by the WAPC. For structure plans approved prior to 19 October 2015 (which ASP 17 was), the date of approval under the deemed provisions is taken to be from that October 2015 date. ASP 17 therefore is currently set to expire in October 2025.

Both the deemed provisions and the WAPC's Structure Plan Framework outline the possibility for the duration of a structure plan to be extended. In this case, Administration is recommending that the duration of ASP 17 be extended by ten years from the date Amendment No. 7 is approved by the WAPC. The revised structure plan documents reflect this extended approval duration, in anticipation that it is agreed by the WAPC.

Applications to extend the duration of a structure plan can be made on the WAPC's 'Application to extend the approval of a Structure Plan' form (Form 5D). A blank copy of this form is provided in **Attachment 5**. It is recommended that Council allows Administration to complete this form on the City's behalf; and forward it to the WAPC for consideration.

Conclusion and Modifications to the Amendment Proposal

As outlined in the Detail section above, the amendment proposal is as follows:

‘The City of Wanneroo, pursuant to its District Planning Scheme No. 2, hereby recommends to the Western Australian Planning Commission to approve the abovementioned amendment by deleting the content of the entire structure plan (including Part 1, Part 2 and Technical Appendices), and replacing that content with what is provided for in Schedule 1 and Schedule 2.’

Although Administration does not recommend any specific modification to the above, modifications are recommended to be made to Schedule 1 (containing a revised structure plan Part 1 and Part 2) and Schedule 2 (the technical reports). The modifications are not significant in nature – and respond to matters raised in the submissions as well as typographical errors that have been identified by Administration when reviewing the documentation further.

It is therefore recommended that Council support Amendment No. 7 to the Neerabup Industrial Area Local Structure Plan No. 17 subject to modifications as outlined in **Attachment 4** – and provides a recommendation of approval to the WAPC.

Statutory Compliance

The preparation of Amendment No. 7 to the Neerabup Industrial Area Local Structure Plan No. 17 has been undertaken in consideration of Part 4 of the deemed provisions for local planning schemes, contained in Schedule 2 of the *Planning and Development (Local Planning Schemes) Regulations 2015*. These same deemed provisions also provide the statutory processes for the City to advertise and consider structure plan amendments, as well for their determination by the WAPC.

Strategic Implications

The proposal aligns with the following objective within the Strategic Community Plan 2021 – 2031:

- 3 ~ *A vibrant, innovative City with local opportunities for work, business and investment*
 3.3 - *Plan, develop and activate employment locations*

Risk Appetite Statement

In pursuit of strategic objective goal 3, we will accept a Medium level of risk, extended to High in the areas of where there may be Governance, Community / Reputation & Financial / Commercial impacts. For the City to realise a future role as a self-sustainable, vibrant and viable business and corporate centre, the City recognises higher risk will be required to attract investors, build a contemporary environment which ensures regulation is efficient but effective and realise a higher return on investment for the City. It is recognised that land acquisitions, environmental development and management processes and community support could all be challenged in the short term to realise the future successful offset of longer-term strategic risk.

Risk Management Considerations

Risk Title	Risk Rating
ST-S12 Economic Growth	Medium
Accountability	Action Planning Option
Director Corporate Strategy and Performance	Manage

Risk Title	Risk Rating
CO-O03 Strategic Land	Medium
Accountability	Action Planning Option
Director Planning and Sustainability Director Corporate Strategy and Performance	Manage

Risk Title	Risk Rating
CO-O15 – Project Management	Low
Accountability	Action Planning Option
Director Corporate Strategy and Performance	Manage

The above risks relating to the issues contained within this report have been identified and considered within the City's Corporate and Strategic Risk Registers. Action plans have been developed to manage these risks to support existing management systems.

Policy Implications

Amendment No. 7 has been prepared with regard to the provisions contained within relevant local planning policies (prepared by the City), as well as relevant State Planning Policies, Development Control Policies and the Structure Plan Framework (prepared by the WAPC).

Financial Implications

The costs of drafting the documentation needed to prepare Amendment No. 7, and obtaining the background technical studies from external consultants, has been met through the Planning and Sustainability Directorate's operational and consultancy budgets. Further costs to progress Amendment No. 7 through the WAPC toward its approval will also be met through existing operational budgets.

The costs in preparing Amendment No. 7 may be recoverable through the future formulation of a Development Contribution Plan.

Voting Requirements

Simple Majority

Recommendation

That Council:-

1. Pursuant to subclauses 19(1)(a) and 19(1)(b) of the deemed provisions for local planning schemes contained in Schedule 2 of the *Planning and Development (Local Planning Schemes) Regulations 2015*, **CONSIDERS** the submissions received in respect to Amendment No. 7 to the Neerabup Industrial Area Local Structure Plan No. 17, as summarised with Administration's response in Attachment 2;
2. Pursuant to subclauses 20(2)(e) of the deemed provisions for local planning schemes contained in Schedule 2 of the *Planning and Development (Local Planning Schemes) Regulations 2015*, **RECOMMENDS** to the Western Australian Planning Commission that Amendment No. 7 to the Neerabup Industrial Area Local Structure Plan No. 17, as prepared by Council at its 12 July 2022 meeting (PS04-07/22), be approved subject to the schedule of modifications included as Attachment 4;
3. Pursuant to subclauses 20(2) of the of the deemed provisions for local planning schemes contained in Schedule 2 of the *Planning and Development (Local*

Planning Schemes) Regulations 2015, PROVIDES a copy of the report on Amendment No. 7 to the Neerabup Industrial Area Local Structure Plan No. 17 to the Western Australian Planning Commission, including the schedule of submissions and the City's response and recommendations;

- 4. REQUESTS that Administration complete the Western Australian Planning Commission's Form 5D seeking the approval duration of the Neerabup Industrial Area Local Structure Plan No. 17 be extended for a further ten years from when Amendment No. 7 to the Neerabup Industrial Area Local Structure Plan No. 17 is granted final approval; and**
- 5. ADVISES the submitters of this decision.**

Attachments:

- | | | |
|----|------------------------------------------------------------------------------------------------------------------------------------------------|-----------|
| 1. | Attachment 1 - Amendment Body and Part of Schedule 1 (Part 1) - Amendment No. 7 to Neerabup Industrial Area Agreed Local Structure Plan No. 17 | 23/156610 |
| 2. | Attachment 2 - Updated Summary of Submissions for Council - Amendment No. 7 to Neerabup Industrial Area Local Structure Plan No. 17 | 23/164918 |
| 3. | Attachment 3 - Recommended Modifications - Part 1, Section 8.2 of Draft Revised Neerabup Industrial Area Agreed Local Structure Plan No. 17 | 23/153361 |
| 4. | Attachment 4 - Recommended Modifications - Proposed Amendment No. 7 to Neerabup Industrial Area Structure Plan No. 17 | 23/129757 |
| 5. | Attachment 5 - Western Australian Planning Commission Form 5D - Application to Extend the Approval of a Structure Plan | 22/444361 |



AMENDMENT NO. 7

TO THE

NEERABUP INDUSTRIAL AREA

AGREED STRUCTURE PLAN NO. 17

**RECORD OF AMENDMENTS MADE TO
NEERABUP INDUSTRIAL AREA AGREED LOCAL STRUCTURE PLAN NO. 17**

Amendment No.	Summary of the Amendment	Date approved by WAPC
2	Makes provisions for some design guidelines applicable to a portion of the Agreed Structure Plan known as Meridian Park and addition of Plan 6 to illustrate the Meridian Park area.	18.08.2008
3	Realignment of 'Road B' and intersection with Pederick Road.	12.10.2011
4	<p>Deleting Plan 2 Neerabup Industrial Area Final Surface Contour Plan (Sept 2004) and replace with the updated Plan 2 Neerabup Industrial Area Final Surface Contour Plan (August 2015) - Drawing No.5920-00-SK128 Rev F.</p> <p>Plan 1 and Figure 8.1 being modified to delineate and annotate the 98ha area within the northern part of the site as "Proposed Conservation Areas Subject to Environmental Review" so as to match the delineation and annotation on the Final Surface Contour Plan. Plan 1 and the Final Surface Contour Plan being modified to delineate and annotate the 47ha area within the south eastern part of the site as "Reserve for Conservation".</p> <p>Deleting Figure 6.1 Neerabup Industrial Area Final Surface Contour Plan (Sept 2004) and replace with the updated Figure 6.1 Neerabup Industrial Area Final Surface Contour Plan (August 2015) - Drawing No.5920-00-SK128 Rev F.</p> <p>Amend Part 1 – Statutory Planning Section to align with the <i>Planning and Development (Local Planning Schemes) Regulations 2015</i>.</p> <p>Part 1 following section 11.0 the following section being added: 12.0 Bushfire and include Appendix 9 – Bushfire Management Plan (Strategen, June 2017)</p>	25.08.2017
5	Make provisions for additional land uses applicable to Lots 1001 and 1021 Greenwich Parade.	20.12.2019
6	<p>Rectify existing mapping anomalies of LSP 17 Map and Figure 8.1 where the 'Service Industrial' and 'General Industrial' designations do not correctly align with the lot cadastral boundaries.</p> <p>Modify the LSP 17 map and Figure 8.1 to replace the 'Service Industrial' designation for portions of Lot 9006 abutting future Pinnacle Drive (south of Avery Street) with the 'General Industrial' designation such that it is consistent with the City of Wanneroo District Planning Scheme No. 2 zoning map.</p> <p>On the LSP 17 Map and Figure 8.1, reinstate the 30 metre wide road reserve for the full length of Warman Street.</p>	9.10.2020
7	Deletion and replacement of the entire structure plan content, undertaken by the City of Wanneroo following a planning framework review for the Neerabup Industrial Area.	TBA

**AMENDMENT NO. 7 TO
NEERABUP INDUSTRIAL AREA AGREED LOCAL STRUCTURE PLAN NO. 17**

The City of Wanneroo, pursuant to its District Planning Scheme No. 2, hereby recommends to the Western Australian Planning Commission to approve the abovementioned amendment by deleting the content of the entire structure plan (including Part 1, Part 2 and Technical Appendices), and replacing that content with what is provided for in Schedule 1 and Schedule 2.



Schedule 1

New Structure Plan Documentation
Part 1 and Part 2

Neerabup Industrial Area Agreed Local
Structure Plan No. 17



Neerabup Industrial Area

Agreed Local Structure Plan No.17

This structure plan is prepared under the provisions of the
City of Wanneroo District Planning Scheme No. 2

IT IS CERTIFIED THAT THIS STRUCTURE PLAN WAS
APPROVED BY RESOLUTION OF THE WESTERN
AUSTRALIAN PLANNING COMMISSION ON:

11 January 2005

In accordance with Schedule 2, Part 4, Clause 28 (2) and
refer to Part 1, 2. (b) of the *Planning and Development
(Local Planning Schemes) Provisions 2015*.

Date of Expiry: <TBA>

IT IS CERTIFIED THAT AMENDMENT NO. 7 TO THE
NEERABUP INDUSTRIAL AREA AGREED LOCAL
STRUCTURE PLAN NO. 17 WAS APPROVED BY
RESOLUTION OF THE WESTERN AUSTRALIAN
PLANNING COMMISSION ON:

<TBA>

Signed for and on behalf of the Western Australian Planning Commission:

An officer of the Commission duly authorised by the Commission pursuant to Section 16
of the Planning and Development Act 2005 for that purpose.

TABLE OF AMENDMENTS

Amendment No.	Summary of the Amendment	Amendment Type	Date Approved by the WAPC
2	Makes provisions for some design guidelines applicable to a portion of the Agreed Structure Plan known as Meridian Park and addition of Plan 6 to illustrate the Meridian Park area.		18.08.2008
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5	Make provisions for additional land uses applicable to Lots 1001 and 1021 Greenwich Parade.	Major	20.12.2019
6	<p>Rectify existing mapping anomalies of LSP 17 Map and Figure 8.1 where the 'Service Industrial' and 'General Industrial' designations do not correctly align with the lot cadastral boundaries.</p> <p>Modify the LSP 17 map and Figure 8.1 to replace the 'Service Industrial' designation for portions of Lot 9006 abutting future Pinnacle Drive (south of Avery Street) with the 'General Industrial' designation such that it is consistent with the City of Wanneroo District Planning Scheme No. 2 zoning map.</p> <p>On the LSP 17 Map and Figure 8.1, reinstate the 30 metre wide road reserve for the full length of Warman Street.</p>	Major	9.10.2020
7	Deletion and replacement of the entire structure plan content, undertaken by the City of Wanneroo following a planning framework review for the Neerabup Industrial Area.	Major	TBA

EXECUTIVE SUMMARY

The Neerabup Industrial Area Agreed Local Structure Plan No. 17 (**ASP 17**) affects approximately 1,000 hectares of land within the Neerabup Industrial Area (NIA). The NIA relates to numerous land parcels in the Neerabup locality, which are zoned 'Industrial' under the Metropolitan Region Scheme (**MRS**).

Although industrial development in the NIA commenced in the late 1970's, ASP 17 was only initially approved by the Western Australian Planning Commission (**WAPC**) in January 2005. The City of Wanneroo (the **City**) has since undertaken a planning framework review of the NIA, which resulted in a major amendment to this structure plan (Amendment No. 7).

Most areas affected by structure plans in the City of Wanneroo have an underlying zoning of 'Urban Development' under the City's local planning scheme. However, in the case of land affected by ASP 17, industrial zonings and local scheme reserves have been applied across land in the NIA through Amendment No. 202 to District Planning Scheme No. 2 (**DPS 2**). Amendment No. 202 was prepared through the same planning framework review process as Amendment No. 7 to this structure plan.


Land use permissibility in the NIA, set through the local planning scheme, is responsive to both conventional and innovative industrial development. For the planning framework to be responsive to industrial innovation in particular, a wider array of land uses were made permissible in the NIA through amendments to DPS 2. This is to attract a broader range of industries that were not permitted in the City's industrial areas prior to the planning framework review.

As zoning and land use controls affecting the NIA are found within DPS 2, no such controls are needed in this structure plan. The structure plan functions are therefore limited to coordinating the ongoing development of land in the NIA, as it expands through subdivision.

Ongoing subdivision and development in the NIA will continue generally in a northerly direction away from Flynn Drive. Subdivision will be undertaken by DevelopmentWA and the City of Wanneroo – as key landowners – in the western and central parts of the NIA. ASP 17 also facilitates the further subdivision of other landholdings in the eastern parts of the NIA, which are owned by a small number of major landowners.

The NIA is identified for industrial development in various strategic documents, prepared at the State and local government level. The WAPC's North-West Sub-regional Planning Framework (**NWSRPF**), which forms part of the Perth and Peel @3.5million series of frameworks, acknowledges that the NIA can meet much of the demand for industrial land in the North-West Metropolitan sub-region (**sub-region**) by 2050. The City also has economic development strategies in place that identify the NIA as a focus area having the potential to provide in excess of 20,000 jobs, and contributing toward a greater level of employment self-sufficiency in the sub-region.

This structure plan also recognises the transport planning initiatives highlighted in the NWSRPF. ASP 17 coordinates the structure planning within the NIA in a way that recognises the proposed rail corridor alignment (to traverse through the NIA) as well as the prospect of changing traffic flows as a result of the proposed Whiteman-Yanchep Highway being delivered at a future date.



This structure plan also recognises the transport planning initiatives highlighted in the NWSRPF. ASP 17 coordinates the structure planning within the NIA in a way that recognises the proposed rail corridor alignment (to traverse through the NIA) as well as the prospect of changing traffic flows as a result of the proposed Whiteman-Yanchep Highway being delivered at a future date.

To support ASP 17, the following technical reports have been prepared, which are included as technical appendices to this structure plan:

- Economics and Employment Strategy
- Bushfire Management Plan
- Servicing Report
- Local Water Management Strategy
- Traffic and Transport Study
- Car Parking Strategy
- Environmental Report
- Subdivision and Built Form Report

The abovementioned technical reports address the relevant planning considerations, and demonstrate that the NIA is suitable for continued industrial development, as this structure plan sets out to coordinate.

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 Car Parking Strategy
 Economic and Employment Strategy
 Environmental Assessment
 Local Water Management Strategy
 Servicing Study
 Subdivision and Built Form Report
 Traffic and Transport Study

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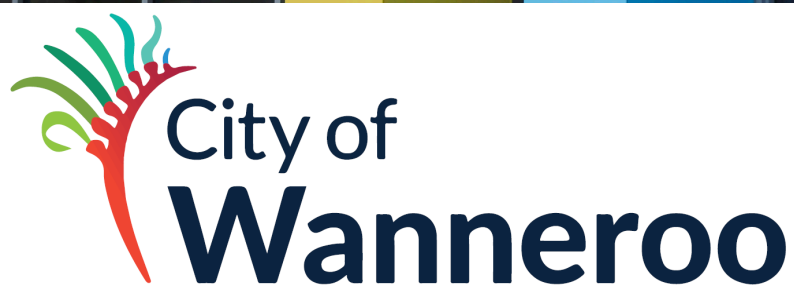
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Neerabup Industrial Area

Agreed Local Structure Plan

Part 1 - Implementation



1.0 STRUCTURE PLAN AREA

The Neerabup Industrial Area Agreed Local Structure Plan No. 17 (**ASP 17**) applies to various parcels of land contained within the inner edge of the broken line denoting the structure plan boundary, as shown on **Plan 1: Local Structure Plan**.

2.0 STRUCTURE PLAN CONTENT

This Local Structure Plan comprises of:

- Part 1 – Implementation Section
- Part 2 – Explanatory Report
- Technical Appendices

Part 1 of ASP 17 comprises the structure plan map and planning provisions for the subdivision and development of the Neerabup Industrial Area.

Part 2 provides clarity and guidance to the provisions contained in Part 1.

The Technical Appendices have informed the preparation of both Part 1 and Part 2.

3.0 OPERATION

This structure plan was initially approved by the Western Australian Planning Commission (**WAPC**) on 11 January 2005. However, in accordance with Clause 28 of the deemed provisions for local planning schemes contained in Schedule 2 of the *Planning and Development (Local Planning Schemes) Regulations 2015* (**Deemed Provisions**), the approval of this structure plan is taken to have commenced on 19 October 2015.

ASP 17 has effect for a period of ten years from the date that Amendment No. 7 was approved by the WAPC (refer to the Table of Amendments).

4.0 RELATIONSHIP WITH THE SCHEME

In accordance with Clause 27 of the Deemed Provisions, a decision-maker for an application for development approval or subdivision approval within this structure plan area is to have due regard to, but is not bound by, this structure plan when deciding the application.

Notwithstanding the above, a decision-maker is however bound to adhere to all provisions contained in a local planning scheme relevant to the land in this structure plan area. Zoning and land use permissibility of land subject to this structure plan is prescribed in the local planning scheme and not in this structure plan.

5.0 STAGING

5.1 Staging of Subdivision and Development on Zoned Land

ASP 17 is not accompanied by a Staging Plan. Timing of subdivision within the ASP 17 area will be primarily influenced by four factors:

- The fragmented land ownership, and the varying intentions of individual landowners;
- The location and quantities of basic raw materials that are capable of being extracted – and the desire of respective landowners to extract that material;
- Proximity to, and availability of, service infrastructure; and
- Market forces, such as industrial land demand and land values.

5.2 Land Subject to Further Structure Planning

Plan 1 identifies ‘areas subject to further structure planning’. These areas require more extensive planning and/or environmental considerations prior to any subdivision or development.

Prior to industrial subdivision and development occurring in areas that are ‘subject to further structure planning’, a landowner/proponent must seek to:

- Amend this structure plan, to:
 - o Impose provisions that are sufficient in supporting industrial subdivision and development;
 - o Adequately respond to any environmental attributes that may exist on the respective land; and
 - o Designate final surface contour levels that will appropriately coordinate with levels of adjoining land; and
- Amend the local planning scheme to rezone land from ‘Industrial Development’.

6.0 SUBDIVISION AND DEVELOPMENT REQUIREMENTS

6.1 Surface Contour Levels

6.1.1 **Plan 2: Final Surface Contour Plan** illustrates the final surface contour levels that should be achieved through subdivision and/or development of land in the structure plan area.

6.1.2 Accompanying any application for basic raw material extraction within the structure plan area, the landowner/proponent must demonstrate how the final contour levels shown on **Plan 2** will be established following completion of works.

6.1.3 At subdivision stage, the City and/or the WAPC may support minor variances to final contour levels to that shown on **Plan 2**, if satisfied that such a variation:

- Complies with the design criteria contained in Section 3.6.5 of Part 2 (the Explanatory Report); and
- Will not adversely affect the ability of adjoining landholdings from conforming to the Final Surface Contour Plan.

6.1.4 Through subdivision or development, land adjoining the proposed rail corridor alignment (where shown on **Plan 2**) is to be contoured to a level that is agreed by the Public Transport Authority and/or other relevant government agencies. Final surface contour levels are to coordinate with any known design levels of the proposed rail corridor.

6.2 Car Parking

Subdivision should be carried out in a manner that encourages car parking within development on lots, on the road carriageways or in on-street parking embayments. Subdivision should be designed to discourage car parking on verges where possible.

6.3 Public Open Space

6.3.1 Public open space (POS) should generally constitute at least 2% of the structure plan area. In this context, the ‘structure plan area’ is the entire structure plan area as shown in **Plan 1**, but excluding the following:

- Areas that are ‘subject to further structure planning’;
- Conservation areas; and
- Areas already subdivided for industrial development and have not been designated a sector on **Plan 3**.

6.3.2 Table 1 below outlines the amount of POS to be provided in the structure plan area, within four sectors as shown in **Plan 3**:

Sector	POS Minimum Area
1	6.45 ha
2	2.98 ha
3	1.82 ha
4	1.79 ha

Table 1: Public Open Space Provision in Sectors

6.3.3 This structure plan allows flexibility with where POS is to be located within each sector. However, POS should be designed and located:

- To contribute to improved stormwater quality through water sensitive urban design;
- To provide an opportunity for unstructured recreation during working hours (lunch breaks etc.) and to improve amenity within a built environment;
- Be located where walkable catchment can be maximised and of appropriate size to provide an area protected where possible from the impacts of surrounding industry; and
- To retain natural environmental assets where possible.

6.3.4 Through subdivision, POS should be vested in the Crown and thereafter managed by the local government.

6.4 Pinjar Tip Site Leachate Plume

Land affected by the Pinjar Tip Site Leachate Plume is identified in Part 2 of this structure plan (Section 2.3.2). Conditions may be imposed on relevant development or subdivision approval to ensure that prospective purchasers of land or development are appropriately informed of the potential impacts of this plume.

6.5 Bushfire Hazard

A decision maker may impose conditions of subdivision or development approval to address a bushfire risk, or require notification to be placed on the Certificate of Title for lots within a bushfire prone area, in accordance with an approved Bushfire Management Plan and/or State Planning Policy 3.7: Planning in Bushfire Prone Areas (and associated Guidelines).

6.6 Interface with Adjoining Land

6.6.1 The local planning scheme facilitates service or lighter industrial land uses on the southern portion of the structure plan area. This ensures that an interface is maintained between heavier industries located further to the north in the structure plan area and sensitive land uses (residential and rural-residential development) located south of Flynn Drive.

6.6.2 An interface provided through subdivision should secure an adequate separation between the natural environment and industrial built form, particularly between:

- Industrial lots and the Mather Reserve conservation area located at Lot 8001 Flynn Drive;
- Industrial lots and the MRS Parks and Recreation reservation located at Lot 502 Flynn Drive; and
- Industrial lots and 'areas subject to further structure planning' which are retaining the natural environment.

- 6.6.3 Roads designed and constructed through subdivision should connect seamlessly with existing or proposed roads on adjoining land.

6.7 New Infrastructure

As industrial subdivision in the structure plan area progresses, the following major infrastructure will be required:

- Four wastewater pumping stations, generally located where shown on **Plan 1**;
- Interim wastewater infrastructure as required, pending the accessibility, availability and construction of permanent wastewater pump stations;
- Reticulated water servicing for lots with a final surface contour of above 65m AHD will require the prior construction of a pressure booster station in the vicinity of the Flynn Drive/Mather Drive intersection (or any other alternative location as agreed by the Water Corporation). In the longer term, high level water tanks on Lot 10 Wattle Avenue, Nowergup may also be required to service levels above 65m AHD in the structure plan area;
- A minimum of one new Western Power zone sub-station; and
- Telecommunications infrastructure in locations that would provide optimal cellular network coverage to support industries and other wireless infrastructure in the NIA. Locations for telecommunications infrastructure will be considered through the development application process.

7.0 LOCAL DEVELOPMENT PLANS

Local Development Plans are to be prepared and implemented by the local government pursuant to Clause 47 of the Deemed Provisions, prior to the development of lots:

- Within the Service Hubs where located on **Plan 1**;
- Sharing boundaries with public open space, recreation or conservation reserves;
- Abutting the proposed rail corridor; and
- Accessed by Controlled Access Places (**CAPS**) roads.

8.0 OTHER REQUIREMENTS

8.1 Road Widening Requirements

8.1.1 **Plan 1** depicts the need for widening of the following existing road reserves:

- Pederick Road – from Mather Drive to the eastern boundary of the structure plan area;

- Orchid Road – from Pederick Road to the northern boundary of the structure plan area; and
- Mather Drive – north of Pederick Road.

8.1.2 At the subdivision stage, landowners/proponents will be required to design and undertake road widening where indicated in Section 8.1.1 above, to the satisfaction of the City, the WAPC and/or other relevant agencies sufficient to support:

- Road infrastructure sufficient to accommodate ultimate traffic volumes;
- The vehicle types projected to use the respective road, including the accommodation of heavy vehicles rated RAV 4 or RAV 7 (refer Section 8.4 below);
- Intersection controls and treatments;
- Verge treatments – such as footpaths, street lighting and drainage; and
- All existing and required service utility infrastructure, including (but not limited to) high voltage power lines and poles.

8.1.3 Road widening design should be:

- Informed by the guidance provided in Part 2 of this structure plan;
- Informed by the content of the Traffic and Transport Study provided in the Technical Appendices, particularly the cross-sectional detail contained within that Study; and
- To the satisfaction of the City, other relevant government agencies and utility providers.

8.2 Restriction of Access from Major Roads

8.2.1 Where possible, subdivision should be designed in a manner that avoids direct vehicular access onto industrial lots from the major roads identified on **Plan 1** (including Flynn Drive).

8.2.2 Notwithstanding Section 8.2.1 above, subdivision design may provide CAPS roads or alternative means that would provide indirect vehicular access onto industrial lots from major roads.

8.2.3 The WAPC may impose conditions of subdivision approval requiring a covenant be placed on relevant lots pursuant to Section 150 of the *Planning and Development Act 2005* and Part 3, Division 3 of the *Planning and Development Regulations 2009* (or other legal mechanism), in order to prevent access from major roads directly onto industrial lots.

8.3 Restricted Access Vehicle Movements

8.3.1 Pederick Road is required to be upgraded, designed and constructed to accommodate vehicles rated as RAV 7 by Main Roads Western Australia.

- 8.3.2 All other roads within the structure plan area (including minor roads) are required to be designed and constructed to accommodate heavy vehicles rated as RAV 4.

8.4 Robotics Precinct

Plan 1 shows the current location of the Australian Automation and Robotics Precinct (**AARP**), as it is located within the structure plan area. The AARP provides areas for testing, research and development; as well as training in autonomous, remote operations, robotics systems and equipment. The AARP could potentially expand eastward in the future, into the area also shown in **Plan 1**.

This structure plan acknowledges that the AARP is not an ultimate use of the land that it occupies. Should the AARP cease to operate, this structure plan coordinates further contouring and industrial subdivision of the subject land.

8.5 Service Hubs

Plan 1 identifies the location of two Service Hubs, located on:

- Portions of Lot 1001 and Lot 1021 Greenwich Parade, Neerabup; and
- Portions of Lot 5 and 900 Flynn Drive, Neerabup.

The provision of two 'service hubs' in the structure plan area is to provide ease of access to basic services for business owners, employees and visitors of the NIA.

Land uses permissible in the Service Hubs include restaurants/take away food outlets, offices, medical and convenience-type stores. These land uses are permissible through the local planning scheme, subject to conditions limiting activities so that they do not compromise or compete with activity centres located outside the structure plan area.

8.6 Development Contributions

- 8.6.1 Landowners within the structure plan area will be responsible for providing contributions toward shared infrastructure costs. Infrastructure items that will be subject to shared costs will be determined through the formulation of a development contribution plan (**DCP**), prepared through a scheme amendment process.
- 8.6.2 Interim measures may be applied by the City and/or the WAPC through conditions of subdivision approval to facilitate collection of contributions pending the formulation of a DCP.

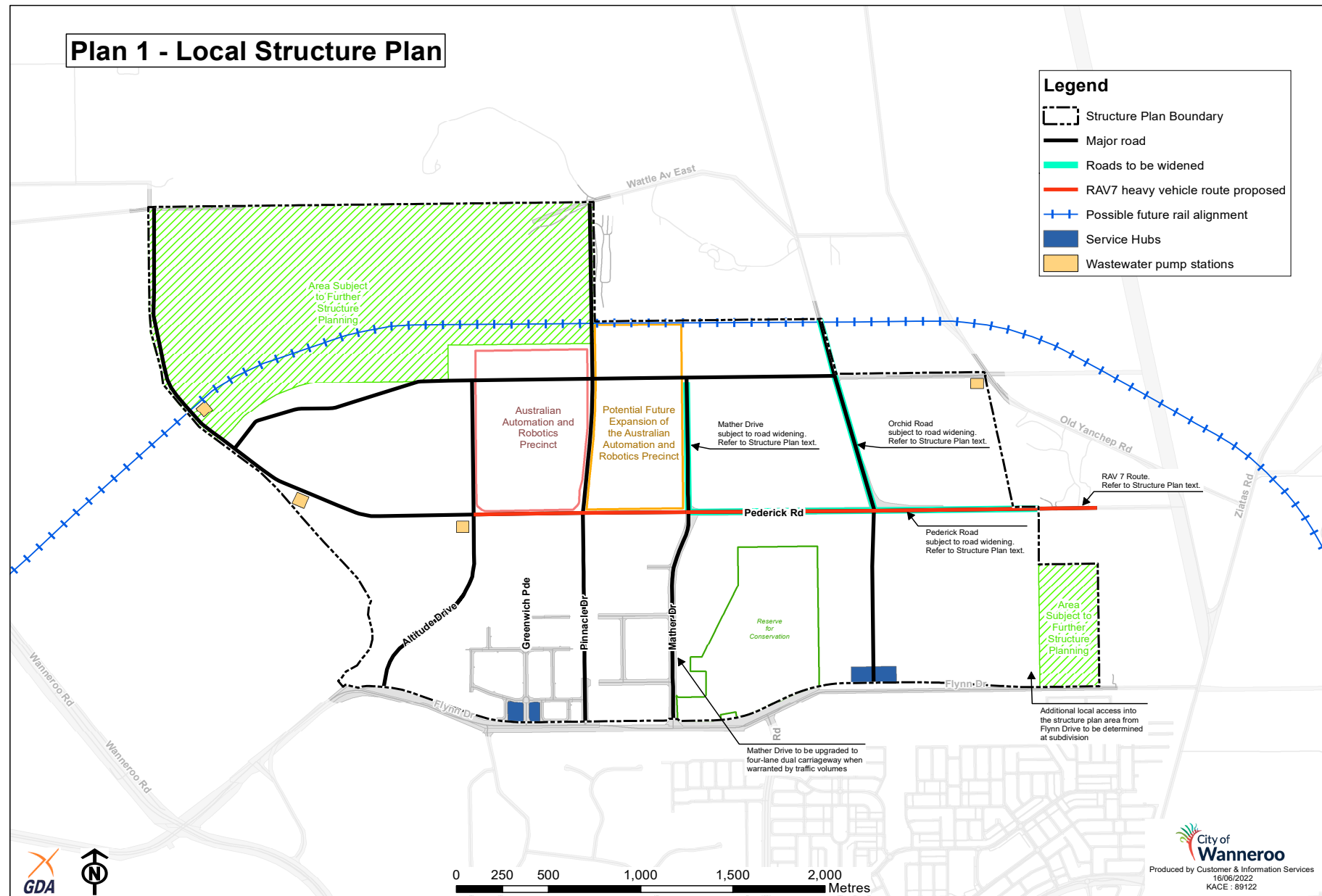
9.0 ADDITIONAL INFORMATION

- 9.1 **Table 2** below outlines information required to be prepared at the subdivision stage:

Additional Information	Conditions (if applicable)	Approval Stage	Consideration Required
Bushfire Management Plan	Where land is identified as 'bushfire prone' by the Fire and Emergency Services Commissioner under the <i>Fire and Emergency Services Act 1998</i>	Subdivision application	City of Wanneroo and DFES
Preliminary Site Investigation	Where land may be potentially impacted by prior contaminating activities	Subdivision application	City of Wanneroo
Traffic Impact Assessment	Where a traffic analysis associated with subdivision proposals is required. To be in accordance with WAPC guidelines	Subdivision application	City of Wanneroo
Urban Water Management Plan		Condition of subdivision	City of Wanneroo
Geotechnical Report	To ensure that the ground is suitable and stable for further development – in consideration of karst, land restoration following extraction and/or possible underground contaminants from prior land use	Condition of subdivision	City of Wanneroo
Karstic Features Management Plan	In areas identified as having a medium or high karst risk by the City of Wanneroo	Condition of subdivision	City of Wanneroo
Native Fauna Management Plan	For subdivisions that result in a loss of fauna habitat	Condition of subdivision	City of Wanneroo
Flora and Vegetation Surveys	For subdivisions that result in a loss of natural vegetation	Condition of subdivision	City of Wanneroo
Dieback Management Plan	For subdivisions that propose removal of natural vegetation or affects land adjoining where vegetation will be retained	Condition of subdivision	City of Wanneroo

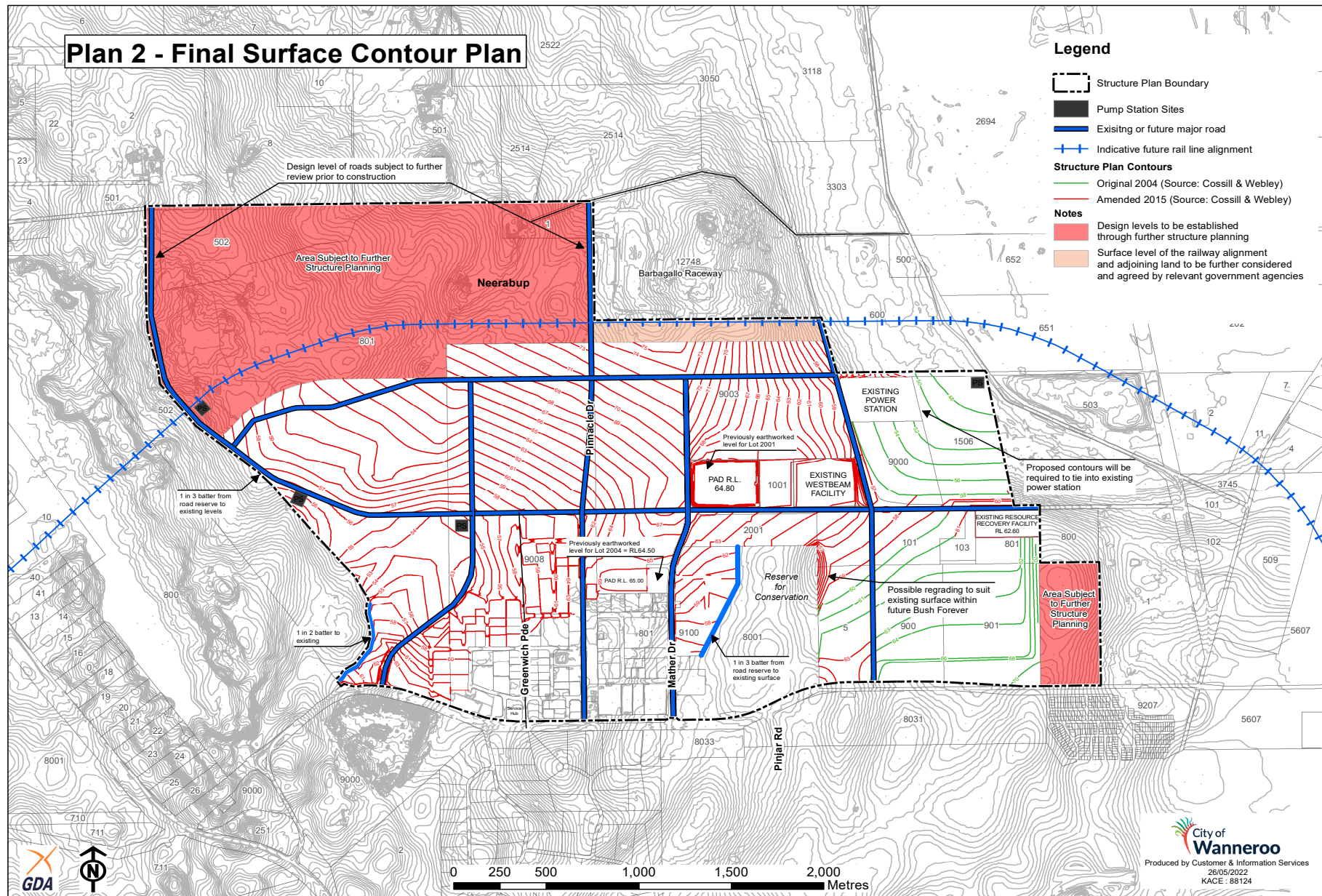
Table 2: Additional Information Required at Subdivision Stage

- 9.2 Any of the technical information listed above may be required to be submitted with a development application, where such information has not been submitted to the City through a prior subdivision proposal.



Neerabup Industrial Area Agreed Local Structure Plan No. 17
Part 1 - Implementation

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CITY OF WANNEROO
AMENDMENT NO. 7 TO THE NEERABUP INDUSTRIAL AREA AGREED LOCAL STRUCTURE PLAN NO. 17
SCHEDULE OF SUBMISSIONS FOLLOWING ADVERTISING
(Advertising Closed 20 March 2023)

No.	Summary of Submission	Administration Comment	Recommendation Amendment No. 7 to ASP 17
1.	Submitter No. 1 ATCO Gas		
1.1	General comment outlining ATCO gas requirements.	It is noted that the comments provided by ATCO Gas pertain more to the Amendment No. 7 to ASP 17 proposal – and not so much for Amendment No. 202 to DPS 2.	No modifications required.
1.2	The WAPC draft Development Control Policy 4.3: Planning for High-Pressure Gas Pipelines (draft DC Policy 4.3) apply to the subject areas. Any sensitive land use or high-density community use development within the trigger distance of a high-pressure gas pipeline requires further consultation with ATCO Gas prior to preliminary designs being finalised.	<p>A 'high-pressure gas pipeline' in the context of draft DC Policy 4.3 is one that operates at a pressure equal to or exceeding 1.9 megapascals. This relates to ATCO Gas infrastructure running along Flynn Drive.</p> <p>A high-pressure gas pipeline also runs along Mather Drive and Pederick Road; however, has a pressure of less than 1.9 megapascals.</p> <p>The WAPC refers subdivision proposals to ATCO Gas for comment prior to approval as a matter of practice. It is at that stage the impact of subdivision and potential future development on an adjoining high-pressure gas pipeline can be considered in more detail.</p>	No modifications required.
1.3	ATCO Gas identifies that the proposed future development may require additional safety measures to be considered, identified and in place for the high-pressure gas pipeline risk mitigation.	<p>Section 6.2.2 of draft DC Policy 4.3 states that for structure plans, setbacks and risk mitigation measures should be specified in the structure plan report.</p> <p>The proposed ASP 17 Explanatory Report does identify the high-pressure gas mains and the prospect for future subdivisions to connect. However, no detail is included to guide subdivision in respect to ATCO Gas setback and risk mitigation requirements. Additional information could be added to the proposed ASP 17 Explanatory Report in this regard.</p>	Modifications to Section 3.5.4 of the proposed ASP 17 Part 2 Explanatory Report (refer to Modification No. 53 in the Schedule of Modifications).
1.4	<p>Anyone proposing to carry out construction or excavation works within 15 metres of critical asset Infrastructure (high-pressure gas mains) must contact 'Before You Dig Australia' to determine the location of buried gas infrastructure.</p> <p>All works occurring within 15 metres of critical asset infrastructure must:</p> <ul style="list-style-type: none"> Undergo ATCO Engineering Assessment to determine if additional safety measures are required; and Comply with the ATCO document 'Additional Information for Working Around Gas Infrastructure'. 	This requirement is on a landowner or contractor undertaking work on land within 15 metres of high-pressure gas pipelines. They are not specifically requirements that the City needs to consider introducing into DPS 2 or ASP 17 through the current amendment proposals.	No modifications required.
1.5	Future construction and any proposed access roads across the ATCO critical asset gas mains (including road upgrades) need to be managed in accordance with the ATCO documentation.	These are requirements that a subdivider or contractor would need to adhere to. They are not specifically requirements that the City needs to consider introducing into DPS 2 or ASP 17 through the current amendment proposals.	No modifications required.

No.	Summary of Submission	Administration Comment	Recommendation Amendment No. 7 to ASP 17
	Anyone proposing to carry out construction or excavation works must contact 'Before You Dig Australia' to determine the location of buried gas infrastructure.		
2.	Submitter No. 2 Department of Mines, Industry Regulation and Safety (DMIRS)		
2.1	No objections to the proposed amendments to ASP 17 and DPS 2.	Noted.	No modifications required.
2.2	DMIRS has determined that the proposal raise no significant issues with respect to mineral and petroleum resources, geothermal energy, and basic raw materials.	Noted.	No modifications required.
3.	Submitter No. 3 Main Roads Western Australia (MRWA)		
3.1	MRWA has reviewed both Amendment No. 202 to DPS 2 and Amendment No. 7 and is unable to provide a recommendation at this point in time.	Noted.	No modifications required.
3.2	MRWA requested a series of matters be provided or addressed within the structure plan amendment proposal.	On review of the comments from MRWA, it was found that much of what was sought through the submission is already included in the documentation that the City is advertising – or has been the subject of Administration's previous discussions with MRWA. Upon receiving this submission, Administration sought more substantial and technical feedback on the proposals; however, MRWA declined to provide such feedback. Rather MRWA have suggested that officers of the City, MRWA and the Department of Planning, Lands and Heritage discuss the outstanding issues during the WAPC's assessment of the structure plan amendment. Administration will engage in such discussions at that point if required.	No modifications required.
3.3	MRWA key issues relate to access, intersection controls, public safety and function of the road network.	This is noted. However, what is being advertised is a structure plan document, which has been prepared to guide further subdivision and development. It is at that subdivision and development stage that access, intersection controls, safety and road function issues will be considered in more detail.	No modifications required.
3.4	Development yield within the structure plan is to be confirmed within the structure plan document. This information is required to inform the technical supporting documents. Given this information is not provided the technical supporting documents are uncertain.	Development yield would depend strongly on market forces and demand – and the type of industrial development and employment generated. The 'yield' would also evolve over time, as land uses in the NIA change. Most structure plans provide a yield based on residential density; however, development yield is much more difficult to predict in this instance. An Economic and Employment Strategy has also been prepared to support the structure plan document, which provides a projection on job generation over the coming decades. MRWA was aware of this document and its availability on the City's website during the advertising process. Furthermore, in late 2021 and early 2022, the City assisted MRWA officers in providing employment and land use data from the NIA Economic and Employment Strategy which resulted in ROM modelling being produced. MRWA was informed that this modelling was referenced in Part 2 (Section 3.2.5) of the amended structure plan document.	No modifications required.

No.	Summary of Submission	Administration Comment	Recommendation Amendment No. 7 to ASP 17
3.5	An amended Transport Impact Assessment (TIA) prepared in accordance with Transport Impact Assessment Guidelines (August 2016) and electronic SIDRA Intersection files (.sip) in Version 9. See attached table for details.	<p>The Transport Impact Assessment (TIA) was prepared by consultants acting on behalf of the City, who had the appropriate technical qualifications. Similarly, these consultants had prepared the SIDRA intersection files.</p> <p>It is unclear how the format of the Transport Impact Assessment renders it incapable of support by MRWA (at the present time), or how the current version of the SIDRA files is an issue.</p>	No modifications required.
3.6	The amendments to the structure plan do not adequately detail how infrastructure will be delivered and/or coordinated. This area is largely undeveloped. The structure plan should be revised to inform the staging of development. Coordinated infrastructure provision is crucial to the functionality and development of this significant industrial precinct.	<p>As outlined in the structure plan amendment documents, a staging program at this stage in the planning process will be highly speculative, as it will be based on very generalised assumptions about resource extraction rates, landowner intentions, and industrial land demand.</p> <p>As staging is uncertain, the structure plan is designed to coordinate the delivery of infrastructure in the Neerabup Industrial Area. Other than not providing staging detail, MRWA is not clear on how the proposed structure plan amendments are inadequate in detailing infrastructure coordination and delivery.</p> <p>The structure plan is supported by extensive detail in Part 2 and the technical appendices on how this infrastructure can be coordinated through future subdivision and development.</p>	No modifications required.
3.7	Flynn Drive has been identified as part of the future freight network providing an important east-west link, particularly to Northlink and the Bullsbrook intermodal terminal. The road is intended to come under MRWA care and control beyond 2030, however the exact timing of this transition remains uncertain.	This is noted. Part 2 of the amended structure plan (Section 3.2.3) indicates that Flynn Drive may be extended to connect to Bullsbrook. The structure plan, however, does not indicate that Flynn Drive may come under MRWA control, as this is still not yet certain or formally agreed.	No modifications required.
3.8	The structure plan document, Transport Impact Assessment (TIA) and carparking strategy are to be amended to state on street parking is not permitted along Flynn Drive. Given the intended function of the higher order road on street parking is not appropriate.	<p>The Transport Impact Assessment already has cross-sections that demonstrate on-street parking will only be provided at the local road level.</p> <p>Separate from the structure planning process, the City is also currently designing upgrades to Flynn Drive. These designs will not incorporate on-street parking to Flynn Drive. In respect to other roads, it is a matter of the City (and the WAPC) to consider on-street parking further at the subdivision stage.</p>	No modifications required.
3.9	MRWA preference is for allotments to not have direct access onto Flynn Drive. This position is consistent with Development Control Policy 5.1 Regional Roads (Vehicular Access). MRWA formally requests the City consider introducing a statutory clause into the City's Town Planning Scheme (in the future) requiring lots that front Flynn Drive or a state road to be accessed via a local road, laneway, easement, PAW or the like.	<p>Part 1 of the amended structure plan document as advertised (Section 8.2) specifically states that subdivision should be designed in a manner that avoids direct vehicular access onto industrial lots from major roads (including Flynn Drive).</p> <p>As outlined in the Comment section of the Council Report, Administration is considering the submissions received from others regarding direct access onto lots major roads. As a result, modifications to Section 8.2 would prescribe criteria which would allow direct access onto lots from major roads where certain circumstances exist. There will, however, be no circumstances in which direct access onto a lot from Flynn Drive should be permitted.</p>	Modify Part 1, Section 8.2 of the amended structure plan to provide criteria as to when direct access onto a lot from a major road may be acceptable (refer to Modification No. 14 in the Schedule of Modifications).
3.10	Amendments to ASP17 identify Restricted Access Vehicle (RAV) movements. Pederick Road is identified as being the main connection for RAV 7 and Over Sized Over Mass (OSOM) vehicles.	Administration is aware that Pederick Road currently caters for RAV 4 vehicles, and a map demonstrating this is in Part 2 (Figure 13) of the amended structure plan document.	Add a new provision in Part 1, Section 8.3 of the amended structure

No.	Summary of Submission	Administration Comment	Recommendation Amendment No. 7 to ASP 17
	<p>The current road network only caters for maximum RAV4 vehicles. Internal roads within the structure plan area and the vehicle access points should be designed to accommodate the largest RAV.</p> <p>Access will be subject to approval from the City and MRWA. Any intersection upgrades to facilitate RAV access would be at the applicant's expense and to the satisfaction of MRWA. The structure plan document should be amended to reflect the RAV requirements, recognise the approval process and any staging requirements.</p>	<p>The amendment acknowledges that subject to MRWA consideration, Pederick Road could be designed and constructed to a RAV 7 standard.</p> <p>On review of the amendment following advertising, Administration considers that the structure plan should be flexible in allowing for other roads to be designed and constructed to RAV 7 standard, particularly those in proximity to Pederick Road.</p>	<p>plan to allow consideration of other roads (in addition to Pederick Road) to be designed and constructed to a RAV 7 standard (refer to Modification No. 15 in the Schedule of Modifications).</p>
3.11	<p>Further road reserve widening may be needed to support the ultimate road, intersection designs and RAV access requirements.</p>	<p>Part 1 of the proposed structure plan revisions (Section 8.1) acknowledges the need for road widening of a number of existing road reserves. That section already highlights the need to consider RAV vehicle access, intersections and ultimate traffic volumes when designing road widening at subdivision stage.</p> <p>Further explanations on road widening requirements are also provided for in Part 2 of the amended structure plan documentation.</p>	<p>No modifications required.</p>
3.12	<p>Any proposals for the installation and/or modification of traffic signals must follow MRWA 'Traffic Signal Approval Policy' to obtain approval.</p>	<p>Currently, the MRWA Guideline 'Roundabouts and Traffic Signals Guidelines for the Selection of Intersection Control' is referenced in Part 2 of the amended structure plan (Section 3.2.4). The MRWA 'Traffic Signal Approval Policy' is not specifically referenced.</p> <p>Administration is aware that the installation and/or modification of traffic signals requires MRWA approval. A developer would also need to be aware of MRWA policies and guidelines should they wish to incorporate traffic signals into a subdivision design.</p>	<p>No modifications required.</p>
3.13	<p>A suitable funding mechanism to apportion costs associated with any upgrades will require further investigation by the City. It is acknowledged that this will need to be commensurate with the proposed staging of development.</p>	<p>The structure plan amendment proposes a provision in Part 1 (Section 8.6), which highlights the need for a Development Contribution Plan for the Neerabup Industrial Area to be formulated. This is discussed further in Part 2 (Section 3.8).</p> <p>Comments regarding staging of subdivision and development are provided in Item 3.6 above.</p>	<p>No modifications required.</p>
3.14	<p>ASP17 identifies two locations inside the structure plan boundary that are noted as "Area Subject to Further Structure Planning". It is recommended the structure plan boundary is amended to exclude these areas of land.</p>	<p>It is unclear in the MRWA submission as to how excluding 'areas subject to further structure planning' would produce improved planning or road transport outcomes.</p> <p>As outlined in Part 1 (Section 5.2) of the amended structure plan, the 'areas subject to further structure planning' require more extensive planning and/or environmental considerations.</p> <p>It is possible that planning for industrial development in these areas could occur in the future as part of amendments to the structure plan and the local planning scheme. Identifying these areas as 'subject to further structure planning' in the interim will facilitate this.</p>	<p>No modifications required.</p>
3.15	<p>It is recommended, the City consult with Public Transport Authority regarding location of rail impacts and associated crossings.</p>	<p>The City has liaised with officers at the PTA in the formulation of the structure plan amendment and has also sought their comment during this advertising process (see Submission No. 4 below).</p>	<p>No modifications required.</p>
3.16	<p>Figure 4-1 of the Traffic and Transport Study appears to show that roundabouts are proposed along Flynn Drive and Pederick Road.</p>	<p>This inconsistency can be addressed through modifications to the Traffic and Transport Study.</p>	<p>Modify Figure 4-1 of the Traffic and Transport</p>

No.	Summary of Submission	Administration Comment	Recommendation Amendment No. 7 to ASP 17
	<p>However, Figure 4-8 appears to show five proposed signalised intersections along Flynn Drive and a further three signalised intersections along Pederick Road. The TIA is to clarify specifically what treatments will be used.</p>		<p>Study to replace indications of roundabouts on Flynn Drive and Pederick Road with traffic signals (refer to Modification No. 61 in the Schedule of Modifications).</p>
3.17	<p>Intersection analysis presented in the Traffic and Transport Study may be unreliable based on the estimated high traffic volumes adopted to undertake the analysis.</p> <p>The sections of the Traffic and Transport Study that consider future intersection control types must be reviewed and adjusted using more realistic traffic volumes, noting that signals were proposed because the current assessment showed roundabouts failed to cope with such high competing turning movements.</p>	<p>The seemingly high traffic volumes projected in the Traffic and Transport Study, and Administration's response, is discussed in the Comment section of the Council Report. Administration's response includes discussion of ROM modelling that MRWA themselves undertook to understand future traffic volumes.</p> <p>A further explanation responding to the seemingly high traffic volumes in the Traffic and Transport Study can also be inserted into Part 2 of the amended structure plan as a modification.</p>	<p>Modify Part 2, Section 3.2.5 of the amended structure plan to provide further discussion on the traffic volumes projected in the Traffic and Transport Study (refer to Modification No. 47 in the Schedule of Modifications).</p>
3.18	<p>The Structure Plan and the Traffic and Transport Study should identify opportunities to provide alternate intersection controls and grade separated pedestrian crossings before proposing multiple signalised intersections which may not be required nor have been sufficiently justified.</p>	<p>The structure plan does not need to prescribe alternative intersection treatment controls, as the structure plan is only a guiding document. Alternative intersection controls can be determined at subdivision if sufficiently justified – or by the City (or MRWA) at any time following subdivision.</p>	<p>No modifications required.</p>
3.19	<p>MRWA could not find records of planning for signalised intersections on local roads within the Neerabup Structure Plan area.</p> <p>Future applications for signalised intersections would be subject MRWA 'Traffic Signals Approval Policy'.</p> <p>Any future proposed signalised intersections within the structure plan would be subject to additional scrutiny to ensure all heavy vehicle requirements have been fully addressed.</p> <p>The Traffic and Transport Study must be updated to reflect future traffic generation and distribution more accurately.</p>	<p>It is not envisaged that local roads will provide signalised intersections. This is reflected in Section 4.2.4 (Table 15) of the Traffic and Transport Study. If in the event that traffic signals will be required, Administration is aware that MRWA will approve signals based on its 'Traffic Signals Approval Policy'.</p> <p>The traffic volumes projected in the Traffic and Transport Study, and Administration's response, is discussed in the Comment section of the Council Report. Administration's response includes discussion of ROM modelling that MRWA themselves undertook to understand future traffic volumes.</p>	<p>Refer to Item 3.17 above.</p>
3.20	<p>The submitted documentation includes no analysis of the key adjacent existing state road being Wanneroo Road.</p> <p>Once an appropriate traffic generation rate and associated directional splits for the site has been agreed, MRWA requires an updated Traffic and Transport Study including assessment of the Wanneroo Road / Flynn Drive and Wanneroo Road / Wattle Avenue West intersections.</p>	<p>The Traffic and Transport Study (such as Section 3.7) does provide limited analysis of Wanneroo Road.</p> <p>Further discussion on traffic generation rates is provided for in the body of the Council Report. Projected directional splits are also provided in the Traffic and Transport Study (in Section 4.1.3).</p>	<p>No modifications required.</p>

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	<p>The amended Traffic and Transport Study should include details on any future interim year growth which may trigger the need to upgrade existing intersections to suitably accommodate structure plan traffic.</p> <p>MRWA recommends that the Traffic and Transport Study be included to:</p> <ul style="list-style-type: none"> • Provide analysis of options for intersection layouts be included when the Neerabup Structure Plan is operating at the ultimate build out; and • Reflect triggers and types of interim upgrades for intersections and ultimate final intersection layouts. 	<p>An assessment of the Wanneroo Road/Flynn Drive and Wanneroo Road/Wattle Avenue West intersections is not considered necessary by Administration, as these are located well outside the structure plan.</p> <p>Upgrading of intersections can occur at the appropriate time, driven by the City and MRWA, as they always are in developed urban areas. At that time, intersection layouts can also be considered. Administration does not consider that this needs to be provided in the structure plan.</p>	
3.21	<p>It is understood upgraded works are currently underway for Flynn Drive. The Traffic and Transport Study appears dated and makes no reference to what intersection controls are being adopted along Flynn Drive, nor how long they will function adequately until either capacity upgrades or alternate intersection controls are required.</p>	<p>The City does not consider the TIA to be dated. It is not unusual for TIA's to be a year old by the time that associated structure plans are advertised.</p> <p>Although the TIA may not make reference to the current upgrading of Flynn Drive, the upgrades are discussed in Part 2 of the structure plan amendment document (Section 3.2.3)</p> <p>The intersection controls on Flynn Drive – and their need for future upgrading – can be subject to separate discussions between MRWA and Administration both now and into the future.</p>	No modifications required.
3.22	<p>The Traffic and Transport Study appears to only show intersection analysis based on full build out. Interim proposed treatments at each location, including timing and triggers for staged upgrades to 'ultimate' intersection configurations must be provided.</p> <p>Table 15 of the Traffic and Transport Study shows 'possible' intersection controls, however the submitted documentation must also clearly detail what intersection controls are proposed in the interim and ultimate configurations.</p>	<p>It is not the role of the structure plan to extensively detail interim intersection treatments. Intersection treatments can be established at either:</p> <ul style="list-style-type: none"> • Subdivision stage, outlining initial treatments; or • For interim upgrades – at any other time by the City's engineers before the ultimate intersection needs be provided. 	No modification required.
4.	Submitter No. 4 Public Transport Authority of Western Australia (PTA)		
4.1	<p>The PTA has considered the amendment to ASP 17, particularly given:</p> <ul style="list-style-type: none"> • The potential to impact future rail through this area; and • The purpose of ASP 17 which allows for future development of this area. 	Noted.	No modification required.
4.2	<p>As indicated in the structure plan reports, there is the potential for a future railway to be constructed immediately adjacent to the structure plan area. Only preliminary design has been undertaken and further work is required to determine the requirements and battery limits for the railway. Future development therefore has the potential to impact on future options to construct rail through this area,</p>	<p>Administration was aware throughout the planning review process that the State Government's strategic plans (including the North West Sub-regional Planning Framework (Framework) earmarked a future railway in the northern part of the NIA.</p> <p>In preparing the Concept Masterplan (which then informed the structure plan mapping), the City's consultants and officers met with PTA staff to discuss the potential future railway alignment. The alignment shown in the abovementioned Framework was also</p>	Add a new provision in Part 1, Section 7.0 of the amended structure plan to provide further detail on what local development plans are to provide (refer to Modification No. 10 in

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	Interface needs careful consideration and development of adjacent land parcels should be subject to further rail design work being undertaken.	<p>considered. The outcome of those discussions and considerations resulted in the 'possible future railway alignment' being shown on the structure plan maps.</p> <p>Part 2 (Section 2.6.2) of the proposed amendments to the structure plan does indicate that further investigation of the potential railway alignment is required to be undertaken by the PTA.</p> <p>Future planning responses include:</p> <ul style="list-style-type: none"> Any subdivision proposal in the vicinity of the 'possible future railway alignment' will need to be referred to the PTA for comment. should an alternative rail corridor alignment through the NIA be determined by the PTA (or if PTA no longer pursue a rail through the NIA), then the structure plan should undergo further amendments. This can be mentioned in Part 2 of the amended structure plan. Part 1 (Section 7.0) of the proposed amendments to the structure plan also indicates that local development plans (LDP's) will be required to support development abutting the proposed rail corridor. This will allow for future considerations to be made as to how industrial development will interface with any rail that traverses through the NIA. More detail could, however, be included in Section 7.0 (as a recommended modification) to outline what an LDP is to provide. 	the Schedule of Modifications).
4.3	It is advised that the City refines the ASP 17 amendment proposal in consultation with relevant officers responsible for rail planning in this area.	PTA's submission does not provide any detailed suggestions on how the City should be depicting the potential railway alignment in the draft structure plan documentation.	No modification required.
5.	Submitter No. 5		
	Department of Water and Environmental Regulation (DWER)		
5.1	DWER has reviewed the proposed amendments and has no objection or comments to provide.	Noted.	No modification required.
6.	Submitter No. 6		
	Department of Planning, Lands and Heritage (DPLH)		
6.1	The submitter has only made extensive comments on the City's proposed Amendment No. 7 to ASP 17.	Noted.	No modification required.
6.2	<p>The wording in the amendments table be updated to reflect the preparation of a new structure plan. As Amendment No. 7 to ASP 17 proposes to replace Part 1 and Part 2, the existing structure plan can be revoked.</p> <p>In addition, if it is the intention of the City to submit a Form 5D for an extension of time for an additional five years. A new structure will automatically provide a ten-year lifespan.</p>	<p>Administration in its initial discussions with DPLH on the NIA planning framework review understood that the structure plan work needed to be in the form of an amendment. The City agreed with that position; as although the structure plan is proposed to change significantly, it maintains key fundamentals to ASP 17 currently provides for.</p> <p>In subsequent discussions with DPLH staff, Administration was advised of the DPLH's acceptance of the structure plan proposal to continue being as an 'amendment' – and not a new structure plan.</p> <p>It was the intention that the City would submit a Form 5D, to seek a ten-year extension of the WAPC approval for ASP 17. It was never the intention that only a five-year extension would be sought, as outlined in the submission. The Regulations do not prohibit the City seeking the extension of ten years.</p>	No modification required.

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6.3	Update the Executive Summary to state that a standard structure plan is a plan depicting the intended zoning and subdivision pattern and identifies street blocks, roads and open space together with proposed zones or land uses and public reserves, and major transport or utility infrastructure.	<p>Administration had been in extensive discussions with DPLH officers during the formulation of both Amendment No. 202 to DPS 2 and Amendment No. 7 to ASP 17. Through those discussions, DPLH was very clear of the following:</p> <ul style="list-style-type: none"> For the amended ASP 17 to be 'pixelated'. Administration understood that to be for the structure plan to provide sufficient guidance to support subdivision, whilst allowing the structure plan to be flexible and not overly detailed; and For zoning and land use controls to be controlled through DPS 2 (e.g. through Amendment No. 202), where they would be binding and not open to variation. <p>In light of the previous DPLH advice for the structure plan to be 'pixelated', extensive detail was not provided for street blocks and minor road detail as well as specific locations for public open space (POS). Amendments to ASP 17 would allow flexibility for where minor roads and POS can be located. Major transport and utility infrastructure is, however, included on the structure plan maps.</p>	No modification required.
6.4	A standard structure plan is not intended to provide development guidance, but it can refer to the development (built form) outcomes the plan is intending to achieve.	Administration has maintained limited development guidance, only to the extent that the objectives of the structure plan can be achieved. For example, amendments to ASP 17 will provide guidance for works occurring without prior subdivision of land in order to coordinate orderly sequential industrial subdivision and development.	No modification required.
6.5	<p>Add in a Land Use Summary Table to complement the Executive Summary. The main purpose of the summary table is to provide a quick reference point to convey the predicted lot yield for each zone and the estimated industrial floor space.</p> <p>This will be consistent with the DPLH draft Structure Plan Guidelines.</p>	<p>The current WAPC Structure Plan Framework guidance encourages the use of a summary table detailing all key statistics and planning outcomes of the structure plan. A template of a summary table is then provided, which lists many items which are not applicable for an industrial area structure plan. Therefore, Administration did not consider a summary table to be needed within the amended structure plan documentation.</p> <p>The following items that may be relevant to include in a summary table, but are not needed for the following reasons:</p> <ul style="list-style-type: none"> 'Area of land use' is proposed to be dictated through DPS 2, through Amendment No. 202; and Lot yield is unknown, as lots will be created to respond to market demand; and Total areas of public open space is detailed in Part 1 of the proposed amendments to ASP 17. <p>Floorspace has been projected in the Economic and Employment Strategy prepared to support the planning proposals. Information on this can be provided within the Executive Summary.</p>	Update the Executive Summary to prescribe projected floorspace estimates (refer to Modification No. 3 in the Schedule of Modifications).
6.6	Add in a section "Purpose" in Part 1 of the amended structure plan to outline its purpose and key objectives. This will be consistent with the DPLH draft Structure Plan Guidelines.	The amendments to ASP 17 do not include a specific 'purpose' section in Part 1, as the current WAPC Structure Plan Framework did not require one. However, Administration will recommend a brief 'Purpose' section to be introduced into Part 1 in light of this submission.	Update Part 1 of the amended structure plan to include a section on 'Purpose' (refer to Modification No. 5 in the Schedule of Modifications).

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6.7	<p>Update Part 1, Section 5 of the revised structure plan text to:</p> <ul style="list-style-type: none"> Remove text that states that ASP 17 is not accompanied by a staging plan; and Update to identify subdivision/development stages (short/medium/long term) as they relate to major infrastructure becoming available or other triggers. <p>This will be consistent with the DPLH draft Structure Plan Guidelines.</p>	<p>The draft Guidelines stipulate that structure plans should, where appropriate and practicable, consider staging timeframes based on how subdivision and development is expected to proceed.</p> <p>As outlined in the structure plan documents, a staging program at this stage in the planning process will be highly speculative, as it will be based on very generalised assumptions about resource extraction rates, landowner intentions, and industrial land demand.</p> <p>The amended structure plan is supported by extensive detail in the revisions to Part 2 and the technical appendices on how infrastructure can be coordinated through future subdivision and development.</p>	No modification required.
6.8	<p>Add in a section 'Movement Network' – include the proposed road hierarchy (down to connector road level) with cross sections to assist in the assessment of subdivisions.</p> <p>Street blocks/road network is a key information output of a structure plan as per the draft Structure Plan Guidelines 2022.</p>	<p>As outlined in the response to Item 6.3 above, the amended ASP 17 has been prepared so that it is 'pixelated' on suggestion of the DPLH. This is to provide sufficient guidance to support subdivision, whilst allowing the structure plan to be flexible and not overly detailed. Excluding connector roads in the structure plan mapping should not compromise the coordinated delivery of subdivision in the NIA.</p>	No modification required.
6.9	<p>Update Part 1, Section 7 of the revised structure plan text to explain why local development plans (LDP) are required or should aim to achieve.</p>	<p>Part 1, Section 7 of the revised structure plan text lists where local development plans are required to be prepared. Administration agrees that some explanatory text would be beneficial in Section 7 on explaining what the local development plans are setting out to achieve.</p>	<p>Modify Section 7.0 in Part 1 of the amended structure plan document, to outline what local development plans would set out to achieve (refer to Modification No. 10 in the Schedule of Modifications).</p>
6.10	<p>The amended structure plan should:</p> <ul style="list-style-type: none"> Identify the zones and provide key objectives for each; and Add criteria to inform the placement of uses and the appropriate lot sizes in each zone. 	<p>From the very beginning of the planning framework review for the Neerabup Industrial Area (NIA), senior DPLH officers had advised Administration of the need to place zonings for the NIA into DPS 2 through a scheme amendment. Administration was hesitant in applying this approach for a long time; however, eventually agreeing to prepare a scheme amendment (Amendment No. 202) based on this advice. Given the zoning and land use provision is to be placed into DPS 2 through Amendment No. 202, it is proposed that this detail not be included the structure plan.</p> <p>DPLH staff in subsequent discussions have instead expressed an openness for the map in the structure plan amendment to 'indicate' the zones that Amendment No. 202 is imposing for the NIA. The indication would be accompanied with a notation to outline that the zones were approved in Amendment No. 202 and to refer to the local planning scheme.</p>	<p>Modify Plan 1 in Part 1 of the amended structure plan document, to indicate the zonings that are being imposed in DPS 2 through Amendment No. 202 (refer to Modification No. 18 in the Schedule of Modifications).</p>
6.11	<p>As per the DPLH draft Structure Plan Guidelines, the structure plan map should be updated to include:</p> <ol style="list-style-type: none"> urban structure – proposed block and street structure. proposed movement network to Connector Roads. 	<p>In regard to Items (a), (b) and (d) in the submission, Administration prepared the amended structure plan to not include these items as detailed in the responses above. Also, as explained above, Amendments to ASP 17 have been prepared so that the structure plan is 'pixelated' on previous suggestion of senior DPLH officers. The</p>	<p>Modify Plan 1 in Part 1 of the amended structure plan document, to indicate</p>

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	c) POS areas - where are the 6 sectors going? d) sites where a local development plan (LDP) will be required. e) Zones.	amended structure plan has been prepared to provide sufficient guidance to support subdivision, whilst allowing the structure plan to be flexible and not overly detailed. A specific plan within Part 1 of the amended structure plan (Plan 3) identifies the location of four public open space sectors (not six referred to in item (c)). Refer to Administration's comments for Item 6.10 above, regarding the structure plan indicating zoning detail proposed through Amendment No. 202.	the zonings that are being imposed in DPS 2 through Amendment No. 202 (refer to Modification No. 18 in the Schedule of Modifications).
6.12	Modify the terminology of 'agreed structure plan' to 'standard structure plan', to conform with the DPLH draft Structure Plan Guidelines.	Administration agrees to making a change to terminology through the structure plan document, to reflect the terms used in the <i>Planning and Development (Local Planning Schemes) Regulations 2015</i> . In particular, reference to 'agreed structure plan' will be replaced with either 'standard structure plan' or 'structure plan'.	Modify the amended structure plan document, to remove and replace terminology referring to 'agreed structure plan' (refer to Modification No. 1 in the Schedule of Modifications).
6.13	Ensure the information in Part 2, Section 1.3.1 of the amended structure plan reflects the outcome of Amendment No. 202 to DPS 2.	Administration will recommend that Part 2, Section 1.3.1.2 be updated to reflect modifications: <ul style="list-style-type: none"> • Recommended by the WAPC and made to Amendment No. 202 to DPS 2 prior to its advertising; and • Administration is recommending following advertising of Amendment No. 202 to DPS 2, to incorporate the imminent changes to DPS 2 that will be imposed on approval of Amendment No. 172. 	Modify Section 1.3.1 in Part 2 of the amended structure plan document, to update DPS 2 detail (refer to Modification No. 24 & 25 in the Schedule of Modifications).
6.14	Remove Part 2, Section 3.2.6 of the amended structure plan explaining why minor roads are not identified in the structure plan. Connector roads are required to be depicted on the structure plan map according to the DPLH draft Structure Plan Guidelines.	Administration does not support removing Part 2, Section 3.2.6 of the amended structure plan, as it details that minor road detail should be considered at the subdivisional stage of planning. Administration does consider, however, that Section 3.2.6 could be modified to remove reference to the existing WAPC's Structure Plan Framework guidelines. The reasons why connector roads are not depicted on the structure plan map is detailed in response to Item 6.8 above.	Modify Section 3.2.6 in Part 2 of the amended structure plan document, to remove reference to the WAPC Structure Plan Framework (refer to Modification No. 49 in the Schedule of Modifications).
6.15	The Traffic and Transport Study is not supported by DPLH. It is recommended that the Traffic and Transport Study be updated to address the comments outlined in Items 6.16 to 6.24 below.	Refer to Administration's responses to DPLH comments on the Traffic and Transport Study in Items 6.16 to 6.24 below.	No modification required.
6.16	Main Roads Western Australia (MRWA) input and comments will be required to determine traffic volumes, access to the RAV network and proposed signalised intersections.	MRWA provided a submission to the proposed Amendment No. 7 to ASP 17 (refer to the comments and responses for Submitter No. 3 above).	No modification required.
6.17	The Traffic and Transport study has not taken into account the impact of the proposed development for the ultimate development scenario. WAPC Transport Impact Assessment Guidelines recommends 15 – 20 year or more performance horizon after full	The traffic volumes projected in the Traffic and Transport Study, and Administration's response, is discussed in the Comment section of the Council Report. A further explanation responding to the traffic volumes in the Traffic and Transport Study can also be inserted into Part 2 of the amended structure plan as a modification.	Modify Part 2, Section 3.2.5 of the amended structure plan to provide further discussion on

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	opening for assessment years, not only the current situation or full-buildout as provided.		the traffic volumes projected in the Traffic and Transport Study (refer to Modification No. 47 in the Schedule of Modifications).
6.18	It is unclear where the source for the trip rates have been determined in the NIA traffic and transport study to calculate traffic volumes	The source for the trip rates has been formulated by the City' consultants with reference to that provided in the current ASP 17 (in Appendix 6, SKM Neerabup Industrial Estate Traffic Review), local area knowledge of City officers and the delivery of new road infrastructure expected in the coming years.	No modification required.
6.19	The modelling for the structure plan appears to only accommodate for RAV 4 vehicles. As several of the roads will accommodate RAV 7 vehicles (36.5metre long heavy vehicle), modelling will need to include RAV 7 vehicles as part of its analysis.	<p>Section 2.3 and Figure 2-2 of the Traffic and Transport Study identifies 'potential' RAV 7 roads on many of the major roads within the NIA (including Flynn Drive and parts of Pederick Road).</p> <p>In preparing the advertised amendments to the structure plan, Administration considered that only Pederick Road (e.g. not Flynn Drive or other roads) should support the movement of RAV 7 vehicles. However, on review of the amendment following advertising, Administration considers that the structure plan should be flexible in allowing for other roads to be designed and constructed to RAV 7 standard, particularly those in proximity to Pederick Road.</p>	Add a new provision in Part 1, Section 8.3 of the amended structure plan to allow consideration of other roads (in addition to Pederick Road) to be designed and constructed to a RAV 7 standard (refer to Modification No. 15 in the Schedule of Modifications).
6.20	Section 4.4.1 states that roundabouts generally have a poor level of service, however SIDRA outputs for roundabouts have not been included for review. The report should provide SIDRA outputs for roundabout scenarios for the proposed external and internal intersections.	SIDRA outputs for roundabout scenarios may be required to accompany a Transport Assessment prepared to support further subdivision. Administration does not consider that this matter requires addressing in the more immediate term.	No modification required.
6.21	It is recommended that an amended TIA investigates and reports the remaining external and internal key intersections.	Only the major intersections with the highest number of vehicle movements were modelled for the structure plan to demonstrate that the road network would function at the ultimate development scenario. The remaining intersections, with lower traffic volumes, will be modelled at subdivision stage where necessary to gain the relevant approvals for intersection treatments.	No modification required.
6.22	It is unclear why the only the PM peak period was analysed as the AM peak period may accommodate high traffic volumes.	Administration considers that this comment relates to the intersection analysis that is included in Section 4.4 of the Traffic and Transport Study, which considers the PM peak period only. In terms of undertaking an intersection analysis, it is unclear what additional detail that modelling for AM peak would provide.	No modification required.
6.23	The percentage of heavy vehicle traffic used in the analysis appears to be low, given that the site will be an industrial area. Clarification is required regarding the percentage of heavy vehicle used in the analysis.	<p>The analysis in the Traffic and Transport Study assumes 10% heavy vehicle movement on roads in the NIA. In reviewing MRWA traffic counts, Ocean Reef Road adjacent to the Wangara Industrial Area (considered comparable to Flynn Drive) had 11% heavy vehicles.</p> <p>It may be the case that the internal roads may have a higher percentage of heavy vehicles. A Traffic Assessment prepared for subdivision stages of planning may identify the need for roads to support high volumes of heavy vehicles and/or specific designs for intersections.</p>	No modification required.

