



**ORDINARY MEETING OF COUNCIL
MONDAY, 28 AUGUST 2023**

AGENDA

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AGENDA

REPORTS

**DEVELOPMENT SERVICES COMMITTEE MEETING
HELD ON 21 AUGUST 2023**

**CORPORATE SERVICES COMMITTEE MEETING
HELD ON 22 AUGUST 2023**

CHIEF EXECUTIVE OFFICER'S REPORT

NOTICE OF MEETING AND AGENDA

CR _____

PLEASE TAKE NOTICE that the next **ORDINARY MEETING OF COUNCIL** will be held in the Council Chambers, Orchard Avenue, Armadale at **7.00pm**

MONDAY, 28 AUGUST 2023

**JOANNE ABBISS
CHIEF EXECUTIVE OFFICER**

23 August 2023

1 DECLARATION OF OPENING / ANNOUNCEMENT OF VISITORS

2 RECORD OF ATTENDANCE / APOLOGIES / LEAVE OF ABSENCE

Leave of Absence previously granted to Cr E J Flynn and Cr P A Hetherington

3 ADVICE OF RESPONSE TO PREVIOUS PUBLIC QUESTIONS TAKEN ON NOTICE

Nil

4 PUBLIC QUESTION TIME

Public Question Time is allocated for the asking of and responding to questions raised by members of the public.

*Minimum time to be provided – 15 minutes (unless not required)
Policy and Management Practice EM 6 – Public Question Time has been adopted by Council to ensure the orderly conduct of Public Question time and a copy of this procedure can be found at <http://www.armadale.wa.gov.au/PolicyManual>.*

It is also available in the public gallery.

The public's cooperation in this regard will be appreciated.

5 APPLICATIONS FOR LEAVE OF ABSENCE

Nil

6 PETITIONS

7 CONFIRMATION OF MINUTES

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BUSINESS ARISING FROM REPORT

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BUSINESS ARISING FROM REPORT

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Nil

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WITHOUT DISCUSSION**

14 MATTERS REQUIRING CONFIDENTIAL CONSIDERATION

15 CLOSURE

CITY OF ARMADALE

MINUTES

OF DEVELOPMENT SERVICES COMMITTEE HELD IN THE FUNCTION ROOM,
ADMINISTRATION CENTRE, 7 ORCHARD AVENUE, ARMADALE ON MONDAY, 21
AUGUST 2023 AT 7.00PM.

PRESENT: Cr S Mosey (Deputy Chair)
Cr R Butterfield
Cr K Kamdar
Cr G J Smith
Cr S S Virk
Cr M S Northcott (Deputy to Cr Hetherington)
Cr E J Flynn (Deputy to Cr Hancock)

APOLOGIES: Cr M J Hancock (Leave of Absence)
Cr P A Hetherington (Leave of Absence)

OBSERVERS: Nil

IN ATTENDANCE: Ms J Abbiss Chief Executive Officer
Mr P Sanders Executive Director Development Services
Mr J Lyon Executive Director Corporate Services
- (via Teams)
Mrs S van Aswegen Executive Director Community Services
- (via Teams)
Mr S Walker Coordinator Growth & Urban Regeneration
- (via Teams)
Mrs N Cranfield Executive Assistant Development Services

PUBLIC: Nil

*“For details of Councillor Membership on this Committee, please refer to the City’s website
– [www.armadale.wa.gov.au/your council/councillors](http://www.armadale.wa.gov.au/your_council/councillors).”*

DISCLAIMER

The Disclaimer for protecting Councillors and staff from liability of information and advice given at Committee meetings was not read by the Chair as there were no members of the public present.

DECLARATION OF MEMBERS' INTERESTS

Nil.

QUESTION TIME

Nil.

DEPUTATION

Nil.

CONFIRMATION OF MINUTES

RECOMMEND

Minutes of the Development Services Committee Meeting held on 17 July 2023 be confirmed.

**Moved Cr K Kamdar
MOTION CARRIED**

(7/0)

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21 AUGUST 2023

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***1.1 - DEVELOPMENT APPLICATION FOR RAILWAY STATION AND PUBLIC
REALM UPGRADES IN ARMADALE CITY CENTRE***

WARD : MINNAWARRA

FILE No. : - M/237/23

APPLN NO. : 10.2023.107.001

DATE : 17 August 2023

REF : SW/AR

RESPONSIBLE : EDDS
MANAGER

In Brief:

- The Byford Rail Extension (BRE) project will elevate the railway line through the Armadale City Centre and the Armadale Train Station.
- The Western Australian Planning Commission (WAPC) approved the Viaduct structure as part of Development Application No.1 on 18th July 2023.
- The third development application associated with the BRE project has been received for the new Armadale railway station and public realm upgrades between Armadale Road and south of the Viaduct structure.
- This development application will be determined by the WAPC as the proposal is located within Planning Control Area (PCA) No.164.
- Recommend that Council advise the WAPC that it supports the application subject to conditions.
- Recommend that Council advise the Public Transport Authority (PTA) & MetroNet of several matters and improvements that need to be addressed.

Tabled Items

Nil.

Decision Type

☐ **Legislative**

The decision relates to general local government legislative functions such as adopting/changing local laws, town planning schemes, rates exemptions, City policies and delegations etc.

☐ **Executive**

The decision relates to the direction setting and oversight role of Council.

☒ **Quasi-judicial**

The decision directly affects a person's rights or interests and requires Councillors at the time of making the decision to adhere to the principles of natural justice.

Officer Interest Declaration

Nil.

Strategic Implications

- 1.2.1.6 Support projects that improve the perception and safety of patrons on the Armadale Line and increase train patronage.
- 2.2.2.6 Develop a Public Realm Strategy and implementation plan for the Armadale City Centre.
- 3.1.2.1 Participate in the MetroNet working group for the Byford extension and advocate for outcomes that support the future growth of the Armadale City Centre.
- 1.2.3 Provide for a diverse range of active and passive recreational pursuits within the City.
- 2.2.2 Improve the amenity of streetscapes in established suburbs to provide an attractive, shaded network that connects residents to locations of interest.
- 2.2.4 Develop, improve and maintain quality parks, playgrounds and public open spaces throughout the City.
- 3.1.2 Advocate for the Armadale Strategic Metropolitan City Centre Structure Plan and cultivate the strategic partnerships necessary for its successful implementation.
- 4.1.1 Advocate for the delivery of key transformational projects.

Legal Implications

Public Works Act 1902

Planning and Development Act 2005

Railway (METRONET) Act 2018

Environmental Protection (Noise) Regulations 1997

Metropolitan Region Scheme

WAPC's State Planning Policy 5.4 - Road and Rail Noise (SPP 5.4)

Town Planning Scheme No.4

ENG6 - Street Trees

Council Policy/Local Law Implications

PLN 2.4 - Landscape Feature and Tree Preservation

PLN 3.12 - Percent for Public Art

PLN 3.14 - Designing Out Crime

Budget/Financial Implications

Whilst the WAPC are considering a development application at this time, it is important to note that the City's advice on the development application and the WAPC's decision should not be construed as acceptance of management of assets by the City. The City's acceptance of management responsibilities will require further discussions and the contractors and PTA/MetroNet achieving the City's standards for assets. Future proposals to transfer management of some of the public realm upgrades contained in this application to the City will be the subject of future reports for Council's consideration.

Consultation

- 1. City of Armadale Staff participating in working groups and providing comment on 'design packages'
- 2. MetroNet online survey regarding public spaces created by viaduct/train station
- 3. Advertising of development application by the WAPC.

BACKGROUND

Subject Site

The section of railway reserve north of Armadale Road is straddled by Railway and Streich Avenues, which have Residential zoned properties on either side of them that are split-density coded in order to facilitate redevelopment for transit orientated development. Both are busy distributor roads that carry high traffic volumes and are characterised by mature trees and large shrubs which currently screen the railway line for a significant length. A Principal Shared Path (PSP) runs alongside the railway reserve in the eastern verge of Railway Avenue and there is an at-grade pedestrian crossing over the railway line, approximately 300m north of Armadale Road.

Residential lots also front Aragon Court on the western side of the railway between Armadale Road and Forrest Road, overlooking a substantial amount of mature trees in the western road verge and railway reserve. On the eastern side of this section, the existing PSP abuts Neerigen Street, and Neerigen Street contains on-street car parking partly in the Railway Reserve and provides access to the Armadale Central Shopping Centre. The City currently manages the parking bays under a License with the Public Transport Authority (PTA).

The next section to the south, between Forrest Road and Church Avenue, contains the Armadale Railway Station which is currently at-grade. The existing park and ride (PnR) facilities at Armadale Station cater for approximately 300 at-grade car parking bays for Transperth patrons, TransWA patrons and authorised personnel/staff.

To the east and south-east of the train station is commercial development and the Jull Street mall, and on the western side is Residential zoned land including the ‘West of Rail’ precinct which DevelopmentWA and the City normalised back to the City’s planning control in April 2022. Much of the West of Rail Precinct comprises vacant land for future redevelopment, with some lots being used temporarily by MetConnx for site offices, etc.