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6.24	The swept path shown on Figure 3-5 appeared to have conflicting movements as vehicles are cutting corners when manoeuvring. It is recommended that the report demonstrate that the vehicles will be able to manoeuvre adequately within the internal road network, to the satisfaction of the City	The lot boundaries adjoining the roads depicted in Figure 3-5 of the Traffic and Transport Study do not have corner truncations, therefore giving the impression that vehicle movements are cutting corners. Administration recommends that the lot boundaries be removed from Figure 3-5 for clarity.	Modify Figure 3-5 of the Traffic and Transport Study to remove lot boundaries (refer to Modification No. 60 in the Schedule of Modifications).
6.25	Update Part 2, Section 3.2 of the amended structure plan to reflect the revisions that are required to the Traffic and Transport Study (refer 6.16 to 6.24 above).	As outlined above, Administration only recommends that a modification to the Traffic and Transport study be made in respond to DPLH comment in Item 6.24 above.	No further modification required.
6.26	Remove statements that relate to the WAPC's endorsed Structure Plan Framework (2015), as the draft Structure Plan Guidelines (2022) will come into effect in the short term.	Administration agrees that the WAPC's endorsed Structure Plan Framework (2015) will cease to apply in the near future. However, and in respect to a new draft replacement guideline: <ul style="list-style-type: none"> It is not clear when this will come into effect; and The amendments to the structure plan were not prepared based on this guideline. As such, Administration considers that the new guideline cannot be referenced in the amended structure plan documents – however agrees that reference to the current Structure Plan Framework can be removed.	Modify the amended structure plan document, to remove three references to the WAPC 2015 'Structure Plan Framework' (refer to Modification No. 21, 49 & 54 in the Schedule of Modifications).
7.	Submitter No. 7 Various Residents of the Special Rural Area in Carramar		
7.1	The comments provided in the submission are taken by Administration to apply to both the Amendment No. 202 to DPS 2 and Amendment No. 7 to ASP 17 planning proposals.	Nil.	No modification required.
7.2	The submitters are concerned over the continued loss of significant native vegetation across the City of Wanneroo. Whilst significant areas of bushland are proposed to be subject to further investigations, the footprint of the Amendment No. 7 includes large areas of bushland that have not been approved for clearing. The published reports are not transparent on how many hectares of uncleared land, and unapproved for clearing, is included.	Part 2, Section 2.1.1 of the amended structure plan details that there is over 500 hectares of land that has already been cleared in the NIA with an additional 137 hectares of vegetated land subject to clearing permits. In response to the submitters query, Administration considers that there will be approximately 80 hectares of land earmarked for further development in the NIA, that is currently not yet cleared or subject to a clearing permit.	No modifications required.
7.3	It is difficult to see the links between the recently endorsed Climate Change Adaptation and Mitigation Strategy, while designating further clearing of bushland in the City of Wanneroo.	The purpose of the Climate Change Adaptation and Mitigation Strategy (CCAMS) is to identify areas where the City is exposed to the effects of climate change and provide risk management adaptation measures to reduce the risk. The CCAMS identifies the NIA in Action 5.6 as an area where: <ul style="list-style-type: none"> Alternative energy options (such as waste-to-energy) should be investigated; and Local businesses are made aware of the benefits of clean technology. The CCAMS therefore acknowledges that the NIA will be developed for industrial purposes. Furthermore, the content of the proposed scheme and structure plan amendment proposals do not prevent the above CCAMS actions from being carried out.	No modifications required.

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		As a guiding strategy, these objectives will inform any built form design guidelines developed for the NIA.	
7.4	It is difficult to see the links between the recently endorsed Urban Forest Strategy, while designating further clearing of bushland in the City of Wanneroo.	<p>The Urban Forest Strategy:</p> <ul style="list-style-type: none"> Identifies that unique approaches to retain or establish urban canopies need to be considered in the urban design of industrial areas; Encourages the use of lighter roofed buildings and the use of heat reflective coating to reduce urban heat island effects; and Does not restrict clearing of areas identified as 'industrial' in order to maintain existing canopies. 	No modifications required.
7.5	According to Australia's 2021 State of the Environment Report, biodiversity loss continues to rise, with increase in threatened ecological communities listing by 20% over the previous five years. This is due to the inclusion of two local threatened ecological communities, the Banksia and Tuart woodlands on the Swan Coastal Plain. Both will be affected by extensive clearing of the NIA.	The clearing of land, and the impact it has on biodiversity and threatened species, will be considered through individual applications for clearing permits and/or subdivision as part of the next stage of the planning process.	No modifications required.
7.6	<p>The submitters note that the proposed location of Service Industrial Zone along Flynn Drive is intended to minimise adverse visual and environment effects of industrial uses on surrounding areas.</p> <p>The uncertainty regarding the City's ability to enforce the recommended design principles is of concern. This is especially in the context of the current developments happening at the site and along Flynn Drive, when the Flynn Drive upgrade is to impact on the existing, already narrow POS and the proposed Conservation Reserve.</p> <p>To address this, it is recommended that the City develops and adopts a Local Planning Policy that will clearly stipulate the best practice design principles for the streetscapes within NIA and along Flynn Drive.</p>	<p>Administration has proposed a Service (or Light) Industrial Zone on the southern extent of the NIA to mitigate impacts of industrial development on the residential and rural-residential areas to the south of Flynn Drive.</p> <p>Whilst integrated with the planning proposals, design and construction of upgrades to Flynn Drive is being undertaken by the City separately to the structure plan and scheme amendments.</p> <p>DPS 2 provides limited planning provisions regarding built form in industrial areas. DevelopmentWA has design guidelines for managing the Meridian Park estate in the NIA. Part 2, Section 3.6.1 of the amended structure plan contemplates the City implementing design guidelines through local planning policy in the future to guide built form outcomes.</p>	No modifications required.
7.7	The submitter is enquiring of the actions the City is undertaking to protect the significant biodiversity within the NIA and surrounding areas that are yet to be mapped.	<p>The City has adopted a Local Biodiversity Plan (LBP), with its primary aim being to outline the City's targets for the retention, protection and management of local natural areas.</p> <p>The LBP also identifies the Neerabup Industrial Area as undergoing significant redevelopment in the near future.</p> <p>The LBP acknowledges Federal legislation that is in place that provides an important role in protecting threatened ecological communities such as Banksia and Tuart woodlands. As such, these are not mapped out in the LBP.</p>	No modifications required.
7.8	The submitter is enquiring of the actions the City has undertaken to notify residents of the proposals. For example, were multiple signs installed along Flynn Drive and how many letters were sent to people in a 400m radius?	Refer to Administration's response in the 'Consultation' section of the Council Report.	No modifications required.
8.	Submission No. 8 Consultant on behalf of DevelopmentWA		

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8.1	<p>The City has engaged and collaborated with DevelopmentWA during the preparation of Amendment No. 7 to ASP 17 and the Amendment No. 202 to DPS 2. DevelopmentWA and their consultants have provided comments on those proposals previously and noted a range of recommendations have been upheld in the advertised versions.</p> <p>The submitter applauds the City on its comprehensive review of ASP 17 alongside the preparation of Amendment No. 202 to DPS 2. In this context, the submitter provides the following comments on specific matters relating to the Amendment No. 7 to ASP 17 proposal.</p>	<p>Prior to Council's July 2022 resolution to prepare the amendment to ASP 17, Administration engaged and consulted with DPLH, DevelopmentWA and major landowners. Much of the feedback received identified issues and informed the methodology that needed to be addressed through the amendments to both ASP 17 and DPS 2.</p> <p>Administration's responses to specific matters raised by the submitter regarding the Amendment No. 7 to ASP 17 proposal is provided below.</p>	No modifications required.
8.2	<p>Proposed Part 1, Section 5.2 – "Land subject to further structure planning":</p> <p>The submitter request deletion of the provision that prescribes that an amendment to the local planning scheme to rezone land from 'Industrial Development' is required prior to subdivision or development, as:</p> <ul style="list-style-type: none"> This is not a required step for amending or preparing a structure plan; and A decision maker can consider subdivision or development in accordance with clause 27 of the Deemed Provisions in the <i>Planning and Development (Local Planning Schemes) Regulations 2015</i>. 	<p>Typically, the City would agree with the comments, as:</p> <ul style="list-style-type: none"> A rezoning from 'Industrial Development' is not required to undertake structure planning (or further structure planning) of an area of industrial land; Plan 1 of a structure plan can typically nominate zones and reserves in a structure plan area. <p>However in this case, it is proposed:</p> <ul style="list-style-type: none"> Amendment No. 202 to DPS 2 will apply zones and reserves in the NIA, so that DPS 2 (and not ASP 17) provides zoning and land use controls; and The structure plan be limited to guiding subdivision and development. <p>Land that will remain zoned as 'Industrial Development' is considered to require further environmental or planning investigations.</p> <p>The draft planning framework (which includes amendments to ASP 17) has been prepared on the guidance and direction given by DPLH staff over a considerable period of time. The City has agreed with the position of DPLH staff that DPS 2 would provide a more robust mechanism to control land uses. Structure plan provisions, including those on zoning and land use, are to be taken as 'due regard'; and therefore are subject to variation and discretion.</p> <p>Having a structure planning framework that does not prevent further subdivision and development in the remaining 'Industrial Development' zone would be disorderly and inconsistent with the planning framework that will be in place for the remainder of the NIA. Therefore, Administration does not support modification or deletion of the provisions of Part 1, Section 5.2.</p>	No modifications required.
8.3	<p>Proposed Part 1, Section 6.1.2 "Surface Contour Levels":</p> <p>This provision is not related to the implementation of the structure plan. Rather, it relates to the provision of details and rehabilitation information that should be submitted with a development application for extractive industry; and/or required via a condition of development approval for an extractive industry.</p>	<p>The current provision states as follows:</p> <p><i>Accompanying any application for basic raw material extraction within the structure plan area, the landowner/proponent must demonstrate how the final contour levels shown on Plan 2 will be established following completion of works.</i></p> <p>Although the provision provides guidance relating to development applications, Administration maintains that the provision should be retained. The provision assists in</p>	No modifications required.

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	<p>In addition, a model subdivision condition typically applied by the WAPC is to grade and stabilise land, so that lots accommodate intended development, and match finished levels.</p> <p>Alternative wording for this provision should be considered as suggested below:</p> <p><i>Accompanying any application for subdivision approval within the structure plan, the landowner/proponent must demonstrate how the final contour levels shown on Plan 2 will be achieved as part of subdivision works, or as part of works associated with approved land use and development.</i></p>	<p>securing ultimate levels of the land following completion of extractive industries or similar works, approved through the development application process. Furthermore, the provision contributes toward the ultimate coordination of future subdivision in the structure plan area – thereby aligning with the purpose of a ‘standard structure plan’ defined in the deemed provisions.</p> <p>Therefore, Administration considers it appropriate for the retention of this provision within the amendments proposed to the structure plan.</p>	
8.4	<p>The possible rail corridor alignment is indicated on the structure plan maps within an area subject to future structure planning. Whilst we understand the intent of the provision put forward in Part 1, Section 6.1.4, there will be other preceding investigations. It would not be possible to coordinate surface contour levels where the rail line alignment is not set and no design or information is available.</p>	<p>Some of the rail corridor alignment within the structure plan is not within the area ‘subject to future structure planning’. Therefore, provisions needs to be in place within the amendments to ASP 17 to ensure that:</p> <ul style="list-style-type: none"> • The land near the rail corridor is contoured to coordinate with any known design levels of the rail; and • Relevant discussions are had with the Public Transport Authority prior to (or during) any relevant subdivision considerations. 	No modifications required.
8.5	<p>Should the preferred rail corridor alignment through the NIA be determined, the structure plan can explain that this would trigger a review of the structure plan to address the corridor, and land use and subdivision. The preferred process could be outlined in Part 2 as explanatory information.</p>	<p>Administration agrees that an explanation in Part 2 of the amended structure could be included to outline that should an alternative rail corridor alignment through the NIA be determined by the PTA (or if PTA no longer pursue a rail through the NIA), then the structure plan should undergo further amendments.</p> <p>It may be the case that when the amended structure plan is reviewed ten years from now, Administration would have a better understanding from the PTA on the rail that may be delivered through the NIA.</p>	Modify Part 2, Section 3.2.7 of the amended structure plan in response to the submission (refer to Modification No. 50 in the Schedule of Modifications).
8.6	<p>Section 6.3 “Public Open Space”:</p> <p>The submitter considers that the 2% calculation should apply to the whole structure plan area. During review of the draft Amendment No. 7, it was noted that “Table 1: Public Open Space Provision in Sectors” required a minimum of 10.28 hectares. The advertised Amendment No. 7 requires a minimum of 13.04 hectares across the four sectors.</p>	<p>Calculating an amount of public open space (POS) to be provided in consideration of the entire structure plan area was considered by Administration to be unfair and inequitable. As a result, the structure plan amendments currently exclude the following from the 2% calculation:</p> <ul style="list-style-type: none"> • Areas that are subject to further structure planning; • Conservation areas; and • Some areas that have been already subdivided. <p>Requiring a general provision for 2% POS within the whole structure plan would result in the City requiring more than 2% POS within emerging areas which are yet to be subdivided. This effectively would ‘make up’ for the lack of POS that is provided in areas which have been subdivided/developed or set aside for conservation.</p> <p>DevelopmentWA is correct that the minimum amount of POS to be provided increased from when they reviewed initial draft amendments to the structure plan (before Council initiation). The reason for that is that Administration is now factoring in the established parts of the Meridian Park subdivision into the POS calculation requirement, on DevelopmentWA’s request. Administration had not initially intended to include established parts of the Meridian Park subdivision in the POS calculations.</p>	No modifications required.

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8.7	The submitter requests further justification/rationale and confirmation regarding the sustainability of maintenance and suitability of the minimum POS size by sector, particularly for drainage functionality.	<p>When they reviewed initial draft amendments to the structure plan (before Council initiation), DevelopmentWA raised this same point specifically in regard to the minimum number of POS locations within a sector. Administration had considered imposing a minimum number of POS locations in a sector to encourage the spreading out of POS. Administration made changes to the draft amendment to exclude this requirement, in light of DevelopmentWA's previous comment.</p> <p>The minimum of 2% open space for each sector is derived from the provisions of Local Planning Policy 4.3: Public Open Space – and in particular, Section 7.2 of that policy which sets a position of POS in industrial areas.</p>	No modifications required.
8.8	Section 6.3.3 requires retention of natural environmental assets where possible. It is not clear what environmental assets are being retained within the four sectors that require protection. The submitter recommends its deletion.	Provision requiring public open space to be designed and located to retain natural environmental assets is consistent with what is outlined in Section 7.2 of Local Planning Policy 4.3: Public Open Space. The identification of any environmental assets to be retained should occur at the subdivision stage.	No modification required.
8.9	It is recommended that Part 1, Section 6.3.4 be deleted, as it is a repetition of Section 152 of the <i>Planning and Development Act 2005</i> .	This proposed structure plan provision stipulates that public open space created through subdivision should be vested in the Crown and thereafter managed by the local government. Administration does agree that vesting of land is covered in Section 152 of the <i>Planning and Development Act 2005</i> .	Delete Part 1, Section 6.3.4 of the amended structure plan in response to the submission (refer to Modification No. 8 in the Schedule of Modifications).
8.10	<p>The submitter suggests that Part 1, Section 6.5 of the structure plan be reworded to refer to the implementation and management of the bushfire protection measures outlined in the bushfire management plan (BMP).</p> <p>If required, subdivision and development applications would be accompanied by a BMP, which would provide an appropriate level of detail and recommendations to demonstrate compliance with SPP 3.7 and the Guidelines. Any identified requirements established by a bushfire management plan as approved by the local government, would also need to be implemented.</p>	<p>Part 1, Section 9.0 of the amended structure plan prescribes the requirement for a BMP to be provided for subdivision proposals in bushfire prone areas.</p> <p>A BMP prepared for subdivision would require consideration by both the City and the Department of Fire and Emergency Services (DFES). Therefore, it would be prudent for the BMP to be prepared at subdivision to be in accordance with City and DFES requirements. This would include having consideration to the structure plan BMP as well as State Planning Policy 3.7: Planning in Bushfire Prone Areas and its associated Guidelines.</p> <p>Implementation and management measures prescribed in the structure plan BMP do not need to be specifically detailed in Part 1 of the amended structure plan.</p>	No modification required.
8.11	<p>The submitter suggests that Part 1, Section 6.6 provides additional information on "appropriate interfaces" that are required or acceptable. It is unclear whether the interface is concerned with the implementation actions outlined in the bushfire management plan; or another requirement such as a buffer or change in land use or greater setbacks.</p> <p>This section of the structure plan could be replaced with provisions that discuss the zones and reserves, land use and permissibility, and development and subdivision considerations.</p>	<p>In Administration's opinion, the following is clearly set out:</p> <ul style="list-style-type: none"> In Section 6.6.1 – how the local planning scheme maintains zoning that provide an interface between heavy industry and sensitive land uses south of Flynn Drive; and In Section 6.6.3 – the requirement for a seamless road interface between subdivisions. <p>Section 6.2.2, however, states as follows:</p> <p><i>An interface provided through subdivision should secure an adequate separation between the natural environment and industrial built form, particularly between:</i></p>	Modify Part 1, Section 6.6.2 of the amended structure plan in response to the submission (refer to Modification No. 9 in the Schedule of Modifications).

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		<ul style="list-style-type: none"> Industrial lots and the Mather Reserve conservation area located at Lot 8001 Flynn Drive; Industrial lots and the MRS Parks and Recreation reservation located at Lot 502 Flynn Drive; and Industrial lots and 'areas subject to further structure planning' which are retaining the natural environment. <p>Administration agrees that there is insufficient detail in Section 6.6.2 on the interface to be provided. Section 6.6.2 could be modified to include more detail to stipulate that the interface could either be a road or a significant setback within an industrial lot guided by local development plan provisions.</p> <p>Administration does not agree that provisions in Section 6.6 should be replaced to discuss zoning, land use and permissibility to any great detail, as these controls will be placed into DPS 2 through Amendment No. 202 to DPS 2.</p>	
8.12	Part 1, Sections 6.7 and 8.6 discuss the provision of new infrastructure, and developer contributions. It notes that a DCP will be prepared as a separate process. These two sections should be reviewed to clearly state the need and nexus for standard infrastructure requirements where cost-sharing arrangements are proposed (having regard to SPP 3.6 <i>Infrastructure Contributions</i>).	Administration considers that the proposed provisions are needed and sufficient given the preparation of a DCP is pending.	No modification required.
8.13	<p>Review Part 1, Section 7.0 "Local Development Plans", as land abutting the proposed rail corridor is subject to future structure planning; and Controlled Access Places Roads are not identified.</p> <p>Section 7.0 does not provide the guidance as outlined in the draft Structure Plan Guidelines 2022, relating to when a local development plan should be prepared.</p>	<p>As outlined in the WAPC draft Structure Plan Guidelines, where a local development plan (LDP) is considered necessary, Part 1 of a structure plan should:</p> <ul style="list-style-type: none"> Specify that a local development plan is to be prepared for the identified site(s), prior to development; Outline why a local development plan is required for the identified site(s); Set out the matters and development outcomes sought to be achieved by the local development plan; and Identify on the structure plan map the sites requiring a local development plan (where applicable). <p>Although Administration is not obligated to adhere to these guidelines (as they are in draft), implementing some the above guidance would provide a beneficial addition to Section 7.0 of the amended structure plan. For example, there would be benefit in outlining the development outcomes sought through the LDP's.</p> <p>Given the intention in keeping the structure plan flexible, the specific sites within the structure plan area that will require an LDP are not be identified or indicated on the structure plan map – as these will become known at subdivision stage. The instances that a LDP will be required (as already stated in the amended structure plan) is considered sufficient.</p>	Modify Section 7.0 in Part 1 of the amended structure plan document, to outline what local development plans would set out to achieve (refer to Modification No. 10 in the Schedule of Modifications).
8.14	Section 8.4 (on the robotics precinct) and Section 8.5 (service hubs) refer to zoning and land use and should be incorporated into a Zoning/Land Use section in Part 1. This would provide information considered to be 'required' by the Structure Plan Guidelines 2022.	The WAPC's Structure Plan Guidelines referred to in the submission are still in draft and released for consultation in September 2022 (after Council resolve to prepare Amendment No. 7 to ASP 17).	No modification required.

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	Consistent with the WAPC's <i>Structure Plan Guidelines</i> , Plan 1 should be also updated to include zones and reserves depicted on the plan and in the legend.	The amendments to ASP 17 deliberately do not include zoning and land use detail, based on the guidance and direction given by senior DPLH staff over a considerable period of time. Administration is therefore reluctant to let draft guidelines take precedent over advice received from senior DPLH staff.	
8.15	The WAPC has policy and guidelines in relation to bushfire and traffic impact; and DWER has requirements in relation to contaminated sites. Therefore, it is recommended that removing table rows for bushfire management plan, preliminary site investigation and traffic impact assessment, relating to additional information to be submitted with a subdivision.	<p>This comment relates to Part 1, Section 9.0 of the amended structure plan, which lists that a Bushfire Management Plan, Preliminary Site Investigation and Traffic Impact Assessment be prepared to support relevant subdivision proposals.</p> <p>Section 4.6 of WAPC draft Structure Plan guidelines stipulates that the WAPC may approve a structure plan that identifies additional detail, reports or studies that need to be prepared and submitted following approval of the structure plan. The intent of this additional detail is to inform subdivision requirements and guide outcomes in a structure plan area.</p> <p>In light with that intent, reiterating the need to provide the respective detail through subdivision clarifies the City's position – notwithstanding the WAPC and DWER requirements.</p>	No modification required.
8.16	It would be more appropriate to label "indicative locations" for the possible future rail alignment and wastewater pump stations on Plan 1, as these are subject to detailed design and further investigation.	<p>Administration agrees that the final location of such infrastructure is subject to detailed design.</p> <p>Administration has no objection in labelling the wastewater pump stations as 'indicative'. However, Administration does not consider a change to the rail alignment depiction is needed, as it is already labelled as a 'possible' alignment.</p>	Modify Plan 1 in Part 1 of the amended structure plan document, to outline the locations of wastewater pump stations as 'indicative' (refer to Modification No. 17 in the Schedule of Modifications).
8.17	The RAV 7 network should be extended the full length of Pederick Road, west and northwards to connect to the Nowergup Industrial area.	On review of the amendment following advertising, Administration considers that the structure plan should be flexible in allowing for other roads to be designed and constructed to RAV 7 standard.	Add a new provision in Part 1, Section 8.3 of the amended structure plan to allow consideration of other roads (in addition to Pederick Road) to be designed and constructed to a RAV 7 standard (refer to Modification No. 15 in the Schedule of Modifications).
8.18	Updates to Figures 4 and 5 (in Part 2, Section 1.3.1) are needed to refer to mapping and text referring to MRS Amendment 1379/57 being in effect. That MRS amendment was gazetted on 23 December 2022, resulting in part of Lot 801 being rezoned 'Industrial'. This portion is 'No Zone' under the DPS 2 and will be rezoned via Amendment No. 202 to DPS 2.	<p>It is proposed that the land currently with 'No Zone' will be amended to be zoned General Industrial and Service Industrial under Amendment No. 202 to DPS 2.</p> <p>Administration acknowledges that the text in Part 2, Section 1.3.1 requires revisions. Revisions need to reflect the updates to the MRS and DPS 2 following approvals of</p>	Modify Section 1.3.1 in Part 2 of the amended structure plan document, to update DPS 2 and MRS detail (refer to Modification

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		<p>amendments affecting those planning schemes. These amendments occurred after Council resolved to prepare and advertise the amendments to the structure plan.</p> <p>Administration will recommend that Part 2, Section 1.3.1 be updated to reflect modifications:</p> <ul style="list-style-type: none"> • Approved by the Minister for Planning in December 2022 for MRS Amendment 1379/57, affecting the area referred to in the submission; • Recommended by the WAPC and made to Amendment No. 202 to DPS 2 prior to its advertising; and • Administration is recommending following advertising of Amendment No. 202 to DPS 2, to incorporate the imminent changes to DPS 2 that will be imposed on approval of Amendment No. 172. 	No. 22-26 in the Schedule of Modifications).
8.19	<p>The submitter is concerned with the implication for the structure plan to restrict direct vehicular access for industry lots fronting major roads.</p> <p>The submitter acknowledges the City's concerns regarding possible impacts on road safety, traffic flow, and road function. However, the submitter considers that there is no policy basis or explanation/rationale for Amendment 7 to propose a blanket access restriction for industrial lots to all major roads.</p> <p>The <i>Transport and Traffic Study</i> (GHD 2021) does not explicitly recommend or require restricted access to all major roads and no justification is put forward as to why access needs to be completely restricted to all major roads. Furthermore, Part 2 Does not provide any explanation regarding the restriction of direct vehicular access to major roads.</p>	Refer to Administration's response in the Comment section of the Council Report (under the sub-heading 'Controlling Direct Lot Access from Major Roads').	Modify Section 8.2 in Part 1 of the amended structure plan document & add a new Section 3.2.5.1 in Part 2 of the amended structure plan document, explaining direct access controls onto lots from major roads (refer to Modification No. 14 & 48 in the Schedule of Modifications).
9.	Submission No. 9 Consultant on behalf of Property Firm Representing Potential Buyer of Industrial Land		
9.1	The submitter represents parties engaged in purchasing multiple parcels of land adjoining Pederick Road, a major road earmarked in the amendments to ASP 17. They are seeking left-in/left out access via Pederick Road, notwithstanding that the text amendments to the structure plan making provision that would restrict such vehicle movements.	Refer to Administration's response in the Comment section of the Council Report (under the sub-heading 'Controlling Direct Lot Access from Major Roads').	Modify Section 8.2 in Part 1 of the amended structure plan document & add a new Section 3.2.5.1 in Part 2 of the amended structure plan document, explaining direct access controls onto lots from major roads (refer to Modification No. 14 & 48 in the Schedule of Modifications).
9.2	Much of the submission pertains to particular sites in the NIA, and the issues that the submitter and the relevant parties are having in securing vehicular access directly via Pederick Road.	The issues with obtaining direct access onto lots directly from Pederick Road (a major road) have been noted and addressed in the Comment section of the Council Report (under the sub-heading 'Controlling Direct Lot Access from Major Roads').	Refer to Item 9.1 above.

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9.3	<p>The submitters clients have considered a controlled access (CAPS) road arrangement to service their subject land, off Pederick Road. However, this option would result in lost efficiencies for future development and does not represent the client's preference.</p> <p>With respect to the CAPS road, providing one is consistent with orderly and proper planning, as:</p> <ul style="list-style-type: none"> It will provide a coordinated approach for this portion of the main road; and It is not too late in the process to implement a CAPS road, given the circumstances. 	<p>The Traffic and Transport Study indicates that a providing a modified service road concept in the form of a CAPS road, providing a combined driveway, parking and cyclist surface, would have the following features:</p> <ul style="list-style-type: none"> <i>increased road reserve width which improves noise abatement.</i> <i>improved safety for ingress and egress points along the local distributor.</i> <i>short lengths between entry and exit points, usually 200 metres or 10 lots maximum.</i> <p>CAPS roads do however require a wider road reserve width, reducing the land available for industrial development on adjoining lots and in the wider area.</p> <p>Notwithstanding the above, the alternative would be for lots to obtain direct access to Pederick Road, provided that certain criteria are met. Refer to further discussion in the Comment section of the Council Report (under the sub-heading 'Controlling Direct Lot Access from Major Roads').</p>	Refer to Item 9.1 above.
9.4	<p>The submitter's clients also engaged a traffic engineer, to review the documentation relating to both Amendment No. 202 to DPS 2 and Amendment No. 7 to ASP 17.</p>	Noted.	No modifications required.
9.5	<p>The Traffic and Transport Study that accompanied the structure plan amendments recommend a 52.4m wide road reserve for Pederick Road. This is sufficiently sized to accommodate a CAPS road without prejudicing the RAV 7 route and it is understood that narrower road widths would also still be able to accommodate the CAPS road.</p>	<p>Administration does not argue that a road reserve width of less than 52.4m could support a RAV 7 route along Pederick Road, as well as CAPS roads.</p> <p>Part 2 of the amended structure plan outlines how the information in the Traffic and Transport Study could inform road design (including the setting of road reserve widths). However, it would be left to a developer at the subdivision stage to demonstrate that traffic carriageways, CAPS roads and other services can be catered for within a proposed road reserve.</p>	No modifications required.
9.6	<p>The amendments to the structure plan state that a passenger rail line is planned to traverse the northern part of NIA as shown in Plan 1. Although this rail alignment is subject to future planning, it can be concluded that some patronage to NIA would be via rail.</p>	<p>As outlined in Part 2, Section 3.2.7 of the proposed amendments to ASP 17, development of a railway station within or adjacent to the NIA area would only be considered by the Public Transport Authority if it coincided with the development of high intensity land uses with high staff to floor space ratio. Given that industrial development provides for low intensity land use, the feasibility of a station within the NIA would be unlikely.</p>	No modifications required.

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9.7	<p>The Traffic and Transport Study does not clearly demonstrate how the trip generation for the Neerabup Industrial Estate has been established.</p> <p>Section 4.1.2 of the report discusses various trip rates for ASP 17, but it is not clear what trip rates has been used for the actual zones in the Amendment No. 202 plan and the Concept Masterplan.</p> <p>In the listed trip rates for the modelling, trip rate for Business Park zone was included. However, there are no Business Park zone included in the Amendment No. 202 plan and the Concept Masterplan.</p> <p>The Industrial Park trip rate (rather than Business Park trip rate) would be a more appropriate trip rate to use for the Service Hubs within the General Industry zone, which forms the vast majority of the proposed zoning.</p>	<p>Trip rates in Section 4.1.2 of the Traffic and Transport Study were established by the consultant, with inputs provided by the City.</p> <p>Administration has spreadsheets and other technical detail that would better explain how the trip generation and volumes were established in the Traffic and Transport Study. For example, this detail includes maps of the ten 'zones' referred to in Section 4.1.1 of the Traffic and Transport Study. This detail can be provided to the WAPC to assist in their assessment of the structure plan proposal.</p> <p>There is a trip rate for 'business services' in the Traffic and Transport Study, which is different to the 'Business Park' referred to in the current structure plan. The 'business services' category of uses include a limited amount of retail, lunch bars and other similar uses, and modelled so that they do not exceed 5% of the floorspace of four of the ten zones used in the modelling.</p> <p>Industry trip rates of five trips/100sqm/day have been factored into the modelling as a use that would occupy a vast majority of the floorspace in the NIA.</p>	No modifications required.
9.8	<p>The implication of the Business Park trip rate is that forecast traffic for Pederick Road has been overestimated by at least a factor of two. This is confirmed by the City's commentary in Part 2, Section 3.2.5 which states that the traffic volumes in the Traffic and Transport Study are high.</p>	<p>The seemingly high traffic volumes projected in the Traffic and Transport Study, and Administration's response, is discussed in the Comment section of the Council Report. A further explanation responding to the traffic volumes in the Traffic and Transport Study can also be inserted into Part 2 of the amended structure plan as a modification.</p>	<p>Modify Part 2, Section 3.2.5 of the amended structure plan to provide further discussion on the traffic volumes projected in the Traffic and Transport Study (refer to Modification No. 47 in the Schedule of Modifications).</p>
9.9	<p>It is speculated that no direct vehicular access onto industrial lots from the major roads, including Pederick Road, is largely because of the overestimated traffic projections and functions of these roads.</p>	<p>As outlined in the Comment section of the Council Report (under the sub-heading 'Controlling Direct Lot Access from Major Roads'), the initial proposal for prohibition of access onto lots from major roads was intended to ensure efficient traffic movements in the NIA.</p>	Refer to Item 9.1 above.
10.	<p>LATE SUBMISSION Submitter No. 10 Consultant on behalf of Significant Landowner in Eastern Part of the NIA</p>		
10.1	<p>A submission that provides some comment on Amendment No. 202 to DPS 2 – but predominantly comment on Amendment No. 7 to ASP 17.</p>	<p>Administration's responses to the submitter's comments on Amendment No. 202 to DPS 2 are provided within a separate report included in this agenda relating to that proposal. Administration's responses to the submitter's comments in respect to Amendment No. 7 to ASP 17 are provided below.</p>	No modifications required.
10.2	<p>A Concept Masterplan has been prepared for the NIA and is included in Part 2 of the amended structure plan. Whilst Section 2.6.1 of Part 2 acknowledges various inconsistencies between the Concept Masterplan and the final plans proposed by Amendment No. 7, the impact of these inconsistencies on the technical appendices to Amendment No. 7 remains unresolved.</p>	<p>As outlined in Part 2, Section 2.6.1 of the amended structure plan, the masterplan was prepared as a concept during the planning framework review. This occurred to clearly establish, outline and map out the opportunities and constraints for further development; as well as to inform the completion of the Technical Reports.</p> <p>It is acknowledged that:</p> <ul style="list-style-type: none"> The content of the amended structure plan already makes some departures from what is shown in the Concept Masterplan; and 	No modifications required.

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	The submitter does not support final approval of Amendment No. 7 until and unless the inconsistencies between the Concept Masterplan, Plan 1, and all technical appendices are resolved and the resultant impact of any changes is first discussed with affected landowners.	<ul style="list-style-type: none"> Further departures to what is shown in the Concept Masterplan may be made as the NIA continues to be subdivided and developed – or if this structure plan is subject to amendments in the future. <p>As outlined in the WAPC Structure Plan Framework, Part 2 is the explanatory component of the structure plan that contains the background and explanation of the structure plan. In Administration's opinion, the Concept Masterplan in Part 2 can be inconsistent with the remainder of the structure plan, provided that the inconsistencies are explained. Such explanation is provided throughout Part 2 of the amended structure plan document.</p>	
10.3	When the structure plan amendment was in draft (prior to Council initiation), the submitter expressed serious concern about the impact of the final surface contour plan. Amendment No. 7 has failed to address these concerns. The submitter further expands on these concerns (refer Items 10.4 to 10.7 below).	Refer to Administration's further responses for Items 10.4 to 10.7 below.	No modifications required.
10.4	<p>In previous feedback, the submitter encouraged the City to commission:</p> <ul style="list-style-type: none"> A LIDAR survey of the NIA to accurately determined the amount of excavation and fill needed to achieve the final surface contours; and A detailed economic assessment to quantify the forecast return from extraction of the underlying resource over an extended period of time, compared to the cost of not realising the full economic and employment potential of the NIA in the meantime, pending wholesale excavation of the area. <p>It is apparent this survey work has not been undertaken.</p>	<p>A LIDAR survey was not in the scope of work that the City's consultants were tasked to assist with when preparing the background technical studies. Although there was feedback from the submitter previously on this issue, Administration considered that a LIDAR survey would have come at a cost which would not have provided a sufficient benefit to inform the structure plan amendment. Landowners can engage with consultants to undertake their own LIDAR surveys to understand the amount of excavation and fill needed to achieve the final levels on their lots.</p> <p>Similarly, an economic assessment, and considerations against the relevant State Planning Policy, on whether to exploit underlying sand or limestone resources should be explored and undertaken by landowners either when considering:</p> <ul style="list-style-type: none"> To extract materials from their land; or To subdivide their land and leaving the underlying resources intact. 	No modifications required.
10.5	The Economic and Employment Strategy accompanying Amendment No. 7 fails to recognise the impact of the NIA's Significant Geological Supply (SGS) designation and the impediments that the final surface contour plan present to investment attraction, economic development and employment creation in the NIA.	<p>The Economic and Employment Strategy, prepared to support the amendments to the structure plan, is a technical assessment of the key economic and industrial land market factors that will influence the development and employment growth of NIA. It was not the intention of that study to identify the impediments that the final surface contour plan presents.</p> <p>It should be left to individual landowners to understand the impacts of the required final contours on any subdivision that they may wish to undertake – and seek to amend those levels (if justified) in order to address such impediments should they exist.</p>	No modifications required.
10.6	The final surface contours have not materially changed in the eastern part of the NIA since the original plan was prepared in 2005. This is despite the various revisions to the final surface contours undertaken elsewhere in the NIA. The submitter is concerned of the magnitude of extraction being insisted upon as a precursor to industrial subdivision and development occurring in the NIA is not fully appreciated or understood by the City.	<p>The submitter had raised this issue previously with the City. As such, Part 2, Section 2.6.4 of the amended structure plan provides the following explanation:</p> <p><i>The City is aware of sand resources on land (particularly in the eastern part of NIA) which are not on existing extraction sites – or mapped on GeoVIEW.WA as having SGS. In regard to the resources that exist on this land, the City acknowledges pressures on landowners to enter into a resource extraction enterprise which would benefit the wider building industry – but may provide less of a commercial gain compared to undertaking subdivision more immediately. The City advocates a realism approach should subdividers be faced with these multiple demand pressures. However</i></p>	No modifications required.

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		<i>notwithstanding those pressures, the City would still require works prior to subdivision to ensure final surface contour levels are set appropriately in accordance with Part 1 (Plan 2) of this structure plan.</i>	
10.7	The submitter expresses concern of the enormous quantities of fill (and costs) required to achieve the final contours intended for the eastern part of the NIA. The submitter urges the City to critically review, and either revise or remove the final surface contour plan.	<p>In preparing the technical studies and structure plan amendments, the City's consultants and Administration generally utilised the current final contour levels that are currently in ASP 17. Administration did however modify the contours in the western part of the NIA, following detailed advice and input received from that landowners engineer.</p> <p>Although the submitter in this case has expressed concerns regarding the proposed final levels and how they affect their client's landholdings, the submitter offers no detailed solution (from an engineer) as to what the levels should be – or why the final surface contour plan should be removed. Therefore, Administration recommends that the submitter pursue a separate structure plan amendment to address any contouring issues that their client has.</p>	No modifications required.
10.8	<p>This designation of Pederick Road as a RAV 7 route is inconsistent with existing endorsed strategic planning for the region and is not justified from a bona fide traffic and transport perspective.</p> <p>Unlike Pederick Road, Flynn Drive is identified in strategic documents and MRWA Planning Studies as a Freight Route and Regional Road.</p>	<p>It is certainly not the intention to promote Pederick Road as the primary east-west connector. It is however the intention to move RAV 7 vehicles onto Pederick Road, so that:</p> <ul style="list-style-type: none"> • Flynn Drive is left for 'smaller' heavy vehicles and passenger cars, given it is a through road; • The RAV 7 route is located centrally in the NIA, making the NIA more accessible to RAV 7 vehicles – compared to if the RAV 7 route was on Flynn Drive; and • To mitigate the perceived amenity impacts from truck movements on residential and rural-residential development south of Flynn Drive. <p>Having Pederick Road as a RAV 7 route will not, and is not intended to, substitute Flynn Drive as the primary freight route servicing the NIA. Although Pederick Road will cater for larger vehicles, Flynn Drive will carry the bulk of heavy vehicles servicing the NIA overall.</p>	No modifications required.
10.9	It is clear that an additional connection directly from Pederick Road, or for Pederick Road to connect to Flynn Drive, would not properly intersect with the Whiteman/Yanchep Highway without significant road deviation and further land resumption.	How the alignment of an eastward extension of Pederick Road could connect to the wider RAV 7 network is demonstrated in Part 2, Figure 14 of the structure plan amendment. An extension of Pederick Road, deviating toward Flynn Drive east of the NIA, will also provide a road connection through the South Pinjar Industrial Investigation Area, identified as a possible future industrial area in State-level strategic documents.	No modifications required.
10.10	There is funding publicly committed by the Federal and State Governments to duplicate Flynn Drive. The City should leverage this funding to ensure that Flynn Drive, as the already designated east-west freight route and regional road is upgraded to RAV 7 classification to recognise its primacy in the regional transport network.	The design of Flynn Drive upgrades has progressed in consultation with MRWA, who would have needed to support Flynn Drive as a RAV 7 route. MRWA, however, have not given their support for Flynn Drive to be a RAV 7 route.	No modifications required.
10.11	Pederick Road is physically constrained by existing high voltage overhead power transmission lines on both sides of the road, as well as being in undulating terrain and historic extraction areas. These factors will present significant cost impediments to upgrading Pederick Road to a RAV 7 standard.	<p>Part 1, Section 8.1.2 of the amended structure plan requires landowners/developers to design and undertake road widening of Pederick Road in consideration of service utility infrastructure and the vehicles types that will use the road.</p> <p>Administration can also explore whether any upgrades to Pederick Road to a RAV 7 standard should be a DCP cost.</p>	No modifications required.

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10.12	<p>The Traffic and Transport Study accompanying Amendment No. 7 incorporates preposterous traffic forecasts. The submitter compares traffic projections in the Traffic and Transport Study with traffic volumes of major highways and freeways throughout the Perth Metropolitan Region.</p> <p>Amendment No. 7 acknowledges that the projected traffic modelling is “very high” compared to other industrial areas, stating that MRWA equate the modelling to 290 vehicle movements per day per hectare compared to 110 vehicle movements per day per hectare in Welshpool.</p> <p>This is a critical observation by MRWA that has not been further interrogated or explained in the Amendment No. 7 documentation, other than to say that <i>“further modelling by MRWA should provide a more complete understanding of what projected traffic volumes within and surrounding the NIA will be in the long term”</i>.</p> <p>Given the obvious failings of the traffic modelling, the submitter urges the City to engage a separate, specialist traffic and transport expert to independently review the current Study and generate their own properly and realistically formulated modelling and conclusions for further landowner consideration.</p>	<p>The seemingly high traffic volumes projected in the Traffic and Transport Study, and Administration’s response, is discussed in the Comment section of the Council Report. Administration’s response clarifies the limited discussion on MRWA’s involvement to date and includes discussion of ROM modelling that MRWA themselves undertook to understand future traffic volumes.</p> <p>A further explanation responding to the seemingly high traffic volumes in the Traffic and Transport Study can also be inserted into Part 2 of the amended structure plan as a modification.</p>	<p>Modify Part 2, Section 3.2.5 of the amended structure plan to provide further discussion on the traffic volumes projected in the Traffic and Transport Study (refer to Modification No. 47 in the Schedule of Modifications).</p>
10.13	<p>If the Welshpool traffic generation rate was applied, ultimate traffic volumes could be expected in the NIA, which are lower than what is projected in the Traffic and Transport Study. The reduction in traffic volume projected would correspond to a reduction in the construction specification for those roads – such as road reserve and carriageway widths etc.</p>	<p>A response to the issue of projected traffic volumes and its effect on what the reserve widths of the major roads should be is provided in the ‘Comment’ section of the Council Report. A further explanation responding to the traffic volumes and road reserve widths can also be inserted into Part 2 of the amended structure plan as a modification.</p>	<p>As per 10.12 above.</p>
10.14	<p>Considerable portions of land have already been ceded to the City for road widening purposes in accordance with ASP 17 to facilitate a 35 metre wide reservation for Pederick Road. The submitter does not support any further widening of the road reservations for Pederick Road, or the future Orchid Road, beyond those already contained in ASP 17. The currently required 35 metre wide reservation is considered adequate to cater for the realistic future projected traffic volumes within the NIA.</p>	<p>Administration acknowledges that land has previously been ceded for the purpose of road widening east of the future Pederick Road/Orchid Road intersection.</p> <p>Updated advice prepared through the Traffic and Transport Study indicates that Pederick Road and Orchid Road road reserves may require further widening at the subdivision stage. The submitter’s client would need to demonstrate at subdivision (through their own traffic study) that the further widening of these roads is in fact not required to support the traffic volumes and vehicle types that will use these roads.</p>	<p>No modifications required.</p>
10.15	<p>The submitter does not support the depiction of a wastewater pump station or indicative drainage basins on Lot 101 Pederick Road and Lot 1506 Trandos Road for reasons as further outlined in Items 10.16 to 10.19 below.</p>	<p>Refer to Administration’s responses to Items 10.16 to 10.19 below.</p>	<p>No modifications required.</p>
10.16	<p>The final surface contour plan suggests the north-eastern corner of Lot 1506 needs to be raised to be two metres higher than the adjoining Trandos Road surface. Accordingly, any change to the</p>	<p>The north-eastern corner of Lot 1506 is a low point on the final surface contour plan, and therefore it was logical for the Local Water Management Strategy to identify this land as a possible drainage site. Any issues on stormwater drainage and levels would come to</p>	<p>No modifications required.</p>

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	final surface contour plan will impact the drainage planning within the NIA, though this does not appear to be recognised.	<p>light in more detail at subdivision, as part of the preparation of an Urban Water Management Plan.</p> <p>As outlined in Part 1, Section 6.1.3 of the amended structure plan, the City and/or the WAPC may support minor variances to the final surface contour plan at subdivision if levels do not adversely impact other landowners and their ability to subdivide. More substantial variances to the final surface contour plan should be agreed through a separate structure plan amendment process.</p>	
10.17	The wastewater pump station and indicative drainage basins indicated for Lot 1506 and Lot 101 can be relocated to nearby public land. For example, the northern side of Trandos Road, opposite Lot 1506, is of similar topography and unconstrained for these purposes. Similarly, a drainage basin could be incorporated into the northern portion of Lot 8001 immediately west of Lot 101.	<p>The amended structure plan considers Water Corporation's long term wastewater scheme planning, which identifies the need for a wastewater pump station on the northeastern corner of Lot 1506.</p> <p>In response to the submitter, Administration is not supportive of the following:</p> <ul style="list-style-type: none"> • Having drainage and wastewater pumping on land situated on the northern side of Trandos Road. This land (Lot 600) is owned in Freehold by the City and is the subject of ongoing considerations as to how the land can be used long-term. • Using Lot 8001 (west of Lot 101) for the purpose of drainage. Lot 8001 is a Conservation reserve, which is proposed to be formalised into the planning framework through Amendment No. 202 to DPS 2. 	No modifications required.
10.18	The need for the wastewater pump station and indicative drainage basins is generated from a wide catchment area. The Local Water Management Strategy also reveals that stormwater drainage from the surrounding road network has contributed to the need for these indicative drainage basins. Consequently, if this infrastructure is ultimately located on Lot 101 and Lot 1506, then the affected portions of land will need to be acquired by the City and the landowners compensated accordingly.	Administration will determine if the landowner should be compensated for their land being used for drainage and wastewater infrastructure at later stages of planning.	No modifications required.
10.19	The submitter reiterates that the Local Water Management Strategy is based on the Concept Masterplan and the final surface contour plan, both of which need to be revisited. Any revision to the Concept Masterplan and the final surface contour plan will, in turn, necessitate review and revision of the Local Water Management Strategy.	<p>Administration is of the view that the landowner would need to prepare a separate amendment to ASP 17 to resolve issues they see as being caused by final surface contour levels. This separate amendment could be accompanied by a water management strategy and concept masterplanning pertaining to the area subject of the amendment.</p> <p>Furthermore, the Local Water Management Strategy is a higher-order document. More detailed engineering considerations in respect to drainage is to be made at the subdivision stage through the formulation of Urban Water Management Plans.</p>	No modifications required.
10.20	<p>The LDP requirement for lots gaining access from a Controlled Access Place (CAPS) road affects lots with frontage to Pederick Road. Any development may be hindered by the requirement for the City to prepare an LDP, as no indication has been provided as to when an LDP will be prepared.</p> <p>The requirement for an LDP for lots with frontage to Pederick Road is unnecessary as the need for road widening to a CAPS level of service is not supported by realistic traffic modelling.</p>	<p>Whether a major road (such as Pederick Road) will become a CAPS road will be subject to consideration at subdivision – having regard to traffic studies prepared at both the structure plan and subdivision stage.</p> <p>For example, modelling provided in a subdivision traffic study may conclude a CAPS road system is not required in instances where the structure plan traffic study indicates a CAPS road is required. An LDP would be prepared as a condition of subdivision to guide built form and how it is to address/access any necessary CAPS roads.</p>	No modifications required.

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		The LDP is not intended to hinder development, but rather enhance built form outcomes near CAPS roads.	
10.21	Section 8.6 of Part 1 of Amendment No. 7 states that a development contribution plan (DCP) will be prepared so that landowners contribute towards the shared costs of infrastructure. There is insufficient information to ascertain the impact of future development contributions on our client's landholdings; and in our view, a DCP should have been prepared and advertised concurrently with Amendment No. 7. It is recommended that a DCP is drafted at the earliest possible opportunity for landowner feedback.	An update on the progress of the preparation of a DCP for the NIA is provided in the body of the report.	No modifications required.
10.22	The submitter objects to Section 8.6.2 of Part 1 of Amendment No. 7 which alludes to the possibility that the City and/or the WAPC may impose interim measures through conditions of subdivision approval to facilitate collection of contributions pending the formulation of a DCP. This is inconsistent with regulations 73(1) and (2) of the <i>Planning and Development (Local Planning Schemes) Regulations 2015</i> which expressly prohibit a local government or the Commission from levying a contribution for the provision of infrastructure or facilities for an area unless there is a DCP in place.	<p>The provisions in Part 1, Section 8.6.2 of the amended structure plan prescribe that interim measures may be applied through conditions of subdivision approval to facilitate the collection of contributions. It is intended that these measures would involve subdivision conditions that require subdividers entering into legal agreements to pay the contributions once a DCP is formulated.</p> <p>This provision is not to levy contributions in the absence of a DCP being prepared and formalised into DPS 2. Reg. 73(1) referred to in the submission specifically prescribes that a local government is not to levy a contribution until a DCP is prepared. Therefore, Administration considers that the provision is not inconsistent with Reg. 73(1).</p> <p>Reg. 73(2) pertains to the WAPC imposing conditions of subdivision approval. It should be up to the WAPC in terms of how they comply with this Regulation requirement.</p>	No modifications required.
10.23	Section 8.6.2 of Part 1 is inconsistent with the explanatory paragraphs of Section 3.8 of Part 2 of Amendment No. 7. Those paragraphs properly explain that a DCP needs to be prepared and incorporated into the local planning scheme by way of an amendment, in order for contributions to be collected.	<p>Part 2, Section 3.8 states that a DCP will need to be prepared by the City to outline the development contribution arrangements for the NIA.</p> <p>The provisions in Part 1, Section 8.6.2 of the amended structure plan intends that interim measures (such as imposing conditions of subdivision to require subdividers to enter into legal agreements) will be applied prior to a DCP being formalised. These interim measures will not include collecting funds in the absence of a DCP. Therefore, Administration does not see an inconsistency between Part 1 (Section 8.6.2) and Part 2 (Section 3.8).</p>	No modifications required.
10.24	The technical appendix 'Subdivision and Built Form Report' identifies reasons why public open space (POS) may <u>not</u> be warranted for most of the General Industrial area of the NIA. However, these reasons are not recognised by Section 6.3: Public Open Space, Part 1 of Amendment No. 7. Rather, Section 6.3 of Part 1 seeks to impose a requirement for 'at least' 2% of the structure plan area to be ceded for POS whilst also prescribing a minimum POS area for four designated sectors.	<p>That technical report provides an opinion from a consultant (who authored the report) that POS may not be warranted for most of the NIA, based on the following:</p> <ul style="list-style-type: none"> • The 'substantial amount of nature POS' that is provided; and • The content of the Local Water Management Strategy that does not explicitly identify the need to use POS for a drainage function. <p>Administration is of the opinion, however, that:</p> <ul style="list-style-type: none"> • The 'substantial amount of nature POS' is provided on the peripheries of the NIA, and is not in easy access to much of the future industrial land; and • Drainage sites to be landscaped and used as POS would provide an enhanced design outcome – compared to 'sump' drainage sites. More detailed design of drainage sites and POS will be undertaken at the subdivision stage. 	Modify Section 3.6.4 in Part 2 of the amended structure plan document, to explain the 2% POS requirement, notwithstanding the content of the Subdivision and Built Form Report (refer to Modification No. 57 in the Schedule of Modifications).

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		<p>In preparing the amended structure plan, Administration had regard to the industrial public open space requirements of Local Planning Policy 4.3: Public Open Space (LPP 4.3). Section 7.2 of LPP 4.3 states that POS in industrial areas should constitute between 2% and 5% of the gross subdivisible area. What the amendments to ASP 17 are proposing is the minimum 2% POS requirement.</p> <p>In light of the submission, Administration considers that some explanatory text be provided in Part 2 of the amended structure plan, to highlight why a 2% POS requirement is required notwithstanding the comments in the 'Subdivision and Built Form Report'.</p>	
10.25	<p>If despite comments in Item 10.24 above, the City still requires POS within the NIA, the City should identify the required POS locations and establish an equitable funding mechanism to acquire and develop those POS areas, including compensating affected landowners.</p>	<p>The City has taken a flexible approach in the amended structure plan to public open space planning. The amended structure plan sets out four sectors in which a specified amount of public open space is to be provided for in each sector. Public open space location and design is then be considered at the subdivision stage, in accordance to the relevant criteria that the amended structure plan already proposes.</p> <p>As explained in Part 2 of the amended structure plan, the method of using sectors is considered to provide a more flexible approach, compared to the more conventional way of showing POS areas on a structure plan. The sector method also provides more flexibility for a developer to nominate how and where they wish for POS to be located, based on design outcomes they are seeking to achieve. This approach has been discussed with DPLH officers, who have accepted it as a reasonable argument at officer level.</p> <p>Funding mechanisms to acquire and development POS areas, referred to in the submission, will be further considered as the City formulates a DCP for the NIA.</p>	<p>No modifications required.</p>
10.26	<p>Three lots within POS Sector 3 are already fully developed (including the Wesbeam facility) and are unlikely to redevelop in the foreseeable future. The remaining 'developable' land within Sector 3 comprises a gross total area of 67.5 ha. To achieve the prescribed minimum area of 1.79 ha for public open space, approximately 2.7% of land would need to be ceded through subdivision which is greater than the 2% requirement stated in Section 6.3 of Part 1.</p>	<p>On review, Administration agrees that as Wesbeam are using Lot 1000 (190) Pederick Road for industrial processes, this site should be excluded from Sector 3.</p> <p>All other lots in Sector 3 are capable of either:</p> <ul style="list-style-type: none"> • Redevelopment from rural or temporary industrial uses – to a long-term industrial use; or • Significantly expanding long-term industrial developments on their respective sites (such as the NewGen Power Station site). <p>Therefore, all other land that the amended structure plan is showing to be in Sector 3 should remain in that sector.</p> <p>By excluding the Wesbeam site from Sector 3, this would require modifications to the amended structure plan to reduce the amount of POS required for that sector – and adjustments to Plan 3 in the amended structure plan.</p>	<p>Modify Section 6.3.2 and Plan 3 in Part 1 of the amended structure plan document, in response to excluding the Wesbeam site from POS Sector 3 (refer to Modification No. 7 & 19 in the Schedule of Modifications).</p>
10.27	<p>If Section 6.3 of Part 1 is to be retained, we recommend it is revised to remove the words 'at least' and replace them with the words 'up to' (2% of land area for public open space). The submitter urges the City to recalibrate the POS requirement across the NIA recognising the actual developable land that is realistically available to contribute POS and correspondingly reduce the burden of landowners to contribute all the POS for Sector 3.</p>	<p>In preparing the amended structure plan, Administration has taken regard to the industrial public open space requirements of LPP 4.3. Section 7.2 of LPP 4.3 states that POS in industrial areas should constitute between 2% and 5% of the gross subdivisible area. What the amendments to ASP 17 are proposing is the minimum 2% POS requirement.</p>	<p>No modifications required.</p>

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		Administration considers that the submission does not warrant the City to consider imposing a POS requirement for the NIA that is less than the minimum set in the City's local planning framework.	
11.	LATE SUBMISSION Submitter No. 11 Department of Fire and Emergency Services (DFES)		
11.1	<p>A submission in response to a Bushfire Management Plan (BMP) prepared to support Amendment No. 202 to DPS 2 and Amendment No. 7 to ASP 17. The advice in the submission relates only to <i>State Planning Policy 3.7 Planning in Bushfire Prone Areas</i> (SPP 3.7) and the <i>Guidelines for Planning in Bushfire Prone Areas</i> (Guidelines).</p> <p>DFES has assessed the BMP for the proposed scheme amendment and associated structure plan and has identified a number of issues that need to be addressed prior to support of the proposal.</p>	<p>The BMP was prepared to coincide with:</p> <ul style="list-style-type: none"> The amendments to ASP 17, to support the changes proposed to the structure plan; and <p>Amendment No. 202 to DPS 2, to support the proposed scheme amendment due to much of the land in the NIA being classed as 'bushfire prone'.</p>	No modification required.
11.2	It is noted the BMP has been prepared in accordance with version 1.3 of the Guidelines, which has now been rescinded. DFES have assessed the BMP against version 1.4 of the Guidelines.	Noted. The BMP the subject of assessment was prepared by bushfire planning consultants in March 2021, before the release of version 1.4 of the Guidelines in December 2021.	No modification required.
11.3	<p>Evidence to support the exclusion of Vegetation Area 13 in its entirety as managed to low threat is required.</p> <p>Areas in Vegetation Area 13 (Wanneroo Raceway and Wanneroo Junior Motocross Club) have been excluded from classification. However, not all areas appear cleared, or have been provided with photo evidence as to why they are excluded.</p> <p>Noting that these areas are outside the NIA, detail has not been provided of the enforceable mechanism to guarantee this exclusion and ensure that the areas will be maintained as low threat as per AS3959 in perpetuity. If unsubstantiated, the vegetation should be classified as per AS3959, or the resultant BAL ratings may be inaccurate.</p> <p>A modification to the BMP is required.</p>	<p>There are large areas of cleared land within and surrounding the boundaries of the development that are used for industrial purposes, market gardens, and other uses. These have been grouped as Vegetation Area 13 in the BMP, as all meet the definition of low threat for bushfire.</p> <p>The BMP does provide photo evidence of the Wanneroo Junior Motocross Club as seen from Federick Road. The photograph shows an area sparse of vegetation. Although not clearly labelled in the BMP, Photo 13F is taken from the Wanneroo Raceway, and also shows areas in the background of the photograph where vegetation is sparse.</p> <p>Both the Wanneroo Raceway and Wanneroo Junior Motocross Club are situated on Crown Land under the City's control. Therefore, the City has responsibility in maintaining this land, including containing any bushfire threats to a minimum.</p>	No modification required.
11.4	<p>Vegetation Areas 6, 9 and 12 cannot be substantiated as Class B Woodland with the limited information and photographic evidence available. From the information provided it is unclear if the areas have a canopy cover of less than 30% for each plot.</p> <p>The BMP should detail specifically how the classification was derived particularly where the worst-case scenario is not applied (i.e. Class B Woodland as opposed to Class A Forest). If unsubstantiated, the vegetation classification should be revised to consider the vegetation as per AS3959.</p> <p>It is acknowledged that:</p>	<p>Vegetation Area 6 is the Wanneroo Golf Club, Vegetation Area 9 is Lot 600 Wattle Avenue and Vegetation Area 12 is situated in the western portion of Lot 9003.</p> <p>The BMP does specifically outline (in Section 3.1.2) how these areas were classified as Class B Woodland, and not Class A Forest. The BMP outlines the following:</p> <ul style="list-style-type: none"> Vegetation Area 6 provides areas of low grass in fairway that approximate low threat vegetation, but also provides significant amounts of native vegetation and unmanaged weed grasses in rough between fairways and throughout. Taken as a whole, the BMP concludes that this area approximates a Class B Woodland. Vegetation Area 9 and 12 were identified as having approximately 25% canopy cover throughout – with no significant native understory or middle story. This is 	No modification required.

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	<ul style="list-style-type: none"> Area 6 is within a golf course; however, no evidence has been provided to guarantee management to a particular level; and Area 12 at full development will be completely cleared and removed. <p>A modification to the BMP is required.</p>	under the 30% canopy threshold which would have classed these areas as Class A Forest.	
11.5	<p>Figures 3.1 and 3.1.1 indicate that Vegetation Area 9 has an upward slope towards the development area; however, has been noted as flat in the vegetation assessment (Table 3.2).</p> <p>A modification to the BMP is required.</p>	<p>Vegetation Area 9, which consists mostly of Lot 600 Wattle Avenue, seems to have a gently upward slope from east to west – rising more sharply near the western boundary.</p> <p>Administration considers Vegetation Area 9 may be 'downslope' in the context of AS 3959:2018, and not 'upslope or flat' as indicated in Table 3.2 and Table 3.3</p>	Modify the BMP in response to the submission (refer to Modification No. 62 in the Schedule of Modifications).
11.6	It is noted that a more appropriate scale map with more detailed (labelled) contours may be required for the vegetation map to ensure that slopes have been accurately assessed. The lack of labels within the vegetation assessment map makes it difficult to validate the submitted slopes. A modification to the BMP is required.	The Figure 3.1 and Figure 3.1.1 maps are considered to be at appropriate scale, given the size of the area in which the BMP relates. Although the contours are not all clearly labelled, it can be established that the contours are at five metre intervals.	No modification required.
11.7	Photo point 2A points at a forest plot; however, is listed as grassland. A modification to the BMP is required.	Administration notes that the indication of the 2A photo point shown on Figure 3.1 of the BMP should have an arrow pointing in an easterly direction to a grassland plot – not south-easterly to a forest plot as the arrow is currently pointing.	Modify the BMP in response to the submission (refer to Modification No. 63 in the Schedule of Modifications).
11.8	Photo point 11A indicate forest; however, the image appears to point in the wrong direction. A modification to the BMP is required.	Administration agrees that the image taken from photo point 11A in the BMP was taken in an easterly direction – and not in a southerly direction that Figure 3.1 is indicating.	Modify the BMP in response to the submission (refer to Modification No. 64 in the Schedule of Modifications).
11.9	Photo point 13A, 13F and 13H could not be located on the vegetation map. A modification to the BMP is required.	<p>Administration agrees that photo points 13A, 13F and 13H are not shown (or clearly shown) on Figure 3.1 of the BMP.</p> <p>Administration has established that:</p> <ul style="list-style-type: none"> Photo 13A has been taken on Warman Street, west of Mather Drive; Photo 13F was taken in the southwestern corner of the Wanneroo Raceway, looking northeast; and Photo 13H was taken on Avery Street within DevelopmentWA's Meridian Park estate, where photo point 13 is indicated on Figure 3.1. <p>Amendments to Figure 3.1 to properly show the photo points are required.</p>	Modify the BMP in response to the submission (refer to Modification No. 65 in the Schedule of Modifications).
11.10	Vegetation Area 2 is noted as Class G Grassland on the vegetation map (Figure 3.1); however, has been classified as Class A Forest in Table 3.3 (Separation Distances). A modification to the BMP is required.	Administration has reviewed the BMP and noted that Vegetation Area 2 is not even listed in Table 3.3 of the BMP. Section 3.2.1 of the BMP prescribes that Table 3.3 does not include Vegetation Areas 2 and 12, as the assumption is that they will be completely cleared as a part of the development works and will be maintained as Low Threat in perpetuity.	No modification required.