The final section of railway reserve which is relevant runs approximately 250m south of Church Avenue. The land on both sides of this section contains predominantly residential development, including Dale Cottages which is a large retirement/aged care facility on the eastern side of the railway. Both sides of the railway line are characterised by mature trees and large shrubs which partly screen the railway.

Armadale Strategic Metropolitan City Centre Structure Plan

The Armadale Strategic Metropolitan City Centre Structure Plan (ASMCCSP) is an important strategic planning document that guides the future planning and development of the Armadale City Centre and also serves as an advocacy document when State Government support is sought for key projects within the Centre.

When the City embarked on preparation of the ASMCCSP it was important that it reflected upon the current condition of the City Centre, so that a vision could be developed to meet the expected population growth, required employment and transport needs. The City identified that with 129,140 jobs anticipated for the south-east corridor by 2050, significant expansion of the City Centre would be required particularly in the areas of tertiary institutions (i.e. TAFE and University), Government Administration, Retail and Commercial diversity and Housing diversity. Currently the City Centre is home to approximately 3,000 jobs and with

population expanding significantly in the corridor, it will be necessary for the Armadale City Centre to grow substantially in both employment opportunity and diversity.

During consultation with the MetroNet team, the City became aware that the BRE project would require at a minimum the grade separation of Armadale Road, Forrest Road/Third Road and Church Avenue. The ASMCCSP considered three scenarios for the railway line through the City Centre which were, in order of preference, an ‘Underground Rail’ option, ‘Viaduct’ option and ‘Base’ option involving permanent removal of some at-grade level crossings. This would continue with a future grade separation of Armadale Rd by Main Roads WA as a separate future project in a trench under the Railway line. The ‘Base’ option was initially chosen by the State Government, however, following advocacy by the City and work with the State Government Departments, the viaduct solution was ultimately adopted by the State Government. The viaduct was the second preferred option in the City’s ASMCCSP and Business Case prepared and adopted by the City and its consultants.

At its meeting held on 27 August 2018, Council resolved (subject to modifications) to forward the Structure Plan documents to the WAPC for approval. WAPC determination of the ASMCCSP was subsequently held, pending the completion of Amendment 103 to TPS No.4 which would put in place the zoning and development requirements proposed in the Structure Plan. Amendment 103 was gazetted on 16 December 2022 and its final form has necessitated some modifications to the ASMCCSP to make the Structure Plan consistent with Amendment 103. The City and its consultants are now working to finalise those modifications to the Structure Plan, both as a result of the outcome of Amendment 103 and other modifications required by WAPC, before submitting a modified draft to the WAPC for approval. It is estimated that the ASMCCSP will be finalised late 2023.

Railway Viaducts

As stated in the application, the construction and upgrading of viaducts has been a common sight in Victoria and New South Wales since 2014, citing the benefits of such projects including:

- Safer conditions for drivers, public transport users, pedestrians, and cyclists;
- Better public transport facilities via a new premium railway station;
- Improved connectivity between alternate modes of transport;
- More reliable travel times for drivers and public transport users; and
- Better connections and access within town and activity centres.

In addition to the abovementioned benefits, the area underneath a railway viaduct becomes available for other public purposes.

Byford Rail Extension Project

This project will:

- extend the Armadale Line approximately 8km south to a new train station in Byford;
- remove all existing level crossings from (and including) Armadale Road to the new Byford Station;
- remove the three level crossings within the Armadale City Centre by the grade separation of the railway onto a viaduct that shall run above Armadale Road, Forrest Road and Church Avenue; and

- rebuild Armadale Station as an elevated station at the same level as the viaduct, which will form part of a subsequent development application.

The City had advocated for the Byford Rail Extension (BRE) Project to use elevated rail, in preference to remaining at grade through the City Centre, as that option provided for:

- retention of the existing and provision of additional east-west movement links, which are critical to the accessibility, functioning and viability of the City Centre; and
- creation, use and activation of additional public space under the viaduct.

The State Government has awarded the contract to construct the BRE to the ‘MetConnx’ Alliance comprising Laing O’Rourke Australia Construction Pty Ltd, Pritchard Francis Consulting Pty Ltd and Kellogg Brown & Root Pty Ltd.

Metropolitan Region Scheme

The subject area is primarily within the Metropolitan Region Scheme’s Railway Reservation.

Planning Control Area

The WAPC has declared a Planning Control Area (PCA) No.164 over some land in Armadale, in support of the BRE project (see Attachments). Declaration of a PCA under the *Planning and Development Act 2005* is a statutory planning process used to protect strategically important land from inappropriate development and can facilitate acquisition by the WAPC where required.

Applications for development approval in a PCA must be submitted to the relevant Local Government, who must, within 30 days of receiving the application, forward it together with its recommendation, to the WAPC. The WAPC determines development applications for land within a PCA. This development application for a new railway station and public realm upgrades only relates to a portion of the PCA.

West of Rail Activity Centre Plan

An Activity Centre Plan (ACP) (now known as a Precinct Structure Plan) is applicable to the West of Rail Precinct and guides development. The ACP was approved by DevelopmentWA in August 2021 and was then, as an approval, transferred to City upon normalisation of the West of Rail Precinct in April 2022.

The majority of lots in the West of Rail Precinct which abut the railway have a minimum height requirement of 5 storeys and maximum height of 7 storeys. Residential balconies are likely to be required facing the public realm, in the direction of the railway.

PLN 2.4 – Landscape Feature and Tree Preservation

PLN 2.4 – Landscape Feature and Tree Preservation identifies mechanisms for protection of those significant trees through the planning and development process. While the applicant and the WAPC may have regard for this Local Planning Policy, and it has informed the application to some extent, however the applicant argues the WAPC is not bound by the Policy where the subject site is located in a PCA and the WAPC is the determining authority.

PLN 3.14 - Designing Out Crime

The objectives of PLN 3.14 - Designing Out Crime are to:

- a) *Encourage development within the City to incorporate designing out crime principles;*
- b) *Provide guidance in relation to built outcomes that assist in supporting the reduction in actual and perceived crime and anti-social behaviour; and*
- c) *Provide guidance on the design and assessment of planning proposals.*

The new railway station and public realm upgrades should minimise crime and anti-social behaviour and maximise opportunities for legitimate activity, in accordance with these policy objectives.

MetroNet Sustainability Strategy

MetroNet's Sustainability Strategy, which was published in December 2021, identifies objectives, targets and outcomes that are applicable to transport infrastructure, stations and precincts. The following outcomes are relevant to this development application:

- *Projects have considered LGA and DPLH guidance regarding urban forest strategies and implemented complementary initiatives to reduce tree loss, and where possible contribute to a net-benefit (increase) in tree canopy cover in station and public realm areas.*
- *A landscape architect/designer involved early at project concept design to support realisation of good landscape design and opportunities for community amenity, lower maintenance costs, environmental values, green infrastructure and WSUD.*
- *Landscape design plans integrate and enhance biodiversity, tree canopy coverage, fire risk resilience and Water Sensitive Urban Design.*
- *The stakeholder and community engagement plan provides opportunity for the community in precinct planning and design.*
- *The community is consulted on their values and priorities for a precinct area, with values considered in precinct design and delivery.*

MetroNet Public Art Strategy

MetroNet's Public Art Strategy, which was published in October 2019, identifies the following objectives for public art delivery across the MetroNet program, including the BRE project:

- *Drive the delivery of a diverse program of high-quality progressive, bold, meaningful and inspiring public art that is reflective of and valued by the community.*
- *Support the appeal and legibility of public spaces connected to stations and other transport infrastructure by creating points of interest, landmarks and destinations; supporting walkability and building a sense of adventure.*
- *Help animate public spaces, showcase local cultures and build place identity.*
- *Celebrate and/or honour, respect and acknowledge Australia's First People by promoting, engaging and responding to local Aboriginal connection to place, culture, community, heritage and history.*
- *Encourage creativity and innovation, and support the development of creative capital, employment opportunities and the sustainability of the professional and emerging local arts sector.*
- *Leave a positive project legacy to acknowledge the significance of METRONET.*

Planning Exemption & Development Applications

It should be noted that many of the temporary and permanent works associated with the BRE project are subject to exemptions in the *Public Works Act 1902*, *Planning and Development Act 2005* and *Railway (METRONET) Act 2018* and as a result, will not require planning approval from the City or the WAPC. However it should be noted that the City's support should be obtained for infrastructure that is proposed to be transferred by the PTA to the City for management.

The basis/extent of those exemptions was summarised in Part 7 and 9.1 of the Development Application Management Plan (DAMP) which was prepared between MetConnx, WAPC and the Office of Major Transport Infrastructure Delivery (OMTID). The City was provided with limited input into the preparation of the DAMP and was notified of the outcome, rather than being provided with the opportunity to comment.

The DAMP also notes that the project shall be split across a number of staged development applications. The purpose of staging these applications is to ensure that the BRE project is completed within the expected timeframe and that the rail shutdown period and associated disruptions to the community are minimised.