No.	Summary of Submission	Administration Comment	Recommendation Amendment No. 7 to ASP 17
11.11	Vegetation Areas 6 and 9 are noted as Class B Woodland, however have had the Class D Scrub separation distances applied in Table 3.3 (Separation Distances). A modification to the BMP is required.	Administration agrees that there is an error in Table 3.3 of the BMP in the separation distances prescribed for Vegetation Areas 6 and 9. A modification is needed to ensure that the separation distances are consistent with those provided in Table 2.5 of AS3959:2018.	Modify the BMP in response to the submission (refer to Modification No. 66 in the Schedule of Modifications).
11.12	The BAL ratings cannot be validated, as the vegetation classification inputs require modification as per the comments made in submissions 11.3 to 11.11 above.	Administration agrees that the BAL ratings provided on Figure 3.2 should be updated, to coincide with other modifications required – as outlined in Administration's comments for 11.3 to 11.11 above.	Modify the BMP in response to the submission (refer to Modification No. 67 in the Schedule of Modifications).
11.13	There appears to be some lots that would be impacted by BAL-40/FZ. Where possible, strategic planning should provide for creation of lots exposed to BAL-29 or lower. While it is noted that future lots would likely be large enough to provide setbacks internally, there is an opportunity to review and redesign the structure plan to ensure all development is located in areas of BAL-29 or below without reliance on building setbacks at later planning stages. This could be achieved by use of public roads or by a mechanism requiring management of future public open spaces to reduce the bushfire hazard.	The subdivision layout in Figure 3.2 is indicative only. Under the amendments to ASP 17, a proponent will be required to lodge a further BMP to support a subdivision proposal in a bushfire prone area. The BMP's lodged at subdivision would consider lot configuration, the setbacks required from bushfire threats, the alignment of perimeter roads, management of public open space etc. Therefore, there is no need to review and redesign the structure plan as DFES is requiring the City to undertake in this submission.	No modification required.
11.14	<p>As the BMP has been prepared against version 1.3 of the Guidelines, it has not addressed A3.4a – Perimeter Roads. A perimeter road is a public road and should be provided for greenfield or infill development where ten or more lots are being proposed. This serves to separate areas of classified vegetation under AS3959 and allow for a defensible space for emergency services personnel on the interface between classified vegetation and the development site.</p> <p>A review of the indicative lot layout shows that perimeter roads have not been provided to all areas directly abutting classified vegetation (other than Class G Grassland). Areas to the northwest of site directly abut Class A Forest without the use of a perimeter road, with an area to the northeast also abutting Class A Forest without a perimeter road.</p> <p>Future stages of development should be modified to ensure that perimeter roads are utilised to provide separation to hazardous vegetation.</p>	The subdivision layout in Figure 3.2 is indicative only. Under the amendments to ASP 17, a proponent will be required to lodge a further BMP to support a subdivision proposal in a bushfire prone area. The BMP's lodged at subdivision would consider the setbacks required from bushfire threats, the alignment of perimeter roads, management of public open space etc. Therefore, there is no need to review and redesign the structure plan as DFES is requiring the City to undertake in this submission.	No modification required.
12.	LATE SUBMISSION Submitter No. 12 Department of Biodiversity, Conservation and Attractions (DBCA)		

No.	Summary of Submission	Administration Comment	Recommendation Amendment No. 7 to ASP 17
12.1	A submission on both Amendment No. 7 to ASP 17 and Amendment No. 202 proposal. Comments pertaining to Amendment No. 7 are provided in Items 12.2 to 12.9 below.	Noted. Refer to Administration's responses to the issues the submitter has with Amendment No. 7 to ASP 17, as provided in Items 12.2 to 12.9 below.	No modification required.
12.2	<p>While the amendments to the structure plan includes areas subject of future planning, the supporting Environmental Report relates predominantly to those areas owned by the City of Wanneroo and does not adequately cover all areas of the structure plan.</p> <p>As a priority, landowners and proponents should be required to undertake further detailed environmental assessments for those areas within the structure plan boundary subject to limited or dated surveys.</p> <p>Flora surveys should be conducted at strategic stages of the planning process and not at subdivision stages as indicated in Table 2 (page 9) of Schedule 1 of the structure plan report. Accommodating conservation significant flora populations, identified later in the planning process, may result in amendments to approved development designs or requests to 'take' flora species protected under the <i>Biodiversity Conservation Act 2016</i>.</p>	<p>The Environmental Report is a technical report supporting the structure plan amendments. It examines and collates literature from other previous studies undertaken for land within the NIA. Much of those previous studies were commissioned by the City in relation to its landholdings in the NIA. The same report also examines other publicly available data for the entire structure plan area, including the (now defunct) DBCA NatureMap database.</p> <p>The Environmental Report was prepared by a consultant and considered satisfactory by the relevant technical officers of the City before the amendments to the structure plan were formulated.</p> <p>The Environmental Report acknowledges that there are landholdings where the vegetation is less well known and/or clearing permits are yet to be obtained. These areas will require up to date flora and vegetation surveys to confirm the presence of flora species and describe the vegetation, prior to subdivision and/or development. This is reflected as a structure plan provision in Part 1, Section 9 of the amended structure plan.</p> <p>The Environmental Report also recognises that future updates to the structure plan should reflect the emergence of any additional conservation areas that may exist in the NIA. Amendments to the scheme may also be made to reserve those areas if required.</p>	No modification required.
12.3	The threatened flora species <i>Melaleuca</i> sp. Wanneroo, which occurs in close proximity of the structure plan area in limestone substrates, was only listed as a threatened species in 2018. Many of the previously conducted targeted flora surveys therefore, may not have considered this species.	<p>The Environmental Report examines publicly available data for the entire structure plan area, including the (now defunct) DBCA NatureMap database. The Environmental Report does recognise the presence of this species, as it was identified on that database.</p> <p>It is stated in the Environmental Report that this species had not been identified in previous flora surveys undertaken in the NIA – and that the presence of this species should be investigated as part of ongoing environmental and other approvals.</p>	No modification required.
12.4	DBCA records indicate that a 6.8 hectare occurrence of the Threatened Ecological Community (TEC) <i>Melaleuca huegelii</i> - <i>M. systema</i> shrublands on limestone ridges' (SCP26a) is mapped within Lot 801 Flynn Drive.	No further information has been provided by DBCA on the portion of Lot 801 the TEC is situated. Lot 801 is a substantially large lot, much of which is located in the area that is 'subject to further structure planning'.	No modification required.
12.5	Recent vegetation assessments have also identified an additional TEC occurrence of FCT20a within Lot 2001 Pederick Rd, north of the 'Reserve for Conservation' at Lot 8001. While yet to be included in DBCA's TEC database, the occurrence location and extent has been confirmed.	<p>Administration understands that the respective landowner is seeking a Clearing Permit for much of Lot 2001, with exception of the area with TEC.</p> <p>The land in question is proposed to be zoned General Industrial under Amendment No. 202 to DPS 2. This rezoning would not remove any protections that could be considered for the TEC, as the landowner would need to go through the Clearing Permit and subdivision approval processes prior to any clearing and development.</p> <p>Applying a scheme reserve over privately-owned land within Lot 2001 containing the TEC potentially injuriously affects the land, which may entitle the landowner to</p>	No modification required.

No.	Summary of Submission	Administration Comment	Recommendation Amendment No. 7 to ASP 17
		<p>compensation. Therefore, no further change to what Amendment No. 202 to DPS 2 is proposing is recommended.</p> <p>If the substantial portion of Lot 2001 were to be subject to an approved Clearing Permit – and the land with the TEC not be cleared – it would be up to the landowner to consider and design:</p> <ul style="list-style-type: none"> • A subdivision that creates functional lots within the Clearing Permit area; and • A road interface or satisfactory equivalent to achieve an adequate separation from the TEC and industrial development. <p>This would need to occur in accordance with Part 1, Section 6.6 of the proposed amended structure plan.</p>	
12.6	<p>The structure plan amendments and the Environmental Report do not include reference to the additional TEC occurrences referred to in Items 12.4 and 12.5 above – or the likelihood that additional TECs may also occur in other areas. The known and likely occurrence of TECs throughout the structure plan area should be recognised in the documentation to ensure significant ecological communities are adequately considered in future planning. All TEC occurrences and their supporting habitat should be protected within conservation reserves, shown on the structure plan.</p> <p>Implications of the <i>Biodiversity Conservation Act 2016</i> may need to be considered if future detailed planning indicates that TEC impacts might occur.</p>	<p>The Environmental Report was finalised in April 2020, well before the application for Clearing Permit that identified the TEC on the eastern portion of Lot 2001.</p> <p>Administration acknowledges that there is not a specific explanation in the amendment documentation that responds to when additional TEC's are identified. However, the Environmental Report notes that there are landholdings where up to date flora and vegetation surveys are needed to confirm the presence of flora species and describe vegetation prior to subdivision and/or development.</p> <p>The amendments to the structure plan (in Part 1, Section 9) will specifically require the completion of a flora and vegetation survey as a condition of subdivision, for subdivisions that result in a loss of natural vegetation. The flora and vegetation survey may identify an area of TEC, resulting in the subdivision proposing the appropriate planning response.</p> <p>The amended structure plan documentation also encourages the provision of public open space to retain natural environmental assets where possible.</p>	No modification required.
12.7	<p>While it is noted that the Environmental Report recommends reserving the bushland at Lot 8001 Flynn Drive for "Conservation", no commitment is made regarding the preparation of an environmental management plan, to protect the high conservation value of the bushland, during and following development.</p>	<p>Although not specifically committed to (or even referred to) in the Environmental Report, the City already has a Conservation Area Management Plan for the reserve at Lot 8001. The management of the reserve should be in accordance with this management plan and does not need to be further guided by the structure plan.</p> <p>The structure plan, however, should and does contain provisions to mitigate any interface issues that may arise between industrial subdivision and development with the reserve at Lot 8001.</p>	No modification required.
12.8	<p>Areas of the industrial development that abut Bush Forever areas and Parks and Recreation reserved lands should be subject of interface management plans, to ensure the proposed land uses do not impact the adjacent conservation areas.</p>	<p>Part 1, Section 6.6 of the proposed amended structure plan contains provisions to:</p> <ul style="list-style-type: none"> • Guide the interface of subdivision with adjoining reserved lands; and • Require local development plans for industrial lots that share boundaries with public open space, recreation or conservation reserves. <p>These provisions seek to ensure that the impact on industrial development on adjoining reserves is minimised.</p>	No modification required.
12.9	<p>The future industrial development of the site should be consistent with the City of Wanneroo's 'Local Planning Policy 3.3 Fauna Management' (LPP 3.3). It is noted that the vegetation within the structure plan area contains habitat for threatened and non-</p>	<p>Part 1 of the amended structure plan already proposes to require a native fauna management plan for subdivisions that result in a loss of fauna habitat.</p>	No modification required.

No.	Summary of Submission	Administration Comment	Recommendation Amendment No. 7 to ASP 17
	threatened native fauna species. Clearing, for the removal of basic raw materials or industrial development, may result in the displacement of a large number macro fauna, namely kangaroos. Management of kangaroos, early in the planning process can avoid the implementation of costly and less effective management actions following development.	There are also provisions in DPS 2 which state where land is to be cleared of vegetation through subdivision that provides habitat to native fauna, a native fauna management plan (NFMP) is to be prepared. Part 2, Section 2.1.2 of the amended structure plan further explains that a NFMP should be completed to support subdivision and development proposals on land where fauna habitat remains significant – and prepared in consideration of LPP 3.3 and relevant scheme provisions.	
13.	LATE SUBMISSION Submitter No. 13 Water Corporation		
13.1	The Water Corporation's water and wastewater networks (existing and planned) are accurately summarised in Sections 4 and 5 of the Servicing Report which accompanies the structure plan.	Noted. The Servicing Report is a technical report supporting the structure plan amendments and was available for viewing when the amendment proposal was being advertised.	No modification required.
13.2	Orderly expansion and sequencing of infrastructure across the NIA is highly dependent on a logical and orderly pattern of development. The interim gravity water supply (height) limit noted in the water servicing information (Section 4) is critical and should be shared with any development proponents.	Through the Servicing Report and liaison with Water Corporation, Administration is already aware that water servicing of some areas within the NIA with a higher elevation will require additional Water Corporation infrastructure, such as a pressure booster station (in the interim) and high-level water tanks (long term). It is understood that the pressure booster station will allow water to service lots to 80 metres AHD and is scheduled to be constructed by 2028. The information in the reporting has been, and will continue to be, publicly available with developers.	No modification required.
14.	Submitter No. 14 Quinns Rocks Environmental Group Inc		
14.1	The comments provided in the submission are taken by Administration to apply to both the Amendment No. 202 to DPS 2 and Amendment No. 7 to ASP 17 planning proposals.	Nil.	No modification required.
14.2	The submitter is concerned over the continued loss of significant native vegetation across the City of Wanneroo. Whilst significant areas of bushland are proposed to be subject to further investigations, the Amendment No. 7 footprint includes large areas of bushland that have not been approved for clearing. The published reports are not transparent on how many hectares of uncleared land, and unapproved for clearing, is included.	Part 2, Section 2.1.1 of the amended structure plan details that there is over 500 hectares of land that has already been cleared in the NIA with an additional 137 hectares of vegetated land subject to clearing permits. In response to the submitters query, Administration considers that there will be approximately 80 hectares of land earmarked for further development in the NIA, that is currently not yet cleared or subject to a clearing permit.	No modifications required.
14.3	It is difficult to see the links between the recently endorsed Climate Change Adaptation and Mitigation Strategy, while designating further clearing of bushland in the City of Wanneroo.	The purpose of the Climate Change Adaptation and Mitigation Strategy (CCAMS) is to identify areas where the City is exposed to the effects of climate change and provide risk management adaptation measures to reduce the risk. The CCAMS identifies the NIA in Action 5.6 as an area where: <ul style="list-style-type: none"> Alternative energy options (such as waste-to-energy) should be investigated; and Local businesses are made aware of the benefits of clean technology. 	No modifications required.

		<p>The CCAMS therefore acknowledges that the NIA will be developed for industrial purposes. Furthermore, the content of the proposed scheme and structure plan amendment proposals do not prevent the above CCAMS actions from being carried out.</p> <p>As a guiding strategy, these objectives will inform any future built form design guidelines developed for the NIA.</p>	
14.4	It is difficult to see the links between the recently endorsed Urban Forest Strategy, while designating further clearing of bushland in the City of Wanneroo.	<p>The Urban Forest Strategy:</p> <ul style="list-style-type: none"> Identifies that unique approaches to retain or establish urban canopies need to be considered in the urban design of industrial areas; Encourages the use of lighter roofed buildings and the use of heat reflective coating to reduce urban heat island effects; and Does not restrict clearing of areas identified as 'industrial' in order to maintain existing canopies. 	No modifications required.
14.5	According to Australia's 2021 State of the Environment Report, biodiversity loss continues to rise, with increase in threatened ecological communities listing by 20% over the previous five years. This is due to the inclusion of two local threatened ecological communities, the Banksia and Tuart woodlands on the Swan Coastal Plain. Both will be affected by extensive clearing of the NIA.	The clearing of land, and the impact it has on biodiversity and threatened species, will be considered through individual applications for clearing permits and/or subdivision as part of the next stage of the planning process.	No modifications required.
14.6	The classification of Mather Reserve for 'Environmental Conservation' in Amendment No. 202 is strongly supported. However, the reserve was created as an offset requirement for clearing other bushland in the area. The submitter does not consider 'offsets' as compensation for the loss of habitat that is happening.	Noted. This site was set aside and protected as an offset for other development undertaken by the City.	No modifications required.
14.7	It is recommended that the proposed drainage reservation is moved out of the proposed Mather Reserve to minimise environmental impacts, especially the risk of weed spread into the conservation area.	<p>The land subject to this comment (Lot 8002 Flynn Drive) is already a Crown Land reserve created for the purpose of serving a drainage function. Lot 8002 is a separate land parcel to Lot 8001, on which Mather Reserve is located.</p> <p>Amendment No. 202 recognises the approved drainage function of Lot 8002 in DPS 2.</p>	No modifications required.
14.8	<p>The submitter notes that the proposed location of Service Industrial Zone along Flynn Drive is intended to minimise adverse visual and environment effects of industrial uses on surrounding areas.</p> <p>The uncertainty regarding the City's ability to enforce the recommended design principles is of concern. This is especially in the context of the current developments happening at the site and along Flynn Drive, when the Flynn Drive upgrade is to impact on the existing, already narrow POS and the proposed Conservation Reserve.</p> <p>To address this, it is recommended that the City develops and adopts a Local Planning Policy that will clearly stipulate the best practice design principles for the streetscapes within NIA and along Flynn Drive.</p>	<p>Administration has proposed a Service (or Light) Industrial Zone on the southern extent of the NIA to mitigate impacts of industrial development on the residential and rural-residential areas to the south of Flynn Drive.</p> <p>Whilst integrated with the planning proposals, design and construction of upgrades to Flynn Drive is being undertaken by the City separately to the structure plan and scheme amendments.</p> <p>DPS 2 provides limited planning provisions regarding built form in industrial areas. DevelopmentWA has design guidelines for managing the Meridian Park estate in the NIA. Part 2, Section 3.6.1 of the amended structure plan contemplates the City implementing design guidelines through a local planning policy in the future to guide built form outcomes.</p>	No modifications required.
14.9	City's Local Biodiversity Strategy recognises vegetation along Flynn Drive as a local ecological linkage. Clearing along the eastern end of Flynn Drive was done without any evidence of recognition of the vegetation for its connectivity function.	The ecological linkage referred to in the submission is also located on the southern side of Flynn Drive and outside the NIA. Therefore, the reports do not relate to this linkage or removal of vegetation at this location.	No modifications required.
14.10	Of particular concern is the clearing of bushland on Lot 2001 (corner of Mather Drive and Pederick Road), owned by DevelopmentWA. A	The previous application for Clearing Permit referred to in the submission was considered by the (previous) Department of Environment and Conservation in 2008. The	No modifications required.

	previous clearing application has been declined which indicates that the values of this bushland are such that it should not be cleared. The proposed Mather Reserve boundary should therefore be extended to include the adjoining bushland on Lot 2001, located to the north of the reserve.	land is however currently subject to a more recent application for Clearing Permit, which is being assessed by DWER. The land in question is owned by the State through DevelopmentWA. Therefore, it will be up to DevelopmentWA to determine whether there is an opportunity to retain bushland on this site, as the land is already zoned to allow for development.	
14.11	An area of bushland of approximately 60 hectares on Lot 801 is not yet approved for clearing. However, this land is included within the structure plan boundary.	The land subject of the submission is situated on the western extent of Lot 801 Flynn Drive. Under the current planning framework, the land is already capable of being cleared for industrial subdivision. The revised planning framework will continue to guide industrial subdivision and development on this land. The revised structure plan will require the preparation of Flora and Vegetation Surveys as well as a Native Fauna Management Plan prior to any subdivision works being carried out.	No modifications required.
14.12	The submitters are enquiring the actions the City is undertaking to protect the significant biodiversity within the NIA and surrounding areas that are yet to be mapped.	The City has adopted a Local Biodiversity Plan (LBP), with its primary aim being to outline the City's targets for the retention, protection and management of local natural areas. The LBP also identifies the Neerabup Industrial Area as undergoing significant redevelopment in the near future. The LBP acknowledges the Federal legislation that is in place that provides an important role in protecting threatened ecological communities such as Banksia and Tuart woodlands. As such, these are not mapped out in the LBP.	No modifications required.
14.13	There is no provision or even acknowledgement for connectivity to facilitate fauna movement between the conservation areas. For example, for appropriate fauna underpasses under Flynn Drive or connection to the proposed Mather Reserve and to other bushland to the west, east or northeast. With appropriate fencing and adequately designed underpasses, animal movement between the remaining patches of bushland can be managed and they can move to seek refuge from fires.	The Environmental Assessment that informs the planning proposals outlines a series of fauna management actions for the City to consider. However, the need to provide connectivity for fauna in Mather Reserve to other bushland is not mentioned in the Environmental Assessment. Therefore, such a requirement is not mentioned in either Part 1 or Part 2 of the proposed revised structure plan.	No modifications required.
14.14	The proposed structure plan conditions the requirement for the development of Bushfire Management Plans at subdivision. To protect the fragmented bushland in the proposed reserves, it is critical that all the asset protection measures are facilitated on the industrial lots.	This will be addressed when Bushfire Management Plans are submitted at the subdivision stage. The City (and the WAPC) will consider whether the asset protection measures proposed for industrial lots are appropriate.	No modifications required.
14.15	The proposed railway line would further fragment Neerabup National Park and is opposed.	The alignment of the rail line shown in the structure plan amendment reflects advice that was received by the Public Transport Authority.	No modifications required.

Recommended Modifications – Replacement Provisions
Part 1, Section 8.2 of Draft Revisions to Neerabup Industrial Area Local Structure
Plan No. 17

8.2 Controlling Direct Lot Access from Major Roads

- 8.2.1 Direct vehicular access onto industrial lots from Flynn Drive will not be supported.
- 8.2.2 Major roads identified on Plan 1 (excluding Flynn Drive) should be designed to be efficient and ensure congestion is managed, and for minimal vehicle access/egress to lots from major roads.
- 8.2.3 A Plan of Subdivision should generally demonstrate that direct access/egress is minimised where possible to proposed lots from major roads, having regard to the criteria in clause 8.2.4 (excluding Flynn Drive as per clause 8.2.1).
- 8.2.4 The Western Australian Planning Commission and/or City of Wanneroo may require an access strategy to be prepared and submitted as technical information to demonstrate that the following criteria can be met in relation to facilitating direct vehicular access/egress to lots from an adjoining major road:
- (a) Lots proposing access/egress from a major road are proposed with a lot size equal to or greater than 1.0 hectare; or, a proposed lot frontage to the major road lot frontage equal to or greater than 100 metres.
 - (b) Having regard to the Restricted Access Vehicle classification of the major road, direct vehicular access/egress from a major road shall be designed to facilitate left-in, left-out, or both left-in and left-out movements for vehicles entering and exiting lots in forward gear.
 - (c) Lots shall be designed where possible with frontage and vehicular access from at least one other subdivisional road, preferably a minor road, to facilitate the access/egress of heavy vehicles. Access/egress from lots to other subdivisional roads are not required to be designed "lane correct" where the other subdivisional road is a lower RAV classification design standard than the major road.
 - (d) Access/egress into lots from major roads should desirably be located:
 - i. Beyond the downstream functional area of nearby intersections;
 - ii. Not within turn pockets located on the same side of the road carriageway; and
 - iii. 35 metres (or more) away from a median opening that allows right turn movements from the subject carriageway.
 - (e) A maximum of one vehicular access point into a lot from an adjoining major road will be supported, regardless of the width of the lot frontage to that major road. Alternatively, separate left-in and left-out crossovers may be considered.
- 8.2.5 Notwithstanding the criteria in Section 8.2.4 above, the Western Australian Planning Commission and/or City of Wanneroo may require an access strategy to be prepared and submitted as technical information to demonstrate the functionality and access/egress to lots from a CAPS road, situated in a road reserve with a major road.
- 8.2.6 The Western Australian Planning Commission may impose conditions of subdivision approval requiring a covenant be placed on relevant lots pursuant to Section 150 of the *Planning and Development Act 2005* and Part 3, Division 3 of the *Planning and Development Regulations 2009* (or other legal mechanism). Mechanisms to restrict access may be applied in accordance with the recommendations of an access strategy and/or in consultation with the City of Wanneroo.

Amendment No. 7 to Neerabup Industrial Area Structure Plan No. 17

Schedule of Recommended Modifications Following Advertising

Mod No.	Administration's Recommended Modifications	Administration Comment
1	Remove all reference to 'agreed structure plan' in the structure plan titles and the structure plan documentation – and replace it with either 'structure plan' or 'standard structure plan' depending what the context allows.	This is to reflect terminology used in the deemed provisions for local planning schemes contained within the <i>Planning and Development (Local Planning Schemes) Regulations 2015</i> . 'Agreed structure plan' was a term used in DPS 2 prior to the gazettal of those Regulations.
2	In the first sentence of the Executive Summary, put the 'NIA' in brackets in bold.	This is to be consistent with the remainder of the proposed amended structure plan document, which puts abbreviations in bold when they are first used.
3	Insert the following as a new eighth paragraph of the Executive Summary: <i>The Economic and Employment Strategy supporting this structure plan forecasts that with a moderate growth trajectory, the NIA is forecasted to reach full build-out within the next 40-45 years. At full build-out, the utilisable floorspace capacity is expected to be 3,600,000 square metres, based on 60 percent of the approximately 600 hectares of developable land.</i>	This is in response to a submission from the DPLH which outlined the need to include a Land Use Summary Table to provide a quick reference point to convey the predicted lot yield for each zone and the estimated industrial floor space. Administration argues against the need: <ul style="list-style-type: none"> For a Land Use Summary Table in its response to this submission (refer to Item 6.5 of the Summary of Submissions), particularly to To prescribe a lot yield, as this would depend on market demand. <p>However, Administration considers that estimated industrial floor space could be detailed within the Executive Summary – without the need to prepare a 'Summary Table' as DPLH has suggested.</p>
4	Delete one of the following paragraphs which appears in duplicate in the Executive Summary: <i>This structure plan also recognises the transport planning initiatives highlighted in the NWSRPF. ASP 17 coordinates the structure planning within the NIA in a way that recognises the proposed rail corridor alignment (to traverse through the NIA) as well as the prospect of changing traffic flows as a result of the proposed Whiteman-Yanchep Highway being delivered at a future date.</i>	This modification seeks to resolve a typographical error.
5	In Part 1 – introduce a new Section 2.0 on 'Purpose', which prescribes the following: 2.0 PURPOSE <i>The purpose of ASP 17 is to:</i> <ul style="list-style-type: none"> <i>Provide a planning framework that would support economic and strategic planning targets that the State Government and the City of Wanneroo have set for the Neerabup Industrial Area; and</i> <i>Coordinate the ongoing subdivision of land in the Neerabup Industrial Area for industrial purposes.</i> <p>And re-number Part 1, Section 2 to Section 9 of the amended structure plan accordingly.</p>	As outlined by the DPLH in its submission, adding a "Purpose" section in Part 1 of the amended structure plan will provide detail in a manner consistent with the DPLH draft Structure Plan Guidelines. There is no obligation to adhere to the Guidelines, as they are still in draft. However, Administration considers that adding a 'Purpose' section will not have any significant consequences to the content and presentation of the amended structure plan.
6	In Part 1, Section 2 – delete the word 'section' after 'Implementation'	This change is to reflect the correct title of Part 1 – which is 'Implementation' and not 'Implementation Section'.

Amendment No. 7 to Neerabup Industrial Area Structure Plan No. 17

Schedule of Recommended Modifications Following Advertising

Mod No.	Administration's Recommended Modifications	Administration Comment
7	In Part 1, Table 1 (contained in Section 6.3.2) – revise the 'POS Minimum Area' for Sector 3 from 1.82 hectares down to 1.62 hectares.	As Wesbeam are using Lot 1000 (190) Pederick Road for industrial processes, this site should be excluded from Sector 3. By excluding the Wesbeam site from Sector 3, this prompts modifications to the amended structure plan to reduce the amount of public open space (POS) to be required for that sector overall – so that 2% of the subdivisible area of the sector is set aside for POS.
8	Delete Part 1, Section 6.3.4.	This provision had stipulated that public open space created through subdivision should be vested in the Crown and thereafter managed by the local government. Administration agrees with a submission received that vesting of land is covered in Section 152 of the <i>Planning and Development Act 2005</i> , and therefore does not need to be replicated in the structure plan.
9	In Part 1, Section 6.6.2 – to add the following wording after the current provisions: <i>The interface should be provided as a road separating industrial development from the natural environment. However, as an alternative, a building setback within an industrial lot guided by local development plan provisions may be considered.</i> <i>The design of any interface should be informed by Bushfire Management Plans as well as State Planning Policy 3.7: Planning for Bushfire Prone Areas and its associated guidelines.</i>	Administration agrees with submissions received that there is insufficient detail in Section 6.6.2 on the interface that is to be provided between industrial subdivision and the adjoining natural environment. The additional text should clarify the appropriate interface that should be considered at subdivision.
10	In Part 1, Section 7.0 – reword this section to prescribe the following: <i>Local Development Plans are to be prepared pursuant to Clause 47 of the Deemed Provisions, through a condition of subdivision approval, for the following:</i> <ul style="list-style-type: none"> • <i>Service Hubs where located on Plan 1 – to address and provide for (as a minimum) built form orientation, building footprint, setbacks, landmark features, communal outdoor passive spaces, landscaping, car parking, glazing and signage.</i> • <i>Lots directly abutting public open space, recreation, conservation reserves or areas subject to further planning – to address and provide for (as a minimum) built form interface and fencing.</i> • <i>Lots directly abutting the proposed rail corridor – to address and provide for (as a minimum) any rail noise considerations, site levels and built form interfaces with the rail reserve.</i> • <i>Lots with access to a Controlled Access Places (CAPS) road – to address and provide for (as a minimum) vehicular access, setback, landscaping, car parking and other built form interface with the CAPS road.</i> 	What is proposed provides additional context as to what local development plans should set out to achieve in certain circumstances. The lack of context currently in this provision was an issue raised in the submissions. The reworded provision is more aligned to equivalent provisions in other recently-approved structure plans.
11	In Part 1, Section 8.1.2 – delete the word 'sufficient' from the first dot point.	This modification seeks to resolve a typographical error.
12	In Part 1, Section 8.1.2 – modify the reference of 'Section 8.4' to 'Section 8.3' in the second dot point.	This modification seeks to resolve a typographical error.

Amendment No. 7 to Neerabup Industrial Area Structure Plan No. 17

Schedule of Recommended Modifications Following Advertising

Mod No.	Administration's Recommended Modifications	Administration Comment
13	In Part 1 – rename Section 8.2 from 'Restriction of Access from Major Roads' to 'Controlled Direct Lot Access from Major Roads'.	The renaming is a result of Section 8.2 no longer restricting all direct access onto lots from major roads (as the advertised provision prescribed) – but rather imposing controls to allow access in limited circumstances. Refer to Modification 14 below and the 'Comment' section of the Council Report (under the sub-heading 'Controlling Direct Lot Access from Major Roads').
14	In Part 1, Section 8.2 – delete the provisions and replace with those provided in Attachment 3 of the Council Report.	Provided in the 'Comment' section of the Council Report (under the sub-heading 'Controlling Direct Lot Access from Major Roads').
15	In Part 1, Section 8.3 – add a new subsection 8.3.2 which prescribes the following: <i>8.3.2 Subject to the agreement of the City and Main Roads Western Australia, other roads may be designed and constructed to RAV 7 standard, provided that it can be demonstrated that adequate connections to the RAV 7 rated portion of Pederick Road (shown on Plan 1) can be achieved.</i> And renumber the existing sub-section 8.3.2 accordingly.	The addition of this provision is to allow design and construction of roads to a RAV 7 standard at subdivision, if pursued by a landowner/developer, to provide RAV 7 road connection to industrial lots from Pederick Road. This may alleviate the need for landowners, industry operators and transport companies in obtaining permits for RAV 7 rated vehicles.
16	In Part 1, Section 8.5 – delete the word 'medical' as a use located within service hubs, as referred to in this section.	The Amendment No. 202 to DPS 2 proposal that had been initiated by Council had contemplated 'medical centre' as an additional use capable of approval in the service hubs. However, on the WAPC's initial consideration of Amendment No. 202 before advertising, the WAPC made recommendations for a series of modifications to be made to that proposal. One such modification was to remove 'medical centre' as an additional use in the service hubs. The suggested modification to the structure plan therefore aligns with the modifications to Amendment No. 202 to DPS 2 as recommended by the WAPC.
17	In Part 1, Plan 1 – modify the depiction of 'Wastewater pump stations' to 'Indicative locations for wastewater pump stations'.	Administration agrees with a submission received that the final locations of the wastewater pump stations is subject to detailed design. Therefore, showing the location of this infrastructure as 'indicative' is appropriate.
18	In Part 1, Plan 1 – provide the following: <ul style="list-style-type: none">A light shading showing the DPS 2 zonings and scheme reserves within the Neerabup Industrial Area in accordance with Council's support for Amendment No. 202 to DPS 2 following advertising; andA notation on the plan that prescribes as follows: <i>The zoning and scheme reserves shown on this plan have effect through the City's local planning scheme and not this structure plan.</i>	Notwithstanding that the City will impose zonings and scheme reserves over land in the NIA through Amendment No. 202 to DPS 2, the DPLH have requested this detail still be shown on the structure plan for information and ease of reference.

Amendment No. 7 to Neerabup Industrial Area Structure Plan No. 17

Schedule of Recommended Modifications Following Advertising

Mod No.	Administration's Recommended Modifications	Administration Comment
19	In Part 1, Plan 3 – remove the purple indication for Sector 3 over Lot 1000 Pederick Road, so that no shading applies over that lot.	As Wesbeam are using Lot 1000 (190) Pederick Road for industrial processes, this site should be excluded from Sector 3. By excluding the Wesbeam site from Sector 3, this prompts modifications to the amended structure plan to reduce the amount of public open space (POS) to be required for that sector overall – so that 2% of the subdivisible area of the sector is set aside for POS.
20	In Part 2, Section 1.2.2 – retitle Figure 3 to 'Land Ownership Plan'.	In Part 2 currently, Figure 3 has been given the same title as Figure 2. This modification seeks to resolve this typographical error.
21	In Part 2, Section 1.3 – reword the fourth paragraph to the following: <i>The deemed provisions for local planning schemes (Deemed Provisions) in Schedule 2 of Planning and Development (Local Planning Schemes) Regulations 2015 (Regulations) set out how structure plans are to be prepared, advertised, approved and operated. Through its Guidelines, the WAPC provides further guidance on the scope, format and content of structure plans.</i>	This modification seeks to: <ul style="list-style-type: none"> Resolve a typographical error in the first sentence (the final word 'the' is replaced with 'be'; and Remove reference to the WAPC Structure Plan Framework as it will soon be rescinded. A general reference to WAPC guidance replaces references to a specific framework.
22	In Part 2, Section 1.3.1.1 – delete and replace the first paragraph with the following: <i>An MRS extract of the NIA and the surrounds is included as Figure 4. A small portion of land in the south-western corner of the structure plan area had previously been reserved for the purpose of Parks and Recreation under the MRS and was designated Bush Forever. However, in December 2022, the Minister for Planning approved an MRS amendment (1379/57), which now lifts the Bush Forever designation and zones this land 'Industrial'.</i>	This text requires an update to reflect the approval of an MRS amendment affecting land in the NIA (1379/57), granted after Council resolved to prepare Amendment No. 7 to ASP 17.
23	In Part 2, Section 1.3.1.1 – update the MRS Extract Map (Figure 4) to incorporate amendment 1379/57 to the MRS (1379/57).	Modifications to Figure 4 reflect the text changes proposed through Modification 22 above.
24	In Part 2, Section 1.3.1.2 – reword the first two paragraphs to the following: <i>At the time that Council resolved to prepare Amendment No. 7 to this structure plan, land in the NIA was zoned under DPS 2 as shown in Figure 5. Zoning in the NIA was largely Industrial Development; with an exception being the General Industrial zone applying over a 174 hectare area located centrally within the NIA.</i> <i>The approval of Amendment No. 202 to DPS 2 will result in the majority of land being zoned General Industry and Service Industry. Amendment No. 202 to DPS 2 also proposed to classify of a 50-hectare conservation area at Lot 8001 as 'Local Schemes Reserve – Environmental Conservation'. The Scheme Map changes proposed through Amendment No. 202 to DPS 2 are shown in Figure 6 and reflected in Plan 1.</i>	An update to resolve typographical errors and better reflect the status of Amendment No. 202 at the time following the concurrent advertising of that proposal with Amendment No. 7 to ASP 17.

Amendment No. 7 to Neerabup Industrial Area Structure Plan No. 17

Schedule of Recommended Modifications Following Advertising

Mod No.	Administration's Recommended Modifications	Administration Comment
25	In Part 2, Section 1.3.1.2: <ul style="list-style-type: none"> Update Figure 6 to reflect the approval to Amendment No. 172 and the modifications to Amendment No. 202 which Council have recommended following advertising of that proposal; Update Figure 6 to provide zoning detail of surrounding land outside the Neerabup Industrial Area; and To rename Figure 6 to 'Zoning of the NIA Resulting from Amendment No. 172 and Amendment No. 202 to DPS 2'. 	Modifications to Figure 6 provide up to date DPS 2 zoning detail resulting from the imminent approval of Amendment No. 172 and Amendment No. 202 to DPS 2 (as recommended to be modified following advertising).
26	In Part 2, Section 1.3.1.4 – replace the reference to 'Figure 5' with 'Figure 6'	As outlined in Modification 25 above, an update to Figure 6 will show zoning and reservation of land within and outside the NIA, to reflect the approval to Amendment No. 172 and the modifications to Amendment No. 202 which Council have recommended following advertising of that proposal.
27	In Part 2, Section 1.3.1.4 – replace the word 'Barbagallo' in the third dot point with 'Wanneroo', so that the dot point reads as follows: <ul style="list-style-type: none"> Land due north of the NIA is reserved for Parks and Recreation under the MRS (including the Wanneroo Raceway). 	Barbagallo Raceway is a former commercial name for the raceway, which has not been used formally since 2020. Although the raceway is now known commercially as 'Carco.com.au Raceway', it is formally known as the 'Wanneroo Raceway'.
28	In Part 2, Section 1.3.1.4 – replace the reference to the 'Private Clubs/Recreation' zone in the fifth dot point with 'Private Community Purposes' zone.	To reflect the change to the zone that will occur on approval of Amendment No. 172 to DPS 2.
29	In Part 2, Section 1.3.1.4 – replace the reference to the 'Special Rural' zone in the sixth dot point with 'Rural Residential' zone.	To reflect the change to the zone that will occur on approval of Amendment No. 172 to DPS 2.
30	In Part 2, Section 1.3.2.2 – reword the final paragraph to read as follows: <p><i>The City's new Economic Development Strategy 2022-2032 was endorsed by Council in August 2022. The new Strategy continues to highlight the importance of the NIA in providing economic development opportunities for the City and is aligned with what this structure plan is setting out to achieve.</i></p>	To reflect the endorsement of the City's new Economic Development Strategy, which occurred after Council resolved to prepare Amendment No. 7 to ASP 17 in July 2022.
31	In Part 2, Section 1.3.3.1 – to close the bracket and add a full stop where 'WAPC, 1988' is referred to in respect to Development Control Policy 4.1.	This modification seeks to resolve a typographical error.
32	In Part 2, Section 1.3.4 – delete the word 'recent' in the first paragraph.	Relates to subdivision applications/approvals which were 'recent' at the time the amended Part 2 document was prepared. However, the period of time will no longer be 'recent' by the time that Amendment No. 7 is approved or at any time during the ten-year life of the structure plan.
33	In Part 2, Section 2.1.1 – the commencement of the second dot point being reworded to the following: <ul style="list-style-type: none"> Bush Forever site 295 – totals an area of 51.6 hectares, and is spread across multiple sites as outlined below: 	This modification seeks to resolve a typographical error.

Amendment No. 7 to Neerabup Industrial Area Structure Plan No. 17

Schedule of Recommended Modifications Following Advertising

Mod No.	Administration's Recommended Modifications	Administration Comment
34	In Part 2, Section 2.1.1 – to reword the paragraph discussing Bush Forever site 384 as follows: <i>Bush Forever site 384 is also situated over the MRS Parks and Recreation reservation located to the west of the NIA. A small portion of this Bush Forever area had encroached into the structure plan area onto the south-western corner of Lot 801 (refer purple detail in Figure 8). However, the Bush Forever designation over this portion Lot 801 was removed through the approval of MRS Amendment 1379/57 in December 2022.</i>	This text requires an update to reflect the recent approval of an MRS amendment (1379/57), which occurred after Council resolved to prepare Amendment No. 7 to ASP 17.
35	In Part 2, Section 2.1.1 – to modify the reference of the 'Local Scheme Reserve – Conservation' to 'Local Scheme Reserve – Environmental Conservation' in the paragraph referring to Lot 8001.	Currently, the text in the proposed amended structure plan refers to Lot 8001 becoming a local scheme reserve for 'conservation'. This local scheme reserve type will be renamed to 'environmental conservation' on approval of Amendment No. 172.
36	In Part 2, Section 2.1.2 – to modify the reference of the 'Local Scheme Reserve – Conservation' in the fourth paragraph to 'Local Scheme Reserve – Environmental Conservation'.	Currently, the text in the proposed amended structure plan refers to Lot 8001 becoming a local scheme reserve for 'conservation'. This local scheme reserve type will be renamed to 'environmental conservation' on approval of Amendment No. 172.
37	In Part 2, Section 2.1.2 – to change the word 'city's' in the final paragraph so that it has a capital 'C'.	This modification seeks to resolve a typographical error.
38	In Part 2, Section 2.5.1 – to delete the final two paragraphs and insert the following: <i>Developers are to be informed of their obligations under the Aboriginal Cultural Heritage Act 2021. This will involve undertaking a due diligence assessment and potential consultation with traditional owners and relevant government authorities. Under the Aboriginal Cultural Heritage Act 2021, if Aboriginal Cultural Heritage sites have been identified and are located within the development area, and the proposed works/development may cause impact or damage, an application under that Act must be submitted for consideration.</i>	This modification reflects legislative changes resulting from the repeal of the <i>Aboriginal Heritage Act 1972</i> and the introduction of the new <i>Aboriginal Cultural Heritage Act 2021</i> .
39	In Part 2, Section 2.5.1 – to put the term 'subject to further structure planning' in inverted commas.	Only one inverted comma is in the text currently before the word 'subject'. This modification seeks to resolve a typographical error.
40	In Part 2, Section 2.6.1 – to reword the first paragraph to the following: <i>A Concept Masterplan for the NIA was prepared during the City's planning framework review. This occurred in order to clearly establish, outline and map out the opportunities and constraints for further development; as well as to inform the completion of the Technical Reports. Some of the constraints are discussed in further detail in the following sub-sections.</i>	This modification seeks to resolve a typographical error.
41	In Part 2, Section 2.6.3 – to change reference of 'Lot 901' to 'Lot 902' in the second paragraph of the first dot point.	Reference to Lot 901 was made in error. The relevant provision is instead referring to Lot 902.
42	In Part 2, Section 2.6.5 – to replace all references to 'the Barbagallo' with Wanneroo', in respect to reference to the raceway.	Barbagallo Raceway is a former commercial name for the raceway, which has not been used formally since 2020. Although the raceway is now known commercially as 'Carco.com.au Raceway', it is formally known as the 'Wanneroo Raceway'.

Amendment No. 7 to Neerabup Industrial Area Structure Plan No. 17

Schedule of Recommended Modifications Following Advertising

Mod No.	Administration's Recommended Modifications	Administration Comment
43	In Part 2, Section 2.6.5 – in the second paragraph, to add a full stop between 'General Industry' and 'Development'.	This modification seeks to resolve a typographical error.
44	In Part 2, Section 3.1.3 – in the second paragraph, to delete the word 'medical' to describe the uses that could be established in service hubs.	<p>The Amendment No. 202 to DPS 2 proposal that had been initiated by Council had contemplated 'medical centre' as an additional use capable of approval in the service hubs.</p> <p>However, on the WAPC's initial consideration of Amendment No. 202 before advertising, the WAPC recommended a series of modifications for that proposal. One such modification was to remove 'medical centre' as an additional use in the service hubs.</p>
45	<p>In Part 2, Section 3.2.2 – convert the first sentence of the fourth paragraph into its own paragraph, and add the following as subsequent sentences:</p> <p><i>Following the advertising of Amendment No. 7 to this structure plan, it was also considered that the planning framework also needed to allow the possibility of other roads being designed and constructed to a RAV 7 standard. Part 1, Section 8.3.2 of this structure plan allows a developer to pursue a design, construction and approval of any road in the NIA to a RAV 7 standard – provided that a connection to the RAV 7 rated portion of Pederick Road (as shown on Plan 1) is possible. This would allow direct access for RAV 7 vehicles into industrial lots not located on Pederick Road, without the need to burden transport companies and industrial occupants within the NIA to obtain permits to use these roads.</i></p>	Additional explanation in Part 2, Section 3.2.2 relates to the modification to the RAV 7 provisions recommended for Part 1, Section 8.3 of the draft structure plan (refer to Modification 15 above).
46	In Part 2, Section 3.2.4 – in the fourth paragraph, second sentence, add the word 'be', between the words 'to' and 'widened'.	This modification seeks to resolve a typographical error.
47	<p>In Part 2, Section 3.2.5 – delete the final three paragraphs and replace with the following:</p> <p><i>Given some seemingly high traffic projections in the Traffic and Transport Study, advice was sought from Main Roads Western Australia (MRWA) to confirm whether those projections could be realistic. MRWA was guided by traffic and economic data inputs from DPLH and the City – as well as future traffic distributions from existing and future roads. MRWA then prepared a ROM modelling assessment, demonstrating that MRWA projections of traffic volumes to 2051 being marginally lower in the NIA (but substantially lower for Flynn Drive) than what is projected in the Traffic and Transport Study.</i></p> <p><i>The City understands that the ROM modelling detail from MRWA is confidential, and therefore it is not provided in this structure plan document. Proponents of subdivision are therefore encouraged to liaise with MRWA in obtaining this data.</i></p> <p><i>As outlined in previous sections, the Traffic and Transport Study provides a range of cross-sectional designs and road reserve widths that should be considered for the major roads in the NIA, based on projected traffic volumes and other factors. Given that the traffic volumes projected by MRWA in its ROM modelling are only marginally lower than the Traffic and Transport Study, this does not warrant changes to the cross-sectional designs and road reserve</i></p>	<p>The recommended rewording of Part 2, Section 3.2.5 of the amended structure plan provides more detail on the following:</p> <ul style="list-style-type: none"> • Discussion on the seemingly traffic volumes projected in the GHD Traffic and Transport Study, which was an issue raised in the submissions; and • The assistance that MRWA has provided the City with ROM modelling – without divulging confidential information. <p>Further discussion is provided in the 'Comment' section of the Council Report (under the sub-heading 'Traffic Volumes').</p>

Amendment No. 7 to Neerabup Industrial Area Structure Plan No. 17

Schedule of Recommended Modifications Following Advertising

Mod No.	Administration's Recommended Modifications	Administration Comment
	<p><i>widths that are provided in the Traffic and Transport Study.</i></p> <p><i>Part 1 of this structure plan and WAPC guidelines will require traffic assessments at subdivision stage, which would consider traffic projections in more detail and more specifically to a subdivision proposal. It would be through those traffic assessments prepared at a later date that a developer, the City and the WAPC can confirm and apply the appropriate cross-sections and reserve widths for major roads in the NIA.</i></p>	
48	<p>In Part 2, Section 3.2.5 – add a new sub-section 3.2.5.1 titled 'Controlling Direct Lot Access from Major Roads' as follows:</p> <p><u>3.2.5.1 Controlling Direct Lot Access from Major Roads</u></p> <p><i>An efficient road network for heavy vehicle movement in the NIA will provide the backbone for strong and continued growth of this critical economic and employment hub. Inefficiencies which could arise from uncontrolled direct access onto industrial lots from major roads could create avoidable congestion. This will also have a negative impact on the efficiency and purpose of the road network and associated traffic flows – making the NIA a less attractive place for industrial companies to invest.</i></p> <p><i>Prior to the approval of Amendment No. 7, this structure plan was supported by a traffic report prepared by Sinclair Knight Merz that did not propose frontage access from individual lots to major roads carrying in excess of 15,000 vehicles per day.</i></p> <p><i>Part 1 of the structure plan provides for criteria which supports limited access onto industrial lots from major roads. These criteria were formulated between the City's traffic engineers and their counterparts working on behalf of DevelopmentWA. The criteria were formulated to apply to direct access from any major road indicated on Plan 1, regardless of who may be creating the adjoining lot through subdivision.</i></p> <p>And modify the amended structure plan Table of Contents accordingly.</p>	<p>The addition of a new sub-section 3.2.5.1 is to provide explanation on the modified Part 1, Section 8.2 of the draft structure plan (refer to Modification 14 above).</p> <p>Further discussion is provided in the 'Comment' section of the Council Report (under the sub-heading 'Controlling Direct Lot Access from Major Roads').</p>
49	<p>In Part 2, Section 3.2.6 – reword this section to state the following:</p> <p><i>The location of minor and connector roads are not identified in Plan 1 (in Part 1) of the structure plan. Minor and connector road alignments should be considered at the subdivision stage of planning, in consideration of the major road alignments and final surface contours mapped out in Plan 1 and Plan 2 (in Part 1).</i></p>	<p>This section continues to explain why lower order roads are not shown on Plan 1 of the structure plan. However, this Section has been reworded to:</p> <ul style="list-style-type: none"> • Remove reference to the WAPC Structure Plan Framework (which will soon be rescinded); and • To include reference to 'connector roads' as also not being shown on the structure plan map.
50	<p>In Part 2, Section 3.2.7 – to insert a new second paragraph which provides the following:</p> <p><i>Should the PTA or other State Government agencies confirm an alternative alignment for the rail than what is shown on Plan 1 – or confirm that a rail alignment through the NIA will not be pursued – an amendment to this structure plan should be undertaken as soon as is practicable.</i></p>	<p>This modification is in response to a submission received – by clarifying that the structure plan will need to be further amended should the PTA agree on either not providing rail through the NIA or on an alternative rail alignment to what is shown in the amended structure plan.</p>

Amendment No. 7 to Neerabup Industrial Area Structure Plan No. 17**Schedule of Recommended Modifications Following Advertising**

Mod No.	Administration's Recommended Modifications	Administration Comment
51	In Part 2, Section 3.2.7 – to replace reference to 'Barbagallo' with Wanneroo in the final paragraph', in respect to reference to the raceway.	Barbagallo Raceway is a former commercial name for the raceway, which has not been used formally since 2020. Although the raceway is now known commercially as 'Carco.com.au Raceway', it is formally known as the 'Wanneroo Raceway'.
52	In Part 2, Section 3.3.3.1 – delete the following from the first sentence of the first paragraph: <i>"and the adjustments to that zoning boundary proposed under MRS Amendment 1379/57 (refer Section 1.3.1.1 above)."</i>	This wording is now redundant now that MRS amendment 1379/57 has now been approved by the Minister for Planning.
53	To add the following as a new final paragraph to Section 3.5.4 of the Part 2 Explanatory Report: <i>In terms of undertaking subdivision and development in proximity to the high-pressure gas pipelines, there are safety and setback requirements in place by ATCO Gas must be considered. Further information can be obtained from ATCO Gas or 'Before You Dig Australia'.</i>	ATCO Gas provided a submission highlighting the provisions of the WAPC draft Development Control Policy 4.3 (draft DC Policy 4.3). Although still in draft, it is considered that some regard be taken to this document. In particular, Section 6.2.2 of draft DC Policy 4.3 states that for structure plans, setbacks and risk mitigation measures should be specified in the structure plan report. In Administration's opinion, reference to the fact that ATCO Gas requirements are in place should be sufficient, as specific setback and risk mitigation measures change over time.
54	In Part 2, Section 3.6.1 – reword the second sentence from the first paragraph after the series of dot points: <i>Structure plans are not intended to determine built form; and if guidelines on built form are required for specific sites within the structure plan area, local planning policies or local development plans are to be prepared.</i>	This modification seeks to remove discussion and reference to the WAPC Structure Plan Framework as it will soon be rescinded.
55	In Part 2, Section 3.6.1 – modify the second paragraph below the first series of dot points to include the word 'plan' between 'structure' and 'requires'.	This modification seeks to resolve a typographical error.
56	In Part 2, Section 3.6.2 – in the second paragraph, correct reference to metres squared (m2 to m ²).	This modification seeks to resolve a typographical error.
57	In Part 2, Section 3.6.4 – reword the second paragraph after the dot points to the following: <i>LPP 4.3 makes exceptions for POS to not be required in industrial areas. Similarly, the Subdivision and Built Form Report also presents reasons as to why POS may not be warranted for most of the NIA. However, the LPP 4.3 exemptions should not be applied, as the City considers that POS in the NIA would be utilised, contribute toward providing a desirable built form and serve various functions as listed above.</i>	The rewording of this text is to identify and discuss an inconsistency identified in a submission between the Subdivision and Built Form Report (contained within a technical appendix) and the provisions of Part 1 of the amended structure plan.

Amendment No. 7 to Neerabup Industrial Area Structure Plan No. 17

Schedule of Recommended Modifications Following Advertising

Mod No.	Administration's Recommended Modifications	Administration Comment
58	In Part 2 – add an abbreviation 'kV' meaning 'kilovolt' in the table of acronyms and abbreviations.	To clarify the abbreviation of 'kV', used multiple times throughout various sections of Part 2 of the amended structure plan document.
59	<p>In Part 2, Appendix 2 – delete the following text found under the 'Development Approvals' heading:</p> <p><i>This proposal has prompted the City to:</i></p> <ul style="list-style-type: none"> Identify this facility on Plan 1 (found in Part 1), as it has an effect on the subdivision and development on land in the NIA; and Consider how land use permissibility for research and development centres in the NIA should be outlined in DPS 2. This occurred through the preparation of Amendment No. 202 to DPS 2. <p>And replace it with the following:</p> <p><i>This proposal has prompted the City to identify this facility on Plan 1 (found in Part 1), as it has an effect on the subdivision and development on land in the NIA.</i></p>	<p>The Amendment No. 202 to DPS 2 proposal initiated by Council had contemplated 'Research and Development Centre' as a bespoke additional use capable of approval in the NIA.</p> <p>However, on the WAPC's initial consideration of Amendment No. 202 before advertising, the WAPC recommended a series of modifications to be made to that proposal. One such modification was to remove 'Research and Development Centre' as a bespoke additional use.</p> <p>The suggested modification to the structure plan therefore aligns with the modifications to Amendment No. 202 to DPS 2, made since the amended structure plan was initiated by Council.</p>
60	In the Traffic and Transport Study – modify Figure 3-5 in Section 3.2.3 to remove adjoining lot boundaries.	Figure 3-5 currently shows the road carriageways and heavy vehicle movement encroaching into adjoining corner lots which are not depicted with the standard corner truncations. The lot boundaries are also considered to be redundant detail in the figure. Therefore, to avoid confusion, the boundaries of adjoining lots should be removed from Figure 3-5.
61	In the Traffic and Transport Study – modify Figure 4-1 in Section 4.1.3 to replace indications of roundabouts at major intersections on Flynn Drive and Pederick Road with indications for traffic signals.	This is to resolve inconsistencies with what is provided elsewhere in the Traffic and Transport Study. For example, Figure 4-8 in Section 4.2.4 of the Traffic and Transport Study indicates traffic signals at the major intersections on Flynn Drive and Pederick Road.
62	In the Bushfire Management Plan (BMP) – modify Table 3.2 and Table 3.3 to correctly reflect the topography of Vegetation Area 9.	The Department of Fire and Emergency Services (DFES) has indicated that Vegetation Area 9 has an upward slope towards the development area; however, has been noted as flat in the vegetation assessment in Table 3.2 of the BMP.
63	In the BMP – modify Figure 3.1 to reconfigure the red arrow for photo point 2A to point due east.	Reconfiguring the arrow coincides with the image taken at photo point 2A, which is included in the BMP.
64	In Section 3.1.2 of the BMP – replace the image taken at photo point 11A with a photograph taken in a southerly direction from the same point.	The image taken from photo point 11A in the BMP was taken in an easterly direction – and not in a southerly direction that Figure 3.1 of the BMP is indicating.

Amendment No. 7 to Neerabup Industrial Area Structure Plan No. 17**Schedule of Recommended Modifications Following Advertising**

Mod No.	Administration's Recommended Modifications	Administration Comment
65	In the BMP – modify Figure 3.1 to: <ul style="list-style-type: none"> • Show photo point 13A on Warman Street, west of Mather Drive – with an arrow pointing in a westerly direction; • Show photo point 13F on the southwestern corner of the Wanneroo Raceway – with an arrow pointing northeast; and • Replace photo point '13' on Avery Street within DevelopmentWA's Meridian Park estate with '13H'. 	This change is in response to a submission from DFES, as photo point 13A, 13F and 13H could not be located on Figure 3.1.
66	In Table 3.3 of the BMP – modify the separation distances prescribed for Vegetation Areas 6 and 9 to be consistent with AS3959:2018.	To resolve an error in Table 3.3 of the BMP in the separation distances prescribed for Vegetation Areas 6 and 9. The separation distances prescribed in the table are for Class D scrub as taken from the Australian standards, and not Class B Woodland that Figure 3.1 identifies this land as.
67	In the BMP – modify Figure 3.2 to update the BAL ratings to coincide with Modifications 62 and 65 above.	Modifications to Figure 3.2 are needed to update the BAL contours as a result of Modifications 62 and 65 above.



Form 5D

Application to extend the approval of a Structure Plan



Please print clearly and tick the appropriate boxes.

1. WAPC structure plan number
2. Structure Plan approval date
3. Local Government reference number
4. Structure Plan name (if applicable)

1. Local Government details

Local Government	<input style="width: 700px;" type="text"/>		
Contact person	<input style="width: 350px;" type="text"/>	Position	<input style="width: 250px;" type="text"/>
Postal address	<input style="width: 350px;" type="text"/>	Phone	<input style="width: 250px;" type="text"/>
Town/suburb	<input style="width: 350px;" type="text"/>	Fax	<input style="width: 250px;" type="text"/>
Post code	<input style="width: 350px;" type="text"/>	Email	<input style="width: 250px;" type="text"/>

2. Applicant details

* The applicant is the person with whom the WAPC will correspond, and if approved, the person to whom the approval will be sent.

Name/Organisation	<input style="width: 700px;" type="text"/>		
Contact person	<input style="width: 350px;" type="text"/>	Position	<input style="width: 250px;" type="text"/>
Postal address	<input style="width: 350px;" type="text"/>	Phone	<input style="width: 250px;" type="text"/>
Town/suburb	<input style="width: 350px;" type="text"/>	Fax	<input style="width: 250px;" type="text"/>
Post code	<input style="width: 350px;" type="text"/>	Email	<input style="width: 250px;" type="text"/>

3. Extension of approval information

1. Proposed length of extension
2. Brief statement of reason(s) why an extension of time is being sought
3. Supporting information (please specify)
4. Any other information/comments

The information and plans provided with this application may be made available by the WAPC for public viewing in connection with the application.

Assets

Asset Operations & Services

AS01-05/23 Appointment of Delegate to RoadWise Advisory Group

File Ref: 1446V05 – 23/139268
Responsible Officer: Director Assets
Attachments: 1

Issue

To consider the appointment of two Council Member delegates to the RoadWise Advisory Group.

Background

Councillor Sangalli has resigned as a Council Member, and therefore as a delegate to the RoadWise Advisory Group. In addition, Councillor Baker has submitted his resignation as a delegate due to other commitments.

Detail

RoadWise Advisory Group meetings are held Bi-monthly at the City of Wanneroo Civic Centre. The purpose of this group is to provide a forum for community liaison, implement community road safety projects and to provide advice to the City of Wanneroo on strategic traffic and road safety issues aligned with the City of Wanneroo Road Safety Strategic Action Plan 2019-2021 that affects the residents and transport users within the City.

The Advisory Group is required to consist of *“a minimum of three Council representatives appointed by Council”* as written in the Terms of Reference (Attachment 1). The current delegates for the RoadWise Advisory group are:

- Cr Natalie Herridge

While Administration is aware that Council Elections in October 2023 would require delegates to be renominated, the upcoming RoadWise meetings planned in July and August may be unable to reach a quorum without the additional delegates being appointed.

Consultation

Nil

Comment

Council is requested to consider the appointment of two Council Members as delegates to the RoadWise Advisory Group.

Where there are more nominations than vacancies for representation, a vote by a show of hands will be conducted.

Statutory Compliance

Nil

Strategic Implications

The proposal aligns with the following objective within the Strategic Community Plan 2021 – 2031:

7 ~ A well governed and managed City that makes informed decisions, provides strong community leadership and valued customer focused services

7.4 - Promote offerings, opportunities and initiatives

Risk Appetite Statement

In pursuit of strategic objective goal 7, we will accept a Medium level of risk as the City balances the capacity of the community to fund services through robust cost-benefit analysis and pursues evidence-based decision making to be effective stewards of the Council and City for future generations.

Risk Management Considerations

Risk Title	Risk Rating
ST-S23 Stakeholder Relationship	Medium
Accountability	Action Planning Option
Director Corporate Strategy & Performance	Manage

Policy Implications

Nil

Financial Implications

Nil

Voting Requirements

Simple Majority

Recommendation

That Council APPOINTS Cr _____ and Cr _____ as delegate to the RoadWise Advisory Group.

Attachments:

1. [\(Final\) Terms of Reference RoadWise Advisory Group](#) 20/304047



TERMS OF REFERENCE

Title:	<i>RoadWise Advisory Group</i>
Purpose and Role	
<p>The purpose of this Group is:</p> <ul style="list-style-type: none"> To provide a forum for community liaison, implement community road safety projects and to provide advice to the City of Wanneroo on strategic traffic and road safety issues aligned with the City of Wanneroo Road Safety Strategic Action Plan 2019-2021 that affects the residents and transport users within the City. <p>Advisory Group: The role of an Advisory Group is to act in an Advisory capacity, providing the City's Administration and the Council with its views and/or proposals relevant to the objectives for which the group was established.</p> <p>It is put together to get opinions and make recommendations and/ or provide key information and materials to the Council, usually of a strategic nature. It may be ongoing (standing) or ad hoc (one-time) in nature. In operation, the Advisory Group cannot direct City Employees, expend monies, direct Volunteers or do anything, which is the responsibility of the City.</p>	
1. Aims & Functions	
<p>1.1 To encourage safe use of the City's road network by motorists, pedestrians and cyclists;</p> <p>1.2 To contribute to the development of the City's Cycle Plan;</p> <p>1.3 Become aware of existing and potential road safety problems, and recommend strategies to solve them;</p> <p>1.4 Lead and encourage interested community members to implement strategies to address road safety issues;</p> <p>1.5 Provide a means of two way communication and participation between the community and the City of Wanneroo on matters pertaining to road safety;</p> <p>1.6 Improve inter-agency collaboration and co-ordination;</p> <p>1.7 Safe Road Use through education and promotion of the Austroads Safe System framework with Towards Zero focus on influencing and improving road user behaviour.</p> <ul style="list-style-type: none"> • Safe Roads and Roadsides; • Safe Speeds; • Safe Vehicles; • Increasing the awareness of factors affecting driver ability for example driving tired or under the influence of alcohol and drugs; • Liaising with the WA Police for effectiveness in enforcement. <p>1.8 Provide feedback to the Department of Transport on planned legislation and new changes to road rules.</p> <p>1.9 Identify and recommend funding sources to Council to implement road safety projects.</p>	
2. Membership:	
<p>2.1 The Advisory Group shall consist of the following representation:</p> <ul style="list-style-type: none"> • A minimum of three Council representatives appointed by Council; 	

- Director Assets or nominees (Traffic Services);
- Main Roads Western Australia (MRWA) Traffic Section Representative (1);
- Western Australian Local Government Association RoadWise/WALGA Representative;
- A maximum of five community representatives.

2.2 The community representative shall;

- Reside or have a business within the City of Wanneroo that has a strong road safety involvement;
- Represent a specific road user group, such as cyclists, emergency services, walking clubs or vehicle clubs;
- Represent a specific section of the community such as seniors, disabled, schools, community service organisation;
- Have a demonstrated interest/experience in general road safety strategies;
- Have a positive attitude to road safety issues

2.3 Membership shall be for a period of up to two years terminating on the day of the Ordinary Council elections, with retiring members eligible to apply.

2.4 Membership, other than Council Members appointed by Council, shall be appointed or removed by the Director Assets in accordance with the criteria outlined in 2.2. above;

2.5 Members must comply with the City's Code of Conduct.

2.6 The Advisory Group have authority to second individuals from outside Advisory Group on a voluntary basis, for their expert advice.

2.7 Consideration will not be given to any nomination received from a person who is currently serving as a Council Member of a neighbouring Council.

2.8 Director Assets or nominee (Traffic Services) will attend each meeting as administrative advisors only, and do not form membership of the RoadWise Advisory Group.

3. Chair and Deputy Chair:

3.1. Chairperson:

- a) The members of an Advisory Group are to elect a Chairperson and Deputy Chairperson from amongst themselves at the first meeting of the Group.
- b) The Chairperson will preside at all meetings.
- c) In the absence of the Chairperson, the Deputy Chairperson will assume the Chair, and in their absence, a person is to be elected by the Advisory Group members present to assume the Chair.
- d) The Chairperson is responsible for the proper conduct of the Advisory Group.

4. Meeting Procedures:

4.1. Meetings:

- a) The Advisory Group shall meet on a regular basis as determined by the nominated Group members.
- b) All meeting dates are to be provided in the Council Members Diary, in the 'Wanneroo Wrap' and in the City's Corporate Calendar.
- c) A Notice of Meetings including an Agenda is to be circulated to the Group members (including Deputy Delegates) at least 72 hours prior to each meeting where possible.
- d) The Chairperson shall ensure that detailed Minutes of all meetings are kept and that copies are made available to all Group members (including Deputy Delegates) as soon

as practicable after the meeting. The Minutes are to be available for public inspection.

- e) Copies of all Minutes are to be forwarded electronically, through HPE Content Manager (the City's electronic record keeping system), to Council Support for filing in the Council Members' Reading Room, and a copy placed on the Council Members Hub Portal.
- f) All Agenda and Minutes documentation to be generated through Council's InfoCouncil software reporting system.
- g) A Group Recommendation does not have effect, unless it has been made by simple majority. A simple majority is the agreement of not less than half of the votes present at the meeting.
- h) All endorsed members (or the proxy or Deputy Delegate attending in lieu of the member) of the Group will have one vote. The Chairperson will have the casting vote and simple majority will prevail.

4.2 Quorum:

The quorum for a meeting shall be at least 50% of the number of endorsed members.

4.3 Administration:

4.3.1 Advisory Group Administrator Support

An Advisory Group Administrator for the Group will be provided by the City of Wanneroo. That support person will be the Administration Officer Traffic Services.

4.3.2 Motions on Notice

An Advisory Group member may raise at a meeting any business that the member considers appropriate and which is relevant to the purpose of the Advisory Group in the form of a motion of which 7 days notice has been given in writing to the Administration Officer prior to the compilation of the Agenda for that meeting. An Administration Comment is to be added at the end of Motions on Notice and signed off by the appropriate Director.

5. Authority of Establishment

6. Delegated Authority:

- 4.1 The Advisory Group has no delegated power and has no authority to implement its recommendations without approval of Council.
- 4.2 The Advisory Group has no delegated authority to commit Council to the expenditure of monies.
- 4.3 Matters requiring Council consideration will be subject to separate specific reports to Council.

Administration Use Only			
Date of Council Establishment of Group:			
Council Minute – Ref:			
Terms of Reference - HPE Ref:		20/304047	
HPE Container – Ref:		1446V04	
Operational Procedures - HPE Ref:			
Last Review Date:	September 2020	Next Review Date:	January 2024

AS02-05/23 Response to petition PT01-03/23 - Petition to add a bus route to The Green Lifestyle Village, and Lakelands Lifestyle Village at Clubhouse Lane Gngangara

File Ref: 3120V014 – 23/121144
Responsible Officer: Director Assets
Attachments: 1

Issue

For Council to consider a petition requesting a Bus Service to connect the residents of The Green and the Lakelands Lifestyle Villages, Gngangara to local amenities and services.

Background

At the Ordinary Council Meeting on the 21 March 2023, council received petition T01-03/23 which was signed by 190 people. The petition advised that 200 residents currently live at the Lifestyle village and reads as follows:

“The owners and residents of The Green Lifestyle Village, Lakelands Lifestyle Village and the residential properties surrounding Lakelands Drive have joined together to petition the City of Wanneroo for the provision of a bus service to connect our isolated community members with essential health, wellbeing and necessity of life service and goods providers.”

Residents who signed the petition, reside in: Muirfield Loop, Moonah Drive, Belfry Road, Moray Grove, Clubhouse Lane, Sawgrass View, Lahinch Vista, Vault Way, Crenshaw Drive, Trevoze Way and Crail Lane. Residents outside the two Lifestyle Villages who signed the petition reside in Sydney Road, Gngangara and Cygnet Close, Ballajura.

Detail

The two lifestyle villages are located in Gngangara in an area that is zoned Rural, Special Rural and Private Clubs and Recreation. The area is with the East Wanneroo District Structure Plan. A location plan is included in the report at **Attachment 1**.

The area is not connected by public transport to Shopping Centres or other amenities in any of the surrounding suburbs. The closest bus stop is approximately 2.5km away on Gngangara Road. This is serviced by route 355, which runs between Whitfords Train Station and Ellenbrook; and route 376, which runs between Whitfords Train Station and Mirrabooka Square.

The Public Transport Authority Act 2003 gives sole responsibility for the location and provision of public bus services to the Public Transport Authority (PTA).

Administration contacted the PTA on the residents behalf, requesting the provision of a bus service. The PTA responded to the petition as follows:

“Unfortunately Transperth has no short to medium term plans to introduce for a bus service to serve to the Green Lifestyle Village. The Village is isolated from other urban residential development in an area that is predominantly semi-rural in nature and in an overall sense presents a small public transport demand. In order to extend or upgrade services to the Village at present, Transperth would need to remove services from other rapidly expanding areas of Perth with significantly higher demands for public transport. You would understand that the wider community would not consider this appropriate.

Transperth receives many requests for additional bus services from all over the Metropolitan area and some from quite populous suburbs. There is currently limited or no public transport access to parts of Alkimos, Baldivis, Brabham, Hammond Park, Haynes, Hilbert, Wandl, Wellard East, Tamala Park and Yanchep to name a few and regrettably, no timeframe for service expansion in these areas. It is worth noting that at present, the Transperth Service Development Plan maintains a prioritised list of over 200 projects awaiting funding for bus service improvements and all of these projects would deliver a better public transport for the community than the expansion of the Transperth network into such a low density, semi-rural area. Transperth operates on a finite budget and must prioritise the allocation of its resources so that the community receives the maximum benefit from the resources available."

Consultation

No community consultation has been carried out in relation to this issue.

Comment

The PTA advice is consistent with other requests made by Administration in relation to the provision of improved bus services for other areas of the City.

Statutory Compliance

Nil

Strategic Implications

The proposal aligns with the following objective within the Strategic Community Plan 2021 – 2031:

5 ~ A well planned, safe and resilient City that is easy to travel around and provides a connection between people and places

5.4 - People can move around easily

Risk Appetite Statement

In pursuit of strategic objective goal 5, we will accept a Medium level of risk, extended to High in the areas of Community / Reputation & Financial / Commercial impacts. Shifting transport modes and usage in the City may require short term pain for longer term gain as the City supports the development, maintenance and connection of alternatives to car use (e.g. cycle ways) and the supporting infrastructure.

Risk Management Considerations

There are no existing Strategic or Corporate risks within the City's existing risk registers which relate to the issues contained in this report.