A fifth development application is likely to be lodged for the Armadale Road Principle Shared Path (PSP) Bridge and surrounds around Armadale Road, as the Armadale Road design is still being resolved.

Railway Shutdown and Temporary Bus Interchange (Not Part of Application)

During the construction phase of the BRE, the rail line will be shut down for an estimated period of 18 months, with construction expected to begin in 2023. In order to continue providing public transport during that period, a temporary bus interchange is currently being constructed over an existing PTA parking area along Commerce Avenue (between Fourth Road and William Street) within the Railway Reserve. Temporary car parking for passengers and PTA staff will also be provided while the temporary bus interchange is in operation.

The temporary bus interchange was the subject of the first BRE development application and that application has already been determined by the WAPC. Works have recently commenced.

Development Application for Railway Viaduct

At its meeting of 22 May 2023 Council considered the development application for the railway viaduct and resolved to advise the WAPC that it supported that application subject to certain conditions. The WAPC considered and determined that application for the railway viaduct on 19 July 2023 and because of the applicant's staged approach to the project, the following conditions and advice notes for the railway viaduct are also relevant to this application for the new railway station and public realm upgrades:

5. *A revised Tree Retention Strategy shall be submitted to and approved by the Western Australian Planning Commission, on the advice of the City of Armadale, prior to the commencement of site works. Once approved, the Tree Retention Strategy is to be implemented in its entirety to the satisfaction of the Western Australian Planning Commission.*

7. *A plan demonstrating how the existing artwork (Tony Jones: Signal Grove (2004) and the railway sleepers) in front of the Armadale Station is to be protected and retained should be submitted to and approved by the Western Australian Planning Commission on the advice of the City of Armadale prior to the commencement of site works. Once approved, the plan is to be implemented in its entirety.*
8. *A Schedule of Materials and Finishes showing design treatments and artwork being applied to the viaduct and piers which shall be submitted and approved by the Western Australian Planning Commission, on the advice of the City of Armadale and the Government Architect, prior to the commencement of operations. Once approved, the plan is to be implemented in its entirety.*
9. *A detailed Landscape Plan shall be submitted and approved by the Western Australian Planning Commission, on the advice of the City of Armadale, prior to the commencement of operations. Once approved, the Landscape Plan is to be implemented in its entirety.*

Advice Notes:

4. *In regard to Condition 5, the Tree Retention Strategy is to address;*
 - a. *The arborist's recommendations from the Visual Tree Assessment and Preliminary Report; and*
 - b. *Management of soil profile including restricting equipment within certain radius of specific areas and establishing tree protection zones.*

The Western Australian Planning Commission notes the tree retention strategy has a target of 72% tree canopy retention.
6. *In regard to Condition 8 the detailed design plans (including cross-sections, long-sections and elevations) the locations and design treatments being applied to the piers and viaducts is to examine:*
 - a. *public art opportunities;*
 - b. *ensure drainage of the viaduct accounts for visual amenity considerations the functionality of the public realm; and*
 - c. *consideration is given to public art on the eastern side of the viaduct as it crosses Armadale Road.*

Advocacy & Appointment of Consultant

The City engaged ASPECT Studios to provide input to its advocacy about the public spaces which the project will deliver under the viaduct: ASPECT Studios were chosen because they are a landscape and urban design studio that have experience across a number of similar viaduct projects in the eastern states.

The focus of the advisory work was to work with Council to identify, develop, articulate and advocate the key strategic priorities along the project corridor to ensure that the project delivers a significant legacy for the City of Armadale and the community. The focus for the advisory work was landscape and urban design outcomes, including:

- Active transport connectivity;
- Open space opportunities, corridor activation and strength-based initiatives to optimise social outcomes;
- Appropriate treatment of infrastructure to mitigate impacts and maximise open space opportunities; and
- Minimisation of impacts upon existing amenity and vegetation-

The Scope of Works to be delivered by Aspect was provided in three parts:

1. Create an advocacy document that describes the study area and the opportunities and challenges associated with having a viaduct in a CBD location and identified the opportunities and constraints of the project and the level of influence the City can have over short term (as part of the initial construction) outcomes as well as identifying more generally opportunities for future development. The document should also:
 - Provide early direction to MetroNet and the project design team on the key structural elements of the scheme and ensure that design moving forward maximises opportunities for Council to deliver upon key strategic priorities, reflects Armadale's designation as a Strategic Metropolitan Centre and is consistent with the CBD location of the project;
 - Gain a clear understanding of the current project scheme developed by MetroNet and the appointed Project Alliance, identify opportunities and constraints associated with the current scheme, and where appropriate propose alternative approaches that support the City of Armadale's strategic priorities;
 - Deliver an evidence base for the City to advocate for alternative approaches where required; and
 - Make recommendations for early and direct feedback to MetroNet on specific project elements in the design tender including recommendations to modify project elements based on analysis undertaken and through consultation with stakeholders including MetroNet.
2. Development of corridor strategic priorities through developing a master plan for the study area which clearly articulates the City's long-term vision for the corridor to deliver upon both existing strategic priorities as well as any new opportunities that have arisen as a result of the project. Also:
 - identify and prioritise key outcomes to be delivered or future-proofed in the delivery of the project.
 - produce a Corridor Landscape and Urban Design Strategy document which clearly sets out Council's expectations for the corridor to inform ongoing design development and to aid in advocacy for project outcomes.
3. Provide further 'ad-hoc' support in ongoing advocacy, design briefing and technical review support as the project progresses.

DETAILS OF PROPOSAL

This third BRE development application is proposing the following non-exempt development:

- Armadale Station structures;
- Bus interchange facilities;
- Public realm upgrades;
- Public Art;
- Viaduct treatments (where applicable);
- Lighting;
- Related car parking; and
- Associated means of pedestrian and vehicle access.

A number of plans and technical reports are included with the application, which were included in documents advertised for public comment and the following will be discussed in more detail below:

- Tree Retention Strategy;
- Engagement Outcomes Report;
- Demolition and Construction Management Plan;
- Armadale Precinct Stormwater & Drainage Strategy;
- Operational Waste Management Strategy;
- Operational Noise and Vibration Report;
- Geotechnical Report;
- Sustainability Management Plan;
- Transport Impact Assessment;
- Final Place Plan;
- Architectural Plans;
- Landscaping Plans;
- Design report;
- Environmental Weather Assessment;
- Signage Plan;
- Pedestrian Analysis;
- State Design Review Panel Final Report;
- Lighting Strategy; and
- Preliminary Public Art Plan.

Limited specific access, security or Crime Prevention Through Environmental Design (CPTED) reporting was provided with the application.

The application specifies that its extent of works extends between Armadale Road and Church Avenue: *“No works extending north of Armadale Road (inclusive of landscaping upgrades etc.) will form part of DA 3. These works will be subject to Development Application 5 – PSP Bridge (DA 5)”*. The City had previously been advised that the public realm upgrades, public art and landscaping works north of Armadale Road and south of Church Avenue would be part of this third development application.

Armadale Station Structures

The new train station is located further south than the current location, with the northern end of the building located opposite Fourth Road and the southern end of the building located opposite William Street. The single public entry to the building is located on the northern end of the building, under the viaduct structure, where it is also aligned with the sight line that extends across Commerce Avenue from the Jull Street Mall.

The train station building does not incorporate any significant wayfinding element that would inform patrons, from a distance, where the entrance is located: while there is some ‘Armadale Station’ signage proposed on the building it is not particularly visible as it would be located on the western and eastern faces of the building at ground floor level. The attached State Design Review Panel Final Report states that the SDRP commented that, *“The northern entrance to the station represents the arrival point for the City of Armadale and should be generously expressed and celebrated to indicate its importance. A sophisticated and legible response, such as a vertical element or sculptural public art component, could be considered as the viaduct treatment does not continue beyond the station itself to the south”*.

The Design Report or the SDRP Final Report provides no direct response to the SDRP concern. This concern has also been raised with the applicant by the City in numerous pre-lodgment design meetings, with no resolution provided in the final design. The City recommends the station design should be amended to address the concerns raised by the SDRP panel members.

The station structure is integrated with the railway viaduct above, with the viaduct ‘splitting’ at the higher level to accommodate two platforms that serve both the ‘metro’ passenger rail which shall extend to Byford, and the Australind Line. The structure also makes some provision for the future Bunbury Fast rail project if the alignment option selected in the future connects with the Armadale Line.

As mentioned above the public entry to the building is on the northern end of the building, close to the bus interchange but far from the car parking areas to the south. The public entry would be approximately 134m from the nearest short-term parking (drop off) bays and 240m to nearest Accessible Parking/Park and Ride bays. When considering this issue of distance to car parking it should be noted that the interior of the building is also quite spacious which has benefits but also adds to the distances that patrons need to travel: for example, once inside the building it is an additional 50m to get from the public entry to the nearest lift.