Policy Implications

Nil

Financial Implications

Nil

Voting Requirements


Simple Majority

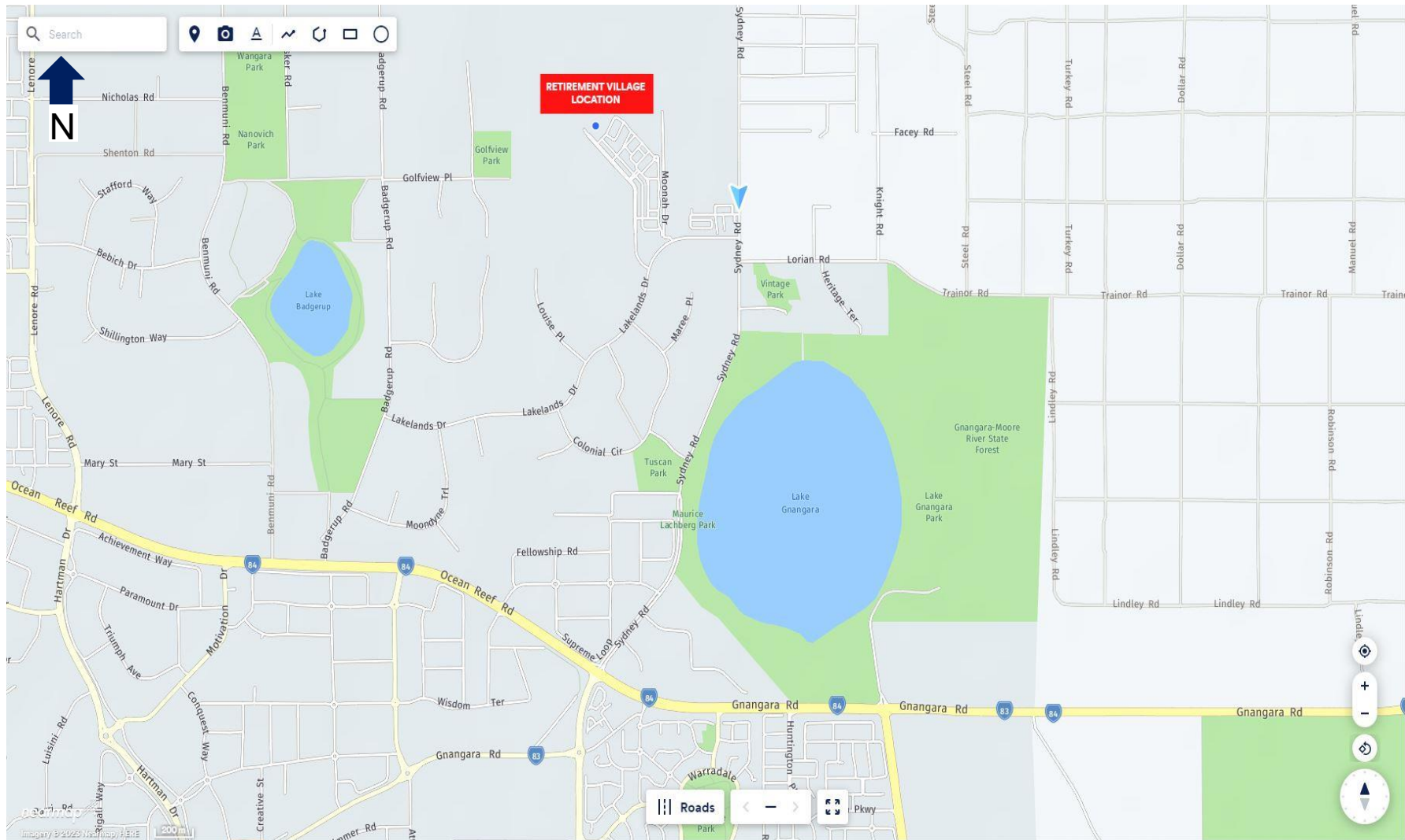
Recommendation

That Council:-

1. **NOTES** that Administration approached the Public Transport Authority (PTA) to consider the introduction of a bus service to serve to the Green Lifestyle Village and the response provided by PTA; and
2. **ADVISES** the petition organiser that PTA, the authority responsible for the provision of bus services has advised that it has no short to medium term plans to introduce for a bus service to serve to the Green Lifestyle Village.

Attachments:

1.  Attachment 1 - Location Map- Retirement Village Requesting Bus Route Lakeslands Drive & Sydney Rd. GNANGARAdocx 23/157139

LOCATION MAP - RETIREMENT VILLAGE REQUESTING BUS ROUTE ON LAKELANDS DRIVE & SYDNEY ROAD, GNANGARA


AS03-05/23 Response to Petition (PT03-03/23) requesting Pedestrian Accessway Closure between Blackmore Avenue and Innes Place, Girrawheen

File Ref: 3120V014 – 23/130230
Responsible Officer: Director Assets
Attachments: 3

Issue

To consider petition PT03-03/23, received at the meeting of Council held on 21 March 2023, requesting the closure of the pedestrian access way (PAW) between Blackmore Avenue and Innes Place, Girrawheen.

Background

At the Ordinary Council Meeting on 21 March 2023, Council received a Petition signed by 27 residents from the Girrawheen area which reads as follows:

“We, the undersigned, do formally request Councils consideration to close the PAW between Innes Place and Blackmore Ave, Girrawheen for the reasons listed below:

- 1. It is a hotspot for antisocial behaviour including setting fires, drug use, the dangerous use of e-ridable and motorbikes, littering including human faeces and used sanitary items), property damage and drinking alcohol.*
- 2. The PAW recently served to enhance access to Blackmore Primary School. The school is no longer there and hasn't been for years.*
- 3. Residents can access the bus network and shopping centre via Templeton Crescent or Blackmore Park and the closing of the PAW would not have any significant impact on this.*
- 4. The PAW has also been used as an escape route for offenders when the police or fire services have been called to attend an incident at a residence resulting in the offender not being apprehended.*

We hope the matter can be considered as soon as practicable, with an intention of a report to be brought to council within 2 months of the petition being tabled.”

Refer to **Attachment 1** for a locality map showing the location of the PAW within the road network.

Detail

The PAW consists of a two land parcels (Lot 502 Innes Place and Lot 71P Blackmore Avenue) located at the eastern end of the cul-de-sac of Innes Place and ending at Blackmore Avenue in Girrawheen, as shown in **Attachment 2**. The PAW is approximately 117m long and consists of a 2m wide concrete footpath.

Lot 502 Innes Place is privately owned and zoned Residential under the City's DPS 2. The PAW is provided through a public access easement along the southern boundary of the Lot as shown on Deposited Plan 418487, (**Attachment 3** refers). This easement maintains the pedestrian route connecting Innes Place with Blackmore Avenue. This easement for public access along the southern boundary of Lot 502 comprises an area of approximately 370m².

Lot 502 Innes Place was previously occupied by a single building, however this was demolished in 2013 and the block has remained undeveloped since then. The block was levelled and all vegetation removed early in 2022

Lot 71P Blackmore Avenue is approximately 40 metres long and 3.0m wide and is a dedicated Pedestrian Access Way.

The physical characteristics of the PAW and the surrounding area are also as follows:

- The subject PAW is three metres wide, approximately 117 metres long and is straight.
- It has good visibility from Blackmore Avenue which promotes passive surveillance;
- The concrete footpath within the Lot 71P is two metres in width, with an 0.5 metre nature strip on both sides to the eastern boundary of Lot 502. It is constructed within Lot 502 along the northern boundary of the easement with a nature strip only on south side;
- There are two existing lighting poles located in the PAW; Street lights exist at both ends of the PAW however these are not directly located at its entry or exit points;
- The PAW has U-Rail barriers at either end which prevents car access;
- The PAW provides direct pedestrian connection from Innes Place to key attractors which are Girrawheen Shopping precinct and bus stops on Blackmore Avenue immediately adjacent to the PAW;
- The PAW provides walking and cycling connectivity to Blackmore Avenue which is identified as a Local route in accordance with the Department of Transport Long Term Cycle Network for Perth and Peel; and
- The PAW is in a fair condition with routine inspection/ maintenance taking place bi-annually as with all City PAW's.

An inspection of the PAW was undertaken for clean-up works such as graffiti or rubbish removal to restore the amenity of the facility. To deter antisocial behaviour Rangers have carried out multiple patrols at this location since March 2023.

It was reported at all of these patrols that there was no illegal or antisocial behaviour sighted, around the area and no persons of interest were observed at the time of attendance.

Consultation

Internal consultations have been undertaken to identify any issues relating to the petition.

Comment

PAWs provide important walking and cycling connectivity to key destinations and activity centres within the community. The City of Wanneroo Active Transport & Cycle Plan 2022/23 to 2025/26 also supports this through supporting the City's Strategic Community Plan objective to create a Connected and Accessible City by providing a continuous pathway network that links to activity centres, schools and transport hubs.

The PAW provides a convenient access to Bus Stops 16238 and 28576, served by Route 448, which runs between Kingsway City Shopping Centre and Warwick Train Station – Refer **Attachment 1**. Closure of the PAW would increase the journey distance for residents in Strive Loop, Activity Way and Legacy Lane beyond the PTA's desired 400m walking distance to the bus stop, increasing journey distances by approximately 250 metres.

As such, closure of this PAW to address the occurrence of anti-social behaviour is not supported by Administration given that it is not a desirable outcome for the wider community that utilises the walking or cycling connection that it provides to key local destinations.

The ongoing management and maintenance of the PAW remains the responsibility of the City; however, as the City receives a great variety of enquiries associated with PAW's, measures to

reduce antisocial behaviour occurring within the PAW requires input from multiple service units across the City. The City can consider measures to assist in reducing or addressing any ongoing antisocial behaviour as outlined below:

- Removal of graffiti and make repairs/clean up the PAW quickly to promote use of the PAW as a public space maintained by the City. Routine inspection/ maintenance also takes place bi-annually as with all City PAW's and residents can request clean-up of graffiti, dumped rubbish or weeds in the PAW by calling the City;
- Encouraging residents to contact the WA Police on 131 444 if incidents of antisocial and/or criminal behaviour are witnessed as these matters are unable to be addressed by the City's Rangers;
- Upgrade street lighting to LED in accordance with the appropriate Australian Standards to enhance visibility at both ends of the PAW; and
- Undertake routine patrols when in the area and/ or contact the WA Police in response to criminal activity.

It was noted that the "U-rail" barriers in place at the PAW entrances on Innes Place and Blackmore Avenue to restrict unauthorised vehicle access through the PAW do not restrict direct access by motorbikes. Whilst any changes which effectively prevent motorcycle access would also negatively impact on legitimate pedestrian and cyclist use of this pathway and compromise the City's obligations under the Disability Discrimination Act (DDA), the configuration of the barriers can be changed to reduce the speed that they can be driven through.

The Road Traffic Code 2000 was recently modified by the Road Safety Commission to permit e-Rideables to be used on pathways. Therefore, the City does not discourage their use, nor can they be prevented from using the PAW, provided that users ride them safely and in accordance with the Code, which is only able to be enforced by WA Police.

Statutory Compliance

Nil

Strategic Implications

The proposal aligns with the following objective within the Strategic Community Plan 2021 – 2031:

5 ~ A well planned, safe and resilient City that is easy to travel around and provides a connection between people and places

5.4 - People can move around easily

Risk Appetite Statement

In pursuit of strategic objective goal 5, we will accept a Medium level of risk, extended to High in the areas of Community / Reputation & Financial / Commercial impacts. Shifting transport modes and usage in the City may require short term pain for longer term gain as the City supports the development, maintenance and connection of alternatives to car use (e.g. cycle ways) and the supporting infrastructure.

Risk Management Considerations

Risk Title	Risk Rating
CO-O23 Safety of Community	Medium
Accountability	Action Planning Option
Director Community & Place	Manage

Policy Implications

Nil

Financial Implications

Financial implications relate to ongoing maintenance and/ or other capital works measures that may be considered by Administration to assist in reducing antisocial behaviour. Such costs are not considered to be overly significant and can be absorbed by ongoing operational budget or recurring capital works programs.

Voting Requirements

Simple Majority

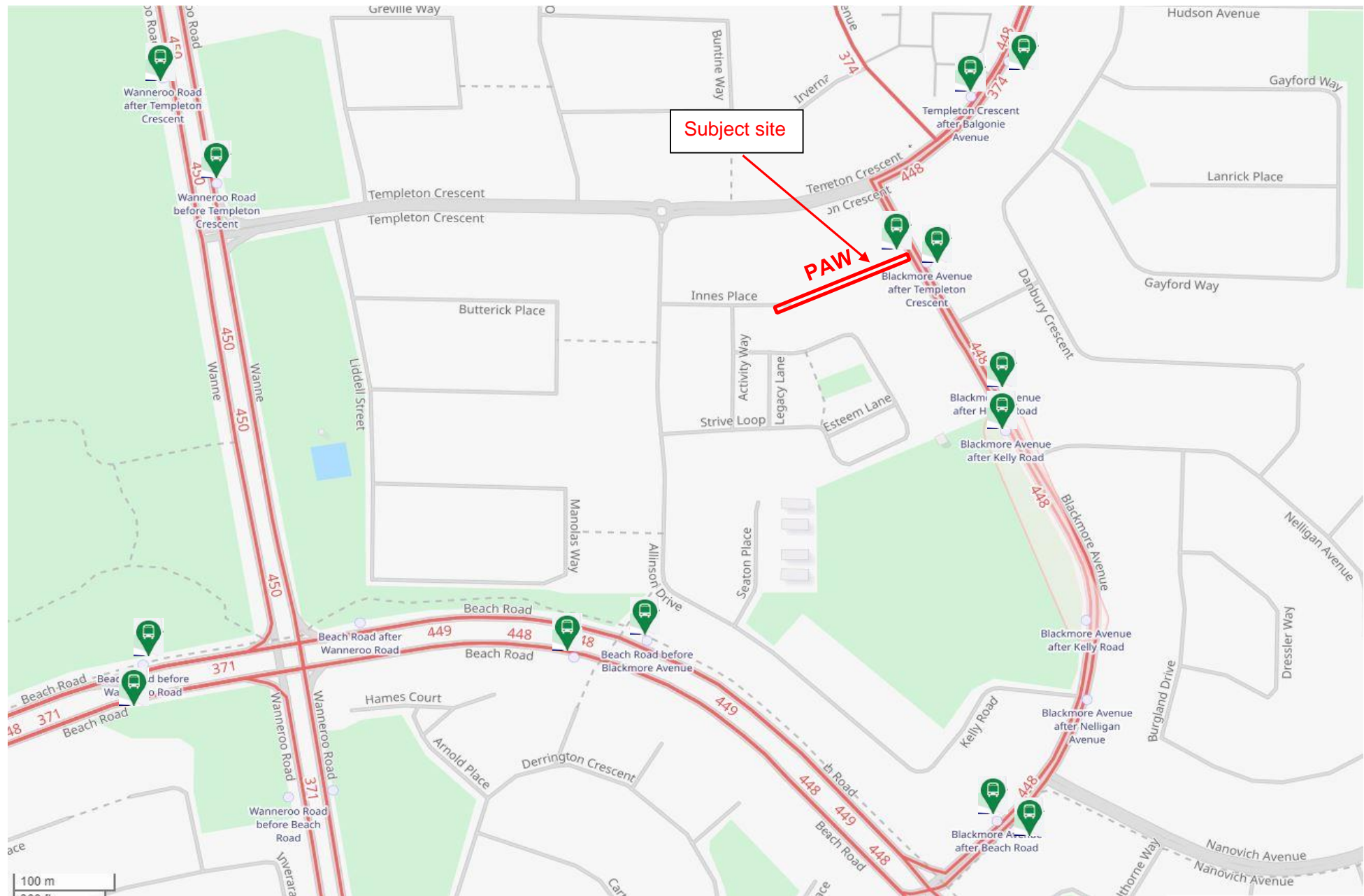
Recommendation

That Council:-

1. **NOTES** the Petition PT03-03/23 received at its 21 March 2023 Ordinary Council Meeting;
2. **DOES NOT SUPPORT** the closure of the pedestrian accessway between Innes Place and Blackmore Avenue, as shown in Attachment 1;
3. **REQUESTS** Administration to relocate the “U-Rail” barriers and investigate other suitable measures to assist in reducing or addressing any ongoing antisocial behaviour within the pedestrian accessway, noting that some of which may require consideration under the City’s Capital Works Program; and
4. **ADVISES** the petitioners of its decision.

Attachments:

- | | | |
|--------------------------|----------------------------------------------------------------------------------|-----------|
| <u>1</u> | Attachment 1 - Location Map - PAW between Innes Pl and Blackmore Ave Girrawheen | 23/131588 |
| <u>2</u> | Attachment 2 - PAW land Parcels map - Lot 502 Innes Pl and Lot 71P Blackmore Ave | 23/132454 |
| <u>3</u> | Attachment 3 - Report Attachment 2 - CT & DP Lot 502 Innes Pl Girrawheen | 21/343925 |



Location map – Public access way between Innes PI & Blackmore Ave, Girrawheen



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www.openstreetmap.org/copyright



PAW Land Parcels map: Lot 502 Innes Pl & Lot 71P Blackmore Avenue, Girrawheen

Date: 13/04/2023

Printed by Md Ashrafuzzaman, Milon

Scale = 1:596

WESTERN



AUSTRALIA

REGISTER NUMBER 502/D49036	
DUPLICATE EDITION 1	DATE DUPLICATE ISSUED 11/2/2021

RECORD OF CERTIFICATE OF TITLE

UNDER THE TRANSFER OF LAND ACT 1893

VOLUME
1418FOLIO
895

The person described in the first schedule is the registered proprietor of an estate in fee simple in the land described below subject to the reservations, conditions and depth limit contained in the original grant (if a grant issued) and to the limitations, interests, encumbrances and notifications shown in the second schedule.

BGRoberts
REGISTRAR OF TITLES

**LAND DESCRIPTION:**

LOT 502 ON DIAGRAM 49036

REGISTERED PROPRIETOR:
(FIRST SCHEDULE)

CITY OF WANNEROO OF ASHBY ROAD, WANNEROO

(A H289092) REGISTERED 24/11/1999

LIMITATIONS, INTERESTS, ENCUMBRANCES AND NOTIFICATIONS:
(SECOND SCHEDULE)

- EXCEPT AND RESERVING METALS, MINERALS, GEMS AND MINERAL OIL SPECIFIED IN TRANSFER 428/1908.
- O561774 EASEMENT TO CITY OF WANNEROO FOR PUBLIC ASSESS PURPOSES - SEE DEPOSITED PLAN 418487 REGISTERED 20/11/2020.

Warning: A current search of the sketch of the land should be obtained where detail of position, dimensions or area of the lot is required.
* Any entries preceded by an asterisk may not appear on the current edition of the duplicate certificate of title.
Lot as described in the land description may be a lot or location.

-----END OF CERTIFICATE OF TITLE-----

STATEMENTS:

The statements set out below are not intended to be nor should they be relied on as substitutes for inspection of the land and the relevant documents or for local government, legal, surveying or other professional advice.

SKETCH OF LAND: 1418-895 (502/D49036)
PREVIOUS TITLE: 1398-117
PROPERTY STREET ADDRESS: 13 INNES PL, GIRRAWHEEN.
LOCAL GOVERNMENT AUTHORITY: CITY OF WANNEROO

Town or District.	Number of Lot or Location.	Field Book.	Scale	Certificate in which Land is Vested.	Area
SWAN	PT. LOTS 14 & 15 OF LOC 1315	36321 36309	1:1000 Chains to one inch	Vol. 1398.. Fol. 117..	A. R. P.

PLAN 10056

PLAN FBs

FBs 30081, 30082

INNES PL.

DIA FBs

PT LOC 1315

3000m²

502

1418 895

107°8'54"

51°28'

130

131

133

134

135

136

85°14'56"

72°27'

32866, 34757

45595

66°95'

11326

36321, 36309

DIA 49036

KEVIN J. McMINION & ASSOCIATES
LICENSED SURVEYORS - ENGINEERING SURVEYORS
47 ORD STREET, WEST PERTH. TELEPHONE 471183

CI

CERTIFICATE		Approved by Town Planning Board	
I hereby certify that this survey was performed by me personally (or under my own personal supervision, inspection and field check) in strict accordance with the Licensed Surveyors (Guidance of Surveyors) Regulations, 1961.		21548	
<p><i>David Allan</i> Licensed Surveyor.</p> <p>Date 1-7-1975</p>		<p><i>David Allan</i> Chairman</p> <p>Date 5-8-75</p>	
Approved	On	Registered	Diagram No.
<p><i>J. Kaciuba</i> Inspector of Plans and Surveys</p> <p>Examined <i>J. Kaciuba</i> J. KACIUBA 8 & FOL 50.</p> <p>DOCKET PLAN 6190. 38 477/674-AM-O/PP</p>	<p>Plan 6190</p> <p>Diagram</p> <p>Index Plan PERTH 2000. II: 37</p>	<p>11.00</p> <p>11490</p> <p>15-8-75</p>	<p>49036</p>

ANDGATE COPY OF ORIGINAL NOT TO SCALE 29/04/2021 12:43 PM Request number: 61942578

Parks & Conservation Management

AS04-05/23 Response to Petition (PT02-02/23) Requesting City Investigate Damage from London Plane Trees in the City of Wanneroo

File Ref: 32990V04 – 23/132936
Responsible Officer: Director Assets
Attachments: 1

Issue

To consider PT02-02/23, Investigate Damage from London Plane trees in the City of Wanneroo.

Background

At the Ordinary Council Meeting on the 21 February 2023, Council received petition PT02-02/23 which was signed by 130 people requesting that the City investigate the damage from London Plain trees throughout the City due to their trichomes causing a range of irritant effects from over population of the trees and by their roots creating a safety hazard by raising footpaths and kerbs. The Petition read:

"We the undersigned, do formally request Council's consideration to the petition. To investigate the damage and advise the community of impending actions, to prevent ongoing risk to health and safety of community members and infrastructure, caused by the London Plane tree throughout the City of Wanneroo with examples at Wadhurts Rd and Warnford St, Butler.

The trichomes cause a range of irritant effects from an over population of the trees.

The roots of the London Plane tree are so tough and aggressive, that it can, as evident by the current state of pathways near these overpopulated trees, can lift sidewalks and curbs, invade sewer pipes, and crack building foundations that is a safety hazard to those who use the foot path including disabled members of the community including the difficulties of navigating around the damaged paths via a wheelchair."

Detail

London Plane trees are a common species planted throughout streetscape environments across the City. London Plane trees are deciduous with good canopies and provide shade during summer months whilst allowing for filtered light during winter months.

Administration undertakes an annual Street Tree Audit using its consulting Arborist targeting approximately 3 suburbs per financial year. To date the City has audited 18 suburbs totalling 43,186 trees within streetscapes of which 607 are listed as London Plane trees. The two streets mentioned in the petition are both located within the suburb of Butler and were last audited in 2021. The Audit identified 4,536 street trees within the suburb of Butler of which 301 of these trees were identified as London Plane Trees - Summary Report **Attachment 1**. As part of the Audit the consultant provides a works list to the City advising where trees need to be pruned, removed, re-inspected or inspected for possible infrastructure damage. The City has been working through the works list actioning the items from high priority through to low priority.

The City has received 84 insurance claims in the last 5 years in relation to trees. The data is separated into 4 Cause categories and the below shows the number of claims for each category over past 5 years:

1. Footpath/Nature strip: 48
2. Environmental/ Reserve: 29
3. Building/property: 3
4. Roads: 4

From the above categories the data below is further separated into the 3 causes as follows with the number of claims:

1. Tree roots: 27
2. Tree failure: 16
3. Tree Branch/debris: 41

For the purposes of the Petition, Administration has investigated the claims in relation to tree roots to determine if any were caused from a London Plane Trees. Analysis of the data revealed that only 2 claims were lodged regarding tree roots causing damage from a London Plane tree. Both claims were for trees in the same street in Ridgewood, one has been removed and the other will be removed as part of a staged removal process to manage ongoing damage to infrastructure in accordance with the Street Tree Policy.

Consultation

Nil

Comment

Administration undertakes tree management in accordance with the City's Street Tree Policy (the Policy) that was adopted by Council in December 2018. The Policy provides a framework for the development of high quality streetscapes that require minimal resource input, thereby increasing environmental values.

The Policy assists the City of Wanneroo in moving toward a greener, more liveable City by increasing tree numbers and ultimately canopy coverage across the City. The objectives of this Policy are:

- Provide guidance for the care, control, management, protection and preservation of City trees;
- To increase the City's canopy cover;
- To enhance the amenity of the City's streetscapes and reserves through the planting of new trees; and
- To define the circumstances under which the City's trees may be removed or pruned.

London Plane trees comprise 6.6% of the total trees in Butler and 1.4% of total trees for the City. Whilst it is noted that the trichomes from London Planes can cause some people to experience skin irritation, this is not a universal reaction and it is not accurate to say that the trichomes are inherently irritant. It is also worth noting that London plane trees are not the only species of tree with trichomes, and not all trichomes are irritant.

Most people have no reaction to the trichomes, and they are an important feature of the tree's resilience and adaptability in urban environments. The trichomes on London plane tree leaves are particularly important for their ability to trap and filter pollutants from the air, such as nitrogen dioxide and particulate matter. This makes the trees valuable in reducing air pollution in urban areas and improving air quality for residents. In addition to their environmental benefits, the trichomes on London plane trees also play a role in the tree's defence against pathogens.

London Plane trees are currently effectively managed across the City in accordance with the Policy. London Plane trees (*Platanus x acerifolia*) are planted extensively in many suburbs around Australia. These trees have been planted in urban areas for over a century and are valued for their ability to tolerate pollution and provide shade.

London Plane trees have numerous benefits as street trees. They are known to be particularly resistant to urban pollution, which makes them ideal for planting in areas where air quality is poor. They provide valuable shade which can help to reduce the urban heat island effect and they have an attractive appearance, with mottled bark and large leaves that change colour in the autumn, adding to the aesthetic appeal of the streetscape.

If the City were to remove all London Plane trees from urban areas this would have several negative consequences and would be in contradiction of the City's recently adopted Urban Forest Strategy (UFS). Removing the trees would reduce the amount of shade in the City, which would exacerbate the urban heat island effect and make it more uncomfortable for pedestrians and cyclists. It would also reduce the amount of greenery in the City, which would have a negative impact on the local ecosystem and biodiversity.

Whilst it is acknowledged that London Plane trees can grow to be large and cause damage to infrastructure, the City has existing effective controls and maintenance procedures in place to manage them effectively. Pruning can help to control their size and shape to address site line issues and reduce foliage overhanging property boundaries, while also reducing the risk of damage to buildings and other structures.

Statutory Compliance

Nil

Strategic Implications

The proposal aligns with the following objective within the Strategic Community Plan 2021 – 2031:

4 ~ A sustainable City that balances the relationship between urban growth and the environment

4.3 - Manage natural assets and resources

Risk Appetite Statement

In pursuit of strategic objective goal 4, we will accept a Medium level of risk. The nature of the City being 'pro-growth' means that commercial opportunities will be explored in areas identified for development, potentially challenging perceptions of the City as an environmental steward.

Risk Management Considerations

Risk Title	Risk Rating
CO-O22 Environmental Management	Medium
Accountability	Action Planning Option
Director Planning and Sustainability	Manage

The above risk/s relating to the proposal/initiative/issue contained within this report has been/have been identified and considered within the City's Strategic/Corporate risk register. Action plans are in place/have been developed to manage/mitigate this risk.

Policy Implications

Tree Management Policy provisions have been applied to assess the request made in this petition.

Financial Implications

All costs associated with the management of existing trees and any remedial works to infrastructure are met from the existing annual operating budgets.

Voting Requirements

Simple Majority

Recommendation

That Council:-

1. **NOTES** the Petition PT02-02/23 received at its 21 February 2023 Ordinary Council Meeting;
2. **SUPPPORTS** Administration's current management of London Plane Trees in accordance with the Street Tree Policy; and
3. **ADVISES** the petitioners of its decision.

Attachments:

1. [Attachment 1 - Summary of Butler Street trees](#) 23/156716



Summary of findings for Street trees collected within the suburb of Butler for the City of Wanneroo. Works carried out between 8th of March 2021– 23rd of December 2021.

Summary of tree data collected:

- Number of street trees within the suburb of Butler audited is 4,536 trees.
- Total Helliwell Valuation of the 4,536 trees is **\$19,468,114.72** that's an average asset value of **\$4,291.91** per tree (Included within that figure is \$395,850 which consists of young and newly planted trees).
- Out of the 4,536 trees there are 301 London Plane (*Platanus acerifolia*) trees in Butler. The Helliwell Valuation for these 301 trees is **\$1,841,585.19** which is an average asset value of **\$6,118.22** per London Plane tree.
- 106 different tree species within the suburb of Butler.
- 296 trees were classed as mature specimens, 3,295 Semi mature, 945 Young trees, 0 trees Post mature and 0 in severe decline.
- 65 trees were found to have died.
- 184 trees were found to be in poor health.
- 3,287 trees in good health.
- And 1,000 trees in fair health.
- Most trees displayed fair structural condition.
- 2 trees displayed very poor structure.
- 69 trees had less than 2 years useful life expectancy
- 111 trees had 2-5 years useful life expectancy
- 4,312 trees had 5-40 years useful life expectancy
- 44 trees had 40 – 100 years useful life expectancy
- 0 trees had 100 years + useful life expectancy
- 34 trees were in synthetic turf.
- 65 trees were in gravel surrounds
- 293 trees were in paved surrounds.
- 1,292 trees were in garden surrounds.
- 2,313 trees were situated in turf.
- 4,121 trees were within the normal alignment of the verge
- 415 trees were out of alignment and close to boundary or roadway.
- 0 trees had LV wires overhead.
- 0 trees had HV wires overhead.
- 0 trees had a Service wire adjacent the tree.

- 31 trees were found situated in roundabouts.
- 399 tree was found situated in median islands.
- 805 trees have been noted with some form of problems.
- Problems consist of predominantly codominant stems, leaning, included unions, minor deadwood, epicormic growth & multiple crown leaders.

Within the suburb of Butler;

- 50 trees displayed surface roots visible within the verge.
- 9 trees displayed exposed surface roots.
- 769 trees required some form of works or re-inspections. (0 trees noted as urgent and 158 of these are noted to be done as a high priority)
- 9 trees requires major dead wood pruning
- 0 trees require minor dead wood pruning
- 422 trees require canopy lift pruning
- 76 trees recommended for removal
- 122 trees are noted as requiring corrective root heave to footpaths (many of which are London Plane trees but not all).
- 4 trees are noted to be pruned away from driveways and adjacent properties.
- 7 trees are noted to be pruned for sign clearance.
- 223 trees to have reduced loading over roadways.
- 57 trees to have reduced loading over pathways.
- 0 trees require re-inspection in 6 months based upon health and structure.
- 1 tree requires re-inspection in 12 months based upon health and structure.
- There was 2,282 vacant tree locations found suitable for new tree plantings within the suburb of Butler.

Based on the data collected this summary provides a snapshot of the tree data over the completed suburb of Butler.



AS05-05/23 Response to Petition (PT02-03/23) Requesting Council Remove the Verge Trees at 2 Residential Properties Situated in Marangaroo

File Ref: 32990V04 – 23/134442
Responsible Officer: Director Assets
Attachments: 2

Issue

To consider PT02-03/23, request to remove 2 residential street trees in Marangaroo, received at the Ordinary Council Meeting on 21 March 2023, requesting that Council remove the two street trees located within the side verge at 9 Milstead Way, Marangaroo.

Background

At the Ordinary Council Meeting on the 21 March 2023, Council received petition PT02-03/23 which was signed by 4 people requesting that Council remove the two street trees located within the side verge at 9 Milstead Way, the petition read:

"We, the undersigned partitioners formerly request the Wanneroo City Council to consider:

- 1. Complete removal of both trees to avoid further damage by driveway upheaval and falling branches to the roof tiles at 9 Milstead Way Marangaroo and to avoid further costs to the ratepayers at both 9 and 11 Milstead Way Marangaroo. Further, the ratepayer at 10 Milstead Way Marangaroo would benefit from reduced gutter cleaning.*
- 2. Failing the Council to approve the removal of both trees, we ask the Council to consider removing the tree situated adjacent to the driveway of 9 Milstead Way Marangaroo, to prevent further falling tranches and driveway upheaval and leaf litter to this property and the property at 10 Milstead Way Marangaroo.*
- 3. Should the Council fail to take action at para's 1 and 2, we ask Council to accept liability and compensation for any further damage occasioned by root upheaval and falling branches from both trees that damage any portion of the ratepayers properties. Further, we ask that the ratepayers at both 9 and 11 Milstead Way Marangaroo be compensated for additional gutter cleaning due to the ever presence of leaves. We understand we have an obligation to have our gutters cleaned at least once a year, however multiple cleaning is required to prevent leaf build up. (Fire hazard in the dry months and water damage to property in the wet months)*
- 4. Should the trees NOT be removed we request council to set a fixed regular schedule for investigation and control of suspect branches by an approved and licensed arborist.*
- 5. We are open to the idea of having the trees replaced with more suitable trees should these be removed."*

Detail

The trees listed in the petition are in the side verge of 9 Milstead Way Marangaroo (refer **Attachment 1** for location map), the trees are as follows:

- Tree 1 - a mature Eucalyptus Nicholii; and
- Tree 2 - a mature Corymbia Citroedora.

Administration has been contacted several times by the property owner of 9 Milstead Way Marangaroo and more recently by the property owner of 11 Milstead way Marangaroo requesting either works on the tree or removal, below is a table summarising each occasion:

Year	Request	Outcome
2013	Resident request for property line prune	Trees inspected and property line prune undertaken as requested
	Resident request for damaged branches to be removed	Trees inspected and branches removed
2018	Resident request for trees to be pruned	Trees inspected and formative pruning undertaken
2019	Resident request to inspect and remove trees due to leaf litter and debris	Trees inspected, formative pruning undertaken and no justifiable grounds to remove tree
2020	Resident request to remove failed limb from trees	Trees inspected and limb removed. No defects identified during inspection
2022	Resident request for trees to be pruned claiming that they were unstable	Trees inspected, formative pruning undertaken and no defects identified during inspection
2023	Resident request for trees to be removed due to excessive leaf drop causing gutters to block and damage from failed limbs	Trees inspected and formative pruning works undertaken. City's consulting Arborist engaged to undertake a Quantified Tree Risk Assessment (QTRA) of 2 x trees – Attachment 2 .

Administration has previously advised both property owners of the City's Street Tree Policy and that the City does not remove trees due to nuisance by way of leaf litter.

Consultation

Nil

Comment

Tree management in the City is managed in accordance with the City's Street Tree Policy (the Policy) that provides guidance on tree care, pruning and removal criteria. The two mature, healthy street trees within the verge at 9 Milstead Way Marrangaroo have been managed to date in accordance with the Policy and do not meet with the criteria for removal. The trees provide numerous benefits to the local community and the environment. Street trees offer shade and reduce the urban heat island effect, which can help reduce the energy required for cooling buildings and lower energy bills. They also help reduce the amount of stormwater runoff, which can help prevent flooding and erosion.

Furthermore, large healthy street trees enhance the beauty of the neighbourhood and provide a sense of community pride. They also help reduce air pollution by absorbing harmful gases and particulate matter, which can improve air quality and reduce respiratory illnesses.

Both trees were assessed by a qualified arborist using the Quantified Tree Risk Assessment (QTRA) method - **Attachment 2**. QTRA is an international measurement tool that takes into account various factors such as tree species, age, size, health, and location, as well as the surrounding environment, weather conditions, and potential targets such as people, buildings, and infrastructure. These factors are used to calculate a probability rating for the likelihood of the tree failing, and a consequence rating for the potential damage or harm that could be caused by the failure.

The probability and consequence ratings are then combined to produce an overall risk rating, which is used to determine the level of action required, such as pruning, removal, or monitoring.

QTRA is a comprehensive and systematic approach to tree risk assessment, and it has been widely adopted by arborists, tree managers, and other professionals involved in tree care and management. Its use can help ensure that trees are managed in a safe and sustainable manner while also preserving their ecological, social, and economic benefits.

Both trees were found to represent a tolerable risk to persons & property with the recommendation of no works required for Tree 1 and to selectively reduce end weight of the limbs extending over the roadway for Tree 2.

Removing these two large healthy street trees can also have negative social and economic consequences. It can reduce property values, and lead to an increase in air and noise pollution. In addition, it can negatively impact the mental health and well-being of residents, as the loss of green spaces has been linked to increased stress and anxiety.

Therefore, it is important to protect and preserve large healthy street trees as valuable community assets that provide numerous benefits to the environment and the people who live in the area. Careful consideration is given to alternative solutions such as pruning or transplanting to maintain the tree's health while addressing any potential safety concerns.

The City has an established process to manage claims for damage to private property from City managed trees through the City's insurer. Residents can make claims on a case-by-case basis.

Statutory Compliance

Nil.

Strategic Implications

The proposal aligns with the following objective within the Strategic Community Plan 2021 – 2031:

4 ~ A sustainable City that balances the relationship between urban growth and the environment

4.3 - Manage natural assets and resources

Risk Appetite Statement

In pursuit of strategic objective goal 4, we will accept a Medium level of risk. The nature of the City being 'pro-growth' means that commercial opportunities will be explored in areas identified for development, potentially challenging perceptions of the City as an environmental steward.

Risk Management Considerations

Risk Title	Risk Rating
CO-O22 Environmental Management	Medium
Accountability	Action Planning Option
Director Planning and Sustainability	manage

The above risk/s relating to the proposal/initiative/issue contained within this report has been/have been identified and considered within the City's Strategic/Corporate risk register. Action plans are in place/have been developed to manage/mitigate this risk.

Policy Implications

Tree Management Policy provisions have been applied to assess the request made in this petition.

Financial Implications

All costs associated with the management of existing trees and any remedial works to infrastructure are met from the existing annual operating budgets.

Voting Requirements

Simple Majority

Recommendation

That Council:-

1. **NOTES** the Petition PT02-03/23 received at its 21 March 2023 Ordinary Council Meeting;
2. **DOES NOT SUPPORT** the removal of the two trees within the side verge of 9 Milstead Way, Marangaroo or the claim for compensation by the residents of 9 and 11 Milstead Way for compensation for gutter cleaning to their properties;
3. **NOTES** that Administration will continue to manage the two trees within the side verge of 9 Milstead Way, Marangaroo in accordance with the Street Tree Policy; and
4. **ADVISES** the petitioners of its decision.

Attachments:

1. Attachment 1 - Location map street trees opposite 9 Milstead way, Marangaroo 23/149619
2. Attachment 2 - QTRA 9 Milstead Way Marangaroo February 2023(2) 23/156734





Arboricultural
Consultants



QTRA – 9 Milstead Way, Marangaroo



February 2023

Paperbark Technologies Pty Ltd
Arboricultural Consultants

Quantified Tree Risk Assessment Ltd.
Version 5.7/20

DETAILED INDIVIDUAL TREE RISK INSPECTION

ITE: 9 MILSTEAD WAY, MARANGAROO										ASSESSMENT DATE: 14 TH FEBRUARY 2023 VIEWING CONDITIONS: SUNNY, LIGHT WINDS JOB REFERENCE:				PAGE: 1			
LIENT: CITY OF WANNEROO																	
RIEF: SPECIFIC				GENERAL				DETAILED								X	
ASSESS TREES IN RELATION TO SURROUNDING TARGETS. THE TREES ARE LOCATED WITHIN THE LOCAL AUTHORITY OWNED VERGE AT THE ABOVE ADDRESS.																	

	SPECIES	AGE RANGE	HEIGHT (M)	CROWN SPREAD (M)	STEM DIA (MM)	BASAL DIA (MM)	VITALITY	ASPECT	SOIL TYPE AND MOISTURE	LEAN DEGREE AND DIRECTION	MOST SIGNIFICANT PART	TARGET	TARGET RANGE	SIZE RANGE (MM)	PROB FAILURE RANGE	RISK INDEX	REVIEW
T1	<i>Eucalyptus nicholii</i> (Narrow-leaved Black Peppermint)	M	18.3	19	1270	-	G	LEVEL	SAND DRY	N/A	MINOR DEADWOOD	PROPERTY	3 (\$3,800-38,000)	PROPERTY	4 (1/1K-1/10K)	300K	1
T2	<i>Corymbia citriodora</i> (Lemon Scented Gum)	M	18.7	16	670	-	G	LEVEL	SAND DRY	N/A	LIMBS HELD OVER ROADWAY	VEHICLES	3 (48-470 VEH.DAY)	3 (110-250MM)	3 (1/100-1/K)	500K	1

Tree 1 (Figures 1 – 4) - QTRA RISK OF HARM 1/300,000 – this tree was found to represent a tolerable risk to persons and property at this time.

- Tree 1 is the southernmost tree and was found in good health and fair structural condition displaying a full coverage of healthy foliage supported by multiple crown leaders.
- Main branch attachments appear sound at this time with no evidence of cracking, splitting or separation as viewed from ground level.
- Previous pruning has lifted the canopy over the adjacent property and verge and the remainder of the pruning wounds display complete wound occlusion consistent with a healthy and vigorous tree.
- There was no evidence of previous limb failure or excessive limb loading at the time of inspection.
- Minor deadwood held in the crown is not considered a size or weight to represent a hazard to surrounding targets.
- An examination at ground level revealed that the tree appears root firm at this time with a visible girdled root which is not indicative of root plate instability.

MANAGEMENT OPTIONS:

- No works recommended at this time.
- Re-inspect in 12 months.

ree 2 (Figures 5 – 7) - QTRA RISK OF HARM 1/500,000 – this tree was found to represent a tolerable risk to persons and property at this time.

- This tree is the northernmost tree and was found in good health and structural condition displaying a suitable coverage of foliage and healthy extension growth.
- The canopy is supported by three ascending limbs which appear soundly attached at this time with no evidence of cracking, splitting or separation of the unions visible. Second and third order limbs form sound tensile forks without included bark as viewed from ground level.
- The tree displays evidence of previous pruning which has reduced the canopy extension over the adjacent property.
- Low limbs extending over the adjacent roadway display excessive limb loading, therefore reduction pruning of the end weight of these limbs is recommended.
- There was no evidence of previous or recent limb failure at time of inspection.
- Sporadic minor deadwood consisting of light material is not considered a size or weight to represent a hazard to surrounding targets.
- The tree appears root firm at this time with no evidence of significant root heave or soil displacement. Minor lifting of the adjacent paved crossover was visible and appears consistent with shallow roots beneath.

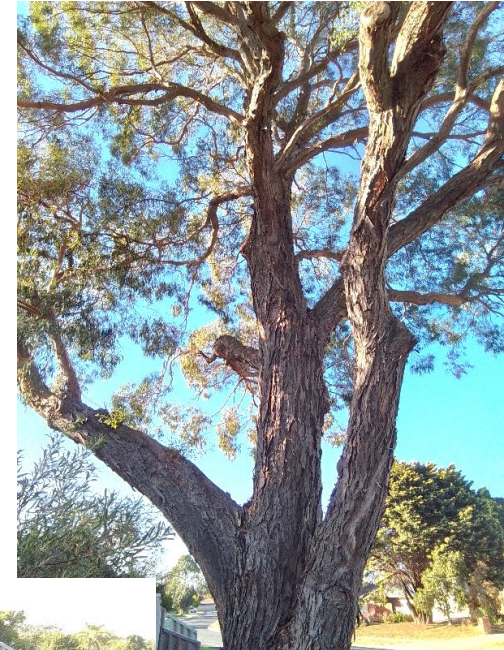
ANAGEMENT OPTIONS:

- Selectively reduce end weight of the limbs extending over the roadway to sound growth points.
- Re-inspect in 12 months.



INGS & ABBREVIATIONS

RANGE:	TREE REFERENCE	ASPECT:
HT:	Y = YOUNG, SM = SEMI MATURE, EM = EARLY MATURE, M = MATURE, PM = POST MATURE	
WN SPREAD:	OTHER THAN WHERE THE HEIGHT OF A TREE IS CRITICAL TO THE OUTCOME OF THE RISK ASSESSMENT, APPROXIMATELY 1 IN 10 TREES ARE MEASURED AND THE REMAINDER ARE ESTIMATED AGAINST THE MEASURED TREES	
1 DIA:	MEASURED OR ESTIMATED DIAMETER OF CROWN AT THE WIDEST POINT	
AL DIA:	STEM DIAMETER MEASURED AT A HEIGHT OF APPROXIMATELY 1.3 METRES	SOIL:
LITY:	BASAL DIAMETER OF STEM MEASURED ONLY WHERE DETAILED ASSESSMENT OF CAVITIES OR ROOT-PLATE STABILITY IS REQUIRED	
RANGE:	A MEASURE OF PHYSIOLOGICAL CONDITION	
B FAILURE	D = DEAD, MD = MORIBUND, P = POOR, M = MODERATE, G = GOOD	
GE:	SIZE CATEGORY OF MOST SIGNIFICANT PART CONSIDERED LIKELY TO FAIL. SELECTED FROM A RANGE OF 1-5 1 = LARGE, 5 = SMALL	
3ET RANGE:	PART IDENTIFIED IN COLUMN 12	
JCED MASS %:	PROBABILITY OF FAILURE WITHIN 12 MONTHS. RANGES 1-5 OR A USER DEFINED RATIO. 1 (HIGH) - 5	
INDEX:	HIGHEST VALUE TARGET (IDENTIFIED IN COLUMN 13) THAT THE MOST SIGNIFICANT PART LIKELY TO FAIL COULD STRIKE SELECTED FROM A RANGE OF 1-6. 1 = HIGH, 6 = LOW VALUE/OCCUPANCY OR A USER DEFINED RATIO	
EW:	WHERE THE MASS OF A TREE OR BRANCH IS REDUCED BY DEGRADATION. THE RISK INDEX IS MULTIPLIED TO REFLECT THE PERCENTAGE OF MASS REDUCTION	
IC TEXT:	RISK OF SIGNIFICANT HARM ÷ 1,000 = RISK INDEX (E.G. RISK INDEX 20 = RISK OF SIGNIFICANT HARM 1 IN 20,000) AN ADDITIONAL FIGURE IN BRACKETS MAY BE SUFFIXED EITHER T OR F REPRESENTING 'F' THE RATE OF FAILURES OVER THE YEAR, AND 'T' THE RATE OF MULTIPLE OCCUPATION OVER THE YEAR, E.G. 1(10T)/10,000 REPRESENTS A RISK OF HARM 1/10,000 TO 10 OCCUPANTS OR AN EQUIVALENT MONETARY VALUE	
	SUFFIXES: (M) = FOR GENERAL ARBORICULTURAL OR SILVICULTURAL MANAGEMENT; (S) = TO REMOVE OR REDUCE THE RISK OF DIRECT DAMAGE TO A FIXED STRUCTURE BY MEANS OF CIRCUMFERENTIAL GROWTH	
	PERIOD (YEARS) TO NEXT INSPECTION	
	SURVEY DATA FROM PREVIOUS ASSESSMENT	

Photos

Figures 1 – 4 Displaying **Tree 1**, the sound main branch attachments and indicating the pruning wounds visible in the lower canopy and the girled root which is not considered a sign of root plate instability.



Figures 5 – 8 Displaying **Tree 2**, the sound main branch attachments and the base of the tree. Also indicating the selective pruning of the end weight to sound growth points to reduce limb loading over the adjacent roadway.

Waste Services

AS06-05/23 WALGA E-Quote 22135 Commingled Recyclables Sorting and Processing Services

File Ref: 45950 – 23/116417
 Responsible Officer: Director Assets
 Attachments: 2

Issue

To consider WALGA E-Quote 22135 for the Provision of Commingled Recyclables Sorting and Processing Services.

Background

The current contract with Veolia expires on 31 May 2023. This service requires a suitably qualified and experienced contractor to process the City's commingled recyclables. Commingled recyclables are sent to a Material Recovery Facility (MRF) that recovers and sorts the recyclables into various commodities for sale. There are three MRFs in the Perth and Peel region, operated by Veolia, Cleanaway and the Resource Recovery Group (RRG).

Detail

E-Quote 22135 for the Provision of Commingled Recyclables Processing was issued through the WALGA preferred supplier panel for Waste Services on 14 February 2023 and quotations closed on 9 March 2023.

Essential details of the proposed contract are as follows:

Item	Detail
Contract Form	WALGA Member Waste Services
Contract Type	Schedule of Rates
Contract Duration	18 months
Commencement Date	1 June 2023
Expiry Date	30 November 2024
Extension Permitted	Yes, two periods of 12 months or part thereof
Rise and Fall Mechanism	To be negotiated

At close of E-Quote 22135, submissions were received from the following companies:

Legal Name	Trading Name	Abbreviation
Cleanaway Pty Ltd	Cleanaway	Cleanaway
Resource Recovery Group	Resource Recovery Group	RRG
Veolia Recycling & Recovery (Perth) Pty Ltd	Veolia	Veolia

Probity Oversight

Probity oversight to the Request assessment process was undertaken by the William Buck Consulting (WA) Pty Ltd and in conjunction with the City's Contracts Officer.

Submissions were evaluated by the Evaluation Panel in accordance with the Procurement and Evaluation Plan (PEP). The PEP included the following selection criteria:

Item No	Description	Weighting
1	Sustainable (Corporate Social Responsibility) Procurement a. Environmental Considerations 15% b. Buy Local 10% c. Reconciliation Action Plan 2.5% d. Disability Access and Inclusion 2.5%	30%
2	*Demonstrated relevant similar experience of the Contractor in delivering the required services	25%
3	*Demonstrated understanding of the methodology to deliver the services and the allocation of sufficient resources to undertake the services	25%
4	*Established Work Health and Safety Management systems, policies, practices and procedures and demonstrated compliance with those systems, policies, practices and procedures	20%

All respondents must meet the City's minimum requirements (as determined by the City) for each of the mandatory qualitative criteria detailed above (*) in order to be considered for further evaluation.

Pricing is not included in the qualitative criteria and is considered as part of the overall value for money assessment.

Evaluation Criteria 1 – Sustainable (Corporate Social Responsibility) Procurement (30%)

Evidence of Sustainable (Corporate Social Responsibility) Procurement was assessed based on the Respondents' responses provided to the Questionnaires within Schedules 3A, 3B, 3C and 3D, which formed part of the Request documentation.

An assessment was made to determine the ranking based on the respondents' environmental policy and practices, buy local contributions, as well as commitment to reconciliation and disability access and inclusion.

Sub Criteria a) Environmental Considerations (15%)

The City is committed to procuring goods and services that provide positive environmental, social and economic impacts over the entire life cycle of a product or service. Respondents are encouraged to provide credentials of any environmental claims of the goods and/or services submitted in this Request.

Respondents provided details of their environmental considerations with the following ranking:

Respondent	Ranking
Veolia	1
Cleanaway	2
RRG	3

Sub Criteria b) Buy Local (10%)

An assessment was made based on the response provided, detailing the following information:

- Location of respondent's offices and workshops.
- Residential addresses of staff and company addresses of subcontractors.
- Purchasing arrangements through local businesses.
- Requirement for new employees arising from award of the contract.

Respondents provided details of their "Buy Local" considerations within Schedule 3B with the following ranking:

Respondent	Ranking
Veolia	1
RRG	2
Cleanaway	3

Sub Criteria c) Reconciliation Action Plan (RAP) (2.5%)

An assessment was made to determine the ranking based on the responses provided that relate to:

- RELATIONSHIPS - building positive relationships between indigenous and non-indigenous people;
- RESPECT – recognising the contribution of Indigenous people to Australia and learning more about the history, culture and diversity in a two-way communication process;
- OPPORTUNITIES – attracting, developing and retaining organisational talent to build opportunities for aboriginal employment, training, development and mentoring.

Respondents provided information specifying differing levels of actions in relation to their Reconciliation Action Plans with assessment resulting in the following ranking:

Respondent	Ranking
Veolia	1
Cleanaway	2
RRG	3

Sub Criteria d) Access & Included Plan (AIP) (2.5%)

- An assessment was made to determine the ranking based on the responses provided that relate to:
- People with disabilities having the same buildings and facilities access opportunities as other people;
- People with disabilities receiving information in a format that will enable them to access information as readily as other people are able to access it;
- People with disabilities receiving the same level and quality of service from staff as other people receive;
- People with disabilities having the same opportunities as other people to make complaints;
- People with disabilities having the same opportunities as other people to participate in any employment opportunities.

Tenderers provided information specifying considerations for access and inclusion provisions with assessment resulting in the following ranking:

Respondent	Ranking
Veolia	1
Cleanaway	2
RRG	3

Overall Sustainable Procurement Ranking

The overall assessment of the Sustainable Procurement criteria has resulted in the following overall ranking:

Respondent	Ranking
Veolia	1
Cleanaway	2
RRG	3

Evaluation Criteria 2 - Respondent's relevant experience in delivering the required services (25%)

The respondent's relevant experience in demonstrating the achievement of meeting expectations as presented in their submission were assessed to evaluate their capability to meet the requirements of the contract. Assessment of this criterion considered the responding entity's credentials to fulfil the requirements of the contract. The assessment of this criterion has resulted in the following ranking:

Respondent	Ranking
RRG	1
Veolia	1
Cleanaway	3

Evaluation Criteria 3 - Respondent's understanding of the methodology to deliver the services and the allocation of sufficient resources to undertake the services (25%)

The respondents' resources as presented in their respective submission were assessed in order to evaluate their capacity to meet the requirements of the contract. Assessment of this criterion considered the respondents staff resources, vehicles, plant and equipment and workshop support to manage the contract. The assessment of this criterion has resulted in the following ranking:

Respondent	Ranking
Cleanaway	1
Veolia	1
RRG	3

Evaluation Criteria 4 - Respondent's Work Health and Safety Management Systems (20%)

Evidence of Work Health and Safety (WHS) management policies and practices was assessed from the respective submissions. The assessment for safety management was based on the respondents' responses to a specific Questionnaire included within the Request documentation.

All respondents provided details of their safety management systems with the following ranking:

Respondent	Ranking
Veolia	1
Cleanaway	2
RRG	2

Overall Qualitative Weighted Assessment and Ranking

Respondents' submissions were reviewed in accordance with the PEP. The overall weighted assessment resulted in the following ranking:

Respondent	Ranking
Veolia	1
Cleanaway	2
RRG	3

Pricing for the Services Offered

An assessment was made to determine the ranking based on the schedule of rates provided with the Request documentation. Refer to the Confidential Attachment for further information relating to the price assessment.

Based on the information provided, respondents are ranked as follows:

Respondent	Ranking
RRG	1
Veolia	2
Cleanaway	3

Relative Value for Money Assessment

The combined assessment of pricing and qualitative assessment resulted in the following respondent ranking:

Tenderer	Ranking
RRG	1
Veolia	2
Cleanaway	3

Consultation

Nil

Comment

Submissions were assessed in accordance with the PEP with the submission from RRG assessed to provide the best value for money outcome and is therefore recommended as the successful respondent.

Administration has sought external advice to the proposed rise and fall price mechanism and will ensure that appropriate commercial terms are negotiated and agreed with the recommended respondent to provide full transparency on price adjustments during the contract term.

Statutory Compliance

E-Quotes were invited in accordance with the requirements of Section 3.57 of the *Local Government Act 1995*. The issue of the Request document and subsequent evaluation

complied with the requirements of Part 4 of the *Local Government (Functions and General) Regulations 1996*.

Strategic Implications

The proposal aligns with the following objective within the Strategic Community Plan 2021 – 2031:

4 ~ A sustainable City that balances the relationship between urban growth and the environment

4.4 - Manage waste and its impacts

Risk Appetite Statement

In pursuit of strategic objective goal 4, we will accept a Medium level of risk. The nature of the City being 'pro-growth' means that commercial opportunities will be explored in areas identified for development, potentially challenging perceptions of the City as an environmental steward.

Risk Management Considerations

Risk Title	Risk Rating
CO-O22 Environmental Management	Medium
Accountability	Action Planning Option
Director Planning and Sustainability	Manage

Risk Title	Risk Rating
CO-O17 Financial Management	Moderate
Accountability	Action Planning Option
Director Corporate Strategy and Performance	Manage

Financial and Performance Risk

Financial Risk

A financial risk assessment was undertaken as part of the evaluation process and the outcome of this independent assessment by Equifax Australasia Credit Ratings Pty Ltd advised that RRG has been assessed with a 'strong' financial capacity to meet the requirements of the contract.

Performance Risk

In November 2019, the City temporarily transported its commingled recyclables at the RRG MRF in Canning Vale temporarily. In March/April 2022, the City also transported commingled recyclables briefly to same RRG MRF. Additionally, in March 2023, the City also transported its commingled recyclables to the RRG MRF briefly. On all occasions the RRG MRF was able to accept and process the City's commingled recyclable material without any issues. It is noted that turnaround time for discharge of material is similar to discharging times currently experienced at Veolia MRF in Bibra Lake.

Currently RRG process recyclable material from other local governments and private waste companies. The facility has capacity to accept and process the City's commingled recyclables and any increase in recyclables from future growth within the City.

Independent reference checks have also indicated that the recommended respondent has the capability to undertake the services to a high standard.

Operational Risk

Prior to the commencement of the services, the City will audit the site to ensure operational practicability and safety standards are up to the City's expectations from day one. Ongoing auditing of the contractor's work health and safety management practices during the term of the contract will be undertaken to ensure compliance with the WHS requirements. The City will also continue to ensure optimal operational performance.

Policy Implications

E-Quotes invited were in accordance with the requirements of the City's Purchasing Policy.

Financial (Budget) Implications

The costs associated with the Provision of Commingled Recyclables Sorting and Processing Services are included in the Waste Services Operational Budget.

Voting Requirements

Simple Majority

Recommendation

That Council:

- 1. ACCEPTS the quotation submitted by RRG for WALGA E-Quote 22135, for the Provision of Commingled Recyclables Sorting and Processing Services, subject to final resolution of commercial terms and as per the schedule of rates in the Request submission for an initial contract term of 18 months with two 12 twelve-month (or part thereof) terms to extend the contract at the City's discretion and subject to appropriate funding availability during the contract term; and**
- 2. AUTHORISES the Chief Executive Officer to consider and approve the final commercial terms currently being negotiated with RRG.**

Attachments:

1. *Attachment 1- 22135 Final Probity Letter - Commingled Recyclables Processing*
2. *Attachment 2 -WALGA E-Quote 22135 Commingled Recyclables Sorting and Processing Services_Confidential Attachment*

Confidential
Confidential

This attachment is confidential and distributed under separate cover to all Council Members.	
Attachment 1- 22135 Final Probity Letter - Commingled Recyclables Processing	23/156289
Attachment 2 - WALGA E-Quote 22135 Commingled Recyclables Sorting and Processing Services_Confidential Attachment	23/116488

Community & Place

Cultural Development

CP01-05/23 Proposed Heritage Management Category Changes to Sun City Precinct

File Ref: 44106 – 23/52116
 Responsible Officer: Director Community & Place
 Attachments: 1

Issue

Following the entry of P26470 Sun City Precinct into the State Register of Heritage Places, the management categories of child places associated with the site need to be updated in the City's Local Heritage Survey to reflect this new status.

Background

In August 2022, the Department of Planning, Lands and Heritage (DPLH) entered a public consultation period for the proposed entry of P26470 Sun City Precinct into the State Register for Heritage Places (the Register). Inclusion in the Register enables the conservation, continuing use, development, and adaptive re-use of places with recognised cultural heritage significance, in ways that promote and maintain their place in Western Australia's history. The consultation period closed in September 2022, and P26470 Sun City Precinct was subsequently entered into the Register on 28 December 2022, with the curtilage map showing Zones of Significance outlined in **Attachment 1**.

Detail

P26470 Sun City Precinct is an example of what is referred to as a parent place – a listing that includes or is made up of several individual places, or child places. The following table details child places that are associated with P26470 and are included on the City of Wanneroo (the City) Local Heritage Survey (LHS).

Name of Place	Place No.	Current LHS Management Category
King Neptune Sculpture	P17935 Legacy 43	2
Atlantis Marine Park (site)	P17523 Legacy 42	4
Two Rocks Shopping Centre	P17943 Legacy 44	4
Two Rocks Tavern	P17944 Legacy 45	4
Waughal Monoliths	P17948 Legacy 46	4
Two Rocks Limestone Retaining Wall	P17941 Legacy 48	4
Two Rocks Marina	P17942 Legacy 49	4

The City's LHS is currently under legislated review. As part of this process, and in accordance with the entry of P26470 Sun City Precinct into the Register, a new place record will be created for the LHS. To reflect the heritage status of P26470, all child places associated with the site need to have their management updated to the highest level of significance being Management Category 1.

Consultation

As the relevant Local Government associated with P26470 Sun City Precinct, the City was invited by DPLH to submit feedback on the Heritage Council's proposed consideration of the Sun City Precinct for entry into the Register. A report detailing the Heritage Council's proposal was considered at the Heritage Services Advisory Group meeting on 17 August 2022. The Advisory Group was supportive of the Heritage Council's proposed consideration for State heritage registration. A subsequent report was prepared for Ordinary Council Meeting on 13 September 2022, detailing the City's proposed submission to the Heritage Council. The report included reference to the child places associated with Sun City, and the need for management categories to be changed if P26470 was subsequently entered into the Register. The City lodged a submission to the proposed entry on 28 September 2022.

A report was prepared for the Heritage Services Advisory Group and tabled at their most recent meeting on 22 February 2023. The group unanimously supported the proposed management category changes to child places associated with P26470 Sun City Precinct in the City's LHS.

Comment

Entry of P26470 Sun City Precinct into the Register ensures that any major changes proposed are in keeping with its cultural heritage significance. This however does not restrict or prohibit any development in the area from occurring, only that it should be undertaken in a way that respects the cultural heritage values of the place as determined by the Heritage Council. Changes to the individual management categories of the child places, to Category 1 Exceptional Significance, will ensure that any development proposals received by the City are measured against Local Planning Policy 4.12 Heritage Places, and assessed with such cultural heritage significance as a priority. Any new development proposals within the Sun City Precinct will require referral and consultation with the Heritage Council for advice on the heritage aspects of the proposal as part of the consideration of any application by a determining authority.

The legislated review of the City's LHS is continuing and will be reported to Council at the appropriate time. In the meantime, it is considered appropriate to amend the management category on the LHS for the child places associated with P26470 Sun City Precinct given the listing on the State Heritage Register.

Statutory Compliance

The Register is a statutory list of places that help tell the story of Western Australia's history and development since European contact. Entry in the Register is reserved for places that have been found to have State cultural significance. The Register acknowledges the value and importance of a place and promotes its conservation.

Entry of the Sun City Precinct onto the Register will result in a subsequent entry of the place onto the City's LHS. As a State Registered Place, Sun City will be assigned a Management Category of 1, which will further result in the Precinct being afforded statutory protection under the City's Heritage List, established under Clause 8 of the Deemed Provisions of District Planning Scheme No. 2. Similarly, all child places that have their Management Category updated to 1 will also be listed on the City's Heritage List and afforded the same level of statutory protection. It is proposed that the City's Heritage List will be revised and updated on finalisation of the LHS Review.

Strategic Implications

The proposal aligns with the following objective within the Strategic Community Plan 2021 – 2031:

2 ~ A City that celebrates rich cultural histories, where people can visit and enjoy unique experiences

2.1 - Valuing cultures and history

Risk Appetite Statement

In pursuit of strategic objective goal 2, we will accept a Medium level of risk. The City accepts this is required to protect priority cultural places, create 'unique' experiences and embrace the cultural diversity of our heritage in a way that is inclusive but challenges convention and historical thinking.

Risk Management Considerations

Risk Title	Risk Rating
CO-O26 Heritage	Medium
Accountability	Action Planning Option
Director Community & Place	Manage

Policy Implications

Local Planning Policy 4.12 Heritage Places and Planning and Sustainability Local Planning Policy Framework provides for the protection of heritage places identified on the City's Local Heritage Survey.

Following the State Heritage listing this changes the Management category that applies to the site under DPS2 and the Local Heritage Survey. This is not a change to the Planning Framework, just the categorisation under the LHS.

The full review of the LHS, including new nominations and any other management category changes that have been considered during the process will be presented in a future Council report. The full review of the LHS is a legislated requirement under the WA Heritage Act 2018, but management categories can be changed without the full review process, as is needed.

Financial Implications

Nil

Voting Requirements

Simple Majority

Recommendation

That Council SUPPORTS changing the P26470 Sun City Precinct to Heritage Management Category 1 for the purposes of the City's Local Heritage Survey.

Attachments:

[1](#). Attachment 1: P26470 Sun City Precinct- Two Rocks - Curtilage - Zones of Significance - Child places 23/156152



HERITAGE
COUNCIL

HC CURTILAGE MAP P26470 SUN CITY PRECINCT, TWO ROCKS

MAP 1 OF 2 PREPARED BY TIMOTHY KIPPO (MAPPING/GIS OFFICER) 14/07/2022



Community Facilities

CP02-05/23 Disbandment of North Coast Cycling Facility Master Plan Implementation Working Group

File Ref: 38057 – 23/101166
Responsible Officer: Director Community & Place
Attachments: 1

Issue

To consider disbanding the North Coast Cycling Facility Master Plan Implementation Working Group (the Working Group) following the completion of the Splendid Park cycling facility.

Background

As per the Terms of Reference for the North Coast Cycling Facility Master Plan Implementation Working Group (**Attachment 1**) the Aims and Functions of the Working Group are:

The City's North Coast Cycling Facility Master Plan Implementation Working Group (the Working Group) will:

- 1. Provide strategic guidance in respect to the implementation of the North Coast Cycling Facility Master Plan (the Master Plan) as it relates to the provision of a criterium track at the Alkimos Regional Open Space as a first preference;*
- 2. Consider the development of a criterium track at the existing Wanneroo Raceway precinct, within the context of the development of the Wanneroo Raceway Master Plan;*
- 3. Investigate the potential use of the existing Wanneroo Raceway as an interim option for the Northern Beaches Cycling Club; and*
- 4. To investigate the potential of implementing training grade opportunities to be included in the design of any new active reserve within the City's boundary with the aim to improve and assist the growth of cycling for both recreation and sport.*

Council endorsed these Terms of Reference at its meeting held on 5 February 2019 (CP02-02/19).

Splendid Park in Yanchep was the selected site to construct a criterium track that meets the minimum standard for this type of facility. The track is 1.4km long and 6m wide with a 200m straight at 8m wide. This track was designed around the existing facilities at Splendid Park.

The construction of Splendid Park cycling facility commenced in May 2022 with the City taking practical completion of the cycling track in November 2022. An official opening was held for the facility in December 2022, with the facility being operational since.

Detail

At the Working Group meeting held on 20 March 2023, an update was provided on the completion of cycling track at Splendid Park and given the completion of the project fulfilled the Terms of Reference of the Working Group, the following recommendations were carried unanimously:

"That the North Coast Cycling Facility Master Plan Implementation Working Group:

- 1. NOTES the completion of construction of Splendid Park Cycling Track; and*

2. *REQUESTS Administration to commence the formal process to disband the working group, including the presentation of a report at the next available Ordinary Council Meeting.*

Consultation

Consultation will continue with the Northern Beaches Cycling Club and other Splendid Park user groups regarding any planned works for the site and the continued operation of the facilities.

Comment

Administration is supportive of the recommendation from the Working Group that the North Coast Cycling Facility Master Plan Implementation Working Group be disbanded. As per the Terms of Reference, the Working Group's purpose has been fulfilled with the construction of the Splendid Park cycling facility.

Statutory Compliance

Nil

Strategic Implications

The proposal aligns with the following objective within the Strategic Community Plan 2021 – 2031:

1 ~ An inclusive and accessible City with places and spaces that embrace all

1.3 - Facilities and activities for all

Risk Appetite Statement

In pursuit of strategic objective goal 1, we will accept a Medium level of risk. The recent pandemic has challenged our previous event delivery, place activation and community connection processes, and the City accepts that meeting community expectations in a more restrictive environment needs flexibility and innovation if community connection is to develop and grow in contrast to social and individual isolation.

Risk Management Considerations

There are no existing Strategic or Corporate risks within the City's existing risk registers which relate to the issues contained in this report.

Policy Implications

Nil

Financial Implications

Nil

Voting Requirements

Simple Majority

Recommendation

That Council:-

1. **APPROVES** the North Coast Cycling Facility Master Plan Implementation Working Group being disbanded; and
2. **RECOGNISES** and **THANKS** the Working Group members for their involvement in the Splendid Park cycling facility project.

Attachments:

1. [!\[\]\(cbe2492b119e39e02a1dab2af4a4b296_img.jpg\)](#) Attachment 1 - Terms of Reference NCCFM 23/159845



TERMS OF REFERENCE

Title:	<i>North Coast Cycling Facility Master Plan Implementation Working Group</i>
Purpose and Role	
<p>The purpose of this Group is:</p> <ul style="list-style-type: none"> To provide strategic advice and guidance with regard to the implementation of the North Coast Cycling Facility Master Plan. 	
1. Aims & Functions	
<p>The City's North Coast Cycling Facility Master Plan Implementation Working Group (the Working Group) will:</p> <p>1.1 Provide strategic guidance in respect to the implementation of the North Coast Cycling Facility Master Plan (the Master Plan) as it relates to the provision of a criterium track at the Alkimos Regional Open Space as a first preference;</p> <p>1.2 Consider the development of a Criterium Track at the existing Wanneroo Raceway precinct, within the context of the development of the Wanneroo Raceway Master Plan; and</p> <p>1.3 Investigate the potential use of the existing Wanneroo Raceway as an interim option for the Northern Beaches Cycling Club.</p> <p>1.4 To investigate the potential of implementing training grade opportunities to be included in the design of any new active reserve within the City's boundary with the aim to improve and assist the growth of cycling for both recreation and sport.</p>	
2. Membership:	
<p>2.1 The Working Group shall consist of the following representation:</p> <p>a) The Mayor (or nominee) a maximum of seven Council Members appointed by Council;</p> <p>b) Director Community and Place or nominee (non-voting member);</p> <p>c) Manager Community Facilities (non-voting member); and</p> <p>d) Up to two representatives of the Northern Beaches Cycling Club and up to two representatives to deputise when required.</p> <p>2.1.1 Membership shall be for a period of up to two years or an earlier time that signals the conclusion of the work, and terminating on the day of the Ordinary Council Elections.</p> <p>2.2 Members must comply with the City's Values and Code of Conduct;</p> <p>2.3 The Working Group has authority to second individuals from outside the Working Group, on a voluntary basis, for their expert advice.</p>	
3. Chair and Deputy Chair:	
<p>3.1 Chairperson:</p> <p>a) The Mayor will Chair all meetings of this Working Group;</p> <p>b) The members of the Working Group will elect a deputy Chairperson from amongst themselves at the first meeting of the Group;</p>	

- c) Council Officers should not be appointed to the position of Chairperson and Deputy Chairperson
- d) In the absence of the Chairperson, the Deputy Chairperson will assume the Chair, and in their absence, a person is to be elected by the Working Group members present to assume the Chair;
- e) The Chairperson is responsible for the proper conduct of the Working Group

4. Meeting Procedures:

4.1 Meetings:

- a) The Working Group will meet at least twice per year, with dates of these meetings determined by the Working Group;
- b) All meeting dates are to be provided in Councillors' Clipboard and in the City of Wanneroo diary;
- c) The Notice of Meetings including an agenda will be circulated to the Working Group members at least 72 hours prior to each meeting where possible;
- d) The Chairperson shall ensure that minutes of all meetings are kept and that copies are made available to all Working Group members as soon as is practicable after the meeting. The minutes are to be available for public inspection;
- e) A Working Group outcome or recommendation will have effect if it is supported by general consensus of the meeting, or through a vote made by simple majority. A simple majority is the agreement of not less than half of the votes present at the meeting;
- f) In the event that a vote is taken, all endorsed members of the Working Group will have one vote. The Chairperson will have the casting vote and simple majority will prevail.
- g) Copies of all agendas and minutes are to be forwarded electronically through the City's electronic record keeping system to Corporate and Council Support.

4.2 Quorum:

A meeting can be conducted without a quorum if necessary. However, every endeavour should be made to achieve a quorum or at least to ensure a reasonable representation of members, particularly in circumstances where recommendations will be made for Council's consideration.