There is an entry on the southern side of the train station however it is a secured staff entrance only. The City has been advised that the southern entry is not proposed to be used for public access to the station, as that would necessitate the provision of additional staff. It has been noted, however, that the existing station has two entries and other train stations in the Victoria Park-Canning Level Crossing Removal project have multiple entries:

- The development application for Oats Street Station shows the station straddling Oats Street and having two ‘Main’ entries and two ‘Secondary’ gated entries on either side of the road; and
- The development application for Carlisle Station shows one ‘Main’ entry and two ‘Secondary’ gated entries.

Significant concerns were also raised at the City of Armadale Access and Inclusion Reference Group about the long distances required to travel from the universal parking bays to the lifts given that no second entry to the south of the station is proposed. This concern is not addressed in the Design Report and in the Engagement Summary report. Safety concerns were a primary concern raised during the community engagement processes. The lack of a second entry to the south of the station was also queried by the SDRP panel members. The City has consistently advocated for two entrances to the Armadale Station.

The following elements are also incorporated into the design of the Armadale Station and its surrounds:

- Four lifts (two to each platform);
- Two escalators;
- Electrical services, communications, and store rooms;
- A kiosk which is located on the north-eastern corner of the building, facing into the public realm and towards Jull Street Mall, providing activation and passive surveillance;
- Staff crib room and staff toilets;
- Bicycle storage;
- Universally accessible toilet for the public, accessible from within the station building;
- Public toilets, accessible from within the station building;
- Electrical, services, communications, and store rooms.
- A powder coated aluminium louvre system is proposed to enhance natural ventilation into the station buildings; and
- Treatment to the viaduct is proposed for up to and including the ‘station precinct’ of approximately 150 metres between Forrest Road and Church Avenue.

Bus Interchange Facilities

The proposal is to relocate the existing bus interchange to the north of the train station, in a position that is closer to the new train station entrance, and partially under the railway viaduct. This is a significant improvement on earlier designs, in terms of location for public transport users. A canopy, separate to the railway viaduct, would also cover a portion of the bus interchange. The architectural design of the canopy does not use the same design ‘language’ as the station building, although that is not apparent because the submitted elevations and perspective drawings tend to not show those two elements side by side.

Access and egress for the buses in this new location would still be from Commerce Avenue, using a single crossover and a one-way driveway. The central ‘island’ within the one-way driveway incorporates bus stops and a small building containing facilities for PTA staff.

Public Realm Upgrades, Including Viaduct Treatments

At one of the State Design Review Panel (SDRP) reviews, the SDRP provided the following comments with respect to the active recreation areas east of the station:

“The panel seek further clarity regarding the active recreation areas east of the station (such as the playground and Youth Hub), which should be a high quality, well-designed collection of components that are integrated and contribute to the great Town Centre.”

“A strong concept, a high quality design, and an appropriate budget are required to deliver the vision for this important interface with the existing Town Centre.”

The proposed public realm upgrades are detailed in the Place Plan, landscaping drawings and Preliminary Public Art Plan (PPAP) that are included in the application. The Place Plan is the highest level, or most strategic of those documents: it sets out the place planning, public art strategy and landscape concept for the portion of the project between Armadale Road in the north and Church Avenue in the south. The landscaping drawings are technical drawings and specifications dealing with the same portion of the project, while the PPAP deals with a broader area as it addresses the entire length of the viaduct and the retaining walls which support the ramps at either end of the viaduct.

The following is a summary of the proposed public realm upgrades which are proposed, some of which are outside the nominated scope of this application:

- The retaining walls at either end of the viaduct shall be treated with paint and, in places, an artist-designed painted mural;
- Viaduct piers, as a minimum standard of treatment, shall each be painted in a different colour and in specified areas such as the station precinct some higher specification treatments shall be applied to the piers;
- No visual screening on top of the viaduct is shown in lieu of the Monowills handrail;
- No gateway entry statements or specific design treatments are proposed to be applied to the viaduct where it crosses over Armadale Road, Forrest Road and Church Avenue: the applicant has verbally advised that some form of entry statement/treatment is proposed as part of the PSP bridge that will be built over Armadale Road (western side);
- The area under the viaduct between Armadale Road and Forrest Road would be a linear parkland built to a 'standard' level of investment and incorporate the PSP, a 'boardwalk' crossing of Neerigen Brook which utilises the existing rail bridge footing structures, seating and more a natural POS and water/drainage environment;
- A dog off-leash park just to the north of Forrest Road featuring dual safety gate entrances, dog agility items, seating, and drink fountains with dog water bowls;
- The area directly behind the Armadale RSL Hall is proposed to be developed as an educative heritage garden linked to the form and function of the RSL Club, and would contain a substantial amount of 'urban lounge' seating;
- A youth plaza between the bus interchange and Commerce Avenue which would incorporate a full basketball court, half basketball court, 'bouldering' area and 'urban lounge' seating. Parkour has also been discussed;
- Junior play space to the east of the new train station which would provide a nature-based play experience and turfed areas where parents can supervise and gather, or temporary activation can be provided for larger more formal events and community-based activities;
- At this stage the landscape plans do not nominate any playground equipment for the junior play space, instead noting that the selection of those play elements is subject to the City's approval: the Final Place Plan nominates an investment level in this area of 'Level 2 – High Quality', which is the highest investment level and is in the range of \$400-\$500 per sqm;
- A landscaped 'urban lounge' area to the south-east of the railway station, opposite the intersection of Forrest Road and William Street and adjacent to both the retained signalling equipment room (SER) building and the new drop off/pick up (Kiss n Ride) area;
- Relocation of the Signal Grove public artwork to that south-eastern 'urban lounge' area; and

- The area on the western side of the station precinct is proposed to be a less activated area that would contain a fairly significant change in levels, from the station down to Green Avenue, and would incorporate the PSP, stairs/ramps/footpaths and a significant quantity of new landscaping.

It should be noted that many of the proposed public realm upgrades are located outside of the nominated extent of this application, which extends between Armadale Road and Church Avenue. The potential effects of the public realm upgrades to the north and south being excluded has been mitigated in part by the WAPC's determination of the development application for the railway viaduct, as its landscaping condition applies to those excluded areas.

Although PTA will be requesting that the City manage/maintain many of the public realm upgrades, this application does not specify which areas are proposed to be 'handed over' to the City and discussions are still occurring.

Public Art

The public art budget was originally set by the PTA at a provisional sum of \$900,000 (excl. GST) but that has since been revised and the PPAP confirms that the artwork commission for Armadale Station precinct will now be \$1,960,000 (excl. GST). The detail about public art will be further developed through the detailed design phase of the project, with the PPAP providing an overview of where the budget would be allocated and what each of the artworks would entail:

- 1.A – Station Precinct - ground plane treatment and cladding on Station building;
- 1.B – Area south of Armadale Road, to Station Precinct – ground plane treatment;
- 1.C – Area just north of Armadale Road - ground plane treatment;
- 2.A – Lighting installation/mural under the sections of viaduct adjoining the Station;
- 2.B – Detailed mural to 3 sections of structural elements under the viaduct;
- 2. C – Patterned mural to 7 sections of structural elements under the viaduct;
- 3. – Relocation – existing Signal Grove Artwork

While one section of the PPAP notes that painting of the remaining viaduct columns is not included in the public art scope, elsewhere it notes that, *"The extension of the Public Art scope within this strategy allows for the commission of artwork for the entire viaduct and retaining walls"*. This issue of scope is further complicated by:

- The abovementioned statement in the planning report which says that the extent of works covered by this application extends between Armadale Road and Church Avenue (i.e. excluding two sections of viaduct);
- The Final Place Plan recommending that the following be considered:
 - Public art treatment to the external face of the retaining walls at the viaduct abutments; and
 - Public art treatment to the external face of the viaduct at the Forrest Road crossing.

The potential effects of this inconsistency could be partly mitigated by the WAPC's determination of the development application for the railway viaduct, as its condition requiring a Schedule of Materials and Finishes and design treatments for the viaduct columns also incorporates public art.

Tree Retention Strategy & Landscape Plan

The Tree Retention Strategy that has been submitted is an update of the preliminary version which was submitted with the development application for the railway viaduct: The tree retention targets have been translated into a detailed set of plans in the Strategy that was aimed at clearly showing the trees to be retained, removed and potentially retained. The applicant will also use this document to clear the WAPC's condition of development approval for the railway viaduct, which applies the Tree Retention Strategy to the northern and southern areas that have been excluded from this development application.

Council also previously recommended that a condition be applied requiring a detailed Landscape Plan that shows the planting of trees to achieve the Tree Retention Strategy targets. This application shows many of those new trees being planted in 'Urban Forest Edge' areas on the western side of the station precinct. Other documents which are part of this application show these 'Urban Forest Edge' areas as 'possible ultimate carpark' (TIA) or 'future development opportunity' (Place Plan).

In earlier drafts of the Tree Retention Strategy and during implementation of the Temporary Bus Interchange, works within a Tree Protection Zone (TPZ) were to be done under the supervision of an arborist, whereas the submitted version changes that to guidance of an arborist. Another significant change is that the Tree Retention Strategy submitted for the railway viaduct said that an estimated 72% of canopy is likely to be able to be retained, whereas the Tree Retention Strategy submitted with this application says that a, "*projected 65% of tree canopy is currently noted for retention*".