4.3 Administration:

Administration Support - Administration support, including catering for the Working Group will be provided by the City. That support person will be the Community Facilities Planning Officer (North).

5. Authority of Establishment

6. Delegated Authority:

- 6.1 The Working Group has no delegated power and has no authority to implement its recommendations without approval of Council;
- 6.2 The Working Group has no delegated authority to commit Council to the expenditure of monies;
- 6.3 Matters requiring Council consideration will be subject to separate specific reports to Council.

Administration Use Only

HPE #

Date of Council Establishment of Group:			
Council Minute – Ref:			
Terms of Reference - HPE Ref:			
HPE Container – Ref:			
Operational Procedures - HPE Ref:			
Last Review Date:		Next Review Date:	

HPE #



Community Safety & Emergency Management Report

CP03-05/23 Horse Exercise Area - Timely Hostess Mews - Community Engagement Outcomes

File Ref:	2019V02 – 23/109085
Responsible Officer:	Director Community & Place
Attachments:	Nil
Previous Items:	CP03-10/22 - Horse Exercise Provisions - Lot 124 (34) Timely Hostess Mews, Mariginiup - Ordinary Council - 11 Oct 2022 6:00pm

Issue

To advise on the community engagement outcomes for formalising Lot 124 Timely Hostess Mews, Mariginiup as a horse exercise area and consider restricting usage for dogs.

Background

Lot 124 Timely Hostess Mews, Mariginiup has for many years been unofficially used as a place where horses can be exercised. This site is owned in freehold by the City of Wanneroo.

There have been incidents regarding dogs being exercised in the same areas as horses. Currently dogs are allowed to be exercised in the park off-lead.

The City is considering specifying Lot 124 Timely Hostess Mews as an official area where horses can be exercised. Before any changes are made, the City sought feedback and comments from the local community on designating Lot 124 Timely Hostess Mews as a horse exercise area and either restricting dogs to being exercised on lead only or prohibiting dogs from the park.

Detail

Consultation with residents of Mariginiup and visitors to the area was required to be undertaken to determine the level of support for formalising Lot 124 Timely Hostess Mews as an official horse exercise area.

The site is located within the Meadowlands Special Rural Zone 8 and is zoned Parks and Recreation (local Scheme Reserve) within the City's District Planning Scheme 2. Lot 124 is unserviced vacant land with full perimeter fencing.

City records indicate that Lot 124 was acquired by the City in June 1998 from the developer and was purchased to be set aside for public open space/equestrian purposes.

Consultation

Community engagement was undertaken from 6 February to 6 March 2023. An information letter was sent to 354 local residents/homeowners. The engagement was advertised via Your Say and the City's social media channels.

At the close of the consultation period, the City received 62 responses representing a 17.5% response rate. Ten responses received were outside of Mariginiup. The social media post reached 13,574 people and had 336 engagements, 239 link clicks, 21 shares and 32 comments.

Of the 62 responses received, 4 were not in favour, 4 were undecided and 54 were in favour of formalising the space as a horse exercise area with some level of prohibition of dogs.

A summary of comments received supporting formalising the space with a level of prohibition for dogs:

- *People bringing dogs to the area that are not under effective control and putting horses and their riders at risk.*
- *Often times there are riders on the trail (next to the park) which is supposed to be dogs on lead and dogs will jump and bite at the horse's hocks.*
- *It (the space) will be used a lot more by horse people if they know they and their horse will be safe from dogs.*
- *There aren't enough designated safe places for us horse people to ride out safely.*
- *I feel people should be able to take their horses out without fear of dogs chasing them.*
- *There are not enough areas for exercising horses in the Wanneroo Area. It's important to make exercising horses safe for dogs and horses.*
- *We desperately need safe places to ride.*
- *Being a huge horse area we need something like this.*
- *There are so many dog parks in the COW and I agree why can't we Horse riders have an exercise area for our horses?*
- *Many areas horses users to use in the area have been developed or taken over by urban dog walkers.*
- *There are not many designated safe areas to trail ride in the city of Wanneroo, it would be great to have this space available to the horse riding community.*
- *There are numerous parks for dogs to be walked but not so many for horses to be exercised.*
- *It would be lovely to have a horse exercises area near us where we could train our horses and ride in a safe environment.*
- *I feel it needs to prohibit dogs completely as this can cause a serious safety risk to our horses, is as riders and also dogs as they can easily be hurt or killed if kicked.*
- *the issue of dogs I would consider prohibiting reasonable as if horses are being exercised and riders are improving their skills, dogs can create distractions which could be a safety hazard.*
- *Dogs can be exercised almost anywhere, horses don't have that privilege.*
- *I think it would be better not to have them (dogs) in this area, horses and dogs do not go together - not worth trying to make people keep them on leads.*

A summary of comments received from those undecided on formalising the space with a level of prohibition for dogs:

- *There is no objection to changing the local law to allow for a horse exercise area. What is not appropriate however is the spending of ratepayer funds to furnish this quasi "POS".*
- *Concern is multiple vehicles are parked on the street. What measures will be put in place for dust management? What security measures will be implemented for additional street visitors and traffic?*
- *Concern about dust pickup but didn't believe that it would be viable to irrigate the space to reduce the amount of dust pickup as this would likely be too expensive.*
- *Have ridden my horses in the area for 8 years with no bad encounters with dogs. So long as we can ride our ponies we don't mind sharing the space with dogs.*

A summary of comments received from those against formalising the space with a level of prohibition for dogs:

- *There are great neighbours surrounding this with different aspects of life and would be a shame to see people with dogs be prohibited from this area.*

- *This one (the park) should remain a place for dogs to be exercised freely.*
- *Dogs should also be on a lead in there.*
- *I have no problems sharing the Crown land with horses as I thought I was already but strongly opposed it being prohibited to dogs.*

Comment

Following the engagement period, it was clear there is a high level of support for the space to be a formalised horse exercise area, with a level of restriction on dogs within this space.

Should Council agree to progress this matter, Administration will commence the process to make the determination to formalise Lot 124 Timely Hostess Mews, Mariginiup as a horse exercise area. Following this determination, consideration will be given to the level of restriction on dogs.

Statutory Compliance

In accordance with section 3.6 of the City's Animals Local Law 2021 the procedure for making a determination:

1. The CEO or an authorised person is to give local public notice of the local government's intention to make a determination pursuant to section 3.5 (Horse Exercise Area) of the City of Wanneroo Animals Local Law 2021.
2. The local public notice referred to in subclause (1) is to state that –
 - a. The local government intends to make a determination, the purpose and effect of which is summarised in the notice;
 - b. A copy of the proposed determination may be inspected and obtained from the offices of the local government; and
 - c. Submissions in writing about the proposed determination has effect as a determination on and from the date of publication.
3. If no submissions are received in accordance with subclause (2)(c), the local government may decide –
 - a. To give local public notice that the proposed determination has effect as a determination on and from the date of publication;
 - b. To amend the proposed determination, in which case subclause (5) is to apply; or
 - c. Not to continue with the proposed determination.
4. If submissions are received in accordance with (2)(c), the local government –
 - a. Is to consider those submissions; and
 - b. May decide -
 - I. Whether or not to amend the proposed determination; or
 - II. Whether or not to continue with the proposed determination.
5. If the local government decides to amend the proposed determination, it is to give local public notice –
 - a. Of the effect of the amendments; and
 - b. That the proposed determination has effect as a determination on and from the date of publication.
6. If the local government decides not to amend the proposed determination, it is to give local public notice that the proposed determination has effect as a determination on and from the date of publication.

7. A proposed determination is to have effect as a determination on and from the date of publication of the local public notice referred to in the subclauses (3), (5) and (6).

In terms of changes regarding dog exercise provisions, Section 31(2B) of the *Dog Act 1976* allows for a local government to, by absolute majority, specify a public place, or a class of public place, that is under the care, control or management of the local government to be a place where dogs are prohibited:

- a) at all times; or
- b) at specified times.

Based on the community consultation outcomes, it is suggested that there be restrictions placed on the exercise of dogs on Lot 124 Timely Hostess Mews. It is recommended that Council make a decision on this at the time that it considers the proposed submissions regarding the Animal Local Law determination. If, following consideration of the submissions it is resolved to allow horses, then the process can occur to allow for a decision on restrictions on dogs. However, if it is resolved not to allow horses, the restrictions on dogs may not be required.

Strategic Implications

The proposal aligns with the following objective within the Strategic Community Plan 2021 – 2031:

1 ~ An inclusive and accessible City with places and spaces that embrace all

1.1 - Value the contribution of all people

Risk Appetite Statement

In pursuit of strategic objective goal 1, we will accept a Medium level of risk. The recent pandemic has challenged our previous event delivery, place activation and community connection processes, and the City accepts that meeting community expectations in a more restrictive environment needs flexibility and innovation if community connection is to develop and grow in contrast to social and individual isolation.

Risk Management Considerations

Risk Title	Risk Rating
ST-S23 Stakeholder Relationships	Medium
Accountability	Action Planning Option
Executive Leadership Team	Manage

Risk Title	Risk Rating
ST-S26 Resilient & Productive Communities	Medium
Accountability	Action Planning Option
Director Community and Place	Manage

The above risks relating to the issue contained within this report have been identified and considered within the City's Strategic and Corporate risk registers. Action plans have been developed to manage these risks to support existing management systems.

Policy Implications

Lot 124 Timely Hostess Mews is freehold land and is not a formal 'park' comprised in Crown land (managed by the City under a management order). Due to the freehold status, the long term use of Lot 124 will be subject to future consideration under the City's Strategic Land Policy.

Financial Implications

The cost of undertaking public notice and other functions necessary under legislation can be met through the City's existing budget.

Voting Requirements

Simple Majority

Recommendation

That Council:-

1. **REQUESTS** that the Chief Executive Officer or an authorised person give local public notice stating that the City of Wanneroo proposes to make a determination in accordance with clause 3.5 of the City's Animals Local Law 2021, a summary of its purpose and effect being:

The purpose of which is to permit horses being exercised on Lot 124 Timely Hostess Mews, Mariginiup.

The effect of the determination will be that horses will be permitted to be exercised at Lot 124 Timely Hostess Mews, Mariginiup.
2. **NOTES:**
 - a) Copies of the proposed determination may be inspected at the City's offices and will be made available on the City's website;
 - b) Submissions regarding the proposed determination may be made to the City within a period of not more than 21 days after the public notice is given; and
 - c) A copy of the proposed determination will be supplied to any person requesting it; and
3. **NOTES** that all submissions received will be presented to Council for consideration.

Attachments: Nil

Corporate Strategy & Performance

Business & Finance

CS01-05/23 Financial Activity Statement for period ended 31 March 2023

File Ref: 43017V02 – 23/135540
 Responsible Officer: Director, Corporate Strategy & Performance
 Attachments: 4

Issue

To consider the Financial Activity Statement for the period ended 31 March 2023.

Background

In accordance with Local Government (Financial Management) Regulations 1996, the Financial Activity Statement has been prepared in compliance with the following:

- Regulation 34(1) of the Local Government (Financial Management) Regulations 1996, which requires a local government to prepare a statement of financial activity each month, presented according to nature and type or by business unit. For the 2022/23 financial year the statement of financial activity will be presented by nature and type.
- Regulation 34(5) of the Local Government (Financial Management) Regulations 1996, which requires a local government to adopt a percentage or value, calculated in accordance with Australian Accounting Standards, to be used in statements of financial activity for reporting material variances. For the 2022/23 financial year 10% and a value greater than \$100,000 will be used for the reporting of variances

Detail

Financial Activity for the Period Ended 31 March 2023

At the Ordinary Council Meeting on 28 June 2022 (SCS028062022) Council adopted the Annual Budget for the 2022/23 financial year. The figures in this report are compared to the revised budget.

Overall Comments Month-to-Date

Results from Operations

For the month of March 2023, Financial Activity Statement report an overall unfavourable variance from Operations before Non-Operating Revenue and Expenses of \$500k.

The unfavourable variance is mainly due higher spends in Employee Costs, Materials and Contracts and Utility Charges.

Description	Current Month - March 2023					Comments
	Actual \$m	Revised Budget \$m	Variance \$m	Variance %		
Operating Revenue	4.3	4.3	(0.0)	(0.0)	G	The overall variance is below the reportable threshold.
Operating Expense	(18.8)	(18.3)	(0.5)	(2.7)	A	The unfavourable variance is mainly due to higher Employee Costs, Materials & Contracts Expenses, Utility Charges, Interest and Insurance Expenses partially offset by lower Depreciation. Please refer to notes 6, 7, 8, and 9 for further details.
Result from Operations	(14.5)	(14.0)	(0.5)	(3.6)		

Capital Program

During March 2023, \$4.9m was spent on various capital projects of which \$1.3m was spent on Sports Facilities (**Attachment 2** for more details).

Description	Month Actual \$m	Month Revised Budget \$m	% Complete of Month Revised Budget
Expenditure	4.9	5.4	90.7%

Overall Comments on Year to Date (YTD) Figures*Results from Operations*

As at 31 March 2023, Financial Activity Statement indicates an overall favourable variance of 15m from Operations (before Non-Operating Revenue and Expenses).

The favourable variance is mainly due to lower expenses from Materials & Contracts of \$7.4m, Employee Costs of \$3.4m, Depreciation of \$1.9m and higher revenue from Operating Grants, Subsidies and Contributions of \$603K, Fees and Charges of \$770k and Interest Earnings of \$1.5m.

Description	Year-To-Date March 2023					Comments
	Actual \$m	Revised Budget \$m	Variance \$m	Variance %		
Operating Revenue	208.8	206.1	2.7	1.3	G	Overall favourable variance is mainly due to higher revenue from Operating Grants, Subsidies & Contributions, Fees & Charges, Interest Earnings partially offset by lower revenue from Rates and Other Revenue. Please refer to Notes 1, 2, 3, 4 and 5.
Operating Expense	(152.0)	(164.3)	12.3	7.5	G	The favourable variance is mainly due to lower Employee Costs, Materials & Contracts and Depreciation partially offset by higher Utility, Interest and Insurance Expenses. Please refer to notes 6, 7, 8, and 9 for further details.
Result from Operations	56.8	41.8	15.0	35.9		

Capital Program

At the end of March 2023, \$32.7m expended on various capital projects of which \$9.9m was spent on Sports Facilities, \$4.7m on Fleet management and \$4.0m on Roads. (Refer **Attachment 2** for Top Capital Projects 2022/23).

Description	YTD Actual \$m	YTD Revised Budget \$m	% Complete of YTD Revised Budget	Annual Revised Budget \$m	% Complete of Annual Revised Budget
Expenditure	32.7	43.2	75.7%	64.8	50.5%

Investment Portfolio Performance

Portfolio Value \$m	Monthly Weighted Return	Comments
512.9	4.06%	Portfolio balance has increased by \$1.3m from February 2023. The monthly weighted return is 4.06% which is above the set benchmark (12 months UBS Australia Bank Bill Index) by 1.97%. (Refer to Attachment 3 for more details)

Detailed Analysis of Statement of Comprehensive Income

Comments relating to the Statement of Comprehensive Income are provided under the following two sections:

- a) Current month comparison of Actuals to Revised Budgets; and
- b) Year to date of Actuals to Revised Budgets.

The comments are provided where the variance is higher than reporting threshold or item of interest to Council.

CITY OF WANNEROO
STATEMENT OF COMPREHENSIVE INCOME BY NATURE OR TYPE
FOR THE PERIOD ENDED 31 MAR 2023

Description	Current Month				Year to Date				Annual					
	Actual \$	Revised Budget \$	Variance		Notes	Actual \$	Revised Budget \$	Variance		Adopted Budget \$	Revised Budget \$	Variance		
			\$	%				\$	%			\$	%	
Revenues														
Rates	125,887	500,000	(374,113)	(74.8)	R	147,156,542	147,222,515	(65,973)	0.0	G	147,290,515	147,290,515	0	0
Operating Grants, Subsidies & Contributions	440,118	200,539	239,579	119.5	G	5,122,186	4,519,198	602,987	13.3	G	5,596,390	5,922,986	326,596	6
Fees & Charges	1,840,284	1,974,118	(133,834)	(6.8)	A	46,062,070	45,292,281	769,789	1.7	G	51,292,833	50,764,165	(528,668)	(1)
Interest Earnings	1,265,047	1,251,461	13,586	1.1	G	8,986,852	7,494,611	1,492,241	19.9	G	7,024,594	11,264,494	4,239,899	38
Other Revenue	627,628	332,192	295,436	88.9	G	1,507,978	1,558,399	(50,421)	(3.2)	A	650,319	2,114,039	1,463,720	69
Ex Gratia Rates	0	-	0	0.0	G	0	0	0	0.0	G	24,000	24,000	0	0
Total Operating Revenue	4,298,964	4,258,310	40,654	1.0		208,835,628	206,087,004	2,748,624	1.3		211,878,655	217,380,199	5,501,544	3
Expenses														
Employee Costs	(7,072,724)	(7,056,889)	(15,835)	(0.2)	A	(59,700,073)	(63,072,818)	3,372,745	5.3	G	(83,660,259)	(83,660,258)	1	0
Materials & Contracts	(6,952,440)	(6,695,537)	(256,903)	(3.8)	A	(51,277,568)	(58,669,020)	7,391,452	12.6	G	(79,704,653)	(79,231,402)	473,251	1
Utility Charges	(944,048)	(635,803)	(308,245)	(48.5)	R	(7,670,516)	(7,394,355)	(276,161)	(3.7)	A	(10,380,146)	(10,154,163)	225,983	2
Depreciation	(3,372,102)	(3,434,898)	62,796	1.8	G	(29,023,455)	(30,914,108)	1,890,653	6.1	G	(41,218,774)	(41,218,774)	0	0
Interest Expenses	(355,062)	(354,450)	(612)	(0.2)	A	(3,209,212)	(3,196,050)	(13,162)	(0.4)	A	(4,264,103)	(4,259,431)	4,672	0
Insurance	(126,281)	(119,875)	(6,406)	(5.3)	A	(1,149,689)	(1,088,943)	(60,746)	(5.6)	A	(1,439,911)	(1,439,911)	800	0
Total Operating Expenditure	(18,822,657)	(18,297,452)	(525,205)	(2.9)		(152,030,513)	(164,335,294)	12,304,781	7.5		(220,667,846)	(219,963,139)	704,707	0
RESULT FROM OPERATIONS	(14,523,693)	(14,039,142)	(484,551)	(3.5)		56,805,115	41,751,710	15,053,405	36.1		(8,789,191)	(2,582,940)	6,206,251	(240)
Non Operating Revenue & Expenses														
Non Operating Grants, Subsidies & Contributions	987,482	1,826,358	(838,876)	(45.9)	R	12,129,255	14,936,447	(2,807,192)	(18.8)	R	21,965,725	17,786,227	(4,179,498)	(23)
Non Operating Contract Expenses	0	0	0	0.0	G	0	0	0	0.0	G	(128,582)	(128,582)	0	0
Profit on Asset Disposals	270,544	212,986	57,558	27.0	G	1,824,105	1,916,874	(92,769)	(4.8)	A	2,555,831	2,555,831	0	0
Loss on Assets Disposals	0	(71,775)	71,775	100.0	G	(119,058)	(645,975)	526,917	81.6	G	(861,296)	(861,296)	0	0
TPS* & DCP** Revenues	1,081,776	960,339	121,437	12.6	G	13,032,015	12,181,883	850,132	7.0	G	29,069,490	25,973,360	(3,096,130)	(12)
TPS* & DCP** Expenses	(141,852)	(1,107,959)	966,107	87.2	G	(2,526,583)	(22,340,287)	19,813,704	88.7	G	(24,348,082)	(25,136,869)	(788,787)	3
Contributed Physical Assets	297,917	2,070,700	(1,772,783)	(85.6)	R	12,950,665	18,636,300	(5,685,635)	(30.5)	R	24,848,400	24,848,400	0	0
Total Non Operating Revenue and Expenses	2,495,867	3,890,649	(1,394,782)	(35.8)		37,290,400	24,685,242	12,605,158	51.1		53,101,486	45,037,071	(8,064,415)	(18)
NET RESULT (OPERATING & NON OPERATING)	(12,027,826)	(10,148,492)	(1,879,333)	(18.5)		94,095,515	66,436,952	27,658,563	(41.6)		44,312,295	42,454,131	(1,858,164)	(4)
Other Comprehensive Income	0	0	0	0.0		0	0	0	0.0		0	0	0	0
TOTAL COMPREHENSIVE INCOME	(12,027,826)	(10,148,492)	(1,879,333)	(18.5)		94,095,515	66,436,952	27,658,563	(41.6)		44,312,295	42,454,131	(1,858,164)	(4)

Key

G - Green
-0% to -10%
A - Amber
R - Red

*TPS= Town Planning Schemes

**DCP=Developers Contribution Plans

Revenues

Note 1 Rates

Month to Date - (Actual \$125k, Revised Budget \$500k)

The number of valuations received was less than anticipated which resulted in the unfavourable variance of \$374k.

Year to Date - (Actual \$147.1m, Revised Budget \$146.2m)

The unfavourable variance of \$65k mainly due to timing differences of Interim Rates.

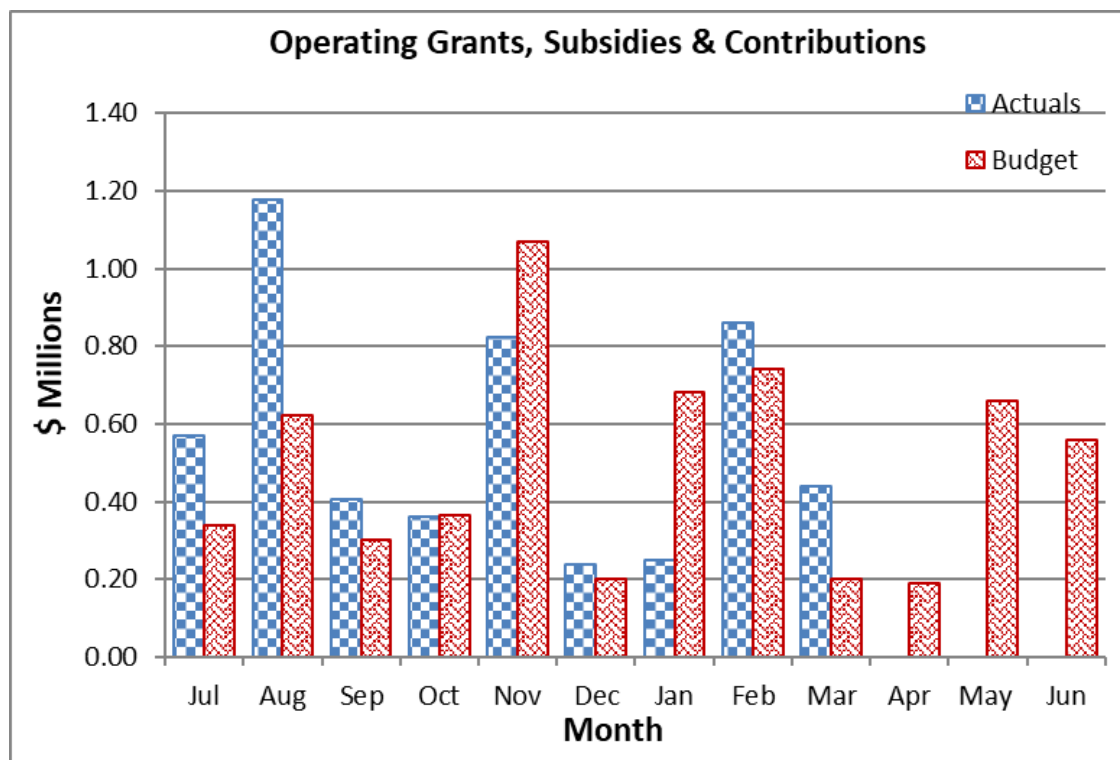
Note 2 Operating Grants, Subsidies & Contributions

Month to Date - (Actual \$440k, Revised Budget \$201k)

The favourable variance of \$240k mainly relates to income received for debt recovery, admin fee and late payment interest on the General Rates.

Year to Date - (Actual \$5.1m, Revised Budget \$4.5m)

The favourable variance of \$603k is mainly due to earlier than expected receipt of various grants.

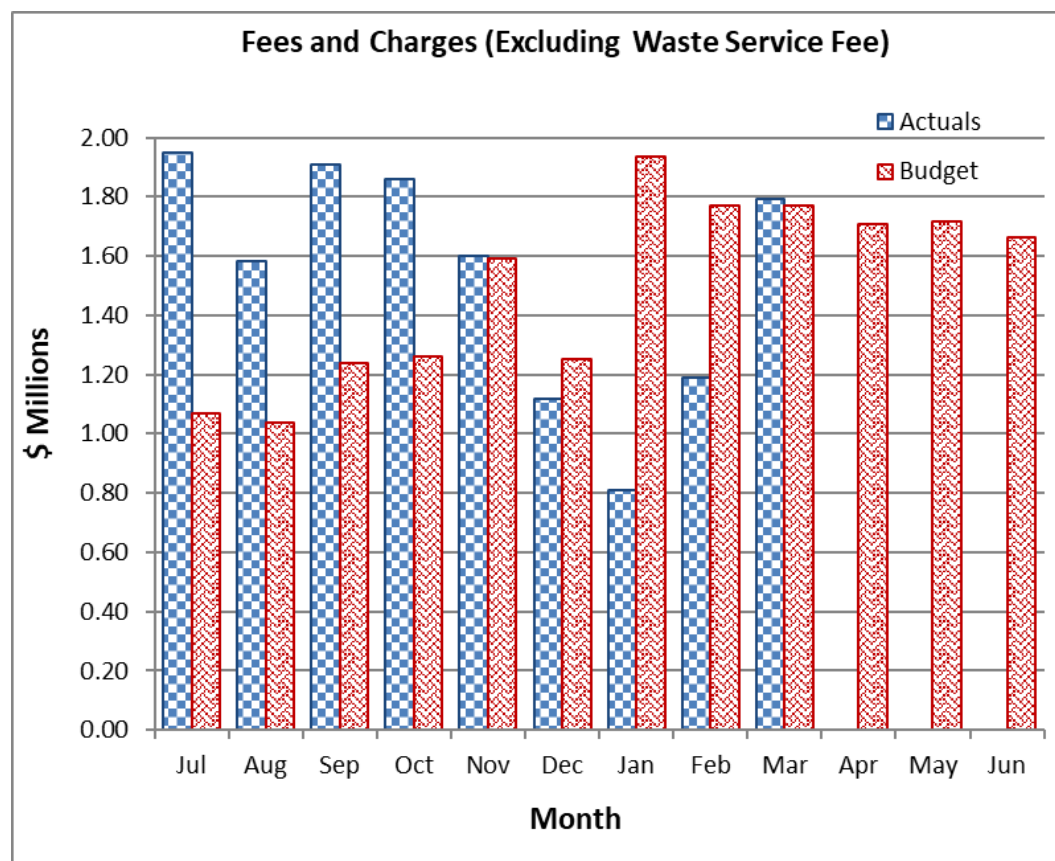


Note 3 Fees and Charges**Month to Date - (Actual \$1.8m, Revised Budget \$1.9m)**

The unfavourable variance of \$133k for the month is mainly due to lower income collected for Rubbish Collection, Golf Green Fee and Swimming Pool Inspection Fee. The unfavourable variance is partially offset by higher income received from community facilities.

Year to Date - (Actual \$46m, Adopted Budget \$45m)

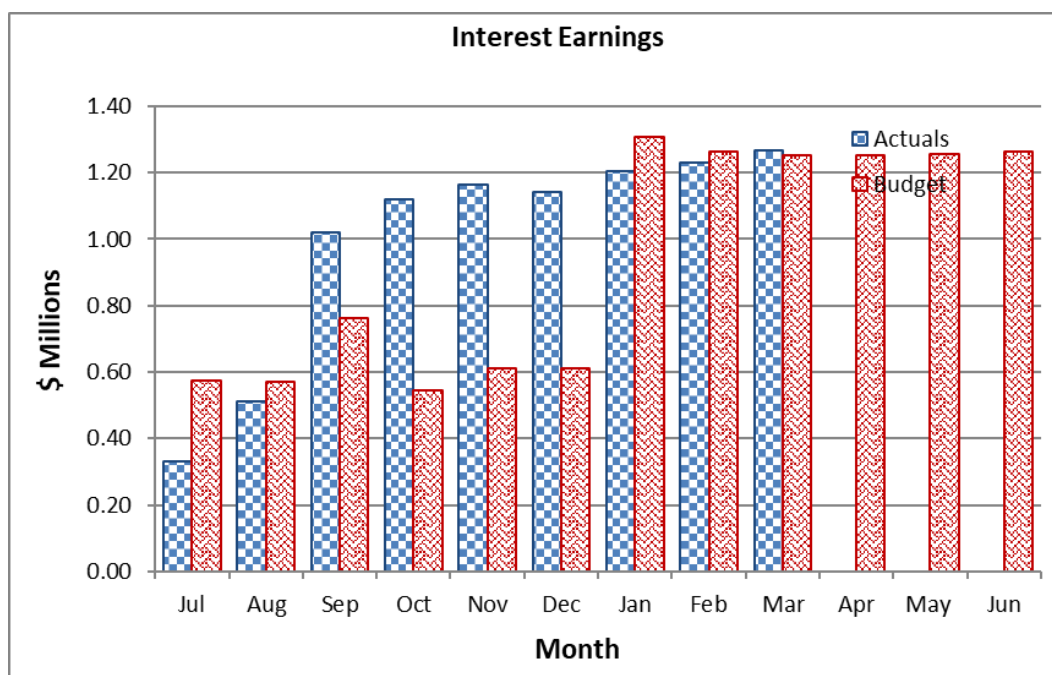
The variance is favourable by \$770k, mostly due to the enhanced income sharing agreement for the City's golf courses which are externally managed.

**Note 4 Interest Earnings****Month to Date - (Actual \$1.3m, Revised Budget \$1.3m)**

The variance is favourable by \$13K but is within the reportable threshold.

Year to Date - (Actual \$8.98m, Revised Budget \$7.49m)

The variance is favourable by \$1.5m primarily due to the improvement in interest rates on investments.



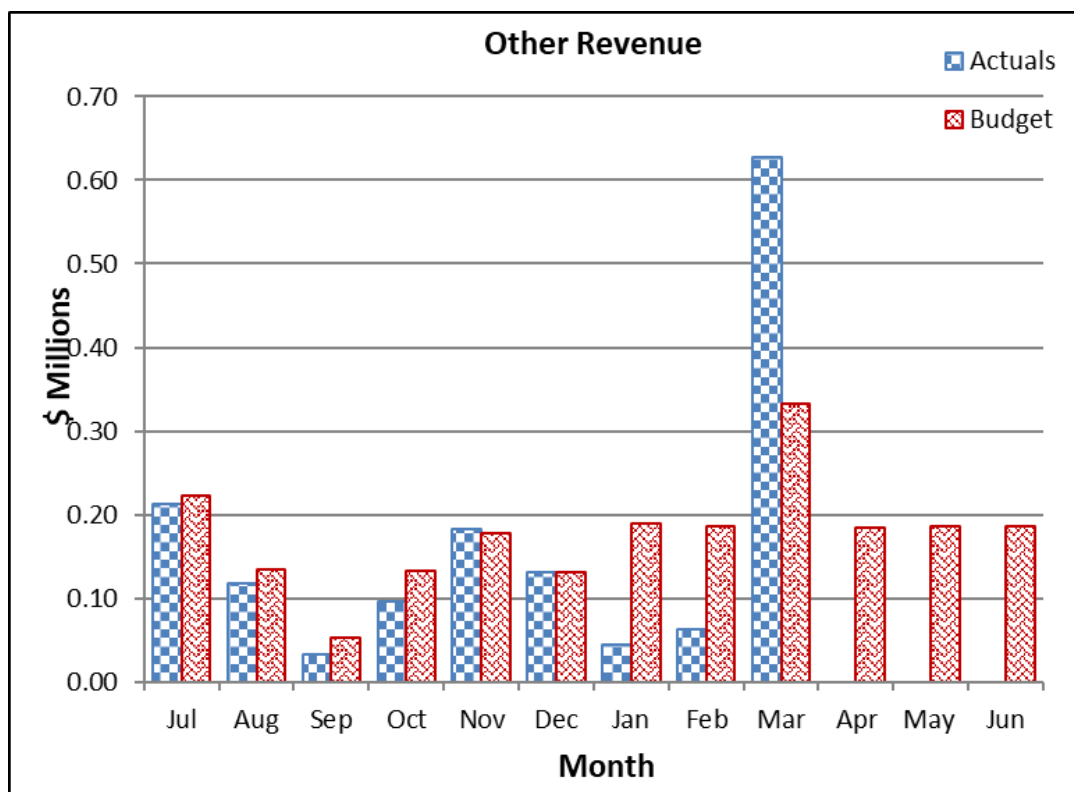
Note 5 Other Revenue

Month to Date - (Actual \$628k, Revised Budget \$332k)

The favourable variance of \$295k is a result of profit share fee received from the contractor for the Carramar and Marangaroo golf courses.

Year to Date - (Actual \$1.51m, Revised Budget \$1.56mk)

The variance is unfavourable by \$50k but is within the reportable threshold.



Expenses

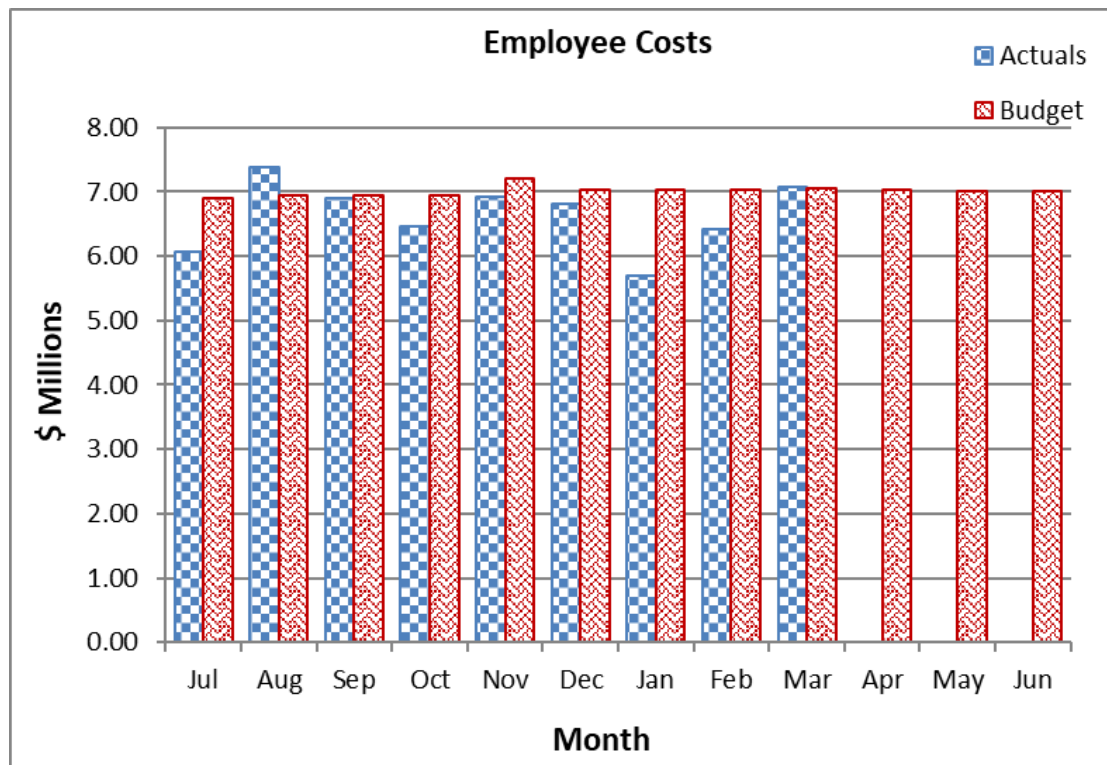
Note 6 Employee Costs

Month to Date - (Actual \$7.1m, Revised Budget \$7.1m)

The variance is unfavourable by \$16k which is below the reporting threshold.

Year to Date - (Actual \$59.7m, Revised Budget \$63.0m)

The variance is favourable by \$3.4m mainly due to the higher than anticipated level of staff vacancies and deferment of backfilling certain roles.



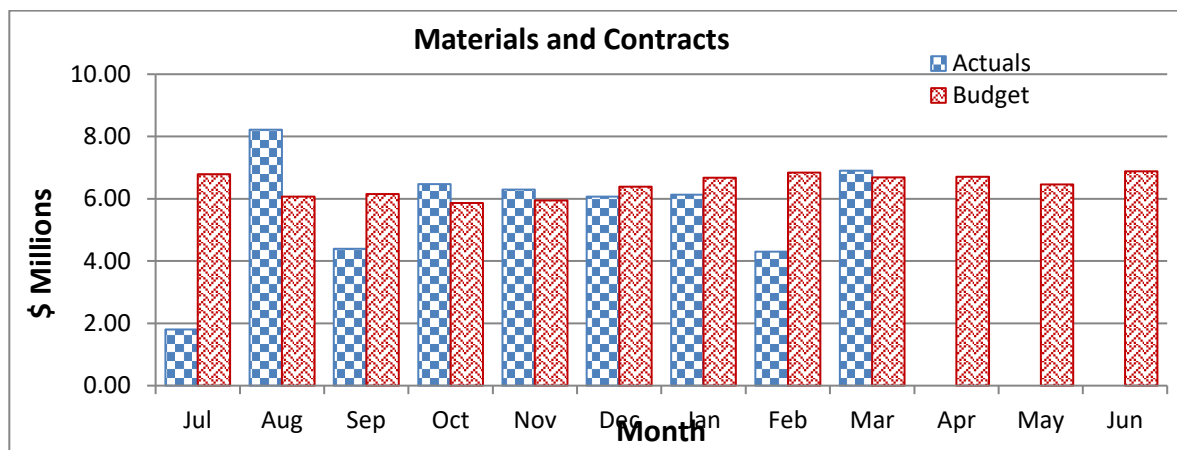
Note 7 Materials and Contracts

Month to Date - (Actual \$6.95m, Revised Budget \$6.70m)

The favourable variance of \$256k is mainly a result of lower consulting expenses, software maintenance support and licence fees.

Year to Date - (Actual \$51.3m, Revised Budget \$58.7m)

The variance is favourable by \$7.4m mainly resulting from timing differences in various contract expenses and lower refuse removal expenses due to decrease in gate fees.



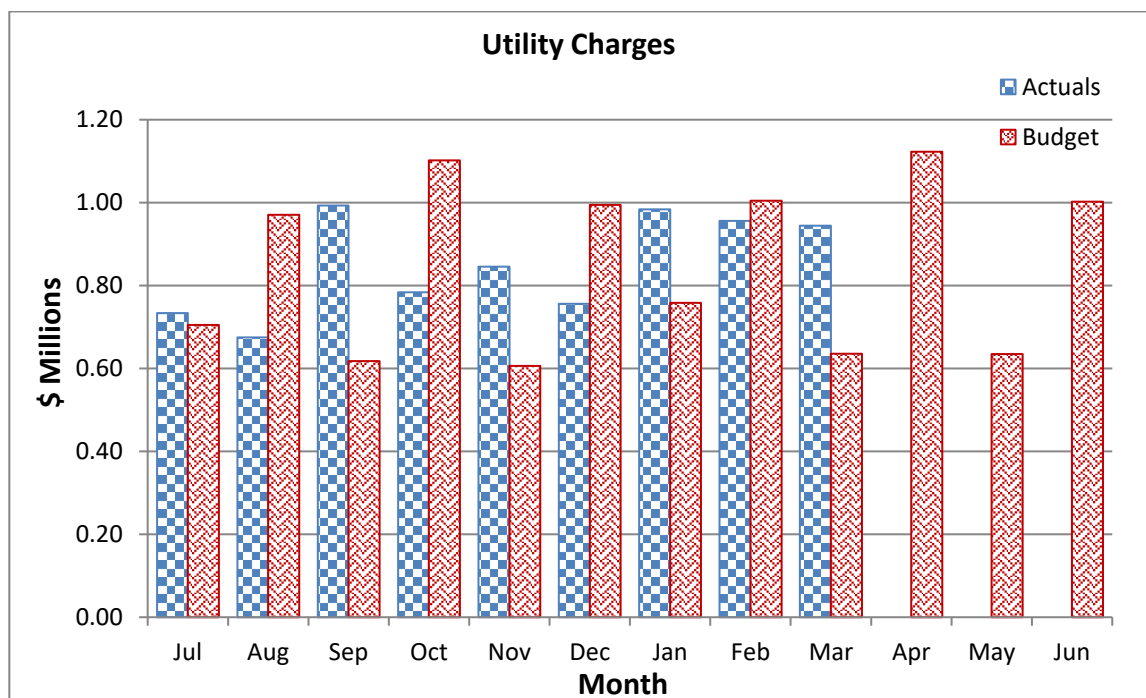
Note 8 Utility Charges

Month to Date - (Actual \$944k, Revised Budget \$635K)

The unfavourable variance of \$309k is mainly due to higher electricity and water usage for community facilities and parks.

Year to Date - (Actual \$7.7m, Adopted Budget \$7.4m)

The unfavourable variance of \$276k is a combination of higher than expected water charges, and electricity expenses for street lighting.

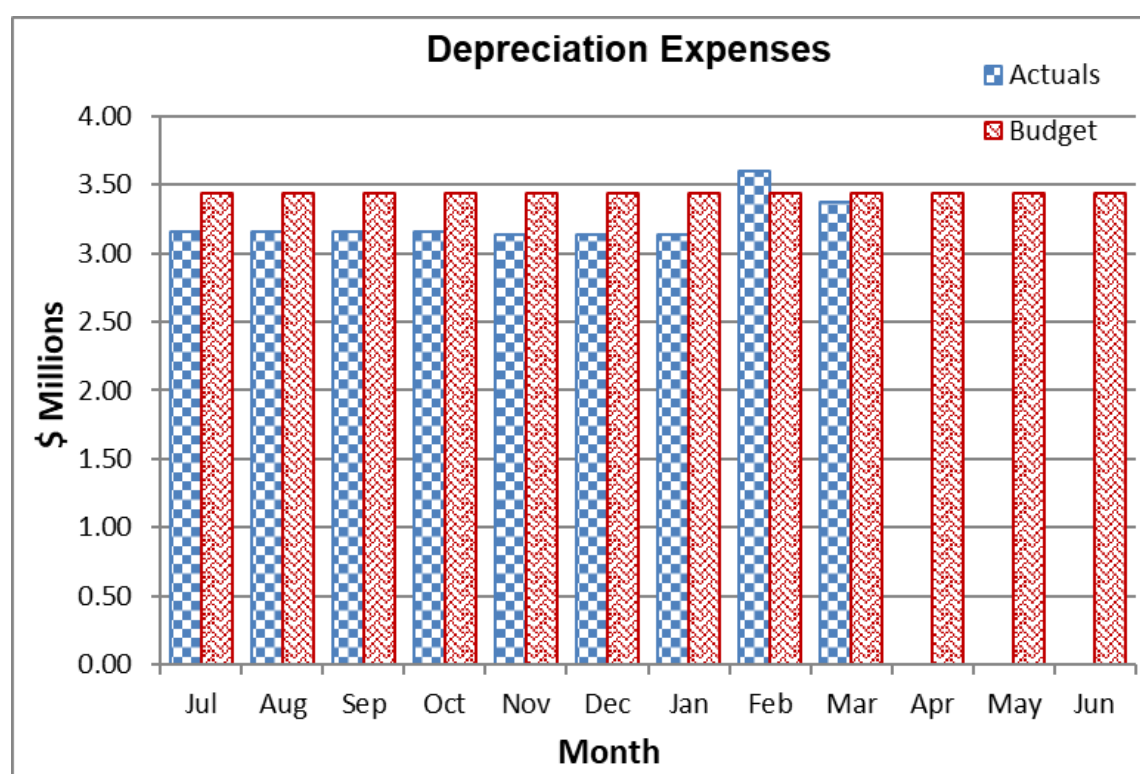


Note 9 Depreciation**Month to Date - (Actual \$3.4m, Revised Budget \$3.4m)**

The variance is favourable by \$63k but is within the reportable threshold.

Year to Date - (Actual \$29m, Revised Budget \$31m)

The favourable variance of \$1.9m is reflective of the lower than expected value of assets, together with delays in completion of various capital projects for capitalisation.

**Non Operating Revenue & Expenses****Note 10 Non Operating Grants, Subsidies & Contributions****Month to Date – (Actual \$987k, Revised Budget \$1.8m)**

The unfavourable variance of \$838k is due to timing difference of State Government grants to be received for Kingsway Sporting Complex and various main road grants.

Year to Date – (Actual \$12m, Revised Budget \$15m)

The unfavourable variance of \$2.8m is mainly due to delay in meeting performance obligations as per the grant agreements for capital projects funded by Federal Government.

Under the Australian Accounting Standard (AASB) 1058, grants with performance obligations can only be recognised upon meeting the attached obligations

Note 11 Profit / Loss on Asset Disposals**Month to Date – (Combined Actual \$270k, Combined Revised Budget \$141k)**

The favourable variance of \$129k is due to profit in disposal of residential land.

Year to Date – (Combined Actual \$1.7m, Combined Revised Budget \$1.2m)

The variance is favourable by \$434k mainly attributed to timing difference for sale of plant and vehicles.

Note 12 Town Planning Scheme (TPS) Revenues**Month to Date – (Actual \$1m, Revised Budget \$960k)**

The favourable variance of \$121k is due to higher contributions received from developers.

Year to Date – (Actual \$13m, Revised Budget \$12m)

The favourable variance of \$850k is due to higher contributions received from developers.

Note 13 Town Planning Scheme (TPS) Expenses**Month to Date – (Actual \$141k, Revised Budget \$1m)**

The favourable variance of \$966k is due to timing differences of contract expenses.

Year to Date – (Actual \$2.5m, Revised Budget \$22.3m)

The favourable variance of \$20m is due to timing differences of contract expenses.

Note 14 Contributed Physical Assets**Month to Date – (Actual \$300k, Revised Budget \$2.0m)**

The favourable variance of \$1.7m is due to timing differences of contributions of various roads, foot paths, drainages and kerbs from residential land developers.

Year to Date – (Actual \$13m, Revised Budget \$19m)

The unfavourable variance of \$6.0m is due to delays in contribution of various infrastructure physical assets by residential land developers.

Statement of Financial Position (Refer Attachment 1 for details)

CITY OF WANNEROO
STATEMENT OF FINANCIAL POSITION
AS AT 31 MARCH 2023

Description	30 June 2022 Actual \$	31 March 2023 Actual \$	Movement		Notes
			\$	%	
Current Assets	461,402,418	540,950,054	79,547,636	17.2	
Current Liabilities	(103,079,055)	(105,077,786)	(1,998,731)	(1.9)	
NET CURRENT ASSETS	358,323,363	435,872,268	77,548,905	21.6	1
Non Current Assets	2,369,141,127	2,385,935,269	16,794,142	0.7	2
Non Current Liabilities	(165,154,615)	(165,402,147)	(247,532)	(0.1)	3
NET ASSETS	2,562,309,875	2,656,405,390	94,095,515	3.7	
TOTAL EQUITY	2,562,309,875	2,656,405,390	94,095,515	3.7	

Note 1 - Net Current Assets

When compared to the opening position as of 30 June 2022, Net Current Assets have increased by \$77.5m, which is predominately due to levying of 2022/22 Rates and Waste Service Fees in July 2022.

Within the Current Assets, Current Receivables of \$26m mainly comprises of \$13.8m Rates and Waste Service Fees, \$1.8m Emergency Service Levy, with the remaining balance attributed to General Debtors.

Note 2 - Non-Current Assets

Non-Current Assets as of 31 March 2023 have increased by \$16.8m, from 30 June 2022. This movement is predominantly due to increase in work in progress and asset acquisitions.

Note 3 - Non-Current Liabilities

Non-Current Liabilities have increased by \$247k due to change in leave provisions.

Financial Performance Indicators

The table below presents data on relevant financial ratios, comparing the minimum standard expected as per the Department of Local Government, Sport and Cultural Industries (DLGSCI) status at the year to date figures, and at the same period of the last year.

A green highlight is used where the minimum standard is met or exceeded. Highlighted in red is below the standard (where relevant).

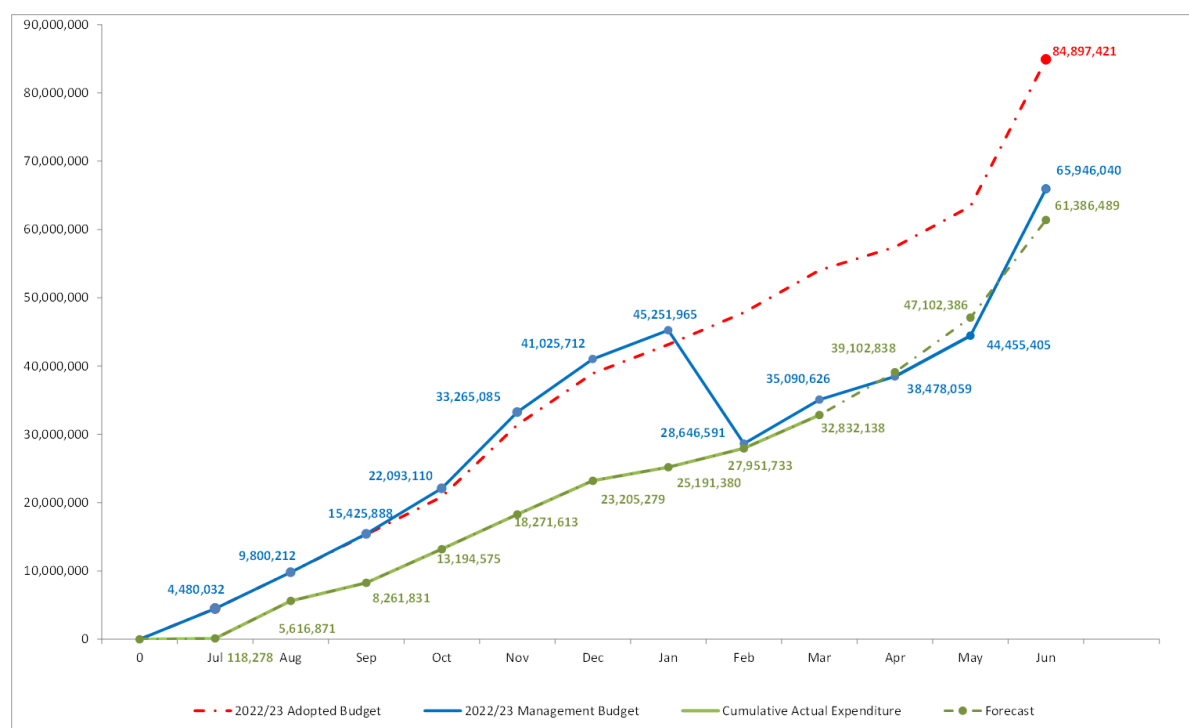
Details	DLGSCI Minimum Standard	As at 31/03/2022	As at 31/03/2023	For the month - Minimum Standard Met
Current Ratio				
The ability to meet short term financial obligations from unrestricted current assets.				
Current Assets - Restricted Current Assets (RCA)	=>1.00:1	1.45:1	1.79:1	YES
Current Liabilities (CL) - CL Associated with RCA				
Debt Service Cover Ratio				
The ability to produce enough cash to cover debt payments.				
Operating Surplus before Interest & Depreciation	=>2.00:1	22.79:1	31.52:1	YES
Principle & Interest Repayments				
Own Source Revenue Coverage Ratio				
The ability to cover costs through own revenue efforts.				
Own Source Operating Revenue	=>0.40:1	1.31:1	1.41:1	YES
Operating Expense				
Operating Surplus Ratio				
The ability to cover operational costs and have revenues available for capital funding or other purposes.				
Operating Revenue - Operating Expense	=>0.01:1	0.25:1	0.28:1	YES
Own Source Operating Revenue				

Capital Works Program

The status of the Capital Works Program is summarised by Sub-Program in the table below:

Sub-Program	No. of Projects	Current Month Actual \$	YTD Actual \$	Revised Budget \$	% Spend
Community Buildings	20	405,205	1,621,561	3,997,855	41%
Community Safety	9	205,698	1,406,798	2,586,547	54%
Conservation Reserves	4	5,818	266,288	428,705	62%
Corporate Buildings	2	41,308	115,790	538,065	22%
Environmental Offset	4	27,693	168,919	402,396	42%
Fleet Management - Corporate	5	123,869	4,784,317	6,986,104	68%
Foreshore Management	9	567,799	765,162	3,922,995	20%
Golf Courses	3	3,363	37,196	556,286	7%
Investment Projects	14	207,977	1,068,269	3,046,570	35%
IT Equipment and Software	13	121,552	1,961,039	5,862,438	33%
Parks Furniture	10	251,320	2,420,141	3,058,657	79%
Parks Rehabilitation	1	142,476	668,188	1,496,800	45%
Passive Park Development	8	175,171	270,138	670,829	40%
Pathways and Trails	5	335,088	1,526,339	3,755,869	41%
Roads	22	738,441	4,086,704	6,969,590	59%
Sports Facilities	39	1,309,815	9,900,087	16,321,716	61%
Stormwater Drainage	4	96,165	125,774	180,338	70%
Street Landscaping	4	-	230,087	328,652	70%
Traffic Treatments	20	102,592	967,898	3,217,425	30%
Waste Management	3	-	303,723	432,892	70%
Grand Total	199	4,861,350	32,694,418	64,760,729	50.5%

During the month of March 2023, the City incurred \$4.9m of capital expenditure. Up to March 2023, the City has spent \$32.7m, which represents 50.5% of the \$64.8m Capital Works Revised Budget.



Above project expenditure graph includes operating expenditure budget of \$1.2m within 2022/23 Management Budget and actual operating expenditure of \$138k within Cumulative Actual Expenditure.

To further expand on the Capital Works Program information above, updates in key capital projects are selected to be specifically reported on, is provided in the Top Capital Projects attachment to this report (**Attachment 2**).

Capital Changes

It is proposed that the following changes be made to the 2022/23 Capital Works Program.

PR-4257 Library Shelving, Various Locations, New Installations – Additional funds of \$50,000 are required for costs associated with book relocation during installation of the new shelving, and additional installation costs for the lighting over the shelving. It is proposed to fund this from savings identified in PR-2088 Badgerup Reserve, Wanneroo, Renew Site for Environmental Offset Various Requirements.

PR-4413 Ashby Depot, Ashby, New Installation of Shade Structure – An additional \$20,000 is required due to higher quotes for the structure. It is proposed to fund this from savings identified in PR-2088 Badgerup Reserve, Wanneroo, Renew Site for Environmental Offset Various Requirements.

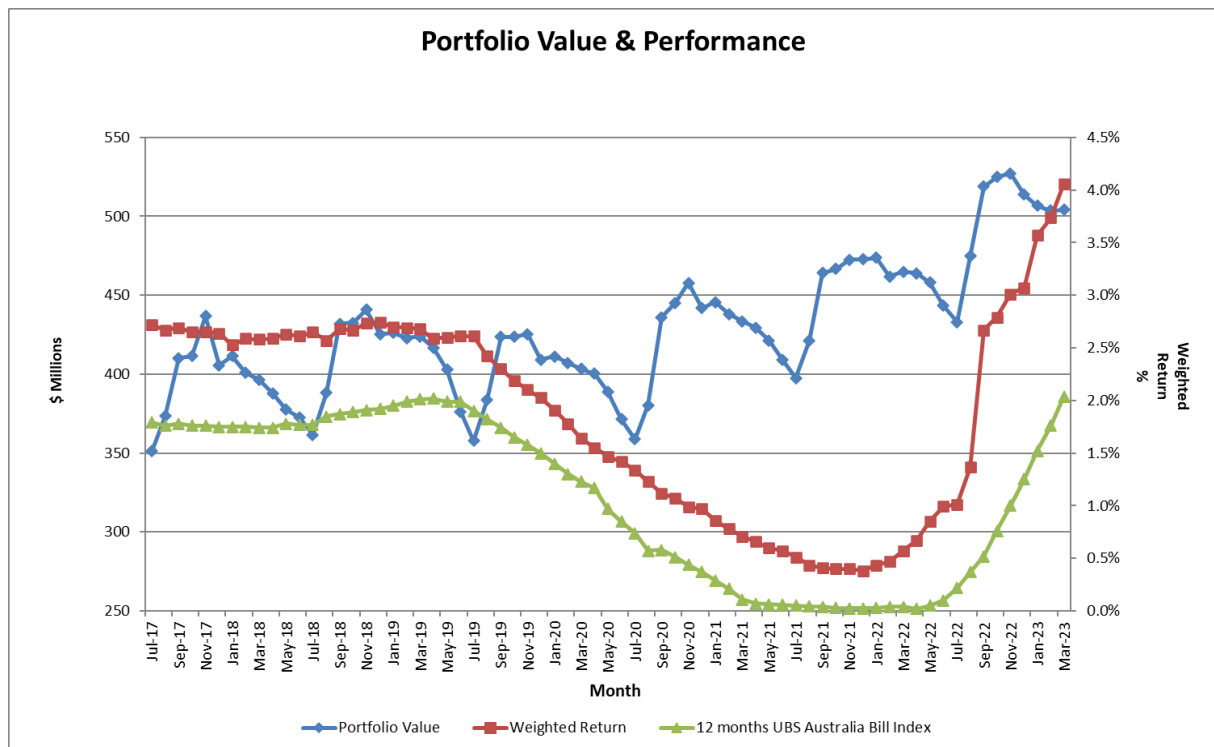
During the 2022/23 budget process, it was identified that certain IT software projects, had an operating component (SaaS – Software as a Service). This was budgeted for separately in the Business Systems operating budget. To allow for the carry forward of unspent SaaS funds, it is necessary to transfer the unused budget into the appropriate capital project.

The affected projects and required amounts are listed below:

- PR-1031 Recurring Program, New IT Equipment and Software – \$143,556
- PR-1883 Recurring Program, Upgrade Corporate Business Systems – \$109,299
- PR-2098 Recurring Program, New Corporate Business Systems – \$111,808
- PR-4068 New Assets Management System – \$60,202
- PR-4071 Renew Customer Request Management System – \$315,814
- PR-4072 ESR - Property & Rating System – \$207,000
- PR-4075 New Enterprise Project Management System – \$34,500
- PR-4288 New Occupational Safety and Health Management System – \$34,500

Investment Portfolio (Attachment 3)

In accordance with the *Local Government (Financial Management) Regulations 1996* (and per the City's Investment Policy), the City invests solely in Authorised Deposit taking Institutions (**ADI's**):



At the end of March 2023, the City held an investment portfolio (Cash and Term Deposits) of \$504.0m (Face Value), equating to \$512.9m inclusive of accrued interest. The City's year to date investment portfolio return has exceeded the UBS Australia Bank Bill rate index benchmark by 1.97% pa (4.06% pa vs. 2.04% pa), which is higher than budgeted 1.79% yield during the financial year.

Rate Setting Statement (Attachment 4)

The Rate Setting Statement represents a composite view of the finances of the City, identifying the movement in the Surplus/ (Deficit) based on the Revenues (excluding Rates), Expenses, Capital Works and Funding Movements, resulting in the Rating Income required. It is noted that the closing Surplus/ (Deficit) will balance to the reconciliation of Net Current Assets Surplus/ (Deficit) (detailed below):

NET CURRENT ASSETS SURPLUS/(DEFICIT)

AS AT 31 MARCH 2023

Description	30-June-2022 Actual \$	31-March-2023 Actual \$	30 June 2023
			Adopted Budget \$
Current Assets			
Cash & Cash Equivalents - Unrestricted	17,081,673	10,637,620	6,500,450
Term Deposit - Unrestricted	63,376,377	138,054,388	0
Term Deposit - Restricted	366,618,423	365,527,612	374,918,286
Receivables	13,997,090	26,380,498	17,930,842
Inventory	328,855	349,935	332,928
TOTAL CURRENT ASSETS	461,402,418	540,950,054	399,682,506
Current Liabilities			
Payables*	(79,335,918)	(82,075,470)	(30,144,411)
Provisions	(23,743,137)	(23,002,316)	(22,121,004)
TOTAL CURRENT LIABILITIES	(103,079,055)	(105,077,786)	(52,265,415)
Net Current Assets	358,323,363	435,872,268	347,417,091
Adjustments for Restrictions			
Term Deposit - Restricted	(366,623,623)	(365,527,612)	(374,918,286)
Provision for leave liability (Cash Backed)	13,527,914	13,637,784	15,277,991
Contract Liabilities*	32,056,762	32,808,832	12,223,204
TPS Receivables	(648,800)	(648,800)	-
TPS Payables	106,754	42,825	-
TOTAL RESTRICTED ASSETS	(321,580,992)	(319,686,970)	(347,417,091)
Surplus/(Deficit)	36,742,371	116,185,298	0

*The change in the AASB Standard 15 has resulted in the City now recognising Grants and Contributions received as a liability when performance obligations have not yet been met.

Consultation

This document has been prepared in consultation with Responsible Officers for review and analysis.

Comment

In reference to Statement of Comprehensive Income in the report, the following colours have been used to categorise three levels of variance:

Revenues:

- Green > 0%;
- Amber -0% to -10%; and
- Red < -10%.

Expenses:

- Green > 0%;
- Amber -0% to -10%; and
- Red < -10%.

Statutory Compliance

This monthly financial report complies with Section 6.4 of the Act and Regulations 33A and 34 of the Local Government (Financial Management) Regulations 1996.

Strategic Implications

The proposal aligns with the following objective within the Strategic Community Plan 2021 – 2031:

7 ~ A well governed and managed City that makes informed decisions, provides strong community leadership and valued customer focused services

7.1 - Clear direction and decision making

Risk Appetite Statement

In pursuit of strategic objective goal 7, we will accept a Medium level of risk as the City balances the capacity of the community to fund services through robust cost-benefit analysis and pursues evidence-based decision making to be effective stewards of the Council and City for future generations.

Risk Management Considerations

Risk Title	Risk Rating
CO-017 Financial Management	Medium
Accountability	Action Planning Option
Director Corporate Strategy & Performance	manage

The above risk/s relating to the issue contained within this report has been identified and considered within the City's Corporate risk register. Action plans have been developed to manage this risk to support existing management systems.

Local Jobs

The City is prepared to accept a high level of financial risk provided that the City implements a risk management strategy to manage any risk exposure.

Strategic Growth

The City will accept a moderate level of financial risk for facilitating industry development and growth.

Any strategic objective including ongoing planning, funding and capital investment to develop infrastructure strategic assets carries financial risks

Policy Implications

The following policies are relevant for this report:

- Accounting Policy;
- Investment Policy;
- Financial Cash Back Reserve Policy; and
- Strategic Budget Policy.

Financial Implications

As outlined in the report and detailed in Attachments 1 to 4.

Voting Requirements

Absolute Majority

Recommendation

That Council:-

1. **RECEIVES** the Financial Activity Statement and commentaries on variances to Budget for the period ended 31 March 2023 consisting of:
 - a) March 2023 Financial Activity Statement;
 - b) March 2023 Net Current Assets Position;
 - c) March 2023 Material Financial Variance Notes; and
2. **APPROVES BY ABSOLUTE MAJORITY** the following changes to the 2022/23 Capital Works Budget:

Number	From	To	Amount	Description
PR-1031	Business Systems Operating Budget	PR-1031 Recurring Program, New IT Equipment and Software	\$143,556	Transfer budget from Operating to Capital to be reflected in project budget.
PR-1883	Business Systems Operating Budget	PR-1883 Recurring Program, Upgrade Corporate Business Systems	\$109,299	Transfer budget from Operating to Capital to be reflected in project budget.
PR-2098	Business Systems Operating Budget	PR-2098 Recurring Program, New Corporate Business Systems	\$111,808	Transfer budget from Operating to Capital to be reflected in project budget.
PR-4068	Business Systems Operating Budget	PR-4068 New Assets Management System	\$60,202	Transfer budget from Operating to Capital to be reflected in project budget.
PR-4071	Business Systems Operating Budget	PR-4071 Renew Customer Request Management System	\$315,814	Transfer budget from Operating to Capital to be reflected in project budget.
PR-4072	Business Systems Operating Budget	PR-4072 ESR - Property & Rating System	\$207,000	Transfer budget from Operating to Capital to be reflected in project budget.
PR-4075	Business Systems Operating Budget	PR-4075 New Enterprise Project Management System	\$34,500	Transfer budget from Operating to Capital to be reflected in project budget.
PR-4257	PR-2088 Badgerup Reserve, Wanneroo, Renew Site for Environmental	PR-4257 Library Shelving, Various Locations, New Installations	\$50,000	Additional costs for book relocation and lighting installation over shelves.

	Offset Various Requirements			
PR-4413	PR-2088 Badgerup Reserve, Wanneroo, Renew Site for Environmental Offset Various Requirements	PR-4413 Ashby Depot, Ashby, New Installation of Shade Structure	\$20,000	Quotes higher than anticipated.
PR-4288	Business Systems Operating Budget	PR-4288 New Occupational Safety and Health Management System	\$34,500	Transfer budget from Operating to Capital to be reflected in project budget.

Attachments:

1. [Attachment 1 - Statement of Financial Position March 2023](#) 23/150972
2. [Attachment 2 - Top Capital Projects March 2023](#) 23/150974
3. [Attachment 3 - Investment Report March 2023](#) 23/150976
4. [Attachment 4 - Rate Setting Statement March 2023](#) 23/150977

Attachment 1

CITY OF WANNEROO
STATEMENT OF FINANCIAL POSITION
AS AT 31 MARCH 2023

Description	30/06/2022 Actual \$	31/03/2023 Actual \$
Current Assets		
Cash at Bank	80,458,050	148,692,008
Investments	366,618,423	365,527,612
Receivables	13,997,090	26,380,498
Inventories	328,855	349,935
	461,402,418	540,950,054
Current Liabilities		
Payables	(79,335,918)	(82,075,470)
Provisions	(23,743,137)	(23,002,316)
	(103,079,055)	(105,077,786)
NET CURRENT ASSETS	358,323,363	435,872,268
Non Current Assets		
Receivables	4,271,618	4,024,479
Investments	28,520,091	28,377,683
Inventories	17,236,832	17,236,832
Land	123,329,649	123,334,816
Buildings	205,598,007	203,205,041
Plant & Equipment	23,848,709	25,198,765
Furniture & Fittings	8,753,510	6,842,308
Leased Assets	55,254	5,525
Infrastructure	1,884,679,169	1,877,251,246
Work in Progress	72,848,289	100,458,573
	2,369,141,127	2,385,935,269
Non Current Liabilities		
Interest Bearing Liabilities	(74,334,488)	(74,334,488)
Provisions & Payables	(90,820,127)	(91,067,659)
	(165,154,615)	(165,402,147)
NET ASSETS	2,562,309,875	2,656,405,390
Equity		
Retained Surplus	1,232,810,571	1,332,053,483
Reserves - Cash/Investment Backed	258,873,372	253,725,974
Reserves - Asset Revaluation	1,070,625,932	1,070,625,932
TOTAL EQUITY	2,562,309,875	2,656,405,390

Top Capital Projects 2023/24 - March 2023																	
PMO Project Registration				Financial Summary (Annual Funding)				Total Project Budget			Project Indicators				Project Progress		
PMO Code	Finance Code	Container	Project Name	Project Budget Current Year	Actual Expenditure	Forecast to End of Year	Budget Variance Under /(Over)	Total Project Budget	Estimate at Completion	Total Budget Variance Under /(Over)	Schedule	Current Year Budget	Total Budget	Overall Risk Rating	Work % Complete	Stage	Council Comments
PMO16052	002616	23740	Neerabup Industrial Area (Existing Estate), Neerabup, Upgrade Roads and Services Infrastructure	678,572	22,000	162,834	493,738	5,791,231	5,822,475	(31,244)					33	S5. Delivery	Western Power lighting upgrade works in progress, due to be completed by May 2023. Balance of the project postponed to July 2023 due to RFT & RFQ being rejected due to costs high costs. Procurement strategy to be revised to split the drainage and civil earthworks away from the finishing works such as asphalt, kerb and pathways. Project Risk is currently amber to reflect the delivery risks that have been ongoing for this project. Carry forward required for delivery over to financial years.
PMO16061	002955	23756	Halesworth Park, Butler, New Sports Facilities	575,289	48,266	527,022	1	21,124,937	21,124,936	1					71	S5. Delivery	RFT23001 for Construction of main sports pavilion and storage building closed 14 February 2023. Report to Council 18 April 2023. Change Request to be provided to update scope, budget and schedule baselines. Project risk amber to reflect labour and material costs within the construction industry remaining high.
PMO16175	002664	25883	Dordaak Kepap Library and Youth Innovation Hub, Landsdale, New Building	383,442	92,760	290,681	1	10,451,250	10,451,249	1					61	S4. Design	Bulling Design Group (BDG) currently undertaking Detailed Design. Planning has been refined and is 95% confirmed. Interior and material selections have commenced. Amber risk due to labour and material costs within the construction industry, may impact overall cost.
PMO18039	002455	28837	Clarkson Youth Centre, Clarkson, Upgrade Building	1,395,419	481,526	909,310	4,583	1,530,000	1,506,946	23,054					78	S5. Delivery	Minor delay anticipated due to delivery problems for glazing. Brickwork, roof framing, roof plumbing, in place. Structural steel, mechanical ductwork, internal rendering and placement of doors frames in process. Change request in progress, requesting 4 weeks additional time to accommodate external variation.
PMO18124	004169	34063	Mindarie Breakwater, Mindarie, Renew Maintenance Management Plan	3,180,000	542,531	3,724,634	(1,087,165)	7,485,000	8,030,309	(545,309)					81	S5. Delivery	Detailed design is complete and finalised. Council approved tender and construction is scheduled for February to December 2023. Federal government funding of \$3.383M has been approved under the Coastal and Estuarine Risk Mitigation Program. Red current year budget, confirmation of changes to budget expected April 2023 pending receipt and execution of funding agreement.
PMO19071	004180	37143	Alexander Drive, Landsdale, New Shared Pathway from Gngara Rd to Hepburn Ave	376,114	8,692	2,172	365,250	3,200,000	3,199,683	317					25	S5. Delivery	Western Power delays pushing construction into 2023/24, resulting in red current year budget and amber overall risk. Schedule delays caused by Western Power is ongoing and once the extent of the delays is known, a change request will be submitted to adjust the finish date. Anticipated carry forward of \$365k.

Top Capital Projects 2023/24 - March 2023																	
PMO Project Registration				Financial Summary (Annual Funding)				Total Project Budget			Project Indicators				Project Progress		
PMO Code	Finance Code	Container	Project Name	Project Budget Current Year	Actual Expenditure	Forecast to End of Year	Budget Variance Under /(Over)	Total Project Budget	Estimate at Completion	Total Budget Variance Under /(Over)	Schedule	Current Year Budget	Total Budget	Overall Risk Rating	Work % Complete	Stage	Council Comments
PMO20049	004271	40569	Splendid Park, Yanchep, New Cycling Facility	4,171,148	3,920,054	251,093	1	4,737,600	4,737,598	2					99	S5. Delivery	Defects Liability Period (DLP) phase until 25 November 2023. Minor operational works identified during DLP period including revised lines, speedbumps, and signs to be completed in April. Completion of remediation landscaping anticipated June 2023. North Coast Cycling Facility Master Plan Implementation Working Group meeting held, to formally end via Council meeting April 2023.
PMO20057	004277	40645	Alkimos, New Alkimos Aquatic and Recreation Centre	1,293,991	66,271	1,227,720	0	67,872,624	67,872,624	0					46	S4. Design	Project entering detailed design stage.
PMO20062	004283	40782	Heath Park, Eglinton, New Sports Amenities Building	180,951	17,602	163,349	0	3,399,000	6,492,000	(3,093,000)					33	S4. Design	A 50% detailed design has been issued for internal stakeholder feedback. The anticipated cost of the project is \$6,492,000, despite a scope reduction due to cost escalation (high inflation, material shortage, high labour and freight costs). The intention is to finalise the detailed design by July 2023 and commence procurement as soon as possible to minimise the impact of predicted cost escalation in 2023/24. The project risk profile remains red and budget amber, due to unknown variables (availability of consultants, budget and construction materials) during the redesign and construction phases of the project.
PMO21008	004297	41322	Wangara Industrial Area, Wangara, New CCTV Network	1,203,189	762,726	469,722	29,259	1,352,500	1,396,719	44,219					71	S5. Delivery	All poles have now been installed. Waiting for Western Power to provide power for camera installations to commence. Amber schedule due to labour shortage with CCTV sub-contractor and logistic issues with delivery of equipment from east coast as a consequence of flooding in NSW. First instalment of \$450k to be paid from Community Development Grant. Discussed delay issues with Federal Department. Obtained extension approval until mid May 2023 for Community Development Grant portion. LCRIP Phase 3 grant deadline is now June 2024.
PMO21042	004331	42285	Kingsway Regional Sporting Complex, Madeley, Upgrade Soccer Field Floodlighting	2,673,500	2,461,740	93,660	118,100	2,786,000	2,669,390	116,610					92	S5. Delivery	Project has been completed, practical completion anticipated to be awarded April 2023. Currently ordering additional spare lights just in case they are needed during FIFA tournament. Poles were installed February 2023.
PMO21060	004347	42656	Flynn Drive, Neerabup, Upgrade from Wanneroo Road to Old Yanchep Road	1,037,350	334,332	706,533	(3,515)	22,750,001	22,753,516	(3,515)					59	S4. Design	Stage 1 & 2 construction tender closed and under evaluation. Draft Project Proposal Report issued to Commonwealth Government for the \$15M funding to Stage 3 of the project, waiting comment / approval.

Top Capital Projects 2023/24 - March 2023																	
PMO Project Registration				Financial Summary (Annual Funding)				Total Project Budget			Project Indicators				Project Progress		
PMO Code	Finance Code	Container	Project Name	Project Budget Current Year	Actual Expenditure	Forecast to End of Year	Budget Variance Under /(Over)	Total Project Budget	Estimate at Completion	Total Budget Variance Under /(Over)	Schedule	Current Year Budget	Total Budget	Overall Risk Rating	Work % Complete	Stage	Council Comments
PMO22023	004400	44424	Two Rocks Road, Yanchep, Upgrade Street Lighting	119,350	28,571	90,779	0	1,167,500	1,155,357	12,143					33	S4. Design	Western Power (WP) Designer has now been allocated after a long wait and is at draft stage. Clearing permit application is in place and WP have been informed that clearing permit efforts will run parallel with WP's detailed design efforts. WP agreed to prioritise this project. Construction works is anticipated to commence in November 2023. Request for Quote for UXO (unexploded ordnance) has been evaluated, waiting for insurance discussion with contracts to be able to schedule works.
				17,268,315	8,787,072	8,619,509	(79,749)	153,647,643	157,212,802	(3,476,721)							
Schedule Status-Indicator				Budget Indicators (Annual & Total)				Overall Risk Indicator									
On Target-Baseline (<10%time increase)				On Target (Variance <10%)				Low									
Behind Schedule (10 - 20%time increase)				Almost on Budget (Variance of 10 - 20%)				Medium									
Behind Schedule (>20%time increase)				Under / Over Budget (Variance > 20%)				High									

INVESTMENT SUMMARY - AS AT 31 March 2023

Face Value \$	Interest Rate %	Borrower	Rating	Maturity Date	Purchase price	Deposit Date	Deposit Category	Current Value \$	YTD Accrued Interest \$
Current Account Investment Group									
24,050,000.00	0.25	Commonwealth Bank of Australia Perth	A1				Cash	24,050,000.00	
24,050,000.00	0.25%							24,050,000.00	
Term Investment Group									
0.00	1.10	Members Equity Bank Melbourne	A2	09-March-2023	20,000,000.00	09-March-2022	Term Deposit	0.00	-
0.00	1.66	Suncorp	A1	30-March-2023	30,000,000.00	30-March-2022	Term Deposit	0.00	-
10,000,000.00	1.91	Australia & New Zealand Bank	A1	11-April-2023	10,000,000.00	11-April-2022	Term Deposit	10,185,243.84	143,380.82
15,000,000.00	2.13	Commonwealth Bank of Australia Perth	A1	19-April-2023	15,000,000.00	19-April-2022	Term Deposit	15,302,868.49	239,843.84
20,000,000.00	3.01	Commonwealth Bank of Australia Perth	A1	10-May-2023	20,000,000.00	10-May-2022	Term Deposit	20,536,027.40	451,912.33
10,000,000.00	3.25	Members Equity Bank Melbourne	A2	22-May-2023	10,000,000.00	20-May-2022	Term Deposit	10,280,479.45	243,972.60
15,000,000.00	3.70	Members Equity Bank Melbourne	A2	13-June-2023	15,000,000.00	10-June-2022	Term Deposit	15,447,041.10	416,630.14
10,000,000.00	3.80	Members Equity Bank Melbourne	A2	20-June-2023	10,000,000.00	05-August-2022	Cash	10,247,780.82	247,780.82
15,000,000.00	4.07	Westpac Banking Corporation	A1	20-June-2023	15,000,000.00	15-August-2022	Cash	15,381,353.42	381,353.42
15,000,000.00	4.16	Westpac Banking Corporation	A1	15-July-2023	15,000,000.00	15-August-2022	Cash	15,389,786.30	389,786.30
15,000,000.00	4.16	Westpac Banking Corporation	A1	18-July-2023	15,000,000.00	15-August-2022	Cash	15,389,786.30	389,786.30
80,000,000.00	4.37	Westpac Banking Corporation	A1	06-September-2023	80,000,000.00	06-September-2022	Term Deposit	81,973,084.93	1,973,084.93
20,000,000.00	4.33	Westpac Banking Corporation	A1	08-September-2023	20,000,000.00	08-September-2022	Term Deposit	20,484,010.96	484,010.96
50,000,000.00	4.45	Commonwealth Bank of Australia Perth	A1	19-September-2023	50,000,000.00	19-September-2022	Term Deposit	51,176,506.85	1,176,506.85
10,000,000.00	4.46	Commonwealth Bank of Australia Perth	A1	25-September-2023	10,000,000.00	23-September-2022	Term Deposit	10,108,750.69	230,942.41
15,000,000.00	4.59	Suncorp	A1	24-August-2023	15,000,000.00	28-September-2022	Term Deposit	15,347,079.45	347,079.45
10,000,000.00	4.53	Westpac Banking Corporation	A1	10-October-2023	10,000,000.00	10-October-2022	Term Deposit	10,213,468.49	213,468.49
10,000,000.00	4.67	Suncorp	A1	24-October-2023	10,000,000.00	25-October-2022	Term Deposit	10,200,873.97	200,873.97
20,000,000.00	4.55	Suncorp	A1	07-November-2023	20,000,000.00	07-November-2022	Term Deposit	20,359,013.70	359,013.70
10,000,000.00	4.63	Commonwealth Bank of Australia Perth	A1	09-November-2023	10,000,000.00	09-November-2022	Term Deposit	10,180,126.03	180,126.03
25,000,000.00	4.72	Westpac Banking Corporation	A1	18-January-2024	25,000,000.00	18-January-2023	Term Deposit	25,232,767.12	232,767.12
25,000,000.00	4.55	Commonwealth Bank of Australia Perth	A1	19-January-2024	25,000,000.00	19-January-2023	Term Deposit	25,221,267.12	221,267.12
10,000,000.00	4.76	Commonwealth Bank of Australia Perth	A1	30-January-2024	10,000,000.00	30-January-2023	Term Deposit	10,078,246.58	78,246.58
20,000,000.00	5.01	Westpac Banking Corporation	A1	23-February-2024	20,000,000.00	23-February-2023	Term Deposit	20,098,827.40	98,827.40
20,000,000.00	4.92	Bank of Queensland	A2	08-March-2024	20,000,000.00	09-March-2023	Term Deposit	20,059,309.59	59,309.59
30,000,000.00	4.61	Suncorp	A1	28-March-2024	30,000,000.00	30-March-2023	Term Deposit	30,003,789.04	3,789.04
480,000,000.00	4.25%							488,897,489.04	8,763,760.2
	Weighted Return								
504,050,000.00	4.06%	Totals						512,947,489.04	8,763,760.2

2.04% 12 month UBS Australia Bank Bill Index for 31 March 2023

2.02% Differential between Council's Weighted Return and UBS Australia Bank Bill Index

Notes: Face Value - refers to the principal amount invested.

Interest Rate - refers to the annual interest rate applicable to the investment.

Borrower - refers to the institution through which the City's monies are invested.

Rating - refers to the Standard & Poor Short Term Rating of the Borrower which, per Council Policy, must be a minimum of A2.

Current Value - refers to the accumulated value of the investment including accrued interest from time invested to current period.

(FINANCIAL ACTIVITY STATEMENT)
FOR THE PERIOD ENDED 31 MAR 2023

Attachment 4

Description	Year To Date				Annual			
	Actual	Revised Budget	Variance		Adopted Budget	Revised Budget	Variance	
	\$	\$	\$	%	\$	\$	\$	%
Opening Surplus/(Deficit)	36,742,371	15,570,986	21,171,385	0	15,570,986	15,570,986	0	0
OPERATING ACTIVITIES								
Revenues								
Operating Grants, Subsidies & Contributions	5,122,186	4,519,198	602,987	13	5,596,390	5,922,986	326,596	6
Fees & Charges	46,062,070	45,292,281	769,789	2	51,292,833	50,764,165	(528,668)	(1)
Interest Earnings	8,986,852	7,494,611	1,492,241	20	7,024,598	11,264,494	4,239,896	38
Other Revenue	1,507,978	1,558,399	(50,421)	(3)	650,319	2,114,039	1,463,720	69
Ex Gratia Rates	0	0	0	0	24,000	24,000	0	0
	61,679,086	58,864,489	2,814,597	5	64,588,140	70,089,684	5,501,544	8
Expenses								
Employee Costs	(59,700,073)	(63,072,818)	3,372,745	5	(83,660,259)	(83,660,258)	1	0
Materials & Contracts	(51,277,568)	(58,669,020)	7,391,452	13	(79,704,653)	(79,231,402)	473,251	1
Utility Charges	(7,670,516)	(7,394,355)	(276,161)	(4)	(10,380,146)	(10,154,163)	225,983	2
Depreciation	(29,023,455)	(30,914,108)	1,890,653	6	(41,218,774)	(41,218,774)	0	0
Insurance	(1,149,689)	(1,088,943)	(60,746)	(6)	(1,439,911)	(1,439,111)	800	0
Interest Expenses	(3,209,212)	(3,196,050)	(13,162)	(0)	(4,264,103)	(4,259,431)	4,672	0
	(152,030,513)	(164,335,294)	12,304,781	7	(220,667,846)	(219,963,139)	704,707	0
Non-Cash Amounts Excluded								
Depreciation	29,023,455	30,914,108	(1,890,653)	(6)	41,218,774	41,218,774	0	0
	(61,327,972)	(74,556,697)	13,228,725	18	(114,860,932)	(108,654,681)	6,206,251	6
INVESTING ACTIVITIES								
Revenues								
Non Operating Grants, Subsidies & Contributions	12,129,255	14,936,447	(2,807,192)	(19)	21,965,725	17,786,227	(4,179,498)	(23)
Contributed Physical Assets - Revenue	12,950,665	2,070,700	10,879,965	0	24,848,400	24,848,400	0	0
TPS & DCP Revenues	13,032,455	12,181,883	850,132	7	29,069,490	25,973,360	(3,096,130)	(12)
Profit on Asset Disposals	1,824,105	1,916,874	(92,769)	(5)	2,555,831	2,555,831	0	0
Proceeds From Disposal Of Assets	792,020	2,485,300	(1,693,280)	(68)	3,727,950	3,727,950	0	0
	40,728,061	33,591,204	7,136,857	(21)	82,167,396	74,891,768	(7,275,628)	10
Expenses								
Non Operating Contract Expenses	0	0	0	0	(128,582)	(128,582)	0	0
Loss on Assets Disposals	(119,058)	(645,975)	526,917	0	(861,296)	(861,296)	0	0
TPS & DCP Expenses	(2,526,583)	(22,340,287)	19,813,704	89	(24,348,082)	(25,136,869)	(788,787)	(3)
Capital Expenditure	(34,131,232)	(43,173,333)	9,042,101	21	(83,414,639)	(64,760,729)	18,653,910	29
Contributed Physical Assets - Expenses	(12,950,665)	(18,636,300)	5,685,635	31	(24,848,400)	(24,848,400)	0	0
	(49,727,538)	(84,795,895)	35,068,357	41	(133,600,999)	(115,735,876)	(17,865,123)	(15)
Non-Cash Amounts Excluded								
Contributed Physical Assets - Revenue	(12,950,665)	(2,070,700)	(10,879,965)	525	(24,848,400)	(24,848,400)	0	0
Profit on Asset Disposals	(1,824,105)	(1,916,874)	92,769	(5)	(2,555,831)	(2,555,831)	0	0
Loss on Assets Disposals	119,058	645,975	(526,917)	(82)	861,296	861,296	0	0
Contributed Physical Assets - Expenses	12,950,665	18,636,300	(5,685,635)	24,848,400	24,848,400	0	0	0
Movement in Equity Accounted Investments	142,408	0	142,408	0	0	0	0	0
Movement in Non- Current Deferred Pensioner Rates	247,138	0	247,138	0	0	0	0	0
Movement in Non- Current Leave Liability Provision	(109,869)	0	(109,869)	0	0	0	0	0
	(1,425,371)	15,294,701	(16,720,072)	(109)	(1,694,535)	(1,694,535)	0	0
	(10,424,848)	(35,909,990)	25,485,142	71	(53,128,138)	(42,538,643)	10,589,495	25
FINANCING ACTIVITIES								
Revenues								
Contributions from New Loans	0	0	0	0	0	0	0	0
Transfers from Restricted Grants, Contributions & Loans	0	207,893	(207,893)	(100)	311,839	311,839	0	0
Transfers from Reserves	15,050,936	31,400,540	(16,349,604)	(52)	47,100,810	47,100,810	0	0
Transfers from TPS's	63,929	17,740,797	(17,676,868)	(100)	26,611,195	26,611,195	0	0
Transfers from Trust Fund- Cash Paid in Lieu of POS	39,350	0	39,350	0	0	0	0	0
Net Transfers to/from Cash Backed Employee Provisions	0	0	0	0	0	0	0	0
Non-cash movement in DCP	3,186,891	1,268,259	1,918,632	0	1,902,388	1,902,388	0	0
	18,341,105	50,617,488	(32,276,383)	0	75,926,232	75,926,232	0	0
Expenses								
Transfers to Restricted Grants, Contributions & Loans	(425,409)	0	(425,409)	0	0	0	0	0
Transfers to Reserves	(13,812,562)	(29,458,312)	15,645,750	53	(44,187,468)	(44,187,468)	0	0
Transfers to TPS's	(63,929)	(17,740,797)	17,676,868	100	(26,611,195)	(26,611,195)	0	0
	(14,301,901)	(47,199,109)	32,897,208	70	(70,798,663)	(70,798,663)	0	0
	4,039,205	3,418,379	620,825	18	5,127,569	5,127,569	0	0
(DEFICIT)/SURPLUS	(30,971,244)	(91,477,322)	60,506,077	(66)	(147,290,515)	(130,494,769)	16,795,746	13
Amount To Be Raised From General Rates	147,156,542	147,222,515	(65,973)	(0)	147,290,515	147,290,515	0	0
Closing Surplus/(Deficit)	116,185,298	55,745,193	60,440,105	108	0	16,795,746	16,795,746	0

Transactional Finance

CS02-05/23 Warrant of Payments for the Period to 31 March 2023

File Ref: 1859V02 – 23/130571
 Responsible Officer: Director, Corporate Strategy & Performance
 Attachments: Nil

Issue

Presentation to the Council of a list of accounts paid for the month of March 2023, including a statement as to the total amounts outstanding at the end of the month.

Background

Local Governments are required each month to prepare a list of accounts paid for that month and submit the list to the next Ordinary Meeting of the Council.

In addition, it must record all other outstanding accounts and include that amount with the list to be presented. The list of accounts paid and the total of outstanding accounts must be recorded in the minutes of the Council meeting.

Detail

The following is the Summary of Accounts paid in March 2023

Funds	Vouchers	Amount
Director Corporate Services Advance A/C		
Accounts Paid – March 2023		
Cheque Numbers	123907 – 123985	\$445,931.80
Credit Cards CBA & NAB	28 - 29	\$55,162.91
EFT Document Numbers	14928 – 16078	<u>\$15,949,361.79</u>
TOTAL ACCOUNTS PAID		<u>\$16,450,456.50</u>
Less Cancelled Cheques		(\$13,585.28)
Town Planning Scheme		<u>(\$104,674.31)</u>
RECOUP FROM MUNICIPAL FUND		<u>\$16,332,196.91</u>
Municipal Fund – Bank A/C		
Accounts Paid – March 2023		
Recoup to Director Corporate Services Advance A/C		\$16,332,196.91
Payroll – Direct Debits		<u>\$3,976,728.60</u>
TOTAL ACCOUNTS PAID		<u>\$20,308,925.51</u>
Town Planning Scheme		
Accounts Paid – March 2023		
Cell 5		\$765.00
Cell 8		<u>\$103,909.31</u>
TOTAL ACCOUNTS PAID		<u>\$104,674.31</u>

Warrant of Payments March 2023			
Number	Date	Supplier / Description	Amount
123907	07/03/2023	Tracey Duffy	\$147.00
		Refund - Development Application - Not Required	

Warrant of Payments March 2023			
Number	Date	Supplier / Description	Amount
123908	07/03/2023	Irene Shortland	\$147.00
		Refund - Development Application - Not Required	
123909	07/03/2023	Rates Refund	\$412.33
123910	07/03/2023	Rates Refund	\$595.07
123911	07/03/2023	Ghanshyam Kaswala	\$61.65
		Refund - Building Application - Refused	
123912	07/03/2023	Colm McCaffrey	\$110.00
		Refund - Building Application - Overdue	
123913	07/03/2023	Andrew Khalil	\$171.65
		Refund - Building Application - Rejected	
123914	07/03/2023	Aung Lay	\$61.65
		Refund - Building Application - Rejected	
123915	07/03/2023	Bethany Reiger	\$147.00
		Refund - Development Application - Submitted Twice In Error	
123916	07/03/2023	Rates Refund	\$606.80
123917	07/03/2023	Hyd2o Pty Ltd	\$73.00
		Refund - Written Planning Advice - Submitted In Error	
123918	07/03/2023	City of Wanneroo	\$11.00
		Petty Cash - Museum	
123919	07/03/2023	Telstra	\$25,799.76
		Phone / Internet Charges For The City	
123920	07/03/2023	Dormakaba Australia Pty Ltd	\$640.15
		Check Door Lock - Changing Places Wanneroo - Building Maintenance	
123921	07/03/2023	Rates Refund	\$12,572.35
123922	07/03/2023	Rates Refund	\$39,815.60
123923	07/03/2023	Phillip Vinciullo	\$400.00
		MC Duties - Carramar Sunset Sounds - Events	
123924	07/03/2023	Closed Loop Environmental Solutions Pty Ltd	\$13,901.80
		Promotional Cups - Waste Education	
123925	07/03/2023	Merriwa Ukulele Club	\$200.00
		Entertainment - Merriwa Summer Sideshow - Events	
123926	13/03/2023	Governance Institute Of Australia Ltd	\$635.00
		Training - Risk Management Frameworks - 1 Attendee	
123927	13/03/2023	Fire and Safety Australia	\$2,100.00
		Fire Warden Training - Community Safety	
123928	13/03/2023	Cancelled	
123929	13/03/2023	Onsidesports	\$1,018.10
		Sports Equipment - Kingsway	
123930	13/03/2023	The Institute of Internal Auditors – Australia	\$2,140.00
		Registration - Module 2 Legal And Regulatory Environment - 1 Attendee	

Warrant of Payments March 2023			
Number	Date	Supplier / Description	Amount
123931	13/03/2023	Ausark Education	\$328.00
		Its All About Animals Interactive Show - Aquamation	
123932	13/03/2023	Rates Refund	\$43.29
123933	13/03/2023	Nicole Gordon	\$1,400.00
		Face Painting - PSO Concert - Events	
123934	13/03/2023	Printstuf	\$314.60
		Printing - 1000 Table Place Cards - Events	
123935	13/03/2023	Stylin' Moves Transport Pty Ltd	\$190.00
		Moving Furniture - Kingsway	
123936	13/03/2023	Fiona Lee Marshall	\$640.00
		Three Bin Mascot Cleaning - Waste	
123937	13/03/2023	Kelair Holdings Pty Ltd trading as Instant Waste Management	\$2,200.00
		Supply Bins - PSO Concert - Events	
123938	13/03/2023	Rates Refund	\$893.94
123939	13/03/2023	Rates Refund	\$416.54
123940	13/03/2023	Rates Refund	\$461.06
123941	13/03/2023	Joseph Terranova	\$131.50
		Refund - Copies Of Plans - Not Required	
123942	13/03/2023	Krisana Panyong	\$67.60
		Refund - Copies Of Plans - Not Available	
123943	13/03/2023	Alliance Engineering Consultants Pty Ltd	\$49,555.00
		Roof Structural Inspections - Various Locations - Asset Planning Services	
123944	13/03/2023	West Perth Football Club Incorporated	\$11,000.00
		Sponsorship - WAFLW - Communications & Brand	
123945	13/03/2023	Australian Outdoor Living (WA) Pty Ltd	\$147.00
		Refund - Development Application - Withdrawn	
123946	13/03/2023	Logiudice Property Group	\$2,810.97
		Quarterly Admin/Reserve Fund Levy - Mindarie Medical Centre - Property	
123947	13/03/2023	Cr Xuan Vinh Nguyen	\$2,490.85
		Monthly Allowance	
123948	13/03/2023	Australian Volleyball Warehouse	\$587.00
		6 Volleyballs - Kingsway Sports Stadium	
123949	13/03/2023	Fratelli Homes WA	\$2,000.00
		Refund Street & Verge Bond	
123950	17/03/2023	City of Wanneroo	\$1,100.00
		Cash Advance - Whadjuk Knowledge Holder On-Site Works Monitors	
123951	21/03/2023	Schlager Group	\$61,373.38
		Progress Claim - Shelter Replacement & Sewer Line Extension - Wanneroo BMX Pearsall - Assets	
123952	21/03/2023	Joondalup Symphony Orchestra Inc.	\$600.00

Warrant of Payments March 2023			
Number	Date	Supplier / Description	Amount
		Balance Of Artist Fee - Symphony Under The Star's - Events	
123953	21/03/2023	Micktric Events	\$297.00
		Compliance Check - Electrical In Marquees - Quinns Rocks Sunset Sounds - Events	
123954	21/03/2023	1800-GotJunk? Perth	\$1,212.00
		Collection & Disposal Of Desk Parts - YTRAC Relocation - Place Management	
123955	21/03/2023	David Birkbeck	\$147.00
		Refund - Development Application - Submitted In Error	
123956	21/03/2023	Michelle Dunlop	\$73.00
		Refund - Application For Home Business - Incorrect	
123957	21/03/2023	Shay Roberts	\$147.00
		Refund - Development Application - Withdrawn	
123958	21/03/2023	Adrenaline Theatre Association Inc	\$295.00
		Refund - Development Application - Incorrect	
123959	21/03/2023	Rates Refund	\$1,668.98
123960	21/03/2023	Rates Refund	\$564.00
123961	21/03/2023	Rates Refund	\$435.73
123962	21/03/2023	Rates Refund	\$755.44
123963	21/03/2023	Rates Refund	\$755.44
123964	21/03/2023	Rates Refund	\$377.72
123965	21/03/2023	Rates Refund	\$1,760.70
123966	21/03/2023	Rates Refund	\$3,410.45
123967	21/03/2023	Rates Refund	\$18,193.90
123968	21/03/2023	Rates Refund	\$80,405.30
123969	21/03/2023	Rates Refund	\$6,420.96
123970	21/03/2023	Universal Constructions Pty Ltd	\$2,577.66
		Refund - Building Application - Fees Waived	
123971	21/03/2023	Byte Construct Pty Ltd	\$3,888.01
		Refund - Building Application - Incorrect	
123972	21/03/2023	Landsdale Christian School	\$276.00
		Refund - Court Hire Booking Fees - Paid Twice	
123973	21/03/2023	Alexander Galaz	\$40.00
		2 Cat Registration Refunds - Already Registered In Different Council	
123974	21/03/2023	Telstra	\$8,435.29
		Phone / Internet Charges For The City	
123975	27/03/2023	Rates Refund	\$12,631.33
		Rates Refund	
123976	27/03/2023	VH Mendrick	\$360.00
		Vehicle Crossing Subsidy	
123977	27/03/2023	Rates Refund	\$564.00
123978	27/03/2023	Rates Refund	\$793.22

Warrant of Payments March 2023			
Number	Date	Supplier / Description	Amount
123979	27/03/2023	Rates Refund	\$793.22
123980	27/03/2023	Rates Refund	\$182.20
123981	27/03/2023	Rates Refund	\$692.49
123982	27/03/2023	Rates Refund	\$893.94
123983	27/03/2023	Rates Refund	\$908.08
123984	27/03/2023	Cr Xuan Vinh Nguyen	\$99.00
		Reimbursement - Corporate Apparel - February 2023	
123985	27/03/2023	Telstra	\$55,360.10
		Phone Charges For The City	
		Total Cheque Payments	\$445,931.80
Electronic Funds Transfer			
14928	02/03/2023	Technologically Speaking	\$1,848.00
		Digital Mentor Be Connected Training Session - Wanneroo Library	
14948	07/03/2023	A2Z Sports Pty Ltd	\$1,975.99
		Badminton Feather Shuttlecocks, Nets & Racquets - Kingsway	
14949	07/03/2023	Accenture Australia Pty Ltd	\$49,192.00
		ERP Testing Variation 007 - Project Management - ICT	
		Managed Cloud Services - ICT	
14950	07/03/2023	Access Unlimited International Pty Ltd	\$10,048.22
		Training - Confined Space & Gas Test Atmospheres & Work Safely At Heights - Engineering Employees	
		Tripod And Body Harness - Assets Maintenance	
14951	07/03/2023	Activ Foundation Incorporated	\$1,592.58
		Clear Bridle Trail From Conductor Retreat To Neaves Road	
14952	07/03/2023	Alexander House of Flowers	\$200.00
		Arrangement - 90th Birthday W Pitt - Office Of The Mayor	
		Arrangement - Sympathy - The Sinagra Family - Office Of The Mayor	
14953	07/03/2023	Alinta Gas	\$5,070.70
		Gas Supplies For The City	
14954	07/03/2023	Alkimos Pirates Lacrosse Club Inc.	\$700.00
		Lacrosse Goals - 'Have A Go' Event & Gazebo - Alkimos Sideshow & Merriwa Sideshow	
14955	07/03/2023	All Australian Safety Pty Ltd	\$2,121.53
		Prescription Safety Glasses - Engineering	
14956	07/03/2023	All Australian Safety Pty Ltd	\$732.20
		Prescription Safety Glasses - Assets	
14957	07/03/2023	Allworks (WA) Pty Ltd	\$1,871.88

Warrant of Payments March 2023			
Number	Date	Supplier / Description	Amount
		Excavator Hire & Rock Breaker Hire - Limestone Hazard Removal - Fisherman's Hollow	
14958	07/03/2023	Ascon Survey And Drafting Pty Ltd	\$14,443.00
		Consultancy - Feature Survey - Carramar & Marangaroo Golf Courses - Assets	
14959	07/03/2023	Aslab Pty Ltd	\$2,200.00
		Core Sampling & Testing - Jefferson Drive - Assets	
14960	07/03/2023	Atom Supply	\$341.22
		Gloves Nitrile Rubber Foam - Stores	
14961	07/03/2023	Aussie Natural Spring Water	\$67.50
		Water - Yanchep Community Hub - Place Management	
14962	07/03/2023	Austraffic WA	\$1,078.00
		Intersection Movement Survey - High Road - Assets	
14963	07/03/2023	Australia Post	\$3,848.20
		Billpay Transaction Fees - Rates	
14964	07/03/2023	Australian Airconditioning Services Pty Ltd	\$37,679.35
		Airconditioning Maintenance For The City	
14965	07/03/2023	Australian Institute of Management Western Australia Human Resource Development Centre Limited	\$786.00
		Training - Project - Create, Resource And Track Projects 30 - 31.03.2023 - 1 Attendee - Assets	
14966	07/03/2023	Australian Property Consultants	\$4,400.00
		Consultancy Services - Land & Leasing	
14967	07/03/2023	Australian Services Union	\$362.60
		Payroll Deductions	
14968	07/03/2023	Australian Taxation Office	\$646,593.00
		Payroll Deductions	
14969	07/03/2023	Australian Training Management Pty Ltd	\$1,500.00
		Training - Overhead Crane 21.02.2023 - 3 Participants	
14970	07/03/2023	Autosmart North Metro Perth	\$479.60
		Floorsmart Cleaner - Fleet	
14971	07/03/2023	Azure Painting Pty Ltd	\$3,190.00
		Painting Services - Yanchep Community Centre	
14972	07/03/2023	B Waddell Consulting Engineers Pty Ltd	\$1,650.00
		Automatic Door Installation – WLCC Gallery	
14973	07/03/2023	Backsafe Global Pty Ltd	\$717.20
		Scissor Lift Trolley - Information Management	
14974	07/03/2023	Ball & Doggett Pty Ltd	\$217.80
		Paper Supplies - Print Room	
14975	07/03/2023	Banhams WA Pty Ltd	\$579.59
		Install Batteries - Quinns Mindarie SLSC - Building Maintenance	

Warrant of Payments March 2023			
Number	Date	Supplier / Description	Amount
14976	07/03/2023	Better Pets and Gardens Wangara	\$431.25
		Animal Care Centre Supplies	
14977	07/03/2023	BGC Concrete	\$4,022.92
		Concrete Mix - Various Locations - Engineering	
14978	07/03/2023	Bioscience Pty Ltd	\$2,915.00
		10 X Bioprime Trace - Parks	
14979	07/03/2023	Bollig Design Group Ltd	\$9,350.00
		Design Consultancy Service - Accessible Ramp, Aquamotion - Assets	
14980	07/03/2023	Boya Equipment	\$261.00
		Vehicle Spare Parts	
14981	07/03/2023	BPA Consultants Pty Ltd	\$550.00
		Site Attendance & Recording Of Data - Dennis Cooley Pavilion Upgrade Girrawheen	
14982	07/03/2023	Bridgestone Australia Limited	\$3,936.72
		Tyre Fitting Services	
14983	07/03/2023	Bridgestone Australia Limited	\$42,405.83
		Tyre Fitting Services	
14984	07/03/2023	Bridgestone Australia Limited	\$3,111.40
		Tyre Fitting Services	
14985	07/03/2023	Brownes Foods Operations Pty Limited	\$316.71
		Milk Deliveries For The City	
14986	07/03/2023	Bucher Municipal Pty Ltd	\$5,459.66
		Vehicle Spare Parts	
14987	07/03/2023	Bunnings Pty Ltd	\$549.00
		High Pressure Cleaner - Community Safety	
14988	07/03/2023	Cabcharge	\$412.42
		Cabcharge Services	
14989	07/03/2023	Canon Australia Pty Ltd	\$473.00
		Exchange Roller Kit	
14990	07/03/2023	Car Care Motor Company Pty Ltd	\$6,305.97
		Vehicle Services	
14991	07/03/2023	Carramar Resources Industries	\$158.62
		Disposal Of Rubble - Engineering	
14992	07/03/2023	CCS Strategic	\$4,544.37
		Draft Concept Plans 25% - Wanneroo Scenic Park Recreation Centre - Community Facilities	
14993	07/03/2023	CDM Australia Pty Ltd	\$6,164.40
		Support Technician Resource 01.10.2022 - 11.10.2022 - ICT	
14994	07/03/2023	Centre For Pavement Engineering Education Incorporated	\$9,800.00
		Training & Public Space Lighting Workshop - 3 Attendees - Engineering	

Warrant of Payments March 2023			
Number	Date	Supplier / Description	Amount
		Training - Understanding Pavement Defects & Maintenance Essentials Online - 54 Attendees - Engineering	
14995	07/03/2023	CFMEU	\$244.00
		Payroll Deductions	
14996	07/03/2023	Child Support Agency	\$1,121.88
		Payroll Deductions	
14997	07/03/2023	Children's Book Council of Australia WA Branch Incorporated	\$75.00
		Annual Subscription For Children's Book Council - Library Services	
14998	07/03/2023	Chivas Enterprises Pty Ltd t/as Mayday Earthmoving	\$4,914.80
		Heavy Equipment Hire - Assets	
14999	07/03/2023	Choice	\$1,100.00
		Subscription - Choice Only - Library Services	
15000	07/03/2023	City of Stirling	\$2,200.00
		PRC Market Valuation Arranged By City Of Stirling On Behalf Of Member Councils - Finance	
15001	07/03/2023	City of Wanneroo	\$4,319.31
		Payroll Deductions	
15002	07/03/2023	City of Wanneroo	\$504.00
		Payroll Deductions	
15003	07/03/2023	Civica Pty Ltd	\$553,471.22
		Support - Various Systems - ICT	
15004	07/03/2023	Rates Refund	\$359.33
15005	07/03/2023	Cleanaway	\$1,379.07
		Refuse Disposal Charges For The City	
15006	07/03/2023	Cleanaway Equipment Services Pty Ltd	\$560.69
		Disposal Of Oil Filters - Ashby Depot - Waste Services	
15007	07/03/2023	Cleanaway Operations Pty Ltd	\$3,449.60
		Removal & Disposal Of Waste Liquid - Fleet Workshop	
15008	07/03/2023	Coastal Navigation Solutions	\$1,493.53
		Conserving 27 Fini Frames - Cultural Services	
15009	07/03/2023	Coates Hire Operations Pty Ltd	\$790.90
		Portable Toilet - Wangara - Assets	
15010	07/03/2023	Coca Cola Amatil Pty Ltd	\$909.87
		Beverages - Kingsway	
15011	07/03/2023	Complete Approvals	\$147.00
		Refund - Development Application - Withdrawn	
15012	07/03/2023	Complete Office Supplies Pty Ltd	\$2,685.04
		Stationery Purchases For The City	
15013	07/03/2023	Contra-Flow Pty Ltd	\$4,546.62
		Traffic Management Services For The City	

Warrant of Payments March 2023			
Number	Date	Supplier / Description	Amount
15014	07/03/2023	Cooldrive Distribution	\$31.65
		Vehicle Spare Parts	
15015	07/03/2023	Corsign (WA) Pty Ltd	\$171.60
		Signs - Beach Signage - Mindarie Keys	
15016	07/03/2023	Craneswest (WA) Pty Ltd	\$24,905.10
		Greenwaste Removal - Various Locations - Parks	
15017	07/03/2023	Craneswest (WA) Pty Ltd	\$143,866.58
		Contamination Waste - Waste Services	
15018	07/03/2023	Critical Fire Protection & Training Pty Ltd	\$4,192.28
		Fire Protection Equipment Servicing - Various Locations	
15019	07/03/2023	Crown Lift Trucks	\$372.19
		Crown Lift Trucks Service - Fleet	
15020	07/03/2023	CS Legal	\$20,462.42
		Court Fees - Rating Services	
15021	07/03/2023	CSP Group Pty Ltd	\$2,744.20
		Backpack Blower , Edger, Brushcutter & Mowing Heads - Stores	
15022	07/03/2023	Customised Projects Pty Ltd	\$795.54
		Refund - Building Application - Incorrect Fee Paid	
15023	07/03/2023	CW Brands Pty Ltd	\$1,112.76
		Marker Paint - Stores	
15024	07/03/2023	Database Consultants Australia	\$45,943.70
		4 Pinforce Android Licenses - ICT	
		Annual Software Support & Maintenance- ICT	
15025	07/03/2023	David Price Consulting	\$2,750.00
		Consulting - Mayoral Training 17.11.2022	
15026	07/03/2023	David Roy Cull	\$1,672.00
		Pest Control Services For The City	
15027	07/03/2023	Rates Refund	\$274.25
15028	07/03/2023	Diplomatik Pty Ltd	\$4,271.70
		Casual Labour For The City	
15029	07/03/2023	Diverseco Pty Ltd	\$1,028.50
		Fleet Maintenance	
15030	07/03/2023	DMC Cleaning	\$30,380.99
		Cleaning Services For The City	
15031	07/03/2023	Donald Cant Watts Corke (WA) Pty Ltd	\$5,995.00
		Quantity Surveying Services - January 2023 - DCP Estimate Review - Alkimos Eglinton & Yanchep Two Rocks	
15032	07/03/2023	Double G (WA) Pty Ltd	\$5,634.52
		Irrigation Services- Various Locations - Assets / Parks	
15033	07/03/2023	Double G (WA) Pty Ltd	\$8,635.00

Warrant of Payments March 2023			
Number	Date	Supplier / Description	Amount
		Retention Release - Irrigation Replacement - Anchorage Drive	
15034	07/03/2023	Dowsing Group Pty Ltd	\$207,837.29
		Concrete Mix - Various Locations - Assets	
15035	07/03/2023	Drainflow Services Pty Ltd	\$35,814.69
		Drain Cleaning / Road Sweeping Services For The City	
15036	07/03/2023	E & MJ Rosher	\$1,549.64
		Kubota Spare Parts - Fleet	
15037	07/03/2023	Elliotts Irrigation Pty Ltd	\$3,483.70
		Pat Scarfo Reserve - Iron Filter - Parks	
		Service Iron Filter - Various Locations - Parks	
15038	07/03/2023	Emineo Engineering Services	\$897.60
		Maintenance - Yanchep & Quinns - Parks	
15039	07/03/2023	Epic Catering Services	\$5,622.90
		Catering Services For The City	
15040	07/03/2023	Esri Australia	\$2,772.00
		Training - Creating Python Scripts for ArcGIS 22 - 23.02.2023 - 1 Attendee - Business Systems	
15041	07/03/2023	Eurofins ARL Pty Ltd	\$396.00
		Liquid Samples - Methylene Blue Active Substances - Health Services	
		Liquid Samples - Volatile Organics - Health Services	
15042	07/03/2023	FE Technologies Pty Ltd	\$22,388.66
		50% Deposit - Library Shelving - Library Services	
15043	07/03/2023	Fleet Network	\$3,215.73
		Payroll Deductions	
15044	07/03/2023	Flick Anticimex Pty Ltd	\$10,057.46
		Sanitary Disposal Services For The City	
15045	07/03/2023	Focus Consulting WA Pty Ltd	\$1,760.00
		Electrical Consulting Services - Lighting - Marangaroo Golf Course And Gumblossom Park Netball	
15046	07/03/2023	Forch Australia Pty Ltd	\$579.41
		Brake Clean, Glass Cleaner & Glue Supa - Stores Stock	
15047	07/03/2023	Freedom Fairies Pty Ltd	\$880.00
		Face Painting - 11/02/2023 - Events	
15048	07/03/2023	Fusion Applications Pty Ltd	\$3,960.00
		Consulting Fees - OICS Architecture - ICT	
15049	07/03/2023	Gastech Australia	\$572.00
		Service And Calibrate 2 To 4 Gas Detector - Assets	
15050	07/03/2023	Geared Construction Pty Ltd	\$27,718.90

Warrant of Payments March 2023			
Number	Date	Supplier / Description	Amount
		Access Upgrade - Yanchep Sports & Social Club - Assets	
15051	07/03/2023	Geoff's Tree Service Pty Ltd	\$124,493.62
		Pruning Services For The City	
15052	07/03/2023	Geoff's Tree Service Pty Ltd	\$263.87
		Pruning Services For The City	
15053	07/03/2023	GJ Woodard	\$243.55
		Keyholder Payments	
15054	07/03/2023	GPC Asia Pacific Pty Ltd	\$253.01
		Vehicle Spare Parts	
15055	07/03/2023	Great Southern Fuels	\$1,370.12
		Unleaded Petrol - Fleet Assets	
15056	07/03/2023	Gymcare	\$319.42
		Exercise Bike Maintenance - Aquamotion	
15057	07/03/2023	HBF Health Limited	\$731.08
		Payroll Deductions	
15058	07/03/2023	Hendry Group Pty Ltd	\$1,716.00
		Certificate Of Design Compliance - Lake Joondalup Pre-School - Assets	
		Lake Joondalup Pavilion Project - Assets	
15059	07/03/2023	HFM Asset Management Pty Ltd	\$9,293.35
		Condition, Assessment And Validation Of Parks - 5 Parks In The City - Parks	
15060	07/03/2023	Hickey Constructions Pty Ltd	\$9,129.67
		Install 3 Stainless Steel Claddings - Aquamotion	
		Release Of Retention - Gym Carpet - Electrical Boxes Upgrade - Aquamotion - Assets	
		Repair Limestone Wall - Hainsworth Park	
15061	07/03/2023	Hodge Collard Preston Unit Trust	\$1,705.00
		Architectural Consultancy Services: Separable Portion 1 - Upgrade Of Warradale Reserve Clubroom - Assets	
15062	07/03/2023	Hose Right	\$2,679.47
		Vehicle Hose Fittings - Fleet	
15063	07/03/2023	Hospitality Accessories	\$591.25
		Napkins And Table Cloths - Pioneers Lunch	
15064	07/03/2023	Hydroquip Pumps	\$20,728.95
		Baseball Bore Pump Repairs - Kingsway Sporting Complex,	
		Install New Bore Headworks - Kingsway Sporting Complex	
15065	07/03/2023	i3 Consultants WA	\$3,245.00
		Supply Road Safety Audit - Mirrabooka Avenue & Kingsway Roundabout	
15066	07/03/2023	Imagesource Digital Solutions	\$3,384.70

Warrant of Payments March 2023			
Number	Date	Supplier / Description	Amount
		2 Signs - Community Survey Notification - Coastal Engineering	
		2 Vinyl Banners - Hot Hula - Arts Development	
		Signage - Book On Wheels Ute - Wanneroo Library	
		Community Survey Notification Decals - Assets	
		Glass Wrap Banners - Rocca Way Pop Up - Community Development	
		Laminate Signage - Fleet Cars - Fleet Maintenance	
15067	07/03/2023	Instant Toilets & Showers Pty Ltd	\$833.25
		Hire Of Portable Toilets - Merriwa Summer Sideshow	
15068	07/03/2023	Integrity Industrial Pty Ltd	\$23,384.38
		Casual Labour For The City	
15069	07/03/2023	Integrity Industrial Pty Ltd	\$8,283.33
		Casual Labour For The City	
15070	07/03/2023	Integrity Staffing	\$2,157.73
		Casual Labour For The City	
15071	07/03/2023	Intelife Group	\$12,124.59
		Cleaning Services For The City	
15072	07/03/2023	Interfire Agencies Pty Ltd	\$2,785.92
		Safety Boots - Fire Services	
15073	07/03/2023	Iron Tech Industries	\$3,135.00
		50 Metal H Frames - Engineering	
15074	07/03/2023	Ixom Operations Pty Ltd	\$1,641.72
		Supply Of Chlorine Gas - Aquamotion Wanneroo	
15075	07/03/2023	Jadu Software Pty Ltd	\$67,320.00
		Jadu CXM Subscription 06/02/2023 - 05/02/2024 - ICT	
15076	07/03/2023	Japanese Truck & Bus Spares Pty Ltd	\$112.40
		Vehicle Spare Parts	
15077	07/03/2023	Jobfit Health Group Pty Ltd	\$1,491.60
		Medical Fees For The City	
15078	07/03/2023	Jordan Lewis Dench trading as Dench Entertainment	\$1,100.00
		DJ - Alkimos Summer Sideshow & Christmas Fiesta - Events	
15079	07/03/2023	Jordan Lewis Dench trading as Dench Entertainment	\$550.00
		4 Hour Entertainment Package - Events	
15080	07/03/2023	Kane Williams	\$1,000.00
		Refund - Street & Verge Bond	
15081	07/03/2023	Kellie Cvitan	\$30.00
		Dog Registration Refund - Sterilised	
15082	07/03/2023	Kelyn Training Services	\$2,750.00

Warrant of Payments March 2023			
Number	Date	Supplier / Description	Amount
		Registration - Basic Worksite Traffic Management Renewal Course 21.02.2023 - 12 Attendees	
15083	07/03/2023	Kerb Direct Kerbing	\$18,008.94
		Kerbing Works & Traffic Control - Mossey Street & Cowle Street - Assets	
15084	07/03/2023	Kinetic IT Pty Ltd	\$14,903.57
		Managed Detection & Response Service - ICT	
		Vulnerability Management - January 2023 - ICT	
15085	07/03/2023	Kingsway Christian Education Association Incorporated	\$500.00
		Deposit - School Leadership Program - September 2023 - Youth Services	
15086	07/03/2023	Kleenit	\$13,517.86
		Graffiti Removal Services For The City	
		Pressure Washing - Monthly - 2022 - 2023 Various Sites	
15087	07/03/2023	Komatsu Australia Pty Ltd	\$824.65
		Vehicle Spare Parts	
15088	07/03/2023	Kyocera Document Solutions	\$827.20
		Valet Charge - ICT	
15089	07/03/2023	Landcare Weed Control	\$27,976.14
		Landscape Maintenance Services	
15090	07/03/2023	Landgate	\$17,021.28
		Schedules - Gross Rental Valuations Chargeable / Unimproved Values Chargeable - Rates	
15091	07/03/2023	Lawn Doctor	\$29,787.29
		Turfing Works For The City	
15092	07/03/2023	Let's All Party	\$880.00
		Furniture Tables Chairs Umbrellas - Merriwa Sideshow Event	
15093	07/03/2023	LGRCEU	\$1,518.00
		Payroll Deductions	
15094	07/03/2023	Ligna Construction	\$1,452.00
		Limestone Repair Works - Various Sites - Parks	
15095	07/03/2023	Linemarking WA Pty Ltd	\$24,815.45
		Linemarking Services - Depot - Engineering	
15096	07/03/2023	Rates Refund	\$54.57
15097	07/03/2023	Living Turf	\$7,855.10
		Turfing Works For The City	
15098	07/03/2023	Local Government Professionals Australia WA	\$92.50
		2022 / 2023 Affiliate Membership Dues - Enterprise Risk Management	
15099	07/03/2023	Major Motors	\$2,103.07
		Vehicle Repairs - Fleet	
15100	07/03/2023	Mark Forward & Beverley Forward	\$200.00

Warrant of Payments March 2023			
Number	Date	Supplier / Description	Amount
		Dog Registration Refund - Sterilised	
15101	07/03/2023	Marketforce Pty Ltd	\$585.86
		Advertising Services For The City	
15102	07/03/2023	Maxxia Pty Ltd	\$6,604.35
		Payroll Deductions	
15103	07/03/2023	McGees Property	\$6,875.00
		Market Valuation Services - Property Services	
15104	07/03/2023	Mindarie Regional Council	\$222,406.96
		Refuse Disposal Charges For The City	
15105	07/03/2023	MP Rogers & Associates Pty Ltd	\$1,650.06
		Options Assessment - Jindalee Beach Access - Coastal Engineering	
15106	07/03/2023	Mr Craig Leahy	\$2,000.00
		Refund - Street & Verge Bond	
15107	07/03/2023	Mr Gregory Lowe	\$1,000.00
		Refund - Street & Verge Bond	
15108	07/03/2023	Rates Refund	\$115.68
15109	07/03/2023	Mr Minit Wanneroo	\$1,640.00
		Leatherman Wingman Multitools - Community Safety	
15110	07/03/2023	Mr Raymond Dobe	\$1,000.00
		Refund - Street & Verge Bond	
15111	07/03/2023	Rates Refund	\$6,943.39
15112	07/03/2023	Rates Refund	\$812.45
15113	07/03/2023	Mrs Angela Morris	\$1,000.00
		Refund - Street & Verge Bond	
15114	07/03/2023	Rates Refund	\$556.81
15115	07/03/2023	Mrs Dijana Trajcheski	\$2,000.00
		Refund - Street & Verge Bond	
15116	07/03/2023	Rates Refund	\$2,847.96
15117	07/03/2023	Ms Peggy Brown	\$145.00
		Keyholder Payments	
15118	07/03/2023	Natural Area Holdings Pty Ltd	\$6,000.29
		Black Cockatoo Habitat Tree Assessments - Conservation	
		Seed Collection / Plant Propagation 2022 / 2023 - Various Locations - Conservation	
15119	07/03/2023	Navman Wireless Australia Pty Ltd	\$18.15
		Solar Tracker - CCTV Trailer - Stores	
15120	07/03/2023	Neverfail Springwater Limited	\$141.95
		Water Supplies - Print Room	
15121	07/03/2023	North Metropolitan Tafe	\$282.30
		Training - CIV Horticulture - 3 Attendees - Parks	
15122	07/03/2023	Nutrien Ag Solutions Limited	\$376.64
		Silv Prograde Knapsack 15L - Parks	
15123	07/03/2023	Nuturf	\$1,226.50

Warrant of Payments March 2023			
Number	Date	Supplier / Description	Amount
		Aqua Dye Blue 20L & Primo Maxx Growth Regulator 5L - Parks	
15124	07/03/2023	Octagon Lifts Pty Ltd	\$31,743.24
		Replace Passenger Lift - Civic Centre - Assets	
15125	07/03/2023	OEM Group Pty Ltd	\$948.61
		Vehicle Repairs - Fleet	
15126	07/03/2023	Office Cleaning Experts	\$59,518.98
		Cleaning Services For The City	
15127	07/03/2023	On Tap Plumbing & Gas Pty Ltd	\$3,737.24
		Plumbing Maintenance For The City	
15128	07/03/2023	On Tap Plumbing & Gas Pty Ltd	\$572.00
		Plumbing Maintenance For The City	
15129	07/03/2023	One Tree Botanical Pty Ltd	\$11,473.00
		Vegetation Monitoring Survey - Various Locations - Parks	
15130	07/03/2023	Outdoor World	\$3,000.00
		Refund - Street & Verge Bonds	
15131	07/03/2023	Paperbark Technologies Pty Ltd	\$16,308.00
		Various Reports - Trees At Various Sites - Parks	
15132	07/03/2023	Parker Black & Forrest	\$172.57
		Locking Services For The City	
15133	07/03/2023	Rates Refund	\$2,732.12
15134	07/03/2023	Paywise Pty Ltd	\$2,767.17
		Payroll Deductions	
15135	07/03/2023	Perth Better Homes	\$2,480.00
		Bond Release - New Shade Sail Program 2022 / 2023 - Finance	
15136	07/03/2023	Perth Heavy Tow	\$385.00
		Towing Services - Fleet	
15137	07/03/2023	Perth Playground And Rubber	\$5,637.40
		Bond Release - Park Assets Renewal Program 2022 / 2023 - Finance	
15138	07/03/2023	Rates Refund	\$436.26
15139	07/03/2023	Pieter Jordaan	\$150.00
		Dog Registration Refund - Sterilised	
15140	07/03/2023	Planning Institute of Australia Limited	\$335.00
		Registration - Planet WA - Delving Into Heritage Management 28.04.2023 - 1 Attendee - Cultural Services	
15141	07/03/2023	Play Check	\$42,405.00
		Comprehensive Playground Audit - All Playgrounds - Parks	
15142	07/03/2023	Playmaster Pty Ltd	\$7,779.91
		Bond Release - Park Assets Renewal Program 2022 / 2023 - Finance	

Warrant of Payments March 2023			
Number	Date	Supplier / Description	Amount
15143	07/03/2023	Poolwerx Mindarie	\$226.45
		Service Pool - Cooinda Close - Compliance	
15144	07/03/2023	Prestige Alarms	\$21,677.57
		Alarm / CCTV Services For The City	
15145	07/03/2023	Print Integrity	\$2,028.40
		Promotional Items - Stubby Holders & Stress Balls - Corporate Support	
15146	07/03/2023	Pure Homes Pty Ltd Trading As B1 Homes	\$2,000.00
		Refund - Street & Verge Bond	
15147	07/03/2023	RAC Motoring & Services Pty Ltd	\$219.00
		Call Out - Battery - WN 33619	
15148	07/03/2023	Raeco	\$2,585.00
		Accent Service Desk - Cultural Development	
15149	07/03/2023	Ramandeep Kaur	\$153.00
		Refund - Annual Food Safety & Service Charge - Business Closed	
15150	07/03/2023	Rates Refund	\$473.74
15151	07/03/2023	Reliable Fencing WA Pty Ltd	\$1,248.79
		Fencing Repairs - Various Locations - Parks	
15152	07/03/2023	Reliable Fencing WA Pty Ltd	\$3,471.81
		Fencing Repairs - Various Locations - Parks	
15153	07/03/2023	Rates Refund	\$2,411.05
15154	07/03/2023	Richards Mining Services Pty Ltd	\$1,100.00
		Training - Front End Loader Course - 15/02/2023 - 1 Attendee	
15155	07/03/2023	Road & Traffic Services	\$8,429.28
		Install Pavement Markings - Various Locations - Assets	
15156	07/03/2023	Robert Walters Pty Ltd	\$1,330.90
		Casual Labour For The City	
15157	07/03/2023	Royal Wolf Trading Australia Pty Ltd	\$1,334.81
		Equipment Hire - Cube Pallet - Assets	
15158	07/03/2023	Rubek Automatic Doors	\$1,393.70
		Service - Clarkson Library Entrance Door - Building Maintenance	
15159	07/03/2023	Safety World	\$1,248.50
		Staff Uniforms - Waste / Engineering / Assets	
15160	07/03/2023	Safetyquip	\$103.19
		Disposable Gloves - Information Management	
15161	07/03/2023	Sanpoint Pty Ltd ATF the Fiore Family Trust	\$37,130.44
		Landscape Maintenance Services For The City	
15162	07/03/2023	Satalyst Pty Ltd	\$1,769.63
		SQL Server Patching & SQL Server Patching Activities - ICT	
15163	07/03/2023	Scarboro Toyota	\$22,583.40

Warrant of Payments March 2023			
Number	Date	Supplier / Description	Amount
		New Vehicle Purchase - Toyota Yaris - Fleet Assets	
15164	07/03/2023	Scott Print	\$464.20
		Printing - Abandoned Vehicle Form Pads - Community Safety	
15165	07/03/2023	Seabreeze Landscape Supplies	\$78.00
		Lawn Mix - Parks	
15166	07/03/2023	Sigma Chemicals	\$1,752.30
		Pool Chemicals - Aquamation	
		Skimmer Deck Lid - Aquamation	
15167	07/03/2023	Site Environmental & Remediation Services Pty Ltd	\$8,184.00
		Asbestos Contamination Surveys - Various Locations - Building Maintenance	
15168	07/03/2023	Skyline Landscape Services (WA)	\$1,309.00
		Landscape Maintenance - Swansea Promenade - Parks	
15169	07/03/2023	Slater-Gartrell Sports	\$759.00
		8 Net Repairs And 6 Post Repairs - Kingsway Netball Centre	
15170	07/03/2023	Smartbuilt Perth Pty Ltd	\$279.00
		Treatment Of Bees - Parktree Park - Parks	
15171	07/03/2023	Smartsalary	\$4,936.29
		Payroll Deductions	
15172	07/03/2023	Specialist Wholesalers Pty Ltd t/as Truckline	\$520.30
		Vehicle Spare Parts	
15173	07/03/2023	Sport and Recreation Surfaces	\$2,145.00
		Tennis Court Maintenance - Elliot Park - Parks	
15174	07/03/2023	Statewide Pump Services	\$660.00
		Inspect Sewage Pump System & Drains - Building Maintenance	
15175	07/03/2023	Steven and Sam John Filippou	\$866.88
		Refund - Return Developer Balances From The Relevant DCP Accounts To Landowners That Paid More Than The Required Contribution	
15176	07/03/2023	StrataGreen	\$1,365.01
		Rakes And Flagging Tape - Stores Stock	
15177	07/03/2023	Superior Nominees Pty Ltd	\$181,269.88
		Playground Equipment Repairs - Various Locations - Parks	
		Install Natureplay Items - Gumblossom Reserve - Assets	
15178	07/03/2023	Supreme Shades Pty Ltd	\$21,333.30
		Bond Release - Playground Renewal Program 2022 / 2023 - Finance	
		Repair Shade Sail - Rotary Park	

Warrant of Payments March 2023			
Number	Date	Supplier / Description	Amount
		Shade Sail Assessment X 5 Parks In The City - Parks	
15179	07/03/2023	Susan Madzvimbo	\$10.00
		Hire Fee Refund	
15180	07/03/2023	Synergy	\$4,024.06
		Power Supplies For The City	
15181	07/03/2023	Synergy	\$221,347.44
		Power Supplies For The City	
15182	07/03/2023	Tanks For Hire	\$825.00
		Hire Of Hydration Trailer - Addison Park Merriwa - 11.02.2023	
15183	07/03/2023	Terravac Vacuum Excavations Pty Ltd	\$22,026.84
		Location Of Services - Various Locations - Assets	
15184	07/03/2023	The Distributors Perth	\$301.45
		Snack Delivery - Kingsway Indoor Stadium	
15185	07/03/2023	The Hire Guys Wangara	\$2,655.00
		Equipment Hire - Dingo - Engineering	
15186	07/03/2023	The Rabbone Family Trust	\$450.00
		Performance By Jordan Anthony - PSO Concert - Events	
15187	07/03/2023	The Trustee for BARRA CIVIL AND FENCING Trust	\$93,020.40
		Replace Fencing - Marangaroo & Moort Rise Sump - Engineering	
15188	07/03/2023	The Trustee for BWC Unit Trust	\$8,477.70
		Doggy Bags - Parks Maintenance	
15189	07/03/2023	The Trustee for CWC Trust	\$880.00
		Power Upgrade - Yanchep Sporting Club - Assets	
15190	07/03/2023	The Trustee for New Dealership Trust	\$351.95
		Replacement Key & Coding - Fleet	
15191	07/03/2023	The Trustee for Red Hot Q Family Trust trading as Red Hot Q Pty Ltd	\$153.00
		Refund - Food Registration Fee - Withdrawn	
15192	07/03/2023	Toll Transport Pty Ltd	\$406.25
		Courier Services	
15193	07/03/2023	Totally Workwear Joondalup	\$2,282.40
		PPE Equipment - Various Service Units	
15194	07/03/2023	TQuip	\$4,387.04
		Vehicle Spare Parts	
15195	07/03/2023	Trailer Parts Pty Ltd	\$1,382.36
		Vehicle Spare Parts	
15196	07/03/2023	Training Services Australia	\$1,045.00
		Registration - Health & Safety Representative Course - 1 Attendee - 10 - 14-10.2022 - People & Culture	

Warrant of Payments March 2023			
Number	Date	Supplier / Description	Amount
15197	07/03/2023	Trevor Barella	\$2,000.00
		Refund - Street & Verge Bond	
15198	07/03/2023	Trish Townsend	\$360.00
		It's All About Story Time - Library Services	
15199	07/03/2023	Triton Electrical Contractors Pty Ltd	\$12,108.80
		Irrigation Electrical Works - Various Locations - Parks	
15200	07/03/2023	Trophy Shop Australia	\$462.30
		2 Certificate Frames - Council & Corporate Support	
		Name Badges - Various Employees	
15201	07/03/2023	Truck Centre WA Pty Ltd	\$21,156.94
		Vehicle Spare Parts	
15202	07/03/2023	Tutaki Unit Trust	\$4,427.00
		Marquee & Equipment Hire - Merriwa Summer Sideshow & Australia Day 2023 - Events	
15203	07/03/2023	WA Garage Doors Pty Ltd	\$242.00
		2 Remote Controls - Building Maintenance	
15204	07/03/2023	WA Hino Sales & Service	\$1,107.94
		Vehicle Spare Parts	
15205	07/03/2023	WA Limestone Company	\$35,319.14
		BSL - Garden Park - Assets	
		Renew Transport Infrastructure Assets - Sydney Road - Assets	
15206	07/03/2023	Wanneroo Business Association Incorporated	\$150.00
		Business Breakfast - 3 Attendees - Economic Development	
15207	07/03/2023	Wanneroo Electric	\$11,588.03
		Electrical Maintenance For The City	
15208	07/03/2023	Wanneroo Electric	\$434.50
		Electrical Maintenance For The City	
15209	07/03/2023	Wanneroo Fire Support Brigade	\$896.88
		Attendance Of Hose A - Merriwa Summer Sideshow - Events	
		Reimbursement - Operational Maintenance Expenses - Fire Services	
15210	07/03/2023	Wanneroo Patios	\$10,561.13
		Supply And Install Patio - Moorpark Avenue - Property	
15211	07/03/2023	Water Corporation	\$23,913.73
		Water Supplies For The City	
15212	07/03/2023	Water Quality Solutions	\$13,249.79
		Biostim Pellets & Dredging Tablets - Parks	
		Irrigation Lakes - Supply & Biostim Lake Treatment Products - Parks	
15213	07/03/2023	West Coast Turf	\$30,249.08
		Turfing Works For The City	

Warrant of Payments March 2023			
Number	Date	Supplier / Description	Amount
15214	07/03/2023	West-Sure Group Pty Ltd	\$147.93
		Cash Collections For The City	
15215	07/03/2023	Western Australian Assistance and Therapy Dogs Incorporated	\$200.00
		Therapy And Assistance Dogs - Merriwa Summer Sideshow - Events	
15216	07/03/2023	Western Australian Local Government Association	\$1,320.00
		Registration - Urban Forest Conference - 6 Attendees - Strategic Land Use Planning & Land Development	
15217	07/03/2023	Western Irrigation Pty Ltd	\$16,428.79
		Irrigation Parts / Repairs - Parks	
15218	07/03/2023	Western Power	\$419.27
		Tree Pruning - Graham Road - Conservation	
15219	07/03/2023	WEX Australia Pty Ltd	\$4,134.02
		Fuel Issues - Fleet Assets	
15220	07/03/2023	William Buck Consulting (WA) Pty Ltd	\$8,250.00
		Internal Audit Services Provided On Compliance Audit Return	
15221	07/03/2023	Winc Australia Pty Limited	\$143.80
		Stationery For The City	
15222	07/03/2023	Windcave Pty Limited	\$253.00
		Eftpos Plan - Wanneroo Library - January 2023	
15223	07/03/2023	Work Clobber	\$288.90
		PPE Issues - Parks	
15224	07/03/2023	Workpower Incorporated	\$16,755.18
		Landscape Maintenance - Conservation	
15225	07/03/2023	Wrenoil	\$33.00
		Waste Oil Disposal - Waste	
15226	07/03/2023	Zetta Pty Ltd	\$9,990.19
		Network Managed Services - MPLS Network - Year 4 & 5 - ICT	
15227	07/03/2023	Zipform Pty Ltd	\$5,192.75
		Interim Notices & Mail Services - 4th Instalment 2022 / 2023 - Rating Services	
15228	08/03/2023	Cancelled	
15229	08/03/2023	Cancelled	
15230	08/03/2023	Cancelled	
15231	08/03/2023	Cancelled	
15232	08/03/2023	Cancelled	
15233	08/03/2023	Cancelled	
15234	08/03/2023	Cancelled	
15235	08/03/2023	Cancelled	
15236	08/03/2023	Cancelled	
15237	08/03/2023	Cancelled	

Warrant of Payments March 2023			
Number	Date	Supplier / Description	Amount
15238	08/03/2023	Cancelled	
15239	08/03/2023	Cancelled	
15240	08/03/2023	Roads 2000	\$99,245.28
		Road Works - Various Locations - Assets	
15241	09/03/2023	Ms B Wood	\$9.09
		Reimbursement - Parking	
15242	09/03/2023	Mr C Bartlett	\$65.86
		Reimbursement - Tool Purchases	
15243	09/03/2023	Ms D Barr	\$38.85
		Reimbursement - Office Consumables	
15244	09/03/2023	Mr J Curran	\$20.00
		Reimbursement - Travel To WALGA Meeting - Train fare	
15245	09/03/2023	Ms K Stickland	\$18.00
		Reimbursement - Books On Wheels Service	
15246	09/03/2023	Mr L Duffy	\$23.97
		Reimbursement - Aquatic Toys For Use In Swim School Classes	
15247	09/03/2023	Mr R Ellyard	\$314.88
		Reimbursement - Parking Ticket - Dot Meeting In Fremantle	
		Reimbursement - Fees (50%) For Project Management Diploma	
15248	09/03/2023	Mr A Wood	\$38.87
		Reimbursement - Parking Fees	
15249	09/03/2023	Mr C Langsford	\$179.50
		Reimbursement - Safety Work Shoes	
15250	09/03/2023	Ms M Davies	\$60.00
		Reimbursement - CPR Refresher	
15251	09/03/2023	Ms M Tovey	\$20.00
		Reimbursement - Travel Expenses - External Training (Curtin University)	
15252	09/03/2023	Mr N Stawarz	\$4.42
		Reimbursement - Travel Costs	
15253	09/03/2023	Mr T Barker	\$13.63
		Reimbursement - Parking For Meeting	
15254	09/03/2023	Mr B Chang	\$8.40
		Reimbursement - Parking Fees	
15255	09/03/2023	Site Architecture Studio	\$1,430.00
		Contract Administration - Adult Accessible Changing Places Facility - Assets	
15256	09/03/2023	Solution 4 Building Pty Ltd	\$216,129.67
		Progress Claim 7 - Warradale Clubrooms - Assets	
15257	09/03/2023	Viva Energy Australia Pty Ltd	\$81,980.87
		Fuel Issues For The City	

Warrant of Payments March 2023			
Number	Date	Supplier / Description	Amount
15258	10/03/2023	Stiles Electrical & Communication Services Pty Ltd	\$960,374.23
		Progress Claim 2, 4 & Variation - Sports Floodlighting Upgrades - Kingsway Sporting Complex - Assets	
15261	13/03/2023	Ms K Donker	\$135.25
		Reimbursement - Meal Allowance For Attending Customer Contact Week 2023 Conference	
15262	13/03/2023	7 to 1 Photography	\$1,314.50
		Photography - Symphony Under The Stars - Events	
15263	13/03/2023	A Nice Option Pty Ltd	\$32.50
		Refund - Food Notification Fee - Duplicate	
15264	13/03/2023	Accenture Australia Pty Ltd	\$10,010.00
		EPM Testing Variation 007 - ICT	
15265	13/03/2023	Access Technologies	\$12,201.42
		Solar Cablegate With Access Control - Yanchep Community Centre	
15266	13/03/2023	Access Unlimited International Pty Ltd	\$1,051.55
		Gas Detector - Assets	
15267	13/03/2023	Advanced Perth Removals Pty Ltd	\$1,640.38
		Removal Services - YTRAC Office Relocation - Place Management	
15268	13/03/2023	AFGRI Equipment Australia Pty Ltd	\$6,468.62
		Vehicle Spare Parts - Fleet	
15269	13/03/2023	Air Liquide Australia	\$200.64
		Gas Cylinder Hire - Stores	
15270	13/03/2023	Alinta Gas	\$44.10
		Gas Supplies For The City	
15271	13/03/2023	Andreas Rauch	\$360.00
		Vehicle Crossing Subsidy	
15272	13/03/2023	Anna Halliday	\$360.00
		Vehicle Crossing Subsidy	
15273	13/03/2023	Rates Refund	\$692.34
15274	13/03/2023	Applied Security Force	\$6,052.62
		Security Services - PSO Concert - Events	
15275	13/03/2023	Aqua Attack Drilling	\$42,189.40
		Drill Bore - Excellence Park	
15276	13/03/2023	Armaguard	\$235.40
		Cash Collection - Kingsway Indoor Stadium	
15277	13/03/2023	Atom Supply	\$2,035.22
		Nitrile Gloves - Stores	
15278	13/03/2023	Australia Post	\$2,348.57
		Billpay Transactions - Rating Services	
15279	13/03/2023	Australian Airconditioning Services Pty Ltd	\$6,797.18
		Airconditioning Maintenance For The City	