The final landscaping issue is the provision of a suitable water supply for the public realm upgrade. For a significant period of time the City has been advising MetroNet/PTA and MetConnx of the need to investigate and secure an appropriate irrigation source, with the preference being for bore water systems. MetConnx has subsequently submitted an Irrigation Water Strategy in one of design packages which states that:

- No groundwater is shown to be available for an irrigation water licence;
- Even if an irrigation water licence could be sourced, it is unlikely that the bore would yield enough water to meet the needs of the project, particularly in the establishment phase when additional watering is required: that supply would have to be supplemented with scheme water;
- In the absence of a groundwater supply the strategy proposes that scheme water be used, and notes that the yearly scheme water costs post establishment would be in the order of \$60,977.90.

The City has continued to advocate for a groundwater source, as the City would not be supportive of the ongoing significant costs of scheme water.

Car Parking

The proposal is to rationalise the existing train station car parking areas into one central location which is partially under the viaduct and to the south of the station. That arrangement is a significant improvement on earlier designs. The new carpark would contain 170 long term bays and 4 short-term bays, which is a decrease of 126 bays from the existing provision of approximately 300 at-grade car parking bays for Transperth patrons, TransWA patrons and authorised personnel/staff: the rationale for the decrease in bay numbers is discussed below.

The applicant has advised that parking demand was checked regularly during the months of January and February 2023, where total parked vehicle counts were recorded at 10.00am and 3.00pm. Over a total of 25 days, the average parking demand was found to be approximately 88 vehicles, with a recorded maximum demand of 119 vehicles. This demand was low relative to the available supply, hence the proposed reduction in the overall number of bays.

The Department of Transport's Strategic Transport Evaluation Model (STEM) estimates that associated with the BRE, passenger demand at Armadale Station will grow by 27% between 2026 and 2031, and 93% between 2026 and 2041. The STEM modelling assumed a total provision of 370 Park and Ride bays whereas the initial provision is 174 bays, as mentioned above. This issue is discussed further below.

Pedestrian, Cyclist and Vehicle Access

Rationalisation of the train station car parking areas results in a consequent reduction in vehicle access points, with the new carpark being accessed from a single driveway to both Commerce Avenue to the east and Green Avenue to the West.

The project will provide a much greater opportunity for pedestrians and cyclists to move east-west through the area, under the railway viaduct where the railway currently prevents those movements, and the new PSP will make the Armadale City Centre more accessible to pedestrians and cyclists from the north and south. There will be a PSP bridge over Armadale Road contributing to that additional accessibility however the final configuration of that bridge is unknown at this stage.

Through the station precinct the PSP will run on the western side of the station building, bus interchange and train station car parking areas, and it must run fairly close to those facilities so that it can avoid changes in level. Treatment of the PSP would vary through the station precinct, in order to slow users and avoid conflict with pedestrian movements.

96 secure bicycle parking bays are proposed.

Welcome Place

The documentation mentions and shows the creation of a 'Welcome Place' on the eastern side of the station building, which will continue across Commerce Avenue and connect to the Jull Street Mall with prioritised pedestrian crossings. A widening and refurbishment of the existing pedestrian crossing is required in order to maintain a direct line of sight from Jull Street Mall through the public realm on the east side of the station, and onto the northern station entry.

Drainage

Existing drainage outside of the station precinct is predominately a network of open channels that manage rail runoff and discharge at select locations into the City's drainage network. The existing stormwater runoff within the station precinct is managed via the use of a traditional pit and pipe network that discharges to a basin and outlets to the City's drainage network.

Stormwater runoff from the viaduct will be discharged into a new 'on-grade' drainage network at ground level within the rail corridor and the proposals for that network have been shown on the submitted civil drawings. The design in the station precinct seeks to treat the 'first flush' in landscaped bio-retention areas wherever possible and limit the discharge off-site, into the City's drainage network, to the predevelopment discharge rates.

The Drainage Strategy shows that, in places, the new 'on-grade' drainage network at ground level would consist of shallow v-drains which direct stormwater from the viaduct to detention/storage basins. These designs are discussed later in the report.

Noise and Vibration

The Noise and Vibration Report for Armadale Station highlights several key points:

- The assessment indicates that the environmental rail noise levels, when evaluated at nearby potential noise-sensitive premises, are expected to meet the requirements of SPP 5.4;
- The report states that the levels of vibration caused by the rail operations are expected to be compliant with recommended levels;
- The predictions suggest that the noise generated by road transport activities, specifically from the car parking areas, will not exceed the environmental noise criteria during both day and night time periods;
- The report indicates that the noise emanating from the new car parks and the bus interchange is expected to achieve compliance with SPP 5.4; and
- Overall, based on the information provided in the Noise and Vibration Acoustic Report, the noise and vibration impacts associated with the proposal are expected to be within acceptable limits and compliant with the WAPC's SPP 5.4.

Construction Management Plan

This management plan notes that the majority of construction works will happen between 0700 hours and 1900 hours Monday to Saturday (excluding public holidays). However, to enhance public safety, minimise disruption to peak hour traffic and meet the required programme, some work may be required beyond those hours. On those occasions:

- The works will be carried out in accordance with noise control practices set out in AS 2436-2010 'Guide to Noise Control on Construction, Demolition and Maintenance Sites';
- Notice will be given to the City, affected residents and/or businesses; and
- The works will be managed as out-of-hours works applications in accordance with *Environmental Protection (Noise) Regulations 1997* for the approval of the local government authority, and the PTA's Client Representative.

The applicant expects that a finalised Construction Management Plan, including an overall Traffic Management Plan, will be conditioned as part of the Development Approval. Traffic management, and particularly proposed road closures, are the subject of ongoing discussion with the applicant as some proposals potentially have a detrimental effect on residents and visitors to the Armadale City Centre, its business and services.

Dilapidation Survey

Properties located within 100m of construction areas will be offered a precondition survey because MetConnx is responsible for identifying and recording any third-party property, including public amenities, located within that zone that may be affected by the works. The WAPC has applied a condition requiring a dilapidation survey to Development Application No.1. Following advice from PTA and the City, the WAPC has cleared the condition to allow initial works to commence.

Public Advertising of the Development Application

This development application was advertised by the WAPC for a period of 14 days between 13 July and 27 July 2023. The City has received the WAPC's advice about submissions received and that information will be conveyed to Council separately, prior to its meeting.

ANALYSIS

Two Train Station Entrances & Accessibility

The accessibility issues arising from the provision of only one access at the northern end of the station building would be a significant impediment and discouragement to users of the station. It is recommended that those issues be addressed with a recommended condition of planning approval that requires a second public access point at the southern end of the building. The layout of the building would enable the inclusion of that second public access in the same location as the secured staff entrance.

Wayfinding

The proposal does not achieve the SDRP's intention that the public entrance to the station should be "*generously expressed and celebrated to indicate its importance*". In the absence of such significant wayfinding element/s which would inform patrons where the entrance is located, it is the large area of glazing on the sides of the building which (at a distance) appears to be the station entrance. A more prominent entry is required, in accordance with best practice, which necessitates the incorporation of some additional built-form or integral public art element to help with wayfinding; the addition of some non-integral signage is not a suitable solution. It is recommended that this issue be addressed by a recommended condition of planning approval.

Bus Interchange Canopy

As discussed above the canopy over the bus interchange does not use the same architectural design 'language' as the station building, and as a result it would look like an afterthought. The canopy could be better integrated into the overall station/viaduct structure, and at the same time be used to contribute toward a more prominent northern public entry. Simply extending the interchange canopy further south, and closer to the station entry may assist with creating a more prominent station entry.

In contrast to other areas within the design the bus interchange is very bare and functional, and it lacks a visual connection to the train station and the rest of the public realm. It is recommended that this issue be addressed by a recommended condition of planning approval.

The City also has concerns with the number and location of columns being proposed for the bus canopy, which in addition to the viaduct columns and bus station seating make the area harder for pedestrians to navigate. The City recommends that the column locations be located as close as possible to the viaduct columns and bus seating locations in order to improve wayfinding and pedestrian movement. It is recommended that this issue be addressed by a recommended condition of planning approval.

Weather Protection on Station Platforms

In accordance with the Environmental Weather Assessment recommendations, the following minor modifications are proposed as a condition of planning approval, in order to improve weather protection of the station platforms:

- The provision of additional vertical elements to the west of each platform, to provide protection from the low-angled afternoon sun; and
- Extension of the roof canopies in the north-south direction, although it is noted that some low angled sun will still impact the platforms if this is adopted.

Public Realm Upgrades

The sections below identify some matters to address, which deal with either the detail of the proposed public realm upgrades or the proposed uses themselves. It is important, when reviewing this information, to note the following:

- The WAPC is required to determine the application as lodged, and the City's recommendation to the WAPC should address the planning merits of this proposal; and
- If agreement cannot be reached about the public realm upgrades via the processes which are running parallel with this development application, the Council can decide not to accept management of that particular area.

Area Behind Armadale RSL Hall

The 'urban lounge' seating would not be visible from the street, given its location behind the Armadale RSL Hall, and has the potential to become an unsafe space during the day and especially at night. It is recommended that this issue be addressed with a recommended condition of planning approval that requires that the fixed seating to be removed from this location and replaced with turf or landscaping.

The bus interchange, which will be a much more active and surveilled space, would a suitable place for (relocated) urban lounge seating and could replace the standard bus shelter seating: it is recommended that this be addressed in an advice note.

Youth Area

The City's officers are of the view that the proposed landscape plan for the youth area falls short of the abovementioned SDRP guidance as outlined in the SDRP Final Report. The City has been consistent in its advocacy for provision of a regional-level, integrated youth and adventure area that would combine to form a 'Central Park' which would satisfy the objectives of 'self-activation' and making provision for both residents and visiting youth, thereby creating the space as a destination for public transport users. Given its separation to residential development there is also an opportunity for a regional-level skate facility to be incorporated into the space.

It is reasonable to expect both a higher order of provision for the public realm where it is located within a Strategic Metropolitan Centre, and some relativity and consistency in provision along the concurrent Armadale Line projects. For example the landscape plan for the Oats Street and Carlisle station precincts, which are lower-order centres, includes the following:

- Multi-generational node including a flying fox, climbing dome, swing, fitness circuit, trampolines, lawn, stage area, picnic amenities;
- Discovery trail including balance logs and interpretive signage;
- Fitness Park, with accessible fitness equipment and lawn area;
- Small nature playground including a loose parts play and picnic area; and
- Youth plaza that includes a skate plaza, chill out zone, half court, four square court and performance area.

The City has proposed an alternative delivery model for these spaces which is under consideration by PTA. The comments below are in relation to the included landscape plans, which are not supported by the City and the City is recommended the Youth Area be deleted from the DA:

- The proposed extent and form of lounge seating is not supported as it would encourage the congregation of large groups of people, and for a longer period of time, in an area of relatively low surveillance and activity. Given that there is sufficient seating provided around the perimeter of the basketball courts it is therefore recommended that the lounge seating be removed from the youth area;
- There is a conflict between proposed seating on the west side of the basketball courts and 5 trees that are to be retained: the trees should be retained to provide for shade and landscape character;
- The barrier fence proposed to prevent basketball intrusion into the adjoining bus interchange is specified as 'chain link rebound fence'. This materiality is not reflective of the investment level allocated for that space, would result in an overall poor design outcome, and also have a negative impact on visual amenity when approaching the station along the Jull Street 'axis'. It is recommended that one of the superior products available in the market be used, which is more reflective of the investment level allocated for that space: that could include knitted chain link or perforated designs that would provide the same functionality while enhancing the overall effect;

- The basketball courts place a limitation upon potential use of the space whereas a reconfiguration to a multipurpose court would also allow for futsal and other sports; and
- Opportunities for food trucks to park in the adjoining on-street bays on Commerce Avenue, or in the adjacent plaza area, in support of events in the youth area.

A condition is recommended to remove the proposed youth area from the development application (and project), with only limited stabilisation and amenity works such as mulch and fencing being undertaken as part of the project. The funds dedicated to the originally proposed works being transferred to the City to contribute towards the funding and construction of a regional-level, integrated youth and adventure area. The City would then take the lead in advocating and organising funding to deliver a regional-level, integrated youth and adventure area in this location. This approach of minimal interim works (especially works that would be abortive) is similar to the regional level nature play proposed to the south, where the project is currently proposing to provide turf, pending the City securing funding and delivering a regional level nature play area.

Junior Play Space

The City has concerns that the junior play space would not provide a desirable level of activation in the station forecourt. A destination play space requiring a higher level of investment is considered to be a more appropriate long term use in this location. The City understands however that:

- A destination play space is outside the scope and budget of the BRE project;
- Development of a destination play space utilising the BRE budget for this area would require the City making a commitment to fund the gap in investment using a combination of external funding sources and its own funds/loans;
- Development of a destination play space would also require a commitment of the City's resources in order to provide project management in partnership with MetroNet/PTA.

The PPAP submitted with the development application includes the future provision of this space in line with the City's vision. With regard to the comments around a 'destination level' provision being outside of the scope of the BRE project, there are still concerns around the level of investment in the public realm being lower than other MetroNet projects (see previous comments regarding the provision in the Victoria Park-Canning Level Crossing Removal Project) and not meeting the standard of provision expected by the SDRP.

It is recommended that the playground be removed from the development application and replaced with turf as an interim treatment, similar to the plaza area immediately to the south: the City can afterwards develop the destination play space in this location. This area should, however, include a power source for the possibility of future events or similar.

Urban Lounge – South East

The south-eastern urban lounge has insufficient surveillance, being located between the SER building to the north and Tertiary education buildings to the south. It is recommended that the potential for anti-social behavior in this location be mitigated by a recommended condition of planning approval requiring that the lounge seating be removed from this area.

Dog Off-Leash Park

The City currently manages a number of dog off-leash parks and has found that those areas which are shaded require a higher level of maintenance including regular turf replacement, because a lack of light leads to weak turf, and concentrated dog urine and heavy foot/paw traffic in those areas make them an unpleasant space to spend time in. It is recommended that a condition of planning approval require:

- A shade study to determine if the dog off-leash park would have enough light under the viaduct to support turf with an active use;
- If the shade study determines that there would not be sufficient light under the viaduct to support the turf, a suitable alternative use needs to be placed in this area north of Forrest Road; and
- Provide a separate fenced off area for large dogs and one for smaller dogs.

In addition, under the current design, maintenance access has not been provided to the dog off-leash park, but would need to be incorporated into a set of amended plans.

Welcome Place

The intent of the ‘Welcome Place’ on the eastern side of the station building is noted however the application contains insufficient detail to permit an assessment of the proposed widening and refurbishment of the existing pedestrian crossing at the corner of the Jull Street Mall and Commerce Avenue. The current pedestrian controlled traffic lights do not align with the Public Realm design and Station entrance, therefore they require modification and a wider pedestrian controlled traffic lights and treatment. It is recommended that a condition of planning approval be applied which facilitates the submission and consideration of detailed plans for those works, noting that the works are necessary and supported in-principle. Without these works, a double ‘dog leg pedestrian route would apply and a substantial amount of the benefits of the new Armadale Station and public realm will not be achievable.

Public Art

The City has advocated for and welcomes the increased public art budget noted in the PPAP, and has no in-principle objections to its overview of proposals and the related budget allocations, with the exception of the following modifications required:

1. The areas now proposed to be excluded from the development application (e.g. youth area) include public art. Given these works are proposed to be delivered by the City separately, the public art works should not occur at this time and it may be more appropriate to reallocate the funds to other parts of the project (for example, No.2 below);
2. The WAPC’s decision for Development Application No.1 included Condition No.8 and Advice Note No.6 for consideration to public art on the eastern side of the viaduct as it crosses Armadale Road.
3. There is a substantial amount of work still required to implement the individual artworks and an appropriate engagement process with the City and Councillors is required to be documented and established.

A condition of development approval covering these matters is recommended.

A separate proposal is required if MetroNet would like the City to manage/maintain any of that public art, as part of the greater public realm. They have been encouraged to involve the City in implementation of all public art proposals, and particularly where they may wish the City to maintain that artwork.

Tree Retention Strategy & Landscape Plan

The following recommendations are made regarding the Tree Retention Strategy & Landscape Plan:

- A condition of planning approval should be applied, stating that the ‘Urban Forest Edge’ areas which are being planted out to replace tree canopy removed by this project should be maintained in perpetuity and not redeveloped as ‘possible ultimate carpark’ or ‘future development opportunity’;
- A condition of planning approval should be applied that requires an amended Tree Retention Strategy & Landscape Plan that incorporates the following:
 - Securing a water supply, other than scheme water, for ongoing irrigation of the landscaping proposed within the public realm: at an ongoing cost per year of \$60k for a scheme water connection this is likely an unsustainable cost, and would impact any future request for the City to manage these areas;
 - The Tree Retention Strategy reverting back to works within a Tree Protection Zone (TPZ) being done under the supervision of an arborist, rather than the guidance of an arborist;
 - The Tree Retention Strategy to revert back to the estimated 72% of canopy being likely to be able to be retained, rather than the current 65% proposal (refer to WAPC’s previous decision); and
 - The landscape plans demonstrating that the planting of replacement trees will be sufficient to achieve the canopy targets which have been set.

Lighting

Adequate lighting (artistic or non-artistic) must be maintained throughout, but particularly in areas with non-artistic artwork, in order to discourage damage and achieve the listed role and function of activating the space both day and night whilst complying with the functional requirements of lighting for public safety.

Car Parking, Pedestrian, Cyclist and Vehicle Access

The proposal is to rationalise the existing train station car parking areas into one central location which is under the viaduct and to the south of the station is supported for a number of reasons including:

- Efficient use of land and importantly, allow landscaping and amenity elements to be provided in other areas where the parking was previously located or proposed;
- The consequent reduction in vehicle access points, which will also improve pedestrian movement and safety;
- The inclusion of vehicle access points to both east and west, from the same carpark, provides patrons with a more convenient option for east-west movement; and
- The viaduct will provide shade to much of the car parking area and the pedestrian access between those bays and the station building.