Warrant of Payments March 2023			
Number	Date	Supplier / Description	Amount
15280	13/03/2023	Australian Institute of Management Western Australia Human Resource Development Centre Limited	\$786.00
		Training - Project - Create, Resource And Track Projects 17 - 18.07.2023 - 1 Attendee	
15281	13/03/2023	Australian Services Union	\$362.60
		Payroll Deductions	
15282	13/03/2023	Australian Taxation Office	\$632,517.00
		Payroll Deductions	
15283	13/03/2023	Beacon Equipment	\$1,086.00
		Lawn Mower Engine - Fleet	
15284	13/03/2023	BGC Residential Pty Ltd	\$8,000.00
		Refund Street & Verge Bonds	
15285	13/03/2023	Bladon WA Pty Ltd	\$3,901.52
		Staff Uniforms - Health & Compliance / ICT / Rangers	
15286	13/03/2023	BOC Limited	\$57.58
		Gas Bottle Rentals	
15287	13/03/2023	Bring Couriers	\$399.77
		Courier Services - Health Services	
15288	13/03/2023	Bronwyn Smith	\$2,490.85
		Monthly Allowance	
15289	13/03/2023	Brownes Foods Operations Pty Limited	\$494.91
		Milk Deliveries For The City	
15290	13/03/2023	Bucher Municipal Pty Ltd	\$3,276.05
		Vehicle Spare Parts	
15291	13/03/2023	Car Care Motor Company Pty Ltd	\$573.13
		Vehicle Repairs - Fleet	
15292	13/03/2023	Catia Del Prete	\$15.00
		Dog Registration Refund - Sterilised	
15293	13/03/2023	CCS Strategic	\$9,088.75
		Final Issue Concept Plans And Cost Plan – Wanneroo Scenic Park Recreation Centre	
15294	13/03/2023	CDM Australia Pty Ltd	\$28,947.60
		10 Del Notebooks - ICT	
		Professional Services - Level 3: Business Hours - ICT	
15295	13/03/2023	CFMEU	\$244.00
		Payroll Deductions	
15296	13/03/2023	Chadson Engineering Pty Ltd	\$138.60
		Photo Tablets PH Red & DPD No 1 X F - Health Services	
15297	13/03/2023	Cheer Aesthetics	\$600.00
		Participation Funding - 7 Participants - AASCF Cheer Nationals - Gold Coast - 24 - 27.11.2022	
15298	13/03/2023	Child Support Agency	\$1,121.88
		Payroll Deductions	

Warrant of Payments March 2023			
Number	Date	Supplier / Description	Amount
15299	13/03/2023	Chillo Refrigeration & Air-Conditioning	\$2,409.00
		Service & Replace Water Filter On Ice Machines - Various Locations - Building Maintenance	
15300	13/03/2023	Chivas Enterprises Pty Ltd t/as Mayday Earthmoving	\$3,003.00
		Excavator Hire - Assets	
15301	13/03/2023	Rates Refund	\$855.57
15302	13/03/2023	City of Fremantle	\$100.00
		Librarycraft Program Membership	
15303	13/03/2023	City of Wanneroo	\$496.00
		Payroll Deductions	
15304	13/03/2023	City of Wanneroo	\$4,481.31
		Offset Of Rates In Lieu Of Monthly Allowance	
		Payroll Deductions	
15305	13/03/2023	Claw Environmental	\$127.60
		Polystyrene Collection - Wangara Recycling Centre - Waste Services	
15306	13/03/2023	Cleanaway Operations Pty Ltd	\$3,590.18
		Disposal Of Industrial Waste - Fleet Wash Bay	
		Service Grease Trap - Civic Centre & Quinns Mindarie Community Centre	
15307	13/03/2023	Coates Hire Operations Pty Ltd	\$983.62
		Lunch Room Package - Clarkson - Assets	
15308	13/03/2023	Coca Cola Amatil Pty Ltd	\$369.78
		Beverages - Kingsway	
15309	13/03/2023	Complete Office Supplies Pty Ltd	\$415.70
		Stationery Purchases For The City	
15310	13/03/2023	Contra-Flow Pty Ltd	\$6,913.23
		Traffic Control Services For The City	
15311	13/03/2023	Corsign (WA) Pty Ltd	\$2,712.60
		Signs - Wildlife Crossing	
		Signs - Chemicals, Fire Blanket, Fire Extinguisher And Hand Wash Only	
		Signs - Various Caution	
15312	13/03/2023	Cr Brett Treby	\$4,255.18
		Monthly Allowance	
15313	13/03/2023	Cr Christopher Baker	\$2,490.85
		Monthly Allowance	
15314	13/03/2023	Cr Frank Cvitan	\$2,490.85
		Monthly Allowance	
15315	13/03/2023	Cr Glynis Parker	\$2,490.85
		Monthly Allowance	
15316	13/03/2023	Cr Helen Berry	\$2,490.85
		Monthly Allowance	
15317	13/03/2023	Cr Jacqueline Huntley	\$2,328.85

Warrant of Payments March 2023			
Number	Date	Supplier / Description	Amount
		Monthly Allowance	
15318	13/03/2023	Cr James Rowe	\$2,490.85
		Monthly Allowance	
15319	13/03/2023	Cr Jordan Wright	\$2,490.85
		Monthly Allowance	
15320	13/03/2023	CR Kennedy & Co Pty Ltd	\$2,050.40
		License Fee - Leica Infinity - ICT	
15321	13/03/2023	Cr Natalie Herridge	\$2,490.85
		Monthly Allowance	
15322	13/03/2023	Cr Natalie Sangalli	\$2,490.85
		Monthly Allowance	
15323	13/03/2023	Cr Paul Miles	\$2,490.85
		Monthly Allowance	
15324	13/03/2023	Cr Sonet Coetzee	\$2,490.85
		Monthly Allowance	
15325	13/03/2023	Craneswest (WA) Pty Ltd	\$22,618.62
		Removal Of Greenwaste - Motivation Drive - Waste Services	
15326	13/03/2023	CS Legal	\$15,706.80
		Court Fees - Rates Services	
15327	13/03/2023	CS Legal	\$2,278.95
		Court Fees - Rating Services	
15328	13/03/2023	Data #3 Limited	\$13,684.90
		Microsoft System Centre Datacentre Core Software - ICT	
15329	13/03/2023	David Roy Cull	\$154.00
		Pest Control Services For The City	
15330	13/03/2023	Department of the Premier and Cabinet	\$234.00
		District Planning Scheme No. 2 Amendment No. 200 TPS/2832 - Approval Services	
15331	13/03/2023	Direct Communications	\$154.99
		High Gain Monopole Antenna - Fleet	
15332	13/03/2023	DMB Fluid Technologies Pty Ltd	\$929.98
		Vehicle Spare Parts - Fleet	
15333	13/03/2023	DMC Cleaning	\$115,381.56
		Cleaning Services For The City	
15334	13/03/2023	Double G (WA) Pty Ltd	\$670.30
		Irrigation Repairs - Eiffel Tower	
15335	13/03/2023	Dowsing Group Pty Ltd	\$19,370.78
		Concrete Works - 20 Shamrock Court - Assets	
		Install 6 Concrete Ramps - Kingsbridge Boulevard - Assets	
15336	13/03/2023	Drainflow Services Pty Ltd	\$13,071.03
		Bulk Sweeping - Various Locations - Engineering	
15337	13/03/2023	Emerge Environmental Services Pty Ltd	\$8,950.71

Warrant of Payments March 2023			
Number	Date	Supplier / Description	Amount
		Black Cockatoo Assessment - Mather Reserve And Lot 24 Mary Street	
15338	13/03/2023	Enduroby Pty Ltd trading as Outdoor Cameras Australia	\$245.00
		6 X Swift Enduro 4G Replace Antenna & 1 Solar Panel Swift - Assets	
15339	13/03/2023	Environmental Industries Pty Ltd	\$13,150.32
		Apply Pesticide / Fertiliser - Various Locations - Parks	
		Tubestock Watering - February 2023 - Parks	
15340	13/03/2023	Epic Catering Services	\$1,190.00
		Catering - PSO Concert - Events	
15341	13/03/2023	Fleet Network	\$3,456.77
		Payroll Deductions	
15342	13/03/2023	Foxfish Pty Ltd t/as Binley Fencing	\$1,220.63
		Temporary Fencing - Clarkson Volunteer Bushfire Brigade - Assets	
		Temporary Fencing - Eiffel Park - Assets	
15343	13/03/2023	Fusion Applications Pty Ltd	\$15,970.63
		Oracle Specialist Services - ICT	
15344	13/03/2023	Geoff's Tree Service Pty Ltd	\$57,892.16
		Pruning Services For The City	
15345	13/03/2023	Geoff's Tree Service Pty Ltd	\$1,011.13
		Pruning Services For The City	
15346	13/03/2023	Gillmore Electrical Services	\$17,538.40
		Progress Claim - 3 Gumblossom Netball Courts	
15347	13/03/2023	GPC Asia Pacific Pty Ltd	\$69.30
		Vehicle Spare Parts	
15348	13/03/2023	Green Options Pty Ltd	\$17,657.11
		Rotary Mowing - Active Parks - Parks	
15349	13/03/2023	Guardian Doors	\$374.00
		Repair Roller Shutters - Mindarie Quinns SLSC	
15350	13/03/2023	Hays Personnel Services	\$2,995.34
		Casual Labour For The City	
15351	13/03/2023	HBF Health Limited	\$731.08
		Payroll Deductions	
15352	13/03/2023	Hendry Group Pty Ltd	\$11,154.00
		Building Condition & BCA Reports - 4 Locations - Assets	
		Fire Compliance Building Consultancy Services - Lake Joondalup Pavilion - Assets	
15353	13/03/2023	Hickey Constructions Pty Ltd	\$24,386.12
		Door Repairs - WLCC - Building Maintenance	
		Install Concrete Entry Path - Blackmore Path - Parks	
		Remove And Dispose Central Section Of Roof At Machinery Shed - Carramar Golf Course	

Warrant of Payments March 2023			
Number	Date	Supplier / Description	Amount
15354	13/03/2023	Hodge Collard Preston Unit Trust	\$9,026.60
		Provision Of Revised Concept Design - Heath Park Sports Amenities - Assets	
		Practical Completion & Construction Closeout - Clarkson Youth Centre - Assets	
15355	13/03/2023	Home Group WA Pty Ltd	\$2,000.00
		Refund Street & Verge Bond	
15356	13/03/2023	Hose Right	\$2,897.99
		Vehicle Hose Fittings	
15357	13/03/2023	HTR Electrical and Inspection Services Pty Ltd	\$3,547.50
		Event Services - PSO Concert - Events	
15358	13/03/2023	Humanness	\$3,234.00
		Business Wanneroo Website Audit - Economic Development	
15359	13/03/2023	Hydroquip Pumps	\$12,150.60
		Irrigation Pump Works - Various Locations - Parks	
15360	13/03/2023	Ideal Homes Pty Ltd	\$2,000.00
		Refund Street & Verge Bond	
15361	13/03/2023	Imagesource Digital Solutions	\$858.00
		Gameboard Vinyl Wrap - Corporate Strategy & Performance	
		Install Graphic - Yaris - Fleet Assets	
15362	13/03/2023	Indoor Gardens Pty Ltd	\$297.00
		Service & Hire Of Live Plant Displays - Civic Centre	
15363	13/03/2023	Integrity Industrial Pty Ltd	\$8,415.82
		Casual Labour For The City	
15364	13/03/2023	Integrity Industrial Pty Ltd	\$3,384.00
		Casual Labour For The City	
15365	13/03/2023	Integrity Staffing	\$1,726.18
		Casual Labour For The City	
15366	13/03/2023	Intelife Group	\$8,057.13
		Cleaning Services For The City	
15367	13/03/2023	Ixom Operations Pty Ltd	\$195.05
		Pool Chemicals - Aquamotion	
15368	13/03/2023	J Blackwood & Son Ltd	\$1,568.83
		Inventory Items - Stores Stock	
15369	13/03/2023	Janet Smith	\$69.30
		Refund - Nifty Fifty Passes - Aquamotion	
15370	13/03/2023	Jobfit Health Group Pty Ltd	\$2,640.00
		Medical Fees For The City	
15371	13/03/2023	Jody Bell	\$30.00
		Dog Registration Refund - Sterilisation	
15372	13/03/2023	Rates Refund	\$480.08
15373	13/03/2023	K2 Audiovisual Pty Ltd	\$1,545.50

Warrant of Payments March 2023			
Number	Date	Supplier / Description	Amount
		Replacement Of Hisense Tv - Ranger Area - 1st Floor Offices	
15374	13/03/2023	Karen Winter	\$360.00
		Vehicle Crossing Subsidy	
15375	13/03/2023	Kerb Direct Kerbing	\$13,640.72
		Kerbing Works - Various Locations - Assets	
15376	13/03/2023	Kyocera Document Solutions	\$827.20
		Valet Services - ICT	
15377	13/03/2023	Landcare Weed Control	\$5,573.37
		Weed Control - MAF Burns Sites - Conservation	
15378	13/03/2023	Landscape Elements	\$670.44
		Progress Claim 26 - Kennerton Park - February 2023 - Parks	
15379	13/03/2023	Lawn Doctor	\$5,572.60
		Grass Rolling - Lake Joondalup Cricket - Parks	
		Vertimowing & Sweeping - Anthony Waring & Lake Joondalup - Parks	
15380	13/03/2023	Les Mills Asia Pacific	\$783.55
		Fitness Classes - Aquamotion	
15381	13/03/2023	LGISWA	\$1,000.00
		Vehicle Excess - WN 32167 - Waste Services	
15382	13/03/2023	LGRCEU	\$1,606.00
		Payroll Deductions	
15383	13/03/2023	Lions Club of Girradoo Inc trading as Lions Club of Girrawheen	\$5,500.00
		Community Funding - Australia Day Function - John Moloney Reserve - 26.01.2023 - Community Development	
15384	13/03/2023	Main Roads WA	\$17,963.70
		Linemarking - Mirrabooka Avenue / Rawlinson Drive - Assets	
15385	13/03/2023	Malco Flooring Pty Ltd	\$4,356.00
		Carpet Tiles - Yanchep Community Centre	
15386	13/03/2023	Marketforce Pty Ltd	\$6,467.40
		Advertising Services For The City	
15387	13/03/2023	Materon Investments WA Pty Ltd	\$2,000.00
		Refund Street & Verge Bond	
15388	13/03/2023	Maxxia Pty Ltd	\$6,604.35
		Payroll Deductions	
15389	13/03/2023	Mayor Linda Aitken	\$10,793.50
		Monthly Allowance	
15390	13/03/2023	Michael Page International (Australia) Pty Ltd	\$7,342.04
		Casual Labour For The City	
15391	13/03/2023	Mindarie Regional Council	\$163,987.23
		Refuse Disposal Charges For The City	
15392	13/03/2023	MP Rogers & Associates Pty Ltd	\$4,709.27

Warrant of Payments March 2023			
Number	Date	Supplier / Description	Amount
		Options Assessment - Jindalee Beach Access - Coastal Engineering	
15393	13/03/2023	Rates Refund	\$687.24
15394	13/03/2023	Mr Jared Lovelock	\$30.00
		Dog Registration Refund - Sterilised	
15395	13/03/2023	Rates Refund	\$477.00
15396	13/03/2023	Natural Area Holdings Pty Ltd	\$6,314.00
		Additional Cockatoo Hollow Inspection - Assets	
		Spring Biological Surveys - Hardcastle Park - Assets	
15397	13/03/2023	Navman Wireless Australia Pty Ltd	\$858.00
		Deinstall & Reinstall GPS Units - Fleet Assets	
15398	13/03/2023	Nespresso Professional	\$363.00
		Coffee Supplies - CEO's Office	
15399	13/03/2023	New Water Ways Inc	\$220.00
		Training - Greenfield & Infill Development - 1 Attendee - Land Development	
15400	13/03/2023	Office Cleaning Experts	\$140,075.40
		Cleaning Services For The City	
15401	13/03/2023	On Tap Plumbing & Gas Pty Ltd	\$458.44
		Plumbing Maintenance For The City	
15402	13/03/2023	On Tap Plumbing & Gas Pty Ltd	\$135.30
		Plumbing Maintenance For The City	
15403	13/03/2023	Oracle Customer Management Solutions Pty Ltd	\$8,130.09
		Inbound Calls - December 2022 - Customer Relations	
15404	13/03/2023	Rates Refund	\$30.00
15405	13/03/2023	Oxlades Art Supplies	\$362.70
		Art Supplies - Banksia Primary School - Cultural Services	
15406	13/03/2023	OzHarvest Limited	\$1,000.00
		Food Waste Workshop - 20.01.2023 - Waste Services	
15407	13/03/2023	Parker Black & Forrest	\$104.94
		Locking Services - Koondoola Community Centre - Building Maintenance	
15408	13/03/2023	Paul & Meredith Thomas	\$2,000.00
		Refund Street & Verge Bond	
15409	13/03/2023	Paywise Pty Ltd	\$2,762.68
		Payroll Deductions	
15410	13/03/2023	Precision Laser Systems	\$370.00
		Replacement UHF Radios - Engineering	
15411	13/03/2023	Prestige Alarms	\$472.40
		CCTV / Alarm Services For The City	
15412	13/03/2023	Red Empire Media	\$3,217.50

Warrant of Payments March 2023			
Number	Date	Supplier / Description	Amount
		2022 Business Wanneroo Videos - Economic Development	
		Voice Over - Investment Attraction Video - Economic Development	
15413	13/03/2023	Redink Homes Pty Ltd	\$2,000.00
		Refund Street & Verge Bond	
15414	13/03/2023	Reliable Fencing WA Pty Ltd	\$607.23
		Upgrade Parking - Yanchep Community Centre	
15415	13/03/2023	Reliable Fencing WA Pty Ltd	\$2,691.07
		Repair Fencing - Various Locations - Parks	
		Repair Baseball Cages - Kingsway - Parks	
15416	13/03/2023	Rates Refund	\$378.28
15417	13/03/2023	Road & Traffic Services	\$3,740.00
		Install 6 Yellow Bays & 6 Ranger Stencils - Yanchep Community Centre	
		Speed Hump Relocation - Frederick Stubbs Car Park	
15418	13/03/2023	Roads 2000	\$921.54
		Asphalt - Engineering Maintenance Supply	
15419	13/03/2023	Robert Walters Pty Ltd	\$37,889.94
		Casual Labour For The City	
15420	13/03/2023	Roberta Rosato	\$250.00
		Performance - PSO Concert - Events	
15421	13/03/2023	Ron Gill Pty Ltd Trading As Rick Gill Motorcycles	\$4,390.00
		Fit 2 ATV Lifeguards ROP Device & Flashing Led Lights - Community Safety Quad Bikes - Fleet	
15422	13/03/2023	RS Components Pty Ltd	\$55.67
		Vehicle Spare Parts	
15423	13/03/2023	RSEA Pty Ltd	\$902.77
		Safety Boot Guards & Uniforms - Stores Inventory	
15424	13/03/2023	SAI Global Compliance Pty Ltd	\$98,999.99
		Workplace Health & Safety System - People & Culture	
15425	13/03/2023	Samantha Soden	\$360.00
		Vehicle Crossing Subsidy	
15426	13/03/2023	Sanpoint Pty Ltd ATF the Fiore Family Trust	\$241,569.14
		Landscape Maintenance Services For The City	
15427	13/03/2023	Scott Print	\$919.60
		Printing - RAP Booklet - Community Planning	
15428	13/03/2023	Sherwood Flooring WA Pty Ltd (NEW)	\$4,990.70
		Refurbish Timber Floor - Carramar Community Centre	
		Refurbish Timber Floor - Gumblossm Sports Hall	
15429	13/03/2023	Sifting Sands	\$2,673.00

Warrant of Payments March 2023			
Number	Date	Supplier / Description	Amount
		Monthly Sand Cleaning - Marangaroo & Liddell - Parks	
		Sand Sifting - Blackmore Park - Parks	
15430	13/03/2023	Rates Refund	\$2,355.50
15431	13/03/2023	Smartsalary	\$4,936.29
		Payroll Deductions	
15432	13/03/2023	Smoke & Mirrors Audio Visual	\$16,963.00
		Sound & Lighting - PSO Concert - Events	
15433	13/03/2023	SOLO Resource Recovery	\$164,247.52
		Greenwaste Bin Collection - Waste Services	
15434	13/03/2023	South East Regional Centre for Urban Landcare Incorporated	\$55.00
		Training - Aquatic Weed Management 17.03.2023 - 1 Attendee - Parks	
15435	13/03/2023	Sports Surfaces	\$6,462.50
		Additional Fencing To Cricket Nets - Halesworth Park - Assets	
		Repair Synthetic Turf - Kingsway, Alexander Heights & Cabrini - Parks	
15436	13/03/2023	SSB Pty Ltd	\$458.86
		Refund - Building Application - Cancelled	
15437	13/03/2023	SSB Pty Ltd	\$6,000.00
		Refund Street & Verge Bond	
15438	13/03/2023	St John Ambulance Western Australia Ltd	\$418.17
		First Aid Supplies /Training Services For The City	
15439	13/03/2023	Steens Gray & Kelly	\$9,064.00
		Concept Design & Brief Finalisation - Quinns Rocks Bowls Sports Club - Assets	
		Ventilation Review - Kingsway Football Club - Assets	
15440	13/03/2023	Stiles Electrical & Communication Services Pty Ltd	\$134,897.55
		Progress Claim 2 & 7 - Wangara CCTV Upgrade - Assets	
15441	13/03/2023	Superior Nominees Pty Ltd	\$46,845.22
		Supply & Install Picnic Shelter - Eifel Park - Assets	
15442	13/03/2023	Synergy	\$1,662.10
		Power Supplies For The City	
15443	13/03/2023	Synergy	\$4,977.84
		Power Supplies For The City	
15444	13/03/2023	Synergy	\$8,269.97
		Power Supplies For The City	
15445	13/03/2023	Taskers	\$555.50
		1 Windsock - Building Maintenance	
15446	13/03/2023	Technologically Speaking	\$2,376.00

Warrant of Payments March 2023			
Number	Date	Supplier / Description	Amount
		Digital Mentor Follow Up Sessions - Library Services	
15447	13/03/2023	Teknacool Marketing	\$1,475.00
		Reinstate Reflective Kerb Numbers & Fire Hydrant Markings - Jefferson Drive, Rawlinson Drive & Giralt Road - Assets	
15448	13/03/2023	Teresa Newton	\$1,500.00
		Parking Attendants - PSO Concert - Events	
15449	13/03/2023	Teresa Newton	\$900.00
		MC - PSO Concert - Events	
15450	13/03/2023	Terravac Vacuum Excavations Pty Ltd	\$1,422.30
		Location Of Services - Various Locations	
15451	13/03/2023	The Factory (Australia) Pty Ltd	\$1,086.25
		Progress Payment 4 - Installation, Dismantling And Storage Of Christmas Decorations - Building Maintenance	
15452	13/03/2023	The Organising School	\$800.00
		Workshop - Supporting Life Skills - Clarkson & Yanchep Libraries	
15453	13/03/2023	The Royal Life Saving Society Australia	\$5,721.92
		Water Feature Maintenance - Kingsway - January 2023 - Parks	
15454	13/03/2023	The Social Room WA	\$2,904.00
		Social Media Management - Discover Wanneroo - Economic Development	
15455	13/03/2023	The Trustee for Hoeden Family Trust	\$2,000.00
		Refund Street & Verge Bond	
15456	13/03/2023	The Trustee for Osborne Park Unit Trust	\$1,387.50
		Vehicle Spare Parts - Fleet	
15457	13/03/2023	Think Promotional	\$2,787.95
		Promotional Items - Childhood And Youth Services	
15458	13/03/2023	TLD Settlements	\$1,555.30
		Professional Fees - Property	
15459	13/03/2023	Toll Transport Pty Ltd	\$116.49
		Courier Services	
15460	13/03/2023	Total Landscape Redevelopment Service Pty Ltd	\$169,613.40
		Playground Upgrade - Taywood Park - Assets	
15461	13/03/2023	Total Landscape Redevelopment Service Pty Ltd	\$1,001.00
		Landscape Maintenance Services For The City	
15462	13/03/2023	Totally Workwear Joondalup	\$188.90
		Safety Boots - Parks Employee	
15463	13/03/2023	TQuip	\$123,816.00
		New Vehicle Purchase - 2 Ride On Mowers	
15464	13/03/2023	Triton Electrical Contractors Pty Ltd	\$18,920.00
		Irrigation Electrical Works - Various Locations - Parks	

Warrant of Payments March 2023			
Number	Date	Supplier / Description	Amount
15465	13/03/2023	Trophy Shop Australia	\$41.10
		Name Badge - Various Employees	
15466	13/03/2023	Truck Centre WA Pty Ltd	\$296.46
		Vehicle Spare Parts - Fleet	
15467	13/03/2023	Urban Resources	\$145,376.00
		Clearing & Mulching - Neerabup Industrial Area – Resource Extraction	
15468	13/03/2023	Vanessa Liebenberg	\$667.50
		Workshop - Pet Drawing - Cultural Services	
15469	13/03/2023	Ventura Home Group Pty Ltd	\$216.00
		Refund - Verge Licence - Duplicate	
15470	13/03/2023	Vietnamese Community in Australia - WA Chapter Incorporated	\$5,500.00
		Gold Sponsor - Tét Festival 2023 - Communications & Brand	
15471	13/03/2023	Vocus Communications	\$1,745.70
		Vocus Business Unlimited - NBN Connection - ICT	
15472	13/03/2023	WA Hino Sales & Service	\$398.60
		Vehicle Spare Parts	
15473	13/03/2023	WA Limestone Company	\$757.18
		Limestone Supplies - Wangara Sump Ramp	
15474	13/03/2023	WA Limestone Contracting Pty Ltd	\$589,702.63
		Progress Claim 1 - Mindarie Breakwater Management Work - Assets	
15475	13/03/2023	Wanneroo Agricultural Machinery	\$664.75
		Vehicle Spare Parts	
15476	13/03/2023	Wanneroo Electric	\$1,076.90
		Electrical Maintenance For The City	
15477	13/03/2023	Wanneroo Playgroup Association Incorporated	\$2,514.54
		Community Funding - Support Delivery Of 50th Anniversary Community Day - 26.03.2023 - Community Development	
15478	13/03/2023	Water Corporation	\$4,985.73
		Water Supplies For The City	
15479	13/03/2023	West Coast Turf	\$17,786.60
		Turfing Works For The City	
15480	13/03/2023	West-Sure Group Pty Ltd	\$295.86
		Cash Collection Services For The City	
15481	13/03/2023	Western Australian Local Government Association	\$788.00
		Training - Type 1 Child Car Restraint Fitting - 1 Attendee - Road & Traffic Services	
		Training - Introduction To Waste Management 09.06.2033 - 1 Attendee - Waste	
15482	13/03/2023	Westpeak Engineering Pty Ltd	\$4,007.30

Warrant of Payments March 2023			
Number	Date	Supplier / Description	Amount
		Universal Access Fishing Platform Feasibility Study - Coastal Engineering	
15483	13/03/2023	Work Clobber	\$295.65
		Uniform Issue - Parks Employee	
15484	13/03/2023	Workpower Incorporated	\$13,892.42
		Landscape Maintenance Services For The City	
15485	13/03/2023	Yanchep Beach Joint Venture	\$9,460.97
		Rental, Variable Outgoings, Rates & Taxes - Yanchep Hub - Property Services	
15486	13/03/2023	Yvette Ogden	\$20.00
		Cat Registration Refund - Not Required	
15487	13/03/2023	Advanteering - Civil Engineers	\$63,819.80
		Progress Claim 9 - Splendid Park Cycling Track - Assets	
15488	13/03/2023	Switch Entertainment Perth Pty Ltd	\$3,530.00
		Entertainment - Quinns Rocks Sunset Sounds - Events	
15513	17/03/2023	Building & Construction Industry Training Board	\$16,468.51
		Collection Agency Fee Payments - 01.02.2023 - 28.03.2023	
15514	17/03/2023	Department of Mines, Industry Regulation & Safety	\$54,922.59
		Collection Agency Fee Payments - February 2023	
15515	17/03/2023	iClick2Learn	\$4,000.00
		100 Memberships - Wanneroo Learning Hub - Community Planning & Development	
15516	17/03/2023	Kompan Playscape Pty Ltd	\$2,009.50
		Bond Refund - Playground Renewal Program - 2021 / 2022	
15517	17/03/2023	Soco Studios	\$5,693.00
		Photography - Splendid Park Opening	
		Volunteer Videos - Community Planning & Development	
15518	17/03/2023	Stiles Electrical & Communication Services Pty Ltd	\$62,191.97
		Progress Claims - Automatic Gates & CCTV - Highview Park, Fred Stubbs, Queenscliff & John Moloney - Assets	
15520	21/03/2023	Cancelled	
15521	21/03/2023	Cancelled	
15522	21/03/2023	Ms V Moodie	\$87.00
		Reimbursement - Working With Children Check	
15523	21/03/2023	Ms K Donker	\$12.12
		Reimbursement - Travel Expense	
15524	21/03/2023	Mr R Ellyard	\$13.00

Warrant of Payments March 2023			
Number	Date	Supplier / Description	Amount
		Reimbursement - Parking Ticket For IPWEA Conference	
15525	21/03/2023	Trevor Ian Barker	\$10.00
		Reimbursement - Train Fare / Parking For Meeting	
15550	20/03/2023	4Park Pty Ltd trading as Forpark Australia	\$588.50
		Install Bollards - Parakeelya Park - Assets	
15551	20/03/2023	ABN Residential WA Pty Ltd	\$625.00
		Refund - Street & Verge Bond	
15552	20/03/2023	Accenture Australia Pty Ltd	\$29,772.60
		Managed Cloud Services - ICT	
15553	20/03/2023	Action Glass & Aluminium	\$1,228.48
		Glazing Services For The City	
15554	20/03/2023	Acurix Networks Pty Ltd	\$9,348.90
		Monitoring, Licensing, Support, Category Based Content Filtering, Premium Portal And Unlimited Downloads For The Month Of March 2023	
15555	20/03/2023	Rates Refund	\$730.26
15556	20/03/2023	Alinta Gas	\$41.20
		Gas Supplies For The City	
15557	20/03/2023	Applied Security Force	\$506.24
		2 Event Security Officers - Quinns Rocks Sunset Sounds - Events	
15558	20/03/2023	Armaguard	\$288.15
		Cash Collection Services For The City	
15559	20/03/2023	Artref Pty Ltd	\$388.59
		Printer Ink - Planning	
15560	20/03/2023	Ascon Survey And Drafting Pty Ltd	\$2,018.50
		Digital Ground Survey - Ferrara Park - Design	
15561	20/03/2023	Aslab Pty Ltd	\$1,100.00
		Pavement Testing - Ocean Reef Road - Assets	
15562	20/03/2023	Ati-Mirage	\$5,258.00
		Leadership Training - Communicate With Impact Quarterly Leadership Meeting - 27.02.2023 - Capability & Culture	
15563	20/03/2023	Australasian Performing Right Association	\$1,063.88
		Licence Fees - Kingsway Stadium	
15564	20/03/2023	Australian Airconditioning Services Pty Ltd	\$17,164.45
		Airconditioning Maintenance For The City	
15565	20/03/2023	Australian Institute of Management Western Australia Limited	\$2,750.00
		Membership - Corporate Silver - 01.04.2023 - 31.03.2024 - People & Culture	
15566	20/03/2023	Australian Library & Information Association	\$2,060.00
		Membership - 01.05.2023 - 30.04.2024 - Library Services	

Warrant of Payments March 2023			
Number	Date	Supplier / Description	Amount
15567	20/03/2023	Autosmart North Metro Perth	\$479.60
		Floor Smart Cleanse - Fleet	
15568	20/03/2023	B Waddell Consulting Engineers Pty Ltd	\$4,675.00
		Consultancy Services - Balcony Slab Support - Kingsway Football Club - Assets	
15569	20/03/2023	Backyards To Barnyards	\$96.39
		Animal Care Centre Supplies	
15570	20/03/2023	Ball & Doggett Pty Ltd	\$366.45
		Paper Supplies - Print Room	
15571	20/03/2023	Better Pets and Gardens Wangara	\$322.38
		Animal Care Centre Supplies	
15572	20/03/2023	BGC Concrete	\$412.94
		Concrete Mix - Salerno Drive - Engineering	
15573	20/03/2023	BGC Residential Pty Ltd	\$1,312.50
		Refund - Street & Verge Bond	
15574	20/03/2023	BioBag World Australia Pty Ltd	\$7,315.00
		Biobag Dog Block Of Bags - Waste	
15575	20/03/2023	Blueprint Homes (WA) Pty Ltd	\$5,175.00
		Refund - Street & Verge Bonds	
15576	20/03/2023	Brian Zucal & Associates	\$4,290.00
		Compensation Valuations - Flynn Drive - Property Services	
15577	20/03/2023	Bridgestone Australia Limited	\$9,865.09
		Tyre Fitting Services	
15578	20/03/2023	Brightly Software Australia Pty Ltd	\$4,840.00
		Assetic Integration - ICT	
15579	20/03/2023	Brownes Foods Operations Pty Limited	\$227.61
		Milk Deliveries For The City	
15580	20/03/2023	Bunzl Limited	\$7,557.95
		Toilet Tissue Dispensers & Wypall Wipes - Stores Inventory	
15581	20/03/2023	Car Care (WA) Mindarie	\$423.50
		Cleaning Of Community Buses - Community Development	
15582	20/03/2023	Car Care Motor Company Pty Ltd	\$820.28
		Vehicle Parts / Repairs - Fleet	
15583	20/03/2023	Castledine Gregory	\$114,227.75
		Legal Fees For The City	
15584	20/03/2023	Cat Welfare Society Incorporated	\$2,057.00
		Daily Impound Fees - Rangers	
15585	20/03/2023	Centaman Systems Pty Ltd	\$36,937.72
		Annual Maintenance - Swim School Booking Software System - Aquamotion	
		Membership Keyfobs - Aquamotion	
		MMS Messages - January To December 2022 - Aquamotion	

Warrant of Payments March 2023			
Number	Date	Supplier / Description	Amount
15586	20/03/2023	Clayton Utz	\$6,233.55
		Legal Fees For The City	
15587	20/03/2023	Cleanaway Equipment Services Pty Ltd	\$477.96
		Monthly Charge - Parts Washer - Fleet	
15588	20/03/2023	Coca Cola Amatil Pty Ltd	\$775.12
		Beverages - Kingsway Stadium	
15589	20/03/2023	Commissioner of Police	\$51.00
		National Police Check - 3 Volunteers - October 2022	
15590	20/03/2023	Complete Office Supplies Pty Ltd	\$1,163.45
		Stationery Purchases For The City	
15591	20/03/2023	Contra-Flow Pty Ltd	\$2,737.19
		Traffic Management - Nicholas Avenue - Assets	
15592	20/03/2023	Converge International Pty Ltd	\$11,430.65
		Employee Assistance Program - People & Culture	
15593	20/03/2023	Corsign (WA) Pty Ltd	\$2,175.80
		Sign - Fleet & Maintenance - Ashby	
		Street Name Plates	
15594	20/03/2023	Corsign (WA) Pty Ltd	\$2,871.21
		Sign - Public Notice - Parks	
		Custom Sign - Splendid Park Yanchep- Parks	
		Memorial Plaque - Mary Street Lookout - Parks	
		Sign - Edgar Griffiths Dog Park Lighting Construction	
		Signs - Safety Rules Kingsway Aquatic Play Space & Warning: Recycled Water In Use Do Not Drink - Parks	
15595	20/03/2023	Cossill & Webley Consulting Engineers	\$6,479.00
		Consulting Engineering - Flynn Drive Duplication - Assets	
15596	20/03/2023	Craneswest (WA) Pty Ltd	\$7,493.20
		Debris Collection - WRC & Ferrara Park - Parks	
15597	20/03/2023	Critical Fire Protection & Training Pty Ltd	\$158.62
		Investigate Alarm - Hainsworth Leisure Centre - Building Maintenance	
15598	20/03/2023	Crown Lift Trucks	\$411.57
		3 Month Forklift Service - Fleet	
15599	20/03/2023	CS Legal	\$30,110.44
		Court Fees - Rating Services	
15600	20/03/2023	Data #3 Limited	\$132.00
		Juiceit 2023 Perth Attendance - 1 Attendee - ICT	
15601	20/03/2023	Data Signs Pty Ltd	\$2,497.00
		Vehicle Spare Parts - Fleet	
15602	20/03/2023	David Roy Cull	\$4,664.00
		Pest Control Services For The City	

Warrant of Payments March 2023			
Number	Date	Supplier / Description	Amount
15603	20/03/2023	Department of Planning, Lands and Heritage	\$5,815.00
		Application Fee - Hidding Urban Planning - Reference DAP/23/02451 - Property Address Lot 1001 (11) Greenwich Parade Neerabup - Proposed Service Station & Motor Vehicle Wash	
15604	20/03/2023	DMC Cleaning	\$1,041.36
		Cleaning Consumables - Building Maintenance	
15605	20/03/2023	Double G (WA) Pty Ltd	\$1,330.97
		Irrigation Minor Repairs - Multiple Sites - Parks	
15606	20/03/2023	Dowsing Group Pty Ltd	\$147,116.56
		Concrete Works - Various Locations - Assets	
15607	20/03/2023	Drainflow Services Pty Ltd	\$145,636.58
		Road Sweeping / Drain Cleaning Services For The City	
15608	20/03/2023	Drainflow Services Pty Ltd	\$676.50
		Sweeping - Kingsway Netball Courts - Engineering	
15609	20/03/2023	E & MJ Rosher	\$637.94
		Vehicle Spare Parts - Fleet	
15610	20/03/2023	Ecoblue International	\$5,392.75
		Adblue - Parks	
15611	20/03/2023	Embroidme Malaga Pty Ltd, Fully Promoted Malaga	\$744.88
		Promotional Polo Shirts - Waste Services	
15612	20/03/2023	Emerge Associates	\$1,122.00
		Balance Of Contract - Splendid Park Cycling Facility - Assets	
15613	20/03/2023	Emma Beadham	\$1,000.00
		Refund - Street & Verge Bond	
15614	20/03/2023	Enviro Pipes Pty Ltd	\$11,061.09
		Drainage Supplies - Hidden Valley Retreat - Assets	
15615	20/03/2023	Environmental Industries Pty Ltd	\$262,091.45
		Landscape Maintenance Services For The City	
15616	20/03/2023	Equifax Australasia Workforce Solutions Pty Limited	\$46.20
		Australian Criminal History Check - Fire Services	
15617	20/03/2023	Fleet Commercial Gymnasiums Pty Ltd	\$198.00
		Relocate Gym Equipment - Aquamotion	
15618	20/03/2023	Flick Anticimex Pty Ltd	\$4,652.24
		Hygienic Services For The City	
15619	20/03/2023	Forch Australia Pty Ltd	\$1,999.80
		Hand Cleaner & Brake Cleaner - Stores	
15620	20/03/2023	Freedom Fairies Pty Ltd	\$880.00
		Face Painting - Quinns Rocks Sunset Sounds - Events	

Warrant of Payments March 2023			
Number	Date	Supplier / Description	Amount
15621	20/03/2023	FTE Construction	\$1,000.00
		Refund - Street & Verge Bond	
15622	20/03/2023	Fusion Applications Pty Ltd	\$8,580.00
		Consulting Fees - OICS Architecture Integration - ICT	
15623	20/03/2023	GC Sales (WA)	\$2,442.00
		Bin Accessories - MGB Lock Head Single - Waste	
15624	20/03/2023	Gentronics	\$1,070.67
		Welding Supplies - Fleet	
15625	20/03/2023	Geoff's Tree Service Pty Ltd	\$14,718.28
		Pruning Services For The City	
15626	20/03/2023	Gillmore Electrical Services	\$50,419.60
		Progress Claim 3 - Ocean Reef Road Pathway Lighting - Assets	
15627	20/03/2023	GPC Asia Pacific Pty Ltd	\$945.43
		Vehicle Spare Parts - Fleet	
15628	20/03/2023	GPC Asia Pacific Pty Ltd	\$563.42
		Vehicle Spare Parts - Fleet	
15629	20/03/2023	Green Workz Pty Ltd	\$3,080.00
		Green Machine 200L - Parks	
15630	20/03/2023	Greenway Turf Solutions Pty Ltd	\$6,921.20
		Turf Fertilisers - Parks	
15631	20/03/2023	GSO Stainless Engineering	\$2,747.00
		4 Grab Rails - Family Change Area - Aquamotion - Assets	
15632	20/03/2023	Gymcare	\$174.46
		Gym Equipment Repairs - Aquamotion	
15633	20/03/2023	Halpd Pty Ltd Trading As Affordable Living Homes	\$2,000.00
		Refund - Street & Verge Bond	
15634	20/03/2023	Rates Refund	\$417.60
15635	20/03/2023	Hickey Constructions Pty Ltd	\$11,170.46
		Repair Works - Various Locations - Parks	
15636	20/03/2023	Hitachi Construction Machinery Pty Ltd	\$466.99
		Vehicle Spare Parts - Stores Stock	
15637	20/03/2023	Home Group WA Pty Ltd	\$4,000.00
		Refund - Street & Verge Bonds	
15638	20/03/2023	Homebuyers Centre	\$2,000.00
		Refund Street & Verge Bond	
15639	20/03/2023	HopgoodGanim	\$1,760.00
		Legal Fees For The City	
15640	20/03/2023	Horizon West Landscape Constructions	\$825.00
		Final Consolidation Claim - Fragola Park - Assets	
15641	20/03/2023	Houspect WA	\$1,799.60
		Rental Valuation Services For The City	

Warrant of Payments March 2023			
Number	Date	Supplier / Description	Amount
15642	20/03/2023	HTR Electrical and Inspection Services Pty Ltd	\$10,147.50
		Electrical Equipment & Lighting - PSO Concert - Events	
15643	20/03/2023	Hydroquip Pumps	\$13,943.05
		Irrigation Pump Works - Various Locations - Parks	
15644	20/03/2023	ID Fleet Hire	\$1,804.00
		Lighting Tower & Generator Hire - PSO Concert - Events	
		Lighting Tower & Generator Hire - Quinns Rocks Sunset Sounds - Events	
15645	20/03/2023	Imagesource Digital Solutions	\$5,663.90
		Decals - 2 Sets Self Serve Kiosk - Kingsway / Aquamotion	
		Double Sided Vinyl Banner - Rocca Way Town Square - Communications & Brand	
		Fit Logo Decals To New Vehicle - WN 34665 - Fleet Assets	
		Mesh & PVC Banners - Symphony Under The Stars - Events	
		Vinyl Banner - Quinns Rocks Caravan Park - Property	
15646	20/03/2023	Instant Toilets & Showers Pty Ltd	\$6,077.50
		Toilet Hire - PSO Concert - Events	
15647	20/03/2023	Integrity Industrial Pty Ltd	\$5,849.42
		Casual Labour For The City	
15648	20/03/2023	Integrity Industrial Pty Ltd	\$7,691.11
		Casual Labour For The City	
15649	20/03/2023	Integrity Staffing	\$4,315.46
		Casual Labour For The City	
15650	20/03/2023	Intelife Group	\$20,441.10
		BBQ Maintenance - February 2023 - Parks	
15651	20/03/2023	Intercity Office Partitioning	\$2,840.00
		Dismantle Work Stations At Yanchep Hub & Relocate To Yanchep Community Hall - Place Management	
15652	20/03/2023	Interfire Agencies Pty Ltd	\$5,932.94
		PPE Issues & Operational Items - Fire Services	
15653	20/03/2023	Isentia Pty Ltd	\$1,787.50
		Media Services Fee - March 2023 - Communications & Brand	
15654	20/03/2023	Ixom Operations Pty Ltd	\$1,641.72
		Chlorine Gas - Aquamotion	
15655	20/03/2023	J Blackwood & Son Ltd	\$458.73
		11 Safety Hats - Stores	
15656	20/03/2023	J Blackwood & Son Ltd	\$43.16
		Crayon Paint Artline - Facilities	

Warrant of Payments March 2023			
Number	Date	Supplier / Description	Amount
15657	20/03/2023	James Bennett Pty Ltd	\$11,890.91
		Book Purchases - Library Services	
15658	20/03/2023	Jansen Audio	\$48.40
		Aeromic Headset & Microphone Windssocks - Aquamotion	
15659	20/03/2023	Japanese Truck & Bus Spares Pty Ltd	\$134.20
		Vehicle Spare Parts - Fleet	
15660	20/03/2023	Rates Refund	\$229.77
15661	20/03/2023	JCorp Pty Ltd	\$552.80
		Refund - Building Application - Incorrect	
15662	20/03/2023	Jobfit Health Group Pty Ltd	\$2,214.30
		Pre-Employment Medical Assessments	
15663	20/03/2023	June Shaw	\$100.00
		Refund - Infringement - Withdrawn After Payment Received	
15664	20/03/2023	Kennedys (Australasia) Partnership trading as Kennedys Law	\$8,137.49
		Legal Fees For The City	
15665	20/03/2023	Kinetic IT Pty Ltd	\$20,518.97
		Enhanced Security Services & Vulnerability Management - February 2023 - ICT	
15666	20/03/2023	Kleenit	\$7,707.54
		Clean Up Hydraulic Oils Spill - Quinns Mindarie Life Saving Club	
		Graffiti Removal & Pressure Cleaning Services - Various Locations - Building Maintenance	
15667	20/03/2023	Komatsu Australia Pty Ltd	\$465.63
		Vehicle Spare Parts - Fleet	
15668	20/03/2023	Konecranes Pty Ltd	\$855.80
		Mainman Planned Maintenance - Fleet	
15669	20/03/2023	Konica Minolta Business Solutions Australia Pty Ltd	\$1,144.56
		Printing Image Charges - 09.02.2023 - 08.03.2023 - ICT	
15670	20/03/2023	Landgate	\$654.70
		Land Enquiries For The City	
15671	20/03/2023	Landgate	\$3,714.29
		Gross Rental Valuations - Rates	
15672	20/03/2023	Landscape Elements	\$4,142.49
		Irrigation Repairs - Banksia Grove - January 2023 - Parks	
		Prune Shrubs - Rhizone Way - Parks	
15673	20/03/2023	Landscape Elements	\$30,389.08
		Irrigation Repairs - January 2023 - Butler	
		Progress Claim 2 - Regular Maintenance - Butler East - February 2023	

Warrant of Payments March 2023			
Number	Date	Supplier / Description	Amount
15674	20/03/2023	Larrikin House Pty Ltd	\$330.00
		Supply Big Books - Library Services	
15675	20/03/2023	Lawn Doctor	\$3,513.26
		Topdressing - Banksia Grove - Parks	
15676	20/03/2023	Let's All Party	\$4,995.00
		Children's Amusements - Quinns Rocks Sunset Sounds - Events	
		Provision Of Golf Game - PSO Concert - Events	
15677	20/03/2023	Lighting Options Australia Pty Ltd	\$10,999.67
		Down Payment - Wanneroo Gallery Upgrade Track	
15678	20/03/2023	Ligna Construction	\$1,628.00
		Repair Limestone Wall - Breakwater Park - Parks	
15679	20/03/2023	Manheim Pty Ltd	\$139.15
		Futile Collection - Abandoned Vehicles - Rangers	
15680	20/03/2023	Marindust Sales & Ace Flagpoles	\$1,270.50
		Supply & Install Tapered Aluminium Goal Post - Parks	
15681	20/03/2023	Marketforce Pty Ltd	\$2,915.00
		Advertising Services For The City	
15682	20/03/2023	Materon Investments WA Pty Ltd	\$1,175.00
		Refund - Street And Verge Bond	
15683	20/03/2023	Materon Investments WA Pty Ltd	\$456.70
		Refund - Street & Verge Bond	
15684	20/03/2023	McLeods	\$13,425.50
		Legal Fees For The City	
15685	20/03/2023	McLeods	\$1,918.40
		Legal Fees For The City	
15686	20/03/2023	Midwest Tape	\$10,000.00
		Advance Digital Payment - Library Services	
15687	20/03/2023	Mindarie Regional Council	\$152,596.41
		Refuse Disposal Charges For The City	
15688	20/03/2023	Mini-Tankers Australia Pty Ltd	\$3,495.68
		Fuel Issues - Fleet Assets	
15689	20/03/2023	Mining & Hydraulic Supplies	\$206.42
		Vehicle Spare Parts - Fleet	
15690	20/03/2023	Minter Ellison	\$3,537.27
		Legal Fees For The City	
15691	20/03/2023	Mr Fernando Fuentes	\$1,000.00
		Refund - Street & Verge Bond	
15692	20/03/2023	Mr Ian Shepherd	\$2,000.00
		Refund - Street & Verge Bond	
15693	20/03/2023	Mr Joshua Heatherly	\$1,000.00
		Refund - Street & Verge Bond	
15694	20/03/2023	Mr Terrance Sheppard	\$2,000.00

Warrant of Payments March 2023			
Number	Date	Supplier / Description	Amount
		Refund - Street & Verge Bond	
15695	20/03/2023	Mrs Lianne Keynes trading as Candy Cane Lane	\$306.00
		Refund - Food Application & Registration Fees - Withdrawn	
15696	20/03/2023	Mrs Teneille Pearce trading as Brow Ink Studio	\$154.00
		Refund - Skin Penetration Registration - Withdrawn	
15697	20/03/2023	Natural Area Holdings Pty Ltd	\$10,494.24
		Seed Collection & Propagation - Conservation	
15698	20/03/2023	Natural Area Holdings Pty Ltd	\$10,334.50
		Repair Works - Jindalee Beach Access Ways - Coastal Engineering	
15699	20/03/2023	NJ and MJ Giles	\$153.80
		Hire Fee Refund	
15700	20/03/2023	Nuturf	\$1,529.00
		Turf Fertilisers - Parks	
15701	20/03/2023	NVMS Pty Ltd	\$891.00
		Calibration Of Transducer - Health	
15702	20/03/2023	Office Cleaning Experts	\$20,560.83
		Cleaning Supplies For The City	
15703	20/03/2023	On Tap Plumbing & Gas Pty Ltd	\$20,041.13
		Plumbing Maintenance For The City	
15704	20/03/2023	Oracle Corporation Australia Pty Ltd	\$94,136.00
		Oracle Cloud Integration Cloud Service - ICT	
15705	20/03/2023	Outdoor World	\$3,000.00
		Refund - Street & Verge Bonds	
15706	20/03/2023	Outdoor World	\$8,000.00
		Refund - Street & Verge Bonds	
15707	20/03/2023	Parker Black & Forrest	\$313.65
		Change 2 Barrel Locks - Frederick Duffy Park BBQ - Parks	
15708	20/03/2023	Rates Refund	\$565.09
15709	20/03/2023	Perth Materials Blowing Pty Ltd	\$5,271.42
		Mulching - Lighthouse Park - Parks	
15710	20/03/2023	Platinum Window Tinting & Glass Repair	\$380.00
		Install Window Tint - 96164 - Fleet	
15711	20/03/2023	Play Check	\$3,630.00
		Bi-Monthly Playground Inspections - November 2022 - Parks	
15712	20/03/2023	Poolwerx Mindarie	\$160.47
		Pool Service - Compliance Services	
15713	20/03/2023	Prestige Alarms	\$11,362.13
		CCTV / Alarm Monitoring Services	
15714	20/03/2023	Pride Homes & Developments Pty Ltd	\$2,022.32
		Refund - Building Application - Cancelled	
15715	20/03/2023	Pure Homes Pty Ltd Trading As B1 Homes	\$4,018.24

Warrant of Payments March 2023			
Number	Date	Supplier / Description	Amount
		Refund - Street & Verge Bonds	
15716	20/03/2023	Reconciliation Western Australia Inc	\$425.00
		Sponsorship - Street Banner Project - Reconciliation Week 2023 - Community Development	
15717	20/03/2023	Red Platypus Creative	\$660.00
		Workshop - Email Marketing - Economic Development	
15718	20/03/2023	Redimed Pty Ltd	\$327.20
		Medical Fees For The City	
15719	20/03/2023	Reliable Fencing WA Pty Ltd	\$10,591.39
		Fencing Repairs - Various Locations - Parks	
15720	20/03/2023	Road & Traffic Services	\$1,276.00
		Linemarking Services - Parking Bays - Rawlinson Primary School	
		Linemarking Services - Parking Bays - Rocca Way	
15721	20/03/2023	Roads 2000	\$1,538.94
		Repair Bitumen Paving - Buckingham Drive - Engineering	
15722	20/03/2023	Robert Walters Pty Ltd	\$5,774.67
		Casual Labour For The City	
15723	20/03/2023	Rodney King	\$2,000.00
		Refund - Street & Verge Bond	
15724	20/03/2023	Roy Gripske & Sons Pty Ltd	\$1,339.51
		Bar Blade, Trimmer Line, 2 Stroke Oil & Universal Starter Rope - Stores	
15725	20/03/2023	RSEA Pty Ltd	\$247.50
		PPE Stock - Stores Issue	
15726	20/03/2023	RW Quantity Surveyors	\$2,860.00
		Quantity Surveying Consultancy - Clarkson Youth Centre - Assets	
15727	20/03/2023	Safety And Rescue Equipment	\$22,291.50
		Inspection Of Depot, Community Buildings & Civic Centre Buildings	
		Location Plan Sign - Leatherback Pavilion	
		Mandatory Information Sign - Ridgewood Clubrooms	
15728	20/03/2023	Sanpoint Pty Ltd ATF the Fiore Family Trust	\$77,133.02
		Landscape Maintenance For The City	
15729	20/03/2023	Scott Print	\$18,477.80
		Printing - What's Happening Newsletter - Communications & Brand	
15730	20/03/2023	Sea Jewels Swimwear	\$813.00
		Rashies - Swim School Instructors - Aquamotion	
15731	20/03/2023	Seabreeze Landscape Supplies	\$104.00

Warrant of Payments March 2023			
Number	Date	Supplier / Description	Amount
		Landscape Mix - Parks	
15732	20/03/2023	Sean & Natalie Hales	\$360.00
		Vehicle Crossing Subsidy	
15733	20/03/2023	Select Homes (WA) Pty Ltd	\$2,000.00
		Refund - Street & Verge Bond	
15734	20/03/2023	Sensorium Theatre Incorporated	\$3,850.00
		Sensory Storytelling - Library Services	
15735	20/03/2023	Sherwood Flooring WA Pty Ltd (NEW)	\$4,174.50
		Refurbishment Of Timber Floors - Wanneroo Recreation Centre	
15736	20/03/2023	Shred-X	\$157.81
		Shredding Services - Council & Corporate Support	
15737	20/03/2023	Sifting Sands	\$5,307.36
		Emergency Sand Cleans - Various Locations - Parks	
15738	20/03/2023	Simon Flint	\$2,000.00
		Refund - Street & Verge Bond	
15739	20/03/2023	Skyline Landscape Services (WA)	\$19,367.19
		Landscape Maintenance For The City	
15740	20/03/2023	Slithers & Slides	\$120.00
		Call Out - Reptile Removal - 07.03.2023 - Rangers	
15741	20/03/2023	Smartbuilt Perth Pty Ltd	\$165.00
		Pest Control Services For The City	
15742	20/03/2023	Smoke & Mirrors Audio Visual	\$19,887.00
		Supply Sound / Stage Equipment - Quinns Rocks Sunset Sounds - Events	
		Supply Led Screens & Cameras - PSO Concert - Events	
15743	20/03/2023	Softfallguys National	\$1,911.80
		Repair Softfall - Various Locations - Parks	
15744	20/03/2023	Sphere Architects	\$3,850.00
		Architectural Design - Sound Insulation Of Meeting Rooms - Assets	
15745	20/03/2023	Sport and Recreation Surfaces	\$2,145.00
		Tennis Court Maintenance - Elliot Park - Parks	
15746	20/03/2023	SPORTENG	\$6,206.75
		Irrigation Design And Consultancy Services - Various Locations	
15747	20/03/2023	SSB Pty Ltd	\$2,079.40
		Refund - Street & Verge Bonds	
15748	20/03/2023	St John Ambulance Western Australia Ltd	\$2,928.94
		First Aid Supplies / Training Services For The City	
15749	20/03/2023	Steve Nolan	\$150.00
		Refund - Dog Registration - Sterilisation	

Warrant of Payments March 2023			
Number	Date	Supplier / Description	Amount
15750	20/03/2023	Stewart & Heaton Clothing Company Pty Ltd	\$345.84
		Shoulder Badges - Fire Services	
15751	20/03/2023	Stihl Shop Malaga	\$1,020.00
		Harnesses - Parks	
15752	20/03/2023	StrataGreen	\$283.86
		2 Manure Forks - Parks	
15753	20/03/2023	Stuart Glendinning	\$2,000.00
		Refund Street & Verge Bond	
15754	20/03/2023	Superior Nominees Pty Ltd	\$25,768.05
		Playground Equipment Works - Various Locations	
15755	20/03/2023	Supreme Dry Cleans and Laundrette	\$430.00
		Laundering Of Bibs - Kingsway Stadium	
15756	20/03/2023	Supreme Shades Pty Ltd	\$7,425.00
		Shade Sail Repairs - Various Locations - Parks	
15757	20/03/2023	Surf Life Saving WA Incorporated	\$80,322.14
		Provision Of Beach Safety Services 2022/23 Season - February 2023	
15758	20/03/2023	Synergy	\$619,323.78
		Power Supplies For The City	
15759	20/03/2023	Synergy	\$13,879.34
		Power Supplies For The City	
15760	20/03/2023	Teresa Newton	\$700.00
		MC - Quinns Rocks Sunset Sounds - Events	
15761	20/03/2023	Terravac Vacuum Excavations Pty Ltd	\$19,494.75
		Location Of Services - Various Locations - Assets	
15762	20/03/2023	The Distributors Perth	\$214.60
		Snacks & Confectionery - Kingsway Stadium	
15763	20/03/2023	The Hire Guys Wangara	\$1,320.00
		VMS Board Hire - PSO Concert - Events	
15764	20/03/2023	The Pavilion at Mindarie	\$5,500.00
		Sponsorship - Toast To The Coast 01/04/2022 - Communications And Brand	
15765	20/03/2023	The Potters House Beechboro	\$850.00
		Bond Refund	
15766	20/03/2023	The Rigging Shed	\$49.50
		Replacement Shackle - Concrete Drainage	
15767	20/03/2023	The Royal Life Saving Society Australia	\$8,192.43
		Reactive Maintenance - Revo Park - Parks	
		Water Feature Maintenance - Kingsway - February 2023 - Parks	
15768	20/03/2023	The Scout Association of Australia WA	\$7,700.00
		Australia Day Sausage Sizzle - Carramar Scout Group - Events	

Warrant of Payments March 2023			
Number	Date	Supplier / Description	Amount
15769	20/03/2023	The Trustee for BRP WA Factory Pools Perth Trust trading as Factory Pools	\$233.30
		Refund - Building Application - Duplicate	
		Refund - Building Application - Cancelled	
15770	20/03/2023	The Trustee for the D'Angelo Legal Trust Account	\$5,400.00
		Legal Fees For The City	
15771	20/03/2023	The Trustee For The Wipes Australia Trust	\$1,417.90
		Gym Wipes - Aquamotion	
15772	20/03/2023	Thirty4 Pty Ltd	\$233.20
		Subscription For Qnav - March 2023- Rangers	
15773	20/03/2023	TJ Depiazzi & Sons	\$10,688.70
		Pine Bark Mulch - Parks	
15774	20/03/2023	Toll Transport Pty Ltd	\$350.28
		Courier Service - Print Room	
15775	20/03/2023	Trailer Parts Pty Ltd	\$153.02
		Vehicle Spare Parts	
15776	20/03/2023	Triton Electrical Contractors Pty Ltd	\$4,062.30
		Irrigation Electrical Works For The City	
15777	20/03/2023	Trophy Shop Australia	\$82.20
		Name Badges - Youth Services	
15778	20/03/2023	Truck Centre WA Pty Ltd	\$1,160.69
		Vehicle Spare Parts - Fleet	
15779	20/03/2023	Turf Care WA Pty Ltd	\$192.39
		Turfing Works For The City	
15780	20/03/2023	Tutaki Unit Trust	\$7,180.00
		Marquee & Furniture Hire - PSO Concert - Events	
15781	20/03/2023	Tyrecycle Pty Ltd	\$792.91
		Tyre Collection - Wangara Greens Facility - Waste Services	
15782	20/03/2023	Vaughn Joshua McGuire	\$715.00
		Welcome To Country - Symphony Under The Stars - Events	
15783	20/03/2023	Veolia Recycling & Recovery Pty Ltd	\$190,502.44
		Refuse Disposal Services For The City	
15784	20/03/2023	Vocus Communications	\$581.90
		NBN Connection - YTRAC	
15785	20/03/2023	Vodafone Hutchinson Australia Pty Ltd	\$55.00
		SMS Charges - Fire Services	
15786	20/03/2023	WA Limestone Company	\$2,385.71
		Crushed Limestone - Moorpark Avenue - Assets	
15787	20/03/2023	Wanneroo Electric	\$44,679.62
		Electrical Maintenance For The City	
15788	20/03/2023	Wanneroo Electric	\$929.68
		Electrical Maintenance For The City	

Warrant of Payments March 2023			
Number	Date	Supplier / Description	Amount
15789	20/03/2023	Wanneroo Smash Repairs Pty Ltd	\$1,000.00
		Vehicle Excess - WN 34163 - Waste	
15790	20/03/2023	Water Corporation	\$12,492.35
		Water Charges For The City	
15791	20/03/2023	Welldrill	\$153.00
		Refund - Out Of Hours Works Application - Withdrawn	
15792	20/03/2023	West Coast Turf	\$5,697.13
		Turfing Works For The City	
15793	20/03/2023	Western Irrigation Pty Ltd	\$19,083.38
		Reticulation Items - Parks	
15794	20/03/2023	Westpeak Engineering Pty Ltd	\$9,639.30
		Universal Access Fishing Platform Feasibility Study - Coastal Engineering	
15795	20/03/2023	Woodvale Fish & Lily Farm	\$1,353.00
		Wetland Plants - Kingsway Sporting Complex - Parks	
15796	20/03/2023	Work Clobber	\$184.50
		Safety Boots - Community Safety	
15797	20/03/2023	Workpower Incorporated	\$12,192.62
		Beach Access Way Maintenance - February 2023	
15798	20/03/2023	Wow Group (WA) Pty Ltd	\$1,049.60
		Refund - Street & Verge Bond	
15799	20/03/2023	WSP Australia Pty Ltd	\$12,320.00
		Professional Services - Details Site Investigation - Poinciana Park - Assets	
15800	20/03/2023	YMCA Coastal City Hockey Club Inc	\$200.00
		Community Funding - 1 Participant - U15 Hockey Australia Indoor Championships - Brisbane - 21 - 25-01.2023	
15801	20/03/2023	ZBD Pty Ltd T/As Zazen Building & Design	\$2,000.00
		Refund - Street & Verge Bond	
15802	20/03/2023	Zetta Pty Ltd	\$69,318.83
		Network Managed Services - ICT	
15803	22/03/2023	TTF PPG Unit Trust trading as ProProperty Group	\$50,000.00
		Professional Services - Property	
15804	21/03/2023	Ms S Theophilus John	\$50.00
		Reimbursement - Transport (Work Related Course)	
15805	22/03/2023	Canterbury Group Pty Ltd trading as UCI Commercial Furniture	\$98,615.00
		Supply & Install Library Shelving - WLCC - Assets	
15806	22/03/2023	Roads 2000	\$218,682.74

Warrant of Payments March 2023			
Number	Date	Supplier / Description	Amount
		Road Works - Various Project Locations - Assets	
15807	27/03/2023	Mr M Little	\$6.40
		Reimbursement - Car Parking IPWEA Gala Event	
15808	27/03/2023	Cancelled	
15809	27/03/2023	Cancelled	
15810	27/03/2023	7 to 1 Photography	\$1,000.00
		Photography - Citizenship Ceremonies - Events	
15811	27/03/2023	Action Glass & Aluminium	\$1,094.50
		Repair Broken Windows - Girrawheen Library - Building Maintenance	
15812	27/03/2023	Alinta Gas	\$51.25
		Gas Supplies For The City	
15813	27/03/2023	All Australian Safety Pty Ltd	\$384.65
		Prescription Safety Glasses - Tree & Conservation Maintenance	
15814	27/03/2023	All Australian Safety Pty Ltd	\$366.37
		Prescription Safety Glasses - Traffic Services	
15815	27/03/2023	Allworks (WA) Pty Ltd	\$9,930.25
		Loader & Excavator Hire - Quinns Dog Beach - Coastal Engineering	
15816	27/03/2023	Amelia Weston	\$100.00
		Performance - Quinns Rocks Sunset Sounds - Events	
15817	27/03/2023	Ankit Shah	\$173.40
		Hire Fee Refund	
15818	27/03/2023	Rates Refund	\$287.47
15819	27/03/2023	Aquatic Services WA Pty Ltd	\$5,402.10
		Install Balance Tank Ladder - Aquamotion	
		Repair Chlorine Sensor - Aquamotion	
15820	27/03/2023	Aslab Pty Ltd	\$2,376.00
		Subbase Testing, Asphalt Testing & Core Sampling - Ocean Reef Road Footpath	
		Pavement Testing - Profile Holes - Waldberg Drive	
15821	27/03/2023	Atom Supply	\$1,090.28
		Gloves, Hand Cleaner And Towelettes - Stores Stock	
15822	27/03/2023	Aussie Natural Spring Water	\$45.00
		Bottled Water - Yanchep Community Centre - Place Management	
15823	27/03/2023	Australian Airconditioning Services Pty Ltd	\$4,399.63
		Airconditioning Maintenance For The City	
15824	27/03/2023	Australian Communications & Media Authority	\$71.00
		Land Mobile / Ambulatory System - Wangara Green Waste Facility - ICT	

Warrant of Payments March 2023			
Number	Date	Supplier / Description	Amount
15825	27/03/2023	Australian Institute of Building Surveyors	\$240.00
		Webinar - Residential Timber Frame Trusses & Determining Wind Terrain Categories - 1 Attendee - 23.02.2023 - Approval Services	
15826	27/03/2023	B Waddell Consulting Engineers Pty Ltd	\$825.00
		Inspection / Report - Damaged Wall - Alexander Care Centre	
15827	27/03/2023	Back Beach Co Pty Ltd	\$2,671.90
		Towel Robes - Aquamotion	
15828	27/03/2023	Ball & Doggett Pty Ltd	\$377.98
		Paper Supplies - Print Room	
15829	27/03/2023	Beacon Equipment	\$249.00
		Vehicle Spare Parts - Stores	
15830	27/03/2023	BGC Concrete	\$3,616.80
		Concrete Mix - Various Locations - Engineering	
15831	27/03/2023	Bidfood Perth	\$1,554.22
		Tea & Coffee Supplies - Stores	
15832	27/03/2023	Bollig Design Group Ltd	\$14,817.00
		Design Consultancy - Accessible Ramp - Aquamotion - Assets	
15833	27/03/2023	BP Australia Ltd	\$94,363.04
		Fuel Issues For The City	
15834	27/03/2023	Bridgestone Australia Limited	\$518.80
		Tyre Fitting Services	
15835	27/03/2023	Bridgestone Australia Limited	\$8,016.02
		Tyre Fitting Services	
15836	27/03/2023	Bring Couriers	\$976.17
		Courier Services - Health Services	
15837	27/03/2023	Brownes Foods Operations Pty Limited	\$633.42
		Milk Deliveries For The City	
15838	27/03/2023	Canterbury Group Pty Ltd trading as UCI Commercial Furniture	\$3,731.20
		Magazine Shelf Inserts - Civic Centre	
15839	27/03/2023	Capricorn Village Joint Venture	\$11,000.00
		Sponsorship - Get Reel 2023 - Communications & Brand	
15840	27/03/2023	Car Care (WA) Mindarie	\$423.50
		Cleaning Of Community Buses - Community Development	
15841	27/03/2023	Car Care Motor Company Pty Ltd	\$5,445.48
		Vehicle Services - Fleet	
15842	27/03/2023	CDM Australia Pty Ltd	\$134,875.40
		Computer Equipment - ICT	
15843	27/03/2023	Chillo Refrigeration & Air-Conditioning	\$236.50
		Repair Fridge Leak - Civic Centre - Building Maintenance	

Warrant of Payments March 2023			
Number	Date	Supplier / Description	Amount
15844	27/03/2023	Chivas Enterprises Pty Ltd t/as Mayday Earthmoving	\$825.00
		Loader Rake Attachment Hire - Assets	
15845	27/03/2023	Chris White	\$202.30
		Hire Fee Refund	
15846	27/03/2023	Rates Refund	\$1,179.00
15847	27/03/2023	Christopher McMahon	\$2,000.00
		Refund - Street & Verge Bond	
15848	27/03/2023	Civil Sciences and Engineering	\$3,080.00
		Pavement Consultant - Analyse Data And Provide A Report Including Field Inspection - Jefferson Drive	
15849	27/03/2023	Clark Equipment Sales Pty Ltd	\$7,314.85
		Vehicle Spare Parts - Fleet	
15850	27/03/2023	Classic Home and Garage Innovations Pty Ltd	\$2,000.00
		Refund - Street & Verge Bond	
15851	27/03/2023	Cleanaway Operations Pty Ltd	\$2,505.80
		Empty Fleet Washdown Bay - Building Maintenance	
		Grease Trap Service - Shelvock Park And Koondoola Community Centre	
15852	27/03/2023	Coca Cola Amatil Pty Ltd	\$439.25
		Beverages - Kingsway Stadium	
15853	27/03/2023	Community Greenwaste Recycling Pty Ltd	\$9,809.25
		Waste Recycling - Flynn Drive	
15854	27/03/2023	Complete Office Supplies Pty Ltd	\$3,751.50
		Stationery For The City	
15855	27/03/2023	Concert Constructions	\$15,950.00
		Event Set Up - Kingsway Reserve - 25.02.2023 - Events	
15856	27/03/2023	Contra-Flow Pty Ltd	\$2,869.75
		Traffic Management - Various Locations - Engineering	
15857	27/03/2023	Corsign (WA) Pty Ltd	\$5,819.00
		Hi Vis Safety Vests & Traffic Cones - Engineering	
		4 Green Overlay Stickers - Community Facility Planning	
		50 Red & 50 White Guide Post Stickers - Engineering	
		Memorial Plaque - Gerlinde Mehrens 1941 - 2022 - Parks	
		Signs - No Parking On Nature Strip - Engineering	
		Street Name Plates	
15858	27/03/2023	Corsign (WA) Pty Ltd	\$7,461.66