Based on both the usage survey work and STEM estimates, the applicant advised that the proposed number of new car parking bays should be sufficient to meet the station's needs both now and into the future. That assessment appears to be sound, as the provision of 174 bays would accommodate a doubling of the average parking demand of 88 bays that was recorded during the applicant's survey. In the event that additional bays were required in the future, they would need to be provided on PTA land outside of the 'Urban Forest Edge' areas which are being planted out to replace the tree canopy removed by this project.

Drainage

The long shallow v-drains which are proposed would impede use of the public realm, limit movement within those areas and importantly, restrict any future recreational use upgrades in these areas that the City may wish to undertake in the future. On the Victoria Park-Canning Level Crossing Removal Project it appears that drainage is directed from the viaduct columns straight into the detention/storage basins, and elsewhere piped to those basins so it doesn't interfere with the landscaping design and future use options.

It is recommended that a condition of planning approval should be applied that requires the v-drains to be replaced with pipework or another form of treatment which will not interfere with the form or function of the public realm now and into the future. The City's officers have advised MetConnx and PTA on a number of occasions of the inappropriate form of linear v-drains and poor outcomes achieved (similar to the Melbourne Viaduct landscaping). As a result, Local Governments in Victoria were not willing to accept management of those drains. The City has indicated that for the City to consider management of public realm areas there would need to be clear benefits for the community and the City, however these drainage areas do not demonstrate this and would not represent a sound use of the City's management funding. There are a number of better drainage management solutions available and the City is keen to work with the Project Team to develop a more appropriate outcome.

Figures 6 and 7 in Appendix K – Stormwater & Drainage Strategy (page 710) includes details of the extensive drainage infrastructure proposed within the Railway Reserve between Armadale Road and Forrest Road. The drainage network design includes:

- A new drainage basin next to Armadale Road;
- Downpipes on the viaduct piers which discharge water onto a splash pad that will be connected into linear v-drains in an overland flow;

The new drainage basin next to Armadale Road has been included in this development application without any discussion with the City. The basin would take drainage from the two v-drains that serve the viaduct columns, and discharge into the basin then overflow to an overflow culvert across Armadale Road to the north. This basin is located in an area that the City and MetroNet/PTA had been proposing for a future expansion of the event space for the large events that occur in the City. This event space was part of the justification for the Viaduct over the at-grade option for the railway line to create additional usable open space. Whilst it is acknowledged that this drainage basin is located outside of the application, the drainage system and flows that create the need for the drainage basin are located within the development application area, therefore there is need to ensure that the area is appropriately designed and does allow for the use of the land under the viaduct for event space as originally proposed. The Place Plan identifies this area as a usable space and not a drainage basin. It is recommended a condition be applied to ensure that the drainage network in the development application does not contribute towards an unsatisfactory outcome in the proposed event space.

It is important to note that PTA have recently advised that they will need to acquire a portion of the City's freehold owned Lots 301 and 304 for the PSP and Armadale Road. MetConnx and Main Roads WA are still working on the design for Armadale Road and how much additional land will be required, however part of this area is also used during events, thereby making the area under the viaduct and 'Frog Hollow' more critical to be available for events. Once PTA submit a proposal for the land acquisition and details of the design, a report will be prepared for Council's consideration.

Management Responsibility

Early discussions with MetroNet indicates that the PTA intends for the City to consider responsibility for the ongoing management and maintenance of a majority of the public realm in the Railway corridor outside of the areas of the Station building, bus station and parking areas. The City's experiences with the Denny Avenue Project in Kelmscott would indicate the need to resolve and agree on both the areas of future management, and the infrastructure they will contain, during the design stage is critical to the success of the area.

Principles need to be agreed to establish a clear process for the adoption of assets, which will ensure assets in MetroNet's built projects do not become 'orphaned' assets. In addition, as these spaces are not being created via a standard subdivision process the land tenure will mean legal arrangements such as MOU or licenses will need to be in place. Future proposals to transfer management of some of the public realm upgrades contained in this application to the City will be the subject of future reports for Council's consideration. The City's acceptance of management responsibilities will require further discussions and the contractors and PTA/MetroNet achieving the City's standards for assets. A report to Council will be prepared for its consideration of future assets.

Viaduct Treatments, Public Art and Entry Statement Outside of Application Area

The applicant has verbally advised that some form of entry statement/treatment is proposed as part of the PSP bridge that will be built over Armadale Road (western side).

No gateway entry statements or specific design treatments are proposed to be applied to the viaduct where it crosses over Armadale Road, Forrest Road and Church Avenue. The extent of works for this application only extends south of Armadale Road and north of Church Avenue, it is unlikely that the WAPC would apply a condition of development approval that requires viaduct treatments, entry statement treatments and public art outside that application area.

The WAPC's decision for Development Application No.1 included the following Condition No.8 and Advice Note No.6 under the list "*Prior to the commencement of operations*":

8. *A Schedule of Materials and Finishes showing design treatments and artwork being applied to the viaduct and piers which shall be submitted and approved by the WAPC, on the advice of the City of Armadale and the Government Architect, prior to the commencement of operations. Once approved, the plan is to be implemented in its entirety.*
6. *In regard to Condition 8 the detailed design plans (including cross-sections, long-sections and elevations) the locations and design treatments being applied to the piers and viaducts is to examine:*

- *public art opportunities;*
- *ensure drainage of the viaduct accounts for visual amenity considerations the functionality of the public realm; and*
- *consideration is given to public art on the eastern side of the viaduct as it crosses Armadale Road.*

The last dot point in the Advice Note provides for an appropriate treatment of the eastern side of the Viaduct. The City has been advocating for a gateway treatment to be provided in that prominent location, because over 25,000 vehicles per day shall pass under the viaduct, at an entry point from the South-West to Metropolitan Perth and visa-versa. As discussed earlier, the deletion of the Youth area from the current works provides an opportunity for the reallocation of the art funding in this Youth area to assist in implementing public art on the eastern side of the viaduct as it crosses Armadale Road as per the above WAPC decision.

OPTIONS

Council has the following options:

1. Recommend to the WAPC that the development application No.3 for Railway Station and Public Realm Upgrades be approved subject to conditions;
2. Recommend to the WAPC that the development application No.3 for Railway Station and Public Realm Upgrades be refused and specify planning reasons;

CONCLUSION

The scale of the proposed railway station and its elevation as part of the viaduct treatment through the City Centre is consistent with the City's strategic intent and planning, however there are important elements of the proposal which need to be improved and addressed:

- A second public entrance should be included at the southern end of the building, adjoining the carpark;
- A significant wayfinding element to inform patrons where the entrance/s are located;
- Drainage design and impacts on existing and future use of the land under the viaduct between the proposed dog exercise area and Armadale Road, including the proposed extension to the event space;
- Removal of the proposed youth area from the landscape plans and removal of the playground (replacement with grass) and the funds dedicated to the originally proposed works being transferred to the City to contribute towards the funding and construction of regional-level, integrated youth and adventure area;
- Modification of the Public Art Strategy and funding to deliver an appropriate treatment of the eastern side of the viaduct as required by the WAPC's decision on Development Application No.1;
- A suitable water supply for ongoing irrigation of the landscaping proposed within the public realm, other than scheme water; and
- The widening and the relocation of the Commerce Avenue pedestrian traffic lights and crossing as part of the new pedestrian movement system to the Station.

Irrespective of future provision, the current proposals for landscaping and development of the public realm do not meet the level of investment expected within a Strategic Metropolitan Centre. The expectation, given the significance of the project and the quantity of public land being freed up, was that much greater use would be made of that space. Future proposals to transfer management of some of the public realm upgrades contained in this application to the City will be the subject of future reports for Council's consideration.

There are other issues which, due to the staging of the project, are proposed to be addressed through recommended conditions of planning approval. Implementation of the revised public art scope and budget, which is supported, is one of those issues that requires further collaboration and work.

ATTACHMENTS

1. [Location Plan - BRE Railway Station and Public Realm Upgrades](#)
2. Aerial Plan - BRE Railway Station and Public Realm Upgrades
3. Youth Area and Playground to be excluded from Landscape Plan
4. Confidential - Final State Design Review Panel - Final Report - *This matter is considered to be confidential under Section 5.23(2) (c) of the Local Government Act, as the matter relates to a contract entered into or which may be entered into by the City of Armadale*

Committee Discussion

Committee discussed tree retention, design, scale of public realm, landscaping, pedestrian movements and the inclusion of a Changing Place facility which was raised by the City of Armadale Access and Inclusion Reference Group during the community engagement processes.

Committee requested that Advice Note No.7 be amended to include that the Universal Access and Inclusion Assessment address the inclusion of a Changing Place at a suitable travel distance required between the parking bays and the station waiting platforms. Accordingly, Advice Note No.7 was amended.