Warrant of Payments March 2023			
Number	Date	Supplier / Description	Amount
		Corflute Signs - Workman Symbol, Caution Mowing In Progress, Garlon, Fusilade & Dicamba Being Applied - Parks	
		Signs - Roadworks - Engineering	
		Supply & Install Sign - Neerabup Industrial Area	
15859	27/03/2023	Cr Frank Cvitan	\$1,524.19
		Travel Expenses - August - December 2022	
15860	27/03/2023	Craneswest (WA) Pty Ltd	\$35,462.64
		Green Waste Disposal - Parks / Waste	
15861	27/03/2023	CS Legal	\$47,107.58
		Court Fees - Rating Services	
15862	27/03/2023	CSP Group Pty Ltd	\$4,841.95
		2 Brushcutters & Concrete Cutter - Fleet Assets	
15863	27/03/2023	Cultural Infusion (International) Pty Ltd	\$869.00
		Bali In Motion Activity - Harmony Week - Waste	
15864	27/03/2023	CW Brands Pty Ltd	\$515.46
		Survey Markers - Stores Stock	
15865	27/03/2023	Rates Refund	\$1,778.48
15866	27/03/2023	David Roy Cull	\$7,062.00
		Pest Control Services For The City	
15867	27/03/2023	Department of the Premier and Cabinet	\$124.80
		Gazettal Of The Extractive Industries Local Law - Legal Services	
15868	27/03/2023	Department of Transport	\$1,795.80
		Disclosure Of Information Fees - Vehicle Ownership Search - Rangers	
15869	27/03/2023	Destination Perth	\$440.00
		Website Competition - Perth Supersprint - Economic Development	
15870	27/03/2023	Direct Communications	\$529.10
		Installation Of Cradle To Suit Samsung Galaxy - Community Safety	
15871	27/03/2023	DLF Co Pty Ltd	\$1,089.00
		Hiab Hire For Season Change Over - Various Locations - Parks	
15872	27/03/2023	Double G (WA) Pty Ltd	\$1,161.39
		Repair Irrigation Line - Lake Joondalup Park - Parks	
		Repair Leak - Marmion Avenue - Parks	
15873	27/03/2023	Rates Refund	\$294.56
15874	27/03/2023	Dowsing Group Pty Ltd	\$6,379.18
		Install Crossover - Mosey Street - Assets	
15875	27/03/2023	Drainflow Services Pty Ltd	\$24,594.65
		Drain Cleaning / Road Sweeping Services For The City	
15876	27/03/2023	E & MJ Rosher	\$287.82

Warrant of Payments March 2023			
Number	Date	Supplier / Description	Amount
		18 Dust Covers - Stores	
15877	27/03/2023	Element Advisory Pty Ltd	\$6,913.50
		Local Heritage Framework - Phase 2- Cultural Development	
15878	27/03/2023	Elevator Direction	\$2,073.50
		Project Management Fee - Lift Replacement - Civic Centre - Assets	
15879	27/03/2023	Elliotts Irrigation Pty Ltd	\$2,702.70
		Irrigation Parts - Parks	
15880	27/03/2023	Epic Catering Services	\$1,237.50
		Catering - Council Dinner - Corporate Support	
15881	27/03/2023	Ergolink	\$440.00
		Air Mesh Office Chair - Information Management	
15882	27/03/2023	Finnish First Pty Ltd	\$447.50
		Subscription - Extensis Suitcase Teamsync - Communications & Brand	
15883	27/03/2023	Firstaidpro	\$1,485.00
		First Aid Training - 15 Attendees - Assets	
15884	27/03/2023	Foxfish Pty Ltd t/as Binley Fencing	\$8.75
		Temporary Fencing - Old Nursery Park - Parks	
15885	27/03/2023	Frontline Fire & Rescue Equipment	\$175.45
		Reband Hose Reel - Fleet	
15886	27/03/2023	FUJIFILM Business Innovation Australia Pty Ltd	\$5,277.80
		Scanner Charges - ICT	
15887	27/03/2023	Fulton Hogan Industries Pty Ltd	\$2,332.00
		15Kg Bag Asphalt - Engineering	
15888	27/03/2023	Fusion Applications Pty Ltd	\$8,167.50
		OICS Architecture Integration - ICT	
15889	27/03/2023	Gentronics	\$86.88
		Welding Supplies - Fleet	
15890	27/03/2023	Geoff's Tree Service Pty Ltd	\$135,807.06
		Pruning Works For The City	
15891	27/03/2023	Grasstrees Australia	\$4,713.50
		Inspect / Replace Grasstrees - Various Locations - Parks	
15892	27/03/2023	Great Southern Fuels	\$2,740.23
		Fuel Issues - Fleet Assets	
15893	27/03/2023	Guardian Doors	\$1,933.65
		Repair Roller Door - WLCC - Building Maintenance	
15894	27/03/2023	Hays Personnel Services	\$2,450.82
		Casual Labour For The City	
15895	27/03/2023	Heatley Sales Pty Ltd	\$208.55
		Safety Boots - Stores Stock	
15896	27/03/2023	Herron Todd White (WANT) Pty Ltd	\$2,200.00

Warrant of Payments March 2023			
Number	Date	Supplier / Description	Amount
		Professional Services - Property	
15897	27/03/2023	Hickey Constructions Pty Ltd	\$745.80
		Ceiling Space Report - Melaleuca & Grevillea Meeting Rooms - Assets	
15899	27/03/2023	Hose Right	\$1,321.70
		Vehicle Spare Parts - Fleet	
15900	27/03/2023	Hydroquip Pumps	\$26,922.50
		Irrigation Pump Works - Various Locations - Parks	
15901	27/03/2023	ID Fleet Hire	\$1,647.14
		Repair Lighting Towers - Events	
15902	27/03/2023	Imagesource Digital Solutions	\$2,851.20
		25 ACM Name Plates - Warradale - Facilities	
		Medium Roster Signs - Artist-In-Residence Studio Open Now	
		Sign - Jenolan Way Community Centre - Facilities	
		Vinyl Banner - Quinns Rocks Sunset Sounds - Events	
15903	27/03/2023	Instant Toilets & Showers Pty Ltd	\$1,314.50
		Equipment Hire - Disabled Toilet - Driver Reviver	
15904	27/03/2023	Integrity Industrial Pty Ltd	\$1,620.94
		Casual Labour For The City	
15905	27/03/2023	Integrity Industrial Pty Ltd	\$7,513.72
		Casual Labour For The City	
15906	27/03/2023	Integrity Staffing	\$3,883.91
		Casual Labour For The City	
15907	27/03/2023	Intelife Group	\$29,497.60
		Line Trimming - February - Parks	
15908	27/03/2023	Intercity Office Partitioning	\$500.00
		Install Internal Door And Furniture - Yanchep Community Centre	
15909	27/03/2023	Iron Mountain Australia Group Pty Ltd	\$4,928.69
		Document Management Services - Information Management	
15910	27/03/2023	J Blackwood & Son Ltd	\$992.76
		Crayon Paint - Facilities	
15911	27/03/2023	J Blackwood & Son Ltd	\$278.39
		Spray Silicone & Truckwash - Stores Stock	
15912	27/03/2023	Jadu Software Pty Ltd	\$1,870.00
		Annual Subscription - 34 Users Plus Training & Professional Services - ICT	
15913	27/03/2023	James Bennett Pty Ltd	\$909.60
		Book Purchases - Library Services	
15914	27/03/2023	Jazmin Wyattte	\$529.20
		Hire Fee Refund	

Warrant of Payments March 2023			
Number	Date	Supplier / Description	Amount
15915	27/03/2023	JDSI Consulting Engineers	\$22,760.10
		Civil Consultancy - Butler North District Open Space - Halesworth Park - Assets	
15916	27/03/2023	JG Decor	\$4,345.00
		Painting Works - Cafe Elixir - Building Maintenance	
15917	27/03/2023	Jobfit Health Group Pty Ltd	\$440.00
		Medical Fees For The City	
15918	27/03/2023	Judo Western Australia (Inc)	\$800.00
		Participation Funding - 1 Participant - Gold Coast International - 24 - 25.09.2022 & 3 Participants - National Judo Championships - 10 - 13.06.2022	
15919	27/03/2023	Khai Van Vu	\$2,000.00
		Refund Street & Verge Bond	
15920	27/03/2023	Kinetic IT Pty Ltd	\$6,050.00
		Onecard Security Risk Assessment - ICT	
15921	27/03/2023	Kingsway Junior Football Club Inc	\$500.00
		Activities - PSO Concert - Events	
15922	27/03/2023	Kleenit	\$397.43
		Clean Table & Chairs - Brampton Park - Parks	
		Graffiti Removal - Conferta Link - Building Maintenance	
15923	27/03/2023	Kyocera Document Solutions	\$462.00
		Relocation & Swap Printers - ICT	
15924	27/03/2023	Kyocera Document Solutions	\$3,755.24
		Printer Charges - ICT	
15925	27/03/2023	Landcare Weed Control	\$75,329.89
		Weed Control Services - Various Locations - Conservation	
15926	27/03/2023	Landscape Elements	\$69,261.18
		Landscape Maintenance Works For The City	
15927	27/03/2023	Landsdale Netball Club Stacey Cann	\$48.60
		Hire Fee Refund	
15928	27/03/2023	Lawn Doctor	\$2,267.10
		Mowing / Sweeping Services - Parks	
15929	27/03/2023	Lessen with Peg – Rethink Waste	\$500.00
		Making Beeswax Wraps - Girrawheen Hub - Waste Education Lessons	
15930	27/03/2023	Lexis Nexis	\$15,372.62
		Annual Subscription December 2022 - December 2023 - ICT	
15931	27/03/2023	Living Turf	\$6,512.00
		Fertiliser - Parks	
15932	27/03/2023	Mandalay Technologies Pty Ltd	\$7,210.63
		Admin Ticketing Training - Waste Services	
15933	27/03/2023	Manheim Pty Ltd	\$417.45

Warrant of Payments March 2023			
Number	Date	Supplier / Description	Amount
		Futile Collection - Abandoned Vehicle Charges - Community Safety	
15934	27/03/2023	Marketforce Pty Ltd	\$3,997.26
		Advertising Services For The City	
15935	27/03/2023	Materon Investments WA Pty Ltd	\$2,000.00
		Refund - Street & Verge Bond	
15936	27/03/2023	Mayor Linda Aitken	\$1,890.86
		Reimbursement - Travel Expenses & Corporate Apparel	
15937	27/03/2023	Medical Edge Australia Pty Ltd	\$1,846.42
		First Aid Responders - PSO Concert - Events	
15938	27/03/2023	Rates Refund	\$823.88
15939	27/03/2023	Meter Office	\$364.10
		Waterproof Paper - Aquamotion	
15940	27/03/2023	MGA Town Planners	\$10,890.00
		Local Planning Strategy Retail Modelling - Economic Development	
15941	27/03/2023	Mindarie Regional Council	\$135,502.99
		Refuse Disposal Charges For The City	
		Reimbursement - Admin January & March 2023 - Waste Services	
15942	27/03/2023	Mitze Farrell	\$1,000.00
		Refund - Street & Verge Bond	
15943	27/03/2023	Mowmaster Turf Equipment	\$12,440.00
		Cylinder Mower - Stores	
15944	27/03/2023	Mr Antony Johnson	\$1,000.00
		Refund - Street & Verge Bond	
15945	27/03/2023	Mr Graeme Langford	\$1,000.00
		Refund - Street & Verge Bond	
15946	27/03/2023	Rates Refund	\$670.00
15947	27/03/2023	Mr Mark Whitley	\$1,000.00
		Refund - Street & Verge Bond	
15948	27/03/2023	Mr Mathew Maxwell	\$100.00
		Refund - Street & Verge Bond	
15949	27/03/2023	Mr Paul Gillett	\$1,000.00
		Refund - Street & Verge Bond	
15950	27/03/2023	Rates Refund	\$492.76
15951	27/03/2023	Rates Refund	\$356.34
15952	27/03/2023	Mr Willem Ehlers	\$2,000.00
		Refund - Street & Verge Bond	
15953	27/03/2023	Rates Refund	\$270.00
15954	27/03/2023	Rates Refund	\$1,055.26
15955	27/03/2023	Myzone (APAC) Pty Ltd	\$3,773.00
		40 Heart Rate Monitor Belts - Aquamotion	
15956	27/03/2023	Natural Area Holdings Pty Ltd	\$4,885.23

Warrant of Payments March 2023			
Number	Date	Supplier / Description	Amount
		Seed Collection & Propagation - Two Rocks Beach Access - Assets	
15957	27/03/2023	Navman Wireless Australia Pty Ltd	\$429.00
		Removal & Re-Fit Of Halo / Qube - Fleet Assets	
15958	27/03/2023	NCY Investments Pty Ltd	\$350.00
		Bond Refund	
15959	27/03/2023	Nuturf	\$682.00
		Signature Xtra Stressgard Fungicide - Parks	
15960	27/03/2023	Oars Across the Waters Pty Ltd	\$284.86
		Employee Support Services - People & Culture	
15961	27/03/2023	Office Cleaning Experts	\$5,762.79
		Cleaning Services For The City	
15962	27/03/2023	On Road Auto Electrics	\$4,955.22
		Vehicle Electrical Works - Fleet	
15963	27/03/2023	On Tap Plumbing & Gas Pty Ltd	\$27,780.53
		Plumbing Maintenance For The City	
15964	27/03/2023	On Tap Plumbing & Gas Pty Ltd	\$297.00
		Plumbing Maintenance For The City	
15965	27/03/2023	Oracle Customer Management Solutions Pty Ltd	\$6,917.37
		After Hours Call Services - Customer Relations	
15966	27/03/2023	Outdoor World	\$1,000.00
		Refund - Street & Verge Bond	
15967	27/03/2023	Parker Black & Forrest	\$1,993.86
		Locking Services For The City	
15968	27/03/2023	Paul Bemasconi	\$1,000.00
		Refund - Street & Verge Bond	
15969	27/03/2023	Perth Bouncy Castle Hire	\$1,779.36
		Inflatable Hire - School Holiday Program - Banksia Grove - Youth Services	
15970	27/03/2023	Perth Bouncy Castle Hire	\$4,160.42
		Inflatables Hire - School Holiday Program - Kingsbridge Boulevard - Youth Services	
15971	27/03/2023	Perth Solar Force	\$1,000.00
		Refund - Street & Verge Bond	
15972	27/03/2023	Peter Chapman	\$1,000.00
		Refund - Street & Verge Bond	
15973	27/03/2023	Play Check	\$330.00
		Playground Audit - Provost Park - Parks	
15974	27/03/2023	Poolwerx Mindarie	\$150.00
		Pressure Test Pool Equipment - Compliance Services	
15975	27/03/2023	Powerhouse Batteries Pty Ltd	\$1,779.71
		Power-Sonic & Bosh Batteries - Stores	
15976	27/03/2023	Powerlyt	\$1,417.37
		Concept Designs - Kingsbridge Reserve - Assets	

Warrant of Payments March 2023			
Number	Date	Supplier / Description	Amount
15977	27/03/2023	Prestige Alarms	\$37,046.02
		Alarm / CCTV Services For The City	
15978	27/03/2023	PS&L Group Pty Ltd trading as PSL Legal	\$7,040.00
		Legal Fees For The City	
15979	27/03/2023	QLM Label Makers Pty Ltd	\$632.79
		Stickers - Out By 6am Stickers - Waste	
15980	27/03/2023	Quality Design Solutions Pty Ltd	\$4,290.00
		Progress Claim - Wanneroo Showgrounds - Assets	
15981	27/03/2023	Ralph Beattie Bosworth	\$4,345.00
		Consultancy - Warradale Clubrooms Upgrade - Assets	
15982	27/03/2023	Reliable Fencing WA Pty Ltd	\$26,544.33
		Fencing Works For The City	
15983	27/03/2023	Reliable Fencing WA Pty Ltd	\$1,466.58
		Repair Fence - Kingsway City Soccer - Parks	
15984	27/03/2023	Reliansys Pty Ltd	\$23,880.00
		Annual Software Fee - Compliance - 03.05.2023 - 02.05.2024	
15985	27/03/2023	Rates Refund	\$464.12
15986	27/03/2023	Richards Mining Services Pty Ltd	\$1,580.00
		Training - Skid Steer Course - Waste	
15987	27/03/2023	Richgro	\$51.70
		Lawn Top-Dress Mix - Parks	
15988	27/03/2023	Roads 2000	\$448,111.27
		Asphalt Works - Kingsbridge Boulevard, Moorpark Avenue & Hepburn Avenue - Assets	
15989	27/03/2023	Robert Walters Pty Ltd	\$16,557.75
		Casual Labour For The City	
15990	27/03/2023	Rockwater Pty Ltd	\$11,662.20
		Geothermal Feasibility Assessment - Alkimos Aquatic & Recreation Centre - Facilities	
15991	27/03/2023	Royal Wolf Trading Australia Pty Ltd	\$1,334.81
		3m High Cube Pallet & 6 Event Kiosk Hire - Halesworth Park - Assets	
15992	27/03/2023	Rubek Automatic Doors	\$872.30
		Investigate Door Staying Open - WLCC - Building Maintenance	
15993	27/03/2023	Safety World	\$1,779.25
		Uniform Issues & PPE - Waste Services	
15994	27/03/2023	SAI Global Australia Pty Ltd	\$116.11
		Occupational Health And Safety Management Systems Guidelines - ICT	
15995	27/03/2023	Sanpoint Pty Ltd ATF the Fiore Family Trust	\$39,872.04
		Landscape Maintenance Works For The City	
15996	27/03/2023	Scarboro Toyota	\$22,597.40

Warrant of Payments March 2023			
Number	Date	Supplier / Description	Amount
		New Vehicle Purchase - Toyota Yaris - Fleet Assets	
15997	27/03/2023	Scott Print	\$1,489.40
		Printing - DI Envelopes - Corporate Support	
		Printing - Notice Of Impounded Dog Books - Rangers	
15998	27/03/2023	Rates Refund	\$640.52
15999	27/03/2023	Sensorium Theatre Incorporated	\$3,300.00
		Professional Learning - Senses Awakening - 09.03.2023 - Library Services	
16000	27/03/2023	Rates Refund	\$511.48
16001	27/03/2023	Rates Refund	\$1,958.93
16002	27/03/2023	Shipstone Building Services Pty Ltd	\$1,771.00
		Relocation Of Containers On Site - Halesworth Park - Assets	
16003	27/03/2023	Shred-X	\$707.68
		Shredding Services For The City	
16004	27/03/2023	Sigma Chemicals	\$1,309.00
		Pool Chemicals - Aquamotion	
16005	27/03/2023	SJ McKee Maintenance Pty Ltd	\$2,045.00
		Repair Works - Various Locations - Waste	
16006	27/03/2023	Skyline Landscape Services (WA)	\$39,654.16
		Landscape Maintenance Works For The City	
16007	27/03/2023	Skyline Landscape Services (WA)	\$244,453.78
		Landscape Maintenance Works For The City	
16008	27/03/2023	Slater-Gartrell Sports	\$649.00
		Replace Tennis Net - Delamare Park - Parks	
16009	27/03/2023	Sports World of WA	\$2,948.00
		Goggles - Aquamotion	
16010	27/03/2023	SSB Pty Ltd	\$2,900.00
		Refund - Street & Verge Bonds	
16011	27/03/2023	St John Ambulance Western Australia Ltd	\$2,211.95
		First Aid Training Services For The City	
		First Aid Station - Wanneroo Community Open Day - Youth Services	
16012	27/03/2023	Statewide Pump Services	\$3,740.00
		Waste Sewage Pump - Yanchep Beach Facility	
16013	27/03/2023	Stihl Shop Malaga	\$925.00
		Harness & Starter Assembly - Backpack Blower - Stores	
16014	27/03/2023	StrataGreen	\$439.31
		Flagging Tape & Post Hole Shovels - Stores	
16015	27/03/2023	Superior Nominees Pty Ltd	\$20,464.29
		Playground Equipment Repairs - Various Locations - Parks	
		Replace BBQ - Hainsworth Park - Assets	

Warrant of Payments March 2023			
Number	Date	Supplier / Description	Amount
16016	27/03/2023	Supreme Shades Pty Ltd	\$51,777.00
		Re-Install Shade Sails - Multiple Sites - Parks	
		Supply Custom Made Truck Tarp - Fleet	
16017	27/03/2023	Survey Dynamics Pty Ltd	\$8,800.00
		Survey Works - Giralt Road & Rawlinson Drive	
16018	27/03/2023	Surveytech Traffic Surveys Pty Ltd	\$1,705.00
		Video Survey - Pedestrian Count - Anchorage Drive - Traffic Services	
16019	27/03/2023	Swastik Shree Pty Ltd trading as All Stamps	\$235.95
		Self Inking Dater Stamp - Information Management	
16020	27/03/2023	Synergy	\$32,820.74
		Power Supplies For The City	
16021	27/03/2023	Synergy	\$1,883.47
		Power Supplies For The City	
16022	27/03/2023	Talent International Pty Ltd	\$5,898.80
		Casual Labour For The City	
16023	27/03/2023	Tangent Nominees Pty Ltd (Atf The Summit Homes Group Trust)	\$979.81
		Refund - Development Application - Cancelled	
16024	27/03/2023	Terravac Vacuum Excavations Pty Ltd	\$12,044.46
		Location Of Services - Various Locations - Assets	
16025	27/03/2023	The Basketball Man	\$1,419.00
		Basketball Maintenance - Anthony Waring Park - Parks	
16026	27/03/2023	The Distributors Perth	\$220.35
		Confectionery - Kingsway Indoor Stadium	
16027	27/03/2023	The Factory (Australia) Pty Ltd	\$1,086.25
		Storage Of Decorations - March 2022 - Building Maintenance	
16028	27/03/2023	The Futures Group	\$4,208.75
		Consultancy Services - People & Culture	
16029	27/03/2023	The Hire Guys Wangara	\$6,130.00
		Equipment Hire - Dingo Hire - Engineering	
		Equipment Hire - Arrow Board - Waste	
16030	27/03/2023	The Lord Mayor's Distress Relief Fund	\$5,000.00
		Donation - Kimberley Flood Appeal 2023	
16031	27/03/2023	The Pavilion at Mindarie	\$700.00
		Workshop - City Of Wanneroo Tourism - 11.04.2023 - Economic Development	
16032	27/03/2023	The Salvation Army	\$107,078.73
		GST Only - Sale Of Lot 163 - 460 Kingsway	
16033	27/03/2023	The Trustee for Gema Hybrid Discretionary Trust	\$12,438.00
		2023 Perth Supercars - Wanneroo Breakfast - Advocacy & Economic Development	

Warrant of Payments March 2023			
Number	Date	Supplier / Description	Amount
16034	27/03/2023	Toll Transport Pty Ltd	\$1,091.36
		Courier Services For The City	
16035	27/03/2023	Toro Australia Group Sales Pty Ltd	\$2,363.33
		Mower Blades - Stores Stock	
16036	27/03/2023	Tourism Council Western Australia	\$2,200.00
		Tourism Workshops - Using Social Media & Customer Service To Improve The Customer Journey & Social Media Fundamentals For Tourism Businesses - Corporate Support	
16037	27/03/2023	Trailer Parts Pty Ltd	\$516.49
		Vehicle Spare Parts	
16038	27/03/2023	Tree Planting & Watering	\$134,424.48
		Watering Services - Various Locations - Parks	
16039	27/03/2023	Triton Electrical Contractors Pty Ltd	\$13,629.00
		Irrigation Electrical Works - Various Locations - Parks	
16040	27/03/2023	Trophy Shop Australia	\$277.80
		19 Name Badges - Various Employees	
		Councillor Name Badge - Council & Corporate Support	
16041	27/03/2023	Truck Centre WA Pty Ltd	\$740.83
		Vehicle Spare Parts - Fleet	
16042	27/03/2023	Urban Resources	\$11,882.20
		Topsoil & Mulching - Neerabup Industrial Area - Assets	
16043	27/03/2023	Urbsol	\$2,200.00
		Traffic Data - Wanneroo Town Centre - Traffic Services	
16044	27/03/2023	Veolia Recycling & Recovery Pty Ltd	\$149,059.91
		Recycling Tip Fees - Waste Services	
16045	27/03/2023	Vocus Communications	\$581.90
		NBN Connection - YTRAC - Place Management	
16046	27/03/2023	WA Limestone Company	\$4,404.40
		BSL Supplies - Garden Park Drive - Assets	
16047	27/03/2023	Wanneroo Agricultural Machinery	\$3.25
		Vehicle Spare Parts - Fleet	
16048	27/03/2023	Wanneroo Agricultural Society (Inc)	\$2,525.00
		Sponsorship 2022 - Communications & Brand	
16049	27/03/2023	Wanneroo Electric	\$32,404.01
		Electrical Maintenance For The City	
16050	27/03/2023	Wanneroo Electric	\$2,823.70
		Electrical Maintenance For The City	
16051	27/03/2023	Wanneroo Smash Repairs Pty Ltd	\$1,000.00
		Insurance Excess - WN 34360	
16052	27/03/2023	WATM Crane Sales and Services WA	\$5,471.70
		Vehicle Repairs - Maxi Lift & Crane - Fleet	
16053	27/03/2023	West Coast Turf	\$13,030.53

Warrant of Payments March 2023			
Number	Date	Supplier / Description	Amount
		Turfing Works For The City	
16054	27/03/2023	Western Australian Local Government Association	\$1,089.00
		Training - Rates In Local Government 09 - 10.03.2023 - 1 Attendee - Rates	
16055	27/03/2023	Western Irrigation Pty Ltd	\$23,492.23
		Irrigation Items - Parks	
16056	27/03/2023	William Buck Consulting (WA) Pty Ltd	\$6,600.00
		Probity Advisor Services - Contracts & Procurement	
16057	27/03/2023	Wilson Security	\$8,562.07
		Security Services For The City	
16058	27/03/2023	Windcave Pty Limited	\$253.00
		Eftpos Service Units - February 2023 - Library Services	
16059	27/03/2023	Work Clobber	\$319.01
		Safety Boots, Pants & Tool Belt - Parks	
16060	27/03/2023	Workpower Incorporated	\$3,299.20
		Tubestock Watering - Conservation	
16061	27/03/2023	Yanchep Beach Joint Venture	\$385.00
		Y-Hub Venue Hire & Catering - Tourism Workshop - Advocacy & Economic Development	
16062	27/03/2023	Yolk Syndicate 118 Pty Ltd	\$6,746.67
		Progress Claim 9 & 10 - Roydon Park Construction - Land Development	
16063	27/03/2023	Your Home Builder WA	\$2,000.00
		Refund - Street & Verge Bond	
16075	29/03/2023	Australia Post	\$44,777.75
		Postage Charges For The City - Lodged	
16076	29/03/2023	Australia Post	\$8,824.32
		Postage Charges For The City	
16077	29/03/2023	Water Corporation	\$96,879.09
		Water Supplies For The City	
16078	29/03/2023	AE Hoskins Building Services	\$185,250.20
		Progress Claim 3 - Clarkson Youth Centre Upgrade - Assets	
		Total EFT Payments	\$15,949,361.79
CREDIT CARD RECONCILIATIONS			
29	10/03/2023	CBA Corporate Card	
		Mark Dickson	
29-01		Planning Institute - Study Tour	\$60.00
		Noelene Jennings	
29-02		EFQM - Online Refresher Training	\$119.33

Warrant of Payments March 2023			
Number	Date	Supplier / Description	Amount
29-03		Mastercard - International Transaction Fee - EFQM Online Training	\$2.98
29-04		ILX Group Pty Ltd - Agile Project Management Handbook - Strategic & Business Planning	\$137.50
29-05		Business New Pty Ltd - Directors & Councillors To Attend State Of The Future	\$2,500.00
29-06		Mailchimp - Monthly Subscription	\$19.44
		Harminder Singh	
29-07		Western Power - Application Fees	\$997.82
29-08		Institute Of Public Works - Corporate Membership 2023	\$1,105.33
29-09		Institute Of Public Works - Fellow Membership	\$330.00
29-10		Institute Of Public Works - 2023 State Conference 10 - 11.03.2023	\$1,339.80
29-11		Parks & Leisure Australia - PLA WA Playspace Technical Tour	\$352.00
		Natasha Smart	
29-12		Business News Pty Ltd - Directors & Councillors To Attend State Of The Future	\$1,500.00
29-13		Vistaprint - Photobook - Former Mayor Tracey Roberts	\$78.85
29-14		Mailchimp - Monthly Subscription	\$19.07
		Total - CBA	\$8,562.12
30	10/03/2023	NAB Corporate Card	
		Advocacy & Economic Development	
30-01		Annual Credit Card Fee - Paid Monthly	\$5.00
		Building Maintenance	
30-02		Alulite Aluminium - Horizontal & Diagonal Brace	\$200.00
30-03		Annual Credit Card Fee - Paid Monthly	\$60.00
30-04		Barnetts Architectural Hardware - Hardware Purchases	\$1,341.68
30-05		Bunnings - Hardware Purchases	\$2,972.59
30-06		CSR Gyprock Trade Centre - Door Frame	\$249.30
30-07		Lindan Pty Ltd - Uniform Issue	\$683.65
30-08		Northern Mower Centre - Safety Chaps	\$74.50
30-09		Officeworks - 8 Refillable Books	\$5.12
30-10		Parker Black Forrest - Door Grille	\$361.17
30-11		SAS Locksmithing - Indicator Bolt	\$178.97
30-12		Statewide Cleaning - Toilet Roll Holders	\$211.00
30-13		The Shoe Kings Group - Key Cutting Services	\$270.00
30-14		Tro Pacific - 6 Polycarbonate Boxes	\$399.70

Warrant of Payments March 2023			
Number	Date	Supplier / Description	Amount
30-15		Valspar - Paint Supplies	\$1,729.80
		Childhood & Youth Planning	
30-16		Annual Credit Card Fee - Paid Monthly	\$25.00
30-17		City of Vincent - Parking Fees	\$3.05
30-18		Coles - Material Expenses - 2022 School Leadership Program Annual Showcase Evening	\$44.75
30-19		Dropbox - School Leadership Program - Dropbox application	\$184.67
30-20		Kmart - Material Expenses - 2022 School Leadership Program Annual Showcase Evening	\$26.00
30-21		Tickets - Loneliness & The Impact On Youth - Friends for Good	\$157.69
30-22		Woolworths - Catering Items - Joondalup & Wanneroo Services Network Meeting	\$23.30
		Community & Place - Curatorial Services	
30-23		Amazon - Membership For Freight Discount Purposes	\$6.99
30-24		Annual Credit Card Fee - Paid Monthly	\$5.00
		Community & Place - Events	
30-25		7 Eleven - Catering Expense - PSO Concert	\$18.00
30-26		Alkimos IGA - Materials - Alkimos Summer Slideshow	\$139.55
30-27		Alkimos Liquor Store - Beverages - Alkimos Summer Slideshow	\$8.00
30-28		Annual Credit Card Fee - Paid Monthly	\$30.00
30-29		Big W - Event Materials - Christmas Fiesta	\$54.00
30-30		Bunnings - Event Materials	\$1,646.23
30-31		Coles - Catering - Christmas Fiesta	\$302.70
30-32		Costco Wholesale - Materials - Community Event	\$89.99
30-33		Extreme Amusements - Contract Expenses - Celebrate Girrawheen	\$666.20
30-34		Fibo 4 Pty Ltd - General Materials - Events	\$71.55
30-35		Kmart - Event Materials	\$1,040.00
30-36		Kyals Coffee Kart - Catering - Celebrate Girrawheen	\$64.10
30-37		mydeal.com.au - Event Materials - Christmas Fiesta	\$1,363.03
30-38		Officeworks - Event Materials	\$247.67
30-39		Party Savers - Refund - Wanneroo Festival	-\$37.80
30-40		Paul A Bunting Smash - Catering - Australia Day Citizenship Ceremony	\$1,299.00
30-41		Red Dot Stores - Event Materials - Alkimos Summer Slideshow	\$142.46

Warrant of Payments March 2023			
Number	Date	Supplier / Description	Amount
30-42		Sweet Gatherings - Contract Expenses	\$99.00
30-43		The Good Twisted Potato - Catering - Celebrate Girrawheen	\$125.00
30-44		The Reject Shop - Event Materials	\$179.50
30-45		Woolworths - Catering Items - Event Materials	\$520.99
		Community & Place - Media & Communications Services	
30-46		Yumpu Publishing - Subscription - Digital Publishing Tool	\$35.59
30-47		Typeform - Subscription	\$84.53
30-48		Freshworks Inc - Subscription - Content Management System	\$384.23
30-49		Facebook - Advertising Services	\$1,283.57
30-50		Campaignmonitor - Subscription - Digital Publishing Tool	\$1,179.24
30-51		Camera Electronic Services - Material Expense - Camera	\$154.53
30-52		Annual Credit Card Fee - Paid Monthly	\$5.00
		Community & Place - Place Management	
30-53		Annual Credit Card Fee - Paid Monthly	\$5.00
30-54		Planning Institute Of Australia - Training	\$35.00
30-55		Coles - Girrawheen Hub Afternoon Tea - Meet & Greet	\$66.59
30-56		Coles - Appreciation Breakfast - Pop Up Wanneroo Town Centre	\$159.40
		Community Development	
30-57		Annual Credit Card Fee - Paid Monthly	\$20.00
30-58		Our Community Pty Ltd - Seminar - Rethinking the Community Sector	\$80.00
		Community Safety & Emergency Management	
30-59		Annual Credit Card Fee - Paid Monthly	\$20.00
30-60		Chippys Fish Café - Catering - Burns	\$142.10
30-61		Clarkson Café - Catering Expenses	\$890.00
30-62		CT Storeco Pty Ltd - Catering - Da Vinci Burn	\$70.32
30-63		Dominos - Catering - Training	\$153.60
30-64		Ironman 4 x 4 Pty Ltd - 4WD Recovery Equipment	\$330.00
30-65		Officeworks - Chairs - Two Rocks Bush Fire Brigade	\$1,000.00
30-66		Reconyx - CCTV Subscription	\$67.27
30-67		St John Ambulance - First Aid Kit - Animal Evacuation Equipment	\$39.74

Warrant of Payments March 2023			
Number	Date	Supplier / Description	Amount
30-68		United Petroleum Pty Ltd - Fuel - Fire Appliances	\$79.68
30-69		Wanneroo Community Pharmacy - COVID-19 RATs For Rangers	\$343.86
30-70		Coast to Coast Mounts - Suction Mount With Grips - Deputy Chief Car	\$124.99
30-71		Big W - Suspected Fraudulent Transaction - Reported	\$656.00
		Construction Team	
30-72		Annual Credit Card Fee - Paid Monthly	\$30.00
30-73		Bunnings - Hardware Purchases	\$550.42
30-74		Seabreeze Landscape Supplies - Gravel	\$176.00
		Council & Corporate Support - Hospitality	
30-75		Aldi Stores - Catering Items - Dining Room	\$21.55
30-76		Annual Credit Card Fee - Paid Monthly	\$10.00
30-77		Basils Fine Foods - Internal Catering	\$450.00
30-78		Coles - Catering Items - Internal Catering	\$547.95
30-79		Kmart - Internal Catering	\$10.50
30-80		Subway - Catering Items - Corporate Induction 24.01.2023	\$126.20
30-81		The Cheesecake Shop - Internal Catering	\$68.90
30-82		Wanneroo Bakery - Internal Catering	\$56.52
30-83		Wanneroo Fresh - Internal Catering	\$107.57
		Customer & Information Services	
30-84		Adobe Photography Plan - Subscription - Photoshop	\$14.29
30-85		Annual Credit Card Fee - Paid Monthly	\$5.00
30-86		Gethomesafe - Subscription - Software 2 months	\$453.02
30-87		Google Cloud - Software Maintenance Support & Licence	\$89.99
30-88		Name Badges International - 2 Partition Name Plates	\$46.00
30-89		Paypal - 5 Cases - Galaxy A53	\$130.74
30-90		Paypal - Office Equipment - Keyboard	\$69.00
30-91		Paypal - Subscription - Zoom	\$46.18
30-92		Paypal - Subscription - Zoom	\$769.73
30-93		Rezdy - Subscription - Booking System	\$108.90
		Engineering Maintenance	
30-94		Annual Credit Card Fee - Paid Monthly	\$10.00
30-95		Bunnings - Hardware Purchases	\$635.83
30-96		Concrete Boys Poly - Concrete Tools	\$207.90
30-97		JB Hi Fi - Chargers	\$348.95

Warrant of Payments March 2023			
Number	Date	Supplier / Description	Amount
30-98		Lindan Pty Ltd - PPE / Uniform Issues	\$272.80
30-99		Officeworks - 2023 Diary	\$29.96
30-100		Winc - 2023 Diary's	\$82.15
		Fleet Maintenance	
30-101		Annual Credit Card Fee - Paid Monthly	\$10.00
30-102		DMIRS - Licence Renewal - Worksafe High Risk Work	\$44.00
30-103		Hose Right - Vehicle Spare Parts	\$68.76
30-104		Martins Trailer Parts - Small Plant Spare Parts	\$922.92
30-105		Napa Wangara - Tags - Information Blue	\$71.50
30-106		Napa Wangara - Vehicle Spare Parts	\$27.50
30-107		Northern Lawnmower Specialists - Small Plant Spare Parts	\$59.00
30-108		Powerhouse Batteries Pty Ltd - Bosch Stop / Start Battery	\$264.00
30-109		Toolmart - Tool Purchase	\$1,130.50
30-110		www.noregon.com - Subscription - Bendix Brake Diagnostics	\$599.69
		Heritage Education	
30-111		Amazon - Hobby Horses - Cockman House Education Program	\$299.79
30-112		Annual Credit Card Fee - Paid Monthly	\$5.00
30-113		Booktopia - Training Books - Museum Education	\$189.13
30-114		Bookwhen - Subscription - Booking Program	\$39.00
30-115		Coles - Hamper - Prize 150,000 Visitor - Wanneroo Museum	\$27.60
30-116		Ebay - Vintage Book - Museum Box	\$14.00
30-117		Etsy.com - Acreativelife - Vintage Suitcase - Museum Education Program	\$62.80
30-118		Keepsafe Wangara - Boxes For Art	\$16.30
30-119		Threeworlds - Wooden Hula Hoops - Heritage Houses	\$109.95
		Kingsway Indoor Stadium	
30-120		Annual Credit Card Fee - Paid Monthly	\$5.00
		Library Services	
30-121		Amazon - Book Stock	\$223.94
30-122		Annual Credit Card Fee - Paid Monthly	\$25.00
30-123		Apple.com/bill - Project Materials	\$4.49
30-124		Booktopia Pty Ltd - Book Stock	\$49.24
30-125		Bunnings - General Materials	\$25.64
30-126		Coles - Catering Items - Program Materials	\$293.08
30-127		Dymocks - Book Stock	\$2,192.44

Warrant of Payments March 2023			
Number	Date	Supplier / Description	Amount
30-128		Jaycar - Joondalup - Project Materials	\$49.95
30-129		New Limited - Subscription - Australian Newspaper	\$80.00
30-130		Paypal - Project Materials - Learn From Play	\$98.00
30-131		QBD The Bookshop - General Materials	\$12.74
30-132		Red Dot Stores - Materials - Books On Wheels	\$12.00
30-133		Refunded Disputed Transaction	-\$1,915.63
30-134		WANEWSBIT - Subscription - West Australian Newspaper	\$144.00
30-135		www-communities - Working With Children Checks	\$435.00
		Parks & Conservation Management	
30-136		Anaconda - Waders And Replacement Metal Detector	\$908.98
30-137		Annual Credit Card Fee - Paid Monthly	\$20.00
30-138		Boya Equipment - Spraying Equipment	\$518.98
30-139		Bunnings - Hardware Purchases	\$472.16
30-140		Lindan Pty Ltd - Hydrolyte Icy-poles	\$445.50
30-141		Nutrien Ag Solutions - Citrus Fertiliser	\$66.00
30-142		Officeworks - Avery Labels	\$4.52
		People & Culture	
30-143		MRMJOBBS Pty Ltd - Advertising - Employment	\$165.00
30-144		Annual Credit Card Fee - Paid Monthly	\$5.00
		Property Services	
30-145		Legalwise Seminars - Staff Training	\$420.00
30-146		Annual Credit Card Fee - Paid Monthly	\$5.00
30-147		Asic - Company Search Fees	\$36.00
30-148		Planning Institute Of Australia - Staff Training	\$920.00
		Surveys	
30-149		Annual Credit Card Fee - Paid Monthly	\$5.00
30-150		Microsoft Onedrive - Subscription - Cloud Storage	\$3.00
		Tree & Conservation Maintenance	
30-151		Annual Credit Card Fee - Paid Monthly	\$5.00
30-152		Bunnings - Hardware Purchases	\$228.65
30-153		Geofabrics Astrlisa Pty Ltd - Parafence	\$156.75
30-154		Kmart - 2 Water Bottles	\$38.00
30-155		Lindan Pty Ltd - PPE / Uniform Issues	\$138.60
		Wanneroo Aquamotion	
30-156		Ajar Enterprises - Non-slip Mat - Aquatic Stairs	\$139.00
30-157		Annual Credit Card Fee - Paid Monthly	\$10.00

Warrant of Payments March 2023			
Number	Date	Supplier / Description	Amount
30-158		Austswim Limited - Teacher Licence & Teacher Services	\$765.00
30-159		Campaignmonitor - Email Subscription	\$141.90
30-160		Coles - Swim Nappies For Resale	\$30.00
30-161		Facebook - Advertising Services	\$154.88
30-162		First Aid Adelaide - General Material Purchases	\$45.00
30-163		Kmart - General Material Purchases	\$98.90
30-164		Medical Equipment - First Aid Supplies	\$210.17
30-165		RLSSWA - Bronze Medallion Award Fees & Swim Teacher Rescue Award	\$316.80
30-166		St John Ambulance - Training - CRP Refreshers	\$147.00
30-167		Twilio Sendgrid - Envibe Email Credits	\$169.42
30-168		Volare Sports - Waterproof Tablet Cases	\$249.75
		Waste Services	
30-169		Annual Credit Card Fee - Paid Monthly	\$15.00
30-170		Coles Express - Fuel - Fuel Card Unavailable	\$316.20
30-171		Officeworks - General Materials - Waste Education	\$15.15
30-172		Officeworks - SD Card - Waste Vehicle Dash Camera	\$43.00
		Youth Services	
30-173		Annual Credit Card Fee - Paid Monthly	\$25.00
30-174		Bunnings - Block Sanders - Youth Services	\$25.14
30-175		Coles - Catering - Program Activities	\$501.12
30-176		Dominos - Catering Items - Program Activities	\$91.00
30-177		Farmer Jacks Butler - Catering - Program Activities	\$18.97
30-178		Innovations Direct - Materials - Outdoor Event	\$177.90
30-179		Kmart - General Materials - Program Activities	\$220.75
30-180		Officeworks - Display & Hooks - Youth Services	\$37.07
30-181		Paypal - Audio Vault - Silent Disco - Wanneroo Open Day	\$891.00
30-182		Paypal - Urban Art - Wanneroo Open Day	\$698.41
30-183		Pearsall IGA - Sweet Tooth Desserts - Program Activities	\$18.72
30-184		Red Dot Stores - Kitchen Materials - Youth Programs	\$10.00
30-185		Spud Shed - Catering - Program Activities	\$89.85
30-186		Times Up Escape Rooms - Program Activities	\$360.00
30-187		Woolworths - Blue Tac - Youth Programs	\$3.00
30-188		Woolworths - Catering Items - Youth Programs	\$55.07
30-189		Woolworths - Catering Items - Youth Programs	\$77.76
		Total - NAB	\$46,600.79

Warrant of Payments March 2023			
Number	Date	Supplier / Description	Amount
		Total Credit Card Payments	\$55,162.91
CANCELLED PAYMENTS FROM PREVIOUS PERIODS			
123404	05/09/2022	Oxlades Art Supplies	-\$362.70
123746	12/12/2022	Hospitality Accessories	-\$591.25
122879	21/03/2022	Lorraine Reinhardt & William Walker	-\$12,631.33
		Total	-\$13,585.28
TOWN PLANNING SCHEME			
		Cell 5	
		The Land Division - Survey 344 Gnangara Road	\$765.00
		Cell 4	
		Castledene Gregory - Legal Fees	\$103,909.31
		Total	\$104,674.31
General Fund Bank Account			
		Payroll Payments - March 2022	
		07/03/2023	\$18,521.64
		07/03/2023	\$17,091.71
		07/03/2023	\$1,920,543.95
		21/03/2023	\$1,962,268.88
		21/03/2023	\$302.24
		21/03/2023	\$14,949.25
		21/03/2023	\$42,353.34
		23/03/2023	\$50.00
		23/03/2023	\$582.59
		27/03/2023	\$25.00
		27/03/2023	\$25.00
		27/03/2023	\$15.00
		Total	\$3,976,728.60
		Total Muni Recoup	\$16,332,196.91
		Direct Payments Total (Includes Payroll & Advance Recoup)	\$20,308,925.51

At the close of March 2023 outstanding creditors amounted to \$3,090,794.29.

Consultation

Nil

Comment

The list of payment (cheques and electronic transfers) and the end of month total of outstanding creditors for the month of March 2023 is presented to the Council for information and recording in the minutes of the meeting, as required by the Local Government (Financial Management) Regulations 1996.

Statutory Compliance

Regulation 13(1) of the Local Government (Financial Management) Regulations 1996 requires a local government to list the accounts paid each month and total all outstanding creditors at the month end and present such information to the Council at its next Ordinary Meeting after each preparation. A further requirement of this Section is that the prepared list must be recorded in the minutes of the Council meeting.

Strategic Implications

The proposal aligns with the following objective within the Strategic Community Plan 2021 – 2031:

7 ~ A well governed and managed City that makes informed decisions, provides strong community leadership and valued customer focused services

7.2 - Responsibly and ethically managed

Risk Appetite Statement

In pursuit of strategic objective goal 7, we will accept a Medium level of risk as the City balances the capacity of the community to fund services through robust cost-benefit analysis and pursues evidence-based decision making to be effective stewards of the Council and City for future generations.

Risk Management Considerations

There are no existing Strategic or Corporate risks within the City's existing risk registers which relate to the issues contained in this report.

Policy Implications

Nil

Financial Implications

Nil

Voting Requirements

Simple Majority

Recommendation

That, in accordance with Regulation 13 of the *Local Government (Financial Management) Regulations 1996*, Council RECEIVES the list of payments drawn for the month of March 2023, as detailed in this report.

Attachments: Nil

CS03-05/23 Proposal for Levying Differential Rates 2023/24

File Ref: 45981 – 23/139432
Responsible Officer: Director, Corporate Strategy & Performance
Attachments: Nil

Issue

To consider a proposal for the setting of the rate in the dollar for the differential Rating categories to be applied to the Draft Budget for the 2023/24 Financial Year.

Background

The City has adopted differential general Rating categories based on the use of the land. Over time these categories have been amended to reflect the change in the use of the land and amended legislation.

The Department of Local Government, Sport and Cultural Industries (DLGSCI) has also instigated a compliance audit in relation to the levying of Rates and Service Charges, providing several policy documents and guides for local governments to utilise in the process. It is imperative that the City complies with the legislation as not doing so will make the levying of the Rates and Service Charges unlawful.

At the Council Meeting held on 5 April 2016 the following differential general Rating categories were adopted:

GRV

Residential Improved with a lesser minimum for Strata Titled Caravan Parks

Residential Vacant

Commercial/Industrial Improved with a lesser minimum for Strata Titled Storage Units

Commercial/Industrial Vacant

UV

Residential Improved

Residential Vacant

Commercial/Industrial Improved

Commercial/Industrial Vacant

Rural and Mining Improved

Rural and Mining Vacant

Detail

The Rate in the Dollar and Minimum Rates that have been proposed, raise the funds required for the delivery of the City's annual budget, as discussed by Council Members throughout the 2023/24 Annual Budgeting process.

Consultation

The proposed Differential Ratings (Rate in the dollar) have been calculated based on the directions received from Council members during the series of Budget Workshops held with Council members in preparing the 2023/24 Annual Budget.

The proposal to adopt Differential Rating will be advertised in accordance with Section 6.36 of the Act for public submissions on the proposed differential general Rates. Any submissions received are to be considered as part of the 2023/24 Annual Budget adoption.

In addition to the statutory advertising requirements in the Community Newspaper circulated within the District it is proposed to publish the rate in the dollar information on the City's website, e-newsletter (Digital WANNEROO LINK) and on the Public Notice Board, Council Offices, 23 Dundobar Road, Wanneroo.

Comment

Part 6, Division 6 of the Act and Part 5 of the Local Government (Financial Management) Regulations 1996 provides the head of power for the levying of local government rates. The legislation is quite prescriptive in its application, with the following aspects of particular note:

- Except as provided for in Section 6.26, all land within a district is rateable land (S6.26);
- In order to make up the 'budget deficiency' a local government is to impose a general rate which may be imposed either uniformly or differentially. A local government may also impose a specified area rate, a minimum rate and a service charge (S6.32);
- A local government may impose a differential general rate (DGR) according to land zoning, land use, whether the land is vacant or not, or a combination of each characteristic (S6.33);
- No DGR in each category (UV or GRV) is to be more than twice the lowest DGR, unless approved by the Minister (S6.33);
- The amount shown in the Annual Budget as being the amount estimated to be yielded by the general rate is not to vary by +/- 10% of the budget deficiency, i.e. should essentially be a balanced budget (S6.34);
- The local government can impose differential minimum rates, however it is not to be applied to more than 50% of the properties with a district or within each category (S6.35);
- A minimum rate is to be applied separately for each of the following categories (S6.35):
 - a) to land rated on Gross Rental Value (GRV);
 - b) to land rated on Unimproved Value (UV); and
 - c) to each differential rating category where a differential rate is imposed.
- If a separate DGR is imposed on the basis of vacant land status, a separate minimum rate can be imposed with the approval of the Minister not in accordance with the 50% requirement (S6.35); and
- A lesser minimum charge can be applied to not more than 50% of the properties on minimum rates (within the district or within each category).

As the City receives a GRV and a UV revaluation effective 1 July 2023, it is necessary to update the GRV and UV rate in the dollar for each differential rating category to ensure that the City levied the same amount of rates as the 2023/24 rating year. These amended rates in the dollar will be further modified and then utilised to undertake the rates modelling to reflect the proposed 3.75% rate increase.

The rate in the dollar change for the GRV differential rating categories is as a result of the proposed 3.75% increase for all categories.

The minimum rate categories have been adjusted to comply with the 50% ratio in accordance with section 6.35 of the *Local Government Act 1995*.

Statutory Compliance

In accordance with section 6.36 of the Act, Council is required to give local public notice of its intention to levy differential general rates.

“S6.36. Local government to give notice of certain rates

- (1) *Before imposing any differential general rates or a minimum payment applying to a differential rate category under section 6.35(6)(c) a local government is to give local public notice of its intention to do so.*
- (2) *A local government is required to ensure that a notice referred to in subsection (1) is published in sufficient time to allow compliance with the requirements specified in this section and section 6.2(1).*
- (3) *A notice referred to in subsection (1) —*
 - (a) *may be published within the period of 2 months preceding the commencement of the financial year to which the proposed rates are to apply on the basis of the local government’s estimate of the budget deficiency;*
 - (b) *is to contain —*
 - (i) *details of each rate or minimum payment the local government intends to impose;*
 - (ii) *an invitation for submissions to be made by an elector or a ratepayer in respect of the proposed rate or minimum payment and any related matters within 21 days (or such longer period as is specified in the notice) of the notice; and*
 - (iii) *any further information in relation to the matters specified in subparagraphs (i) and (ii) which may be prescribed; and*
 - (c) *is to advise electors and ratepayers of the time and place where a document describing the objects of, and reasons for, each proposed rate and minimum payment may be inspected.*
- (4) *The local government is required to consider any submissions received before imposing the proposed rate or minimum payment with or without modification.*
- (5) *Where a local government —*
 - (a) *in an emergency, proposes to impose a supplementary general rate or specified area rate under section 6.32(3)(a); or*
 - (b) *proposes to modify the proposed rates or minimum payments after considering any submissions under subsection (4),*

it is not required to give local public notice of that proposed supplementary general rate, specified area rate, modified rate or minimum payment.”

Strategic Implications

The proposal aligns with the following objective within the Strategic Community Plan 2021 – 2031:

7 ~ A well governed and managed City that makes informed decisions, provides strong community leadership and valued customer focused services

7.1 - Clear direction and decision making

Risk Appetite Statement

In pursuit of strategic objective goal 7, we will accept a Medium level of risk as the City balances the capacity of the community to fund services through robust cost-benefit analysis and pursues evidence-based decision making to be effective stewards of the Council and City for future generations.

Risk Management Considerations

There are no existing Strategic or Corporate risks within the City's existing risk registers which relate to the issues contained in this report.

Policy Implications

Strategic Budget Policy.

Financial Implications

The application of differential Rating is about apportioning the Rate revenue that is required between different categories of property.

Voting Requirements

Simple Majority

Recommendation

That Council:-

1. **APPROVES** the application of differential general rates for the Draft Budget for the 2023/24 Financial Year; and
2. **APPROVES** advertising in accordance with Section 6.36 of the Local Government Act 1995 for public submissions on the proposed differential general rates as set out in the table below:

RATE CATEGORY	MINIMUM RATE	GRV Rate in \$	UV Rate in \$
Residential Improved With lesser minimum for Strata Titled Caravan Parks	\$1,073 \$156	6.6832	0.3755
Residential Vacant	\$894	13.3663	0.6029
Commercial/Industrial Improved	\$1,461	7.8650	0.3015
Commercial/Industrial Vacant	\$1,461	7.7500	0.3341
Rural & Mining Improved	\$1,066	-	0.3752
Rural & Mining Vacant	\$1,008	-	0.4989

Attachments: Nil

Property Services

CS04-05/23 Proposed Modifications to Lease to Commonwealth of Australia (Department of Defence) over portion of Reserve 28058, Madeley

File Ref:	3617V03 – 23/149156
Responsible Officer:	Director, Corporate Strategy & Performance
Attachments:	2
Previous Items:	CS09-02/23 - Proposed Agreement for Lease and Ground Lease to the Wildflower Society of Western Australia (Inc.) over a Portion of Reserve 28058, 100 Kingsway, Madeley (Kingsway Regional Sporting Complex) - Ordinary Council - 21 Feb 2023 6:00pm CS06-10/18 - Proposed Lease to Commonwealth of Australia (Department of Defence) over portion of Reserve 28058, Madeley - Ordinary Council - 16 Oct 2018 7.00pm

Issue

To consider modifications to an existing lease arrangement with the Commonwealth of Australia, represented by the Department of Defence, over a portion of Reserve 28058, Madeley.

Background

Reserve 28058

Kingsway Regional Sporting Complex, Reserve 28058, Lot 555 (100) Kingsway, Madeley (**Reserve 28058**) is comprised in Certificate of Title Volume LR3158 Folio 501. Reserve 28058 is zoned as 'Parks & Recreation' under the MRS and 'Regional Parks & Recreation' in the City's DPS2.

Reserve 28058 is under a management order which grants the City the power to lease for a term not exceeding 21 years (subject to the approval of the Minister for Lands).

Current lease – Commonwealth of Australia (Department of Defence)

The Commonwealth of Australia (**COA**) currently leases an approximate 8,750m² portion of Reserve 28058 (**Current Leased Area**) (**Attachment 1** refers).

COA uses the Current Leased Area to provide a training facility for a squadron of the Air Force Cadets (Squadron 704). The site is used for training in relation to marching, military aviation, drill and ceremonial activities.

The Current Leased Area is fenced and comprises a number of structures (constructed by the COA) including a drill hall, transportable offices, marching parade ground and an area for vehicle parking.

COA has occupied the Current Leased Area over many years via successive leases. The current lease, which was approved by Council in October 2018 (CS06-10/18), is for a term of 10 years commencing on 24 September 2019 and expiring on 23 September 2029 (**Current Lease**). There are no options for renewal.

The current rent under the Current Lease is \$47,002.50 per annum plus GST. The rent is increased annually by CPI. COA is also responsible for payment of outgoings and utility service costs.

COA's tenure is on a 'ground lease' basis, in that structures and improvements were constructed, and have been maintained, by COA (including capital and structural items).

New ground leases

Since 2021, Administration has been in discussions with the COA's leasing representative in relation to access for a vacant portion of Reserve 28058, having an area of approximately 10,300m² and situated immediately north of the Current Leased Area. These discussions occurred in the context of the City's investigations on three potential proposed ground lease sites (**Attachment 2** refers).

In order for the vacant land to be viable for new ground leases, access is required through the Current Leased Area. Alternative access cannot be provided from Hartman Drive due to the vacant land's close proximity to the roundabout situated at the corner of Hartman Drive and Kingsway.

Proposed ground lease arrangements with the Northern Suburbs Men's Shed (**NSMS**) and the Wildflower Society of Western Australia (**WFS**) were initially considered by Council in February 2022 (CS10-02/22 and CS11-02/22).

Although the proposals in February 2022 were referred back to Administration to clarify the potential land excision process and respond to Council Members' questions, an updated ground lease proposal in relation to WFS was approved by Council in February 2023 (CS09-02/23).

The proposed lease arrangement with WFS was conditional on the City securing a variation to the Current Lease, excising a portion of the Current Leased Area to enable construction of a carpark and access road.

Current status

Since Council approval in February 2022, lease documentation for the WFS site has been prepared by the City's external lawyers and approved by the parties. The Minister for Lands' approval has been granted. Documents are being issued to WFS for execution.

NSMS recently advised Administration that it wants to resume discussions in relation to its proposed development of a portion of the vacant land on a ground lease basis.

Due to the progress with the WFS tenancy arrangements, Administration has also progressed in discussions with the COA's leasing representative. The proposed changes to the Current Lease are now at a stage for consideration by Council.

Detail

COA – Lease modifications

To secure access to the vacant land through the Current Leased Area and provide an area for the carpark and access road, Administration approached the COA to seek 'in principle' support for a partial surrender of the Current Lease.

Administration and the COA agreed a partial surrender, with COA also requesting a 5 year extension to the current lease term (to a new expiry date of 23 September 2034) and an option

of renewal for a further 5 year term (commencing on 24 September 2034 and expiring on 23 September 2039).

In reviewing the COA's request, Administration did not identify any objections to the proposed longer term and confirmed the extended tenure would be acceptable, subject to Council approval.

The parties have reached 'in principle' agreement over the following proposed essential terms for the lease modifications, subject to Council approval and consent from the Minister for Lands. The Minister for Lands has subsequently provided its consent.

Aside from the terms outlined in the table below, all other terms and conditions of the Current Lease will continue to apply.

Partial surrender	<p>The area proposed to be excised (surrendered) from the Current Lease represents an approximate 14.4% portion (1,260m²) of the Current Leased Area.</p> <p>Following the surrender of the 1,260m², the reduced leased area will be approximately 7,490m². This will be confirmed by survey.</p>
Site modifications	<p>The City will, at the City's cost, remove the existing fence from that portion of the boundary of the Current Leased Area which is subject to the partial surrender and reinstate a new fence along the boundary of the surrendered area and the remaining part of the Current Leased Area not surrendered.</p>
Rent	<p>The current annual rent for the period 24 September 2022 to 23 September 2023 is \$47,002.50 plus GST.</p> <p>Following the partial surrender, the rent will be adjusted on a pro rata basis, to reflect the leased area being reduced by approximately 14.4% (1,260m²).</p> <p>The proposed new rent is \$40,234.14 per annum plus GST, subject to annual adjustments to CPI.</p>
First Further Term	<p>An initial 5 year extension (commencing on 24 September 2029 and expiring on 23 September 2034) will be granted with immediate effect, meaning that the new expiry date of the Current Lease will be 23 September 2034.</p>
Second Further Term	<p>A new option term of 5 years will be added, commencing on 24 September 2034 and expiring on 23 September 2039.</p> <p>The option will be exercisable between 23 September 2033 and 23 March 2034 (i.e. between 6 and 12 months before the expiry of the term).</p>
Effective date	<p>The partial surrender and variation to the Current Lease will take effect on the date on which the last of the City and the COA sign the deed.</p>

Documentation and costs	<p>A draft deed to effect the partial surrender and variation to the Current Lease has been prepared by Administration and submitted to the COA's leasing representative for approval.</p> <p>The deed is close to securing in principle approval to the draft documentation, noting that the document remains subject to Council approval and to final sign-off by the City's Legal Services section.</p> <p>Each party is responsible for its own document negotiation and signing costs.</p>
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Consultation

The proposed lease modifications were negotiated with the COA and its leasing representative.

Relevant service units, including Approval Services, Infrastructure Capital Works and Community Development have been consulted in the course of the lease discussions with the COA and its leasing representatives. This consultation did not identify any alternative City use of the site during the COA's proposed extended term and option term.

Administration has been liaising extensively with the WFS and other parties (including NSMS) to reach agreement on the requirements for the carpark and access road.

Comment

Administration recommends the proposed partial surrender and variation of lease as outlined in the current report.

The COA's Australian Air Force Cadets squadron has been at the Current Leased Area for more than 20 years, using it for marching training recreational purposes. The COA has not indicated any plans to discontinue its operations and has requested longer tenure as outlined in the Detail section of the current report.

The lease modifications will continue to provide a reasonable rental income based on the lessee being classified as 'Government' under the City's Leasing Policy. In addition, the COA will be entirely responsible for the maintenance and upkeep of the facility as is the case in the current lease.

The activities conducted on the lease area continue to be in keeping with the permitted use of the management order and, on this basis, Administration supports the proposed modifications (either as a partial surrender and variation of lease).

Statutory Compliance

Under regulation 30 of the *Local Government (Functions and General) Regulations 1996* (WA), the Current Lease (as extended in the proposed partial surrender and variation of lease) is an exempt disposition of property to which section 3.58 of the Act does not apply.

Strategic Implications

The proposal aligns with the following objective within the Strategic Community Plan 2021 – 2031:

1 ~ An inclusive and accessible City with places and spaces that embrace all

1.3 - Facilities and activities for all

Risk Appetite Statement

In pursuit of strategic objective goal 1, we will accept a Medium level of risk. The recent pandemic has challenged our previous event delivery, place activation and community connection processes, and the City accepts that meeting community expectations in a more restrictive environment needs flexibility and innovation if community connection is to develop and grow in contrast to social and individual isolation.

Risk Management Considerations

Risk Title	Risk Rating
ST-S23 Stakeholder Relationships	Medium
Accountability	Action Planning Option
Director Corporate Strategy & Performance	Manage

The above risk relating to the issue contained within this report has been identified and considered within the City's Strategic risk register. Action plans have been developed to manage this risk to support existing management systems.

Policy Implications

The proposed lease modifications are not contrary to the City's Leasing Policy and facilitate the ground lease of vacant land by WFS.

Financial Implications

Lease modifications

The lease modifications would result in the City receiving a lease income of \$40,234.14 per annum plus GST, reduced from the current rent of \$47,002.50 per annum plus GST.

The rent will be subject to CPI reviews on an annual basis.

Site works

The City has included the carpark and access road in its Capital Works Program in the 2022/23 and 2023/24 financial years, with a projected total forecast increased from the original forecast of \$480,000 to \$520,000.

Of the total projected budget of \$520,000, \$290,000 has been budgeted for 2022/23 and \$230,000 has been allocated for 2023/24.

The funding for the car park and access road will include the modifications to the fencing of the Current Leased Area following the partial surrender, which will be undertaken at the City's cost.

Voting Requirements

Simple Majority

Recommendation

That Council:-

1. **APPROVES**, in principle, the variation and partial surrender of the existing lease of a portion of Reserve 28058, Lot 555 on Deposited Plan 64232 Volume 3158 Folio 501 (Kingsway Regional Sporting Complex) to the Commonwealth of

Australia (Department of Defence Air Force Cadets squadron), in accordance with the essential lease terms described in the Administration report; and

2. AUTHORISES:

- a) the Chief Executive Officer (or a nominee of the Chief Executive Officer) to negotiate terms, execute all documentation and comply with all applicable legislation as is required to effect Item 1. above; and**
- b) the affixing of the Common Seal of the City of Wanneroo to a variation and partial surrender of lease described in Item 1 above between the City and the Commonwealth of Australia in accordance with the City's Execution of Documents Policy.**

Attachments:

- [1](#). *Attachment 1 - Department of Defence Australian Air Force Cadets - Current Leased Area* 23/151576
- [2](#). *Attachment 2 - Kingsway Sporting Complex - Proposed Ground Lease Areas* 22/403302[v2]



 **LEASE AREA**

LEASE AREA

COMMONWEALTH OF AUSTRALIA - (DEPARTMENT OF DEFENCE)

AUSTRALIAN AIR FORCE CADETS

PORTION LOT 555 (100) KINGSWAY, MADELEY

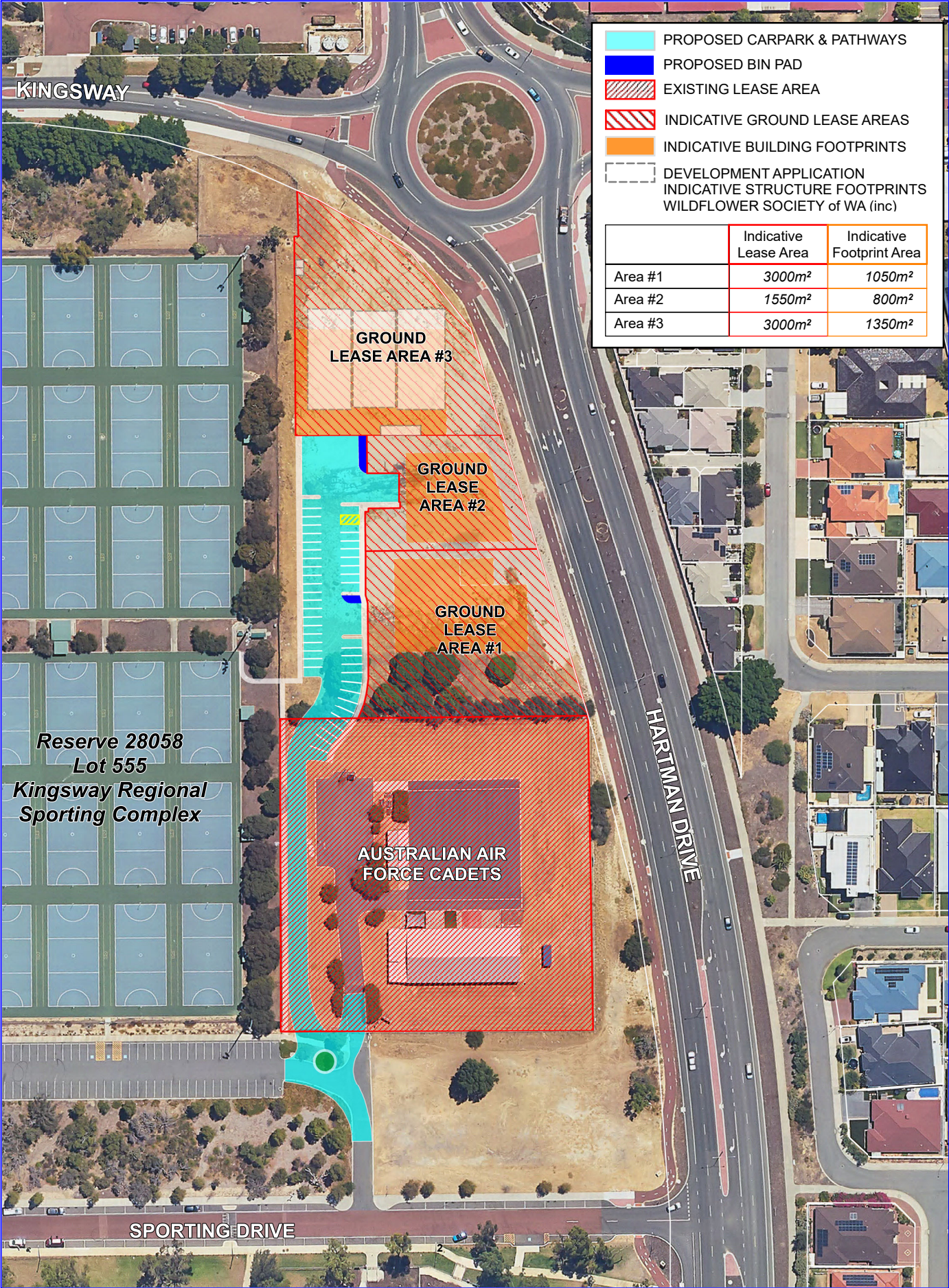
SCALE: 1:2000 @ A4

DATE: February 2019

REF: 2019-02 coa dept of defence

PROJECTION: GDA94 Zone 50

NOTE: While the City of Wanneroo has made every effort to ensure the accuracy and completeness of data it accepts no responsibility or liability for any errors or omissions within the information presented.





PROPOSED GROUND LEASE AREAS

PORTION R28058 (LOT 555) KINGSWAY, MADELEY

SCALE: 1: 1500 @ A4

DATE: February 2023

REF: 2023-02 report wilflower I&I

NOTE: While the City of Wanneroo has made every effort to ensure the accuracy and completeness of data it accepts no responsibility or liability for any errors or omissions within the information presented.

Chief Executive Office

Nil

Item 9 Motions on Notice**Item 10 Urgent Business****Item 11 Confidential****CR01-05/23 Acquisition of Land from Lot 5 (326) Gnangara Road, Landsdale
for the Widening of Gnangara Road**

File Ref: 44205 – 23/145823

Responsible Officer: Director, Corporate Strategy & Performance

This report is to be dealt with in confidential session, under the terms of the Local Government Act 1995 Section 5.23(2), as follows:

- (c) a contract entered into, or which may be entered into, by the local government and which relates to a matter to be discussed at the meeting*
- (e)(ii) a matter that if disclosed, would reveal information that has a commercial value to a person, where the information is held by, or is about, a person other than the local government*

Item 12 Date of Next Meeting

The next Council Members' Briefing Session has been scheduled for 6:00pm on Tuesday 6 June 2023, to be held at Council Chambers, Civic Centre, 23 Dundobar Road Wanneroo.

Item 13 Closure



COUNCIL CHAMBER SEATING DIAGRAM