RECOMMEND

D22/8/23

That Council:

- A) Recommend that the Western Australian Planning Commission approve the development application for Railway Station and Public Realm Upgrades within Planning Control Area No.164 pursuant to section 116 of the *Planning and Development Act 2005* subject to the following conditions and advice:**

- 1. Amended architectural plans showing:**
 - a. A second public access point at the southern end of the railway station building;**
 - b. Inclusion of additional built-form or integral public art elements that emphasize the location of the building's public access points;**
 - c. The bus interchange canopy being better integrated into the overall station/viaduct structure;**
 - d. Any roof mounted infrastructure and servicing equipment on the Bus interchange and train station shall be screened from public view**
 - e. in order to improve weather protection of the station platforms:**

- The provision of additional vertical elements to the west of each platform, to provide protection from the low-angled afternoon sun; and
- Extension of the roof canopies in the north-south direction.

being submitted and approved by the Western Australian Planning Commission, on the advice of the City of Armadale and Office of the Government Architect, prior to the commencement of relevant building works on the Station. Once approved, the plan is to be implemented in its entirety.

2. The ‘urban lounge’ seating being removed from behind the Armadale RSL Hall and replaced with turf or an alternative form of landscaping that will not impede visual surveillance being submitted and approved by the Western Australian Planning Commission, on the advice of the City of Armadale.
3. The landscaping plans and related plans being amended to remove the proposed youth area and junior playground from the landscape plans from the development application and project (as identified on the attached plan), with only limited stabilisation and amenity works (e.g. mulch, turf, fencing, etc.) being undertaken as part of the project in this area to the satisfaction of the Western Australian Planning Commission, on the advice of the City of Armadale.
4. The ‘urban lounge’ seating being removed from between the SER building and TAFE buildings and replaced with turf or an alternative form of landscaping that will not impede visual surveillance, to the satisfaction of the Western Australian Planning Commission, on the advice of the City of Armadale.
5. Detailed plans being prepared and implemented for widening and the relocation of the Commerce Avenue pedestrian traffic lights and crossing as part of the new pedestrian movement system to the Station - ‘Welcome Place’ on the eastern side of the station building, to the satisfaction of the Western Australian Planning Commission and on the advice of the City of Armadale.
6. A sun and shadow study being done to the satisfaction of the Western Australian Planning Commission and on the advice of the City of Armadale, to determine if there will be sufficient light under the viaduct to support turf for the dog off-leash park: if that study determines that there is not sufficient light or a suitable alternative material an alternative activation use/facility should replace the dog off-leash park, to the satisfaction of the Western Australian Planning Commission on the advice of the City of Armadale.
7. A Schedule of Materials and Finishes showing design treatments and artwork being applied to the viaduct and piers which shall be submitted and approved by the Western Australian Planning Commission, on the advice of the City of Armadale and the Government Architect, prior to the

commencement of operations. Once approved, the plan is to be implemented in its entirety.

8. A revised Public Art Plan being submitted and approved to the satisfaction of the Western Australian Planning Commission, on the advice of the City of Armadale and MetroNet office. Once approved, the plan shall be implemented in its entirety. The revised Public Art Plan shall include:
 - An appropriate engagement process with the City's officers and Councillors, this has been requested for some time based on the lessons learnt through the Denny Avenue Level Crossing Removal project at Kelmscott;
 - The provision of public art on the eastern side of the viaduct as it crosses Armadale Road, as advised in Advice Note No.6 of the WAPC's decision for the railway viaduct. The City's preference is for that provision to make use of the funding allocated to the Youth Area under the current revision of the Public Art plan.
9. A revised Tree Retention Strategy shall be submitted to and approved by the Western Australian Planning Commission, on the advice of the City of Armadale, prior to the commencement of site works. Once approved, the Tree Retention Strategy is to be implemented in its entirety to the satisfaction of the Western Australian Planning Commission.
10. The 'Urban Forest Edge' areas which are being planted out to replace trees removed by this project and achieve its canopy replacement targets should be maintained in perpetuity and not redeveloped as 'possible ultimate carpark' or 'future development opportunity'.
11. A detailed revised Landscape Plan shall be submitted and approved by the Western Australian Planning Commission, on the advice of the City of Armadale, prior to the commencement of operations. The Landscape Plan should include a suitable water supply for ongoing irrigation of the landscaping proposed within the public realm, other than scheme water. Once approved, the Landscape Plan is to be implemented in its entirety.
12. A revised Construction Management Plan shall be submitted and approved by the Western Australian Planning Commission, on the advice of the City of Armadale, prior to the commencement of site works. Once approved, the Construction Management Plan is to be implemented in its entirety to the satisfaction of the Western Australian Planning Commission.
13. A revised Traffic Management Plan shall be submitted to and approved by the Western Australian Planning Commission, on the advice of the City of Armadale and Main Roads prior to the commencement of site works. Once approved, the Traffic Management Plan is to be implemented in its entirety to the satisfaction of the Western Australian Planning Commission.
14. A revised Drainage Management Plan shall be prepared to the satisfaction of the Western Australian Planning Commission on the advice of the City of Armadale, prior to the commencement of operations. The revised Drainage

Management Plan shall include:

- **The shallow linear v-drains which are proposed to convey stormwater from the viaduct columns to drainage basins being replaced with pipework or another form of treatment which will not interfere with the form or function of the public realm as proposed and effective use of the area in the future – the outcome of these changes will influence the City’s advice on accepting management of drainage areas;**
- **The modification of the proposed drainage network within the application area and the proposed basin under the viaduct abutting Armadale Road to ensure that the drainage network in the development application does not contribute towards an unsatisfactory outcome in the proposed event space extension abutting Armadale Road;**

Once approved, the revised Drainage Management Plan is to be implemented in its entirety.

- 15. All accessible structures within three metres of ground level which are the subject of this application are to be applied with an anti-graffiti coating or other agreed treatment to the satisfaction of the Western Australian Planning Commission on the advice of City of Armadale.**
- 16. A Universal Access and Inclusion Assessment shall be submitted and approved to the satisfaction of the Western Australian Planning Commission, on the advice of the City of Armadale outlining how the design will respond to the use of public spaces, grade differences and movement /distances between station waiting platforms, parking areas, bus interchange, pedestrian network and all public realm areas. Once approved, the Universal Access and Inclusion Assessment is to be implemented in its entirety, including any identified remedial measures to the satisfaction of the Western Australian Planning Commission and on the advice of the City of Armadale.**
- 17. A Crime Prevention through Environmental Design (CPTED) Assessment outlining how the design response will mitigate the risk of crime and anti-social behaviour for the station, parking areas, bus interchange, pedestrian network and all public realm areas. The CPTED Assessment shall be submitted and approved to the satisfaction of the Western Australian Planning Commission, on the advice of the City of Armadale. Once approved, the CPTED Assessment is to be implemented in its entirety, including any identified remedial measures to the satisfaction of the Western Australian Planning Commission and on the advice of the City of Armadale.**
- 18. A Detailed Movement Network Plan shall be submitted and approved to the satisfaction of the Western Australian Planning Commission, on the advice of the City of Armadale, prior to the commencement of relevant building works. The Detailed Movement Network Plan is to respond to the movement of all areas of the public realm, station, bus interchange, parking areas and the wider pedestrian/cycling network abutting the area. Once approved, the plan is to be implemented in its entirety to the satisfaction of the Western**

Australian Planning Commission.

19. The proposed bin storage area abutting Commence Avenue being located, screened and appropriately managed to ensure that it does not impact pedestrians using the path network along Commence Avenue and within the site to the satisfaction of the Western Australian Planning Commission, on the advice of the City of Armadale.
20. A Signage and Way-Finding Plan shall be submitted and approved to the satisfaction of the Western Australian Planning Commission, on the advice of the City of Armadale. The Signage Way-Finding Plan is to correspond to the Detailed Movement Network Plan and address all the public realm areas in addition to the station, station entries, parking areas and bus interchange and assist with locating important sites within the Armadale CBD. Once approved, the Signage and Way-Finding Plan is to be implemented in its entirety prior to the commencement of station operations and maintained thereafter by the proponent to the satisfaction of the Western Australian Planning Commission.
21. All storage areas, bin stores, external fixtures and building plant, including air-conditioning units and solar panels associated with the bus interchange office building and the station waiting platforms, shall be located so as to minimise any visual impacts, and shall be screened from view from streets, public spaces and adjacent properties to the satisfaction of the Western Australian Planning Commission, on the advice of the City of Armadale.
22. A revised Lighting Plan shall be submitted and approved to the satisfaction of the Western Australian Planning Commission, on the advice of the City of Armadale, prior to commencement of relevant building works. The Lighting plan is to address all public realm areas, abutting pedestrian crossings, station (external façade treatment and internally), parking areas and the bus interchange. The Lighting Plan is to also correspond to the Detailed Movement Network Plan, Signage and Way-Finding Plan, the CPTED Assessment and Public Art Plan. Once approved, the plan is to be implemented in its entirety thereafter to the satisfaction of the Western Australian Planning Commission.

ADVICE NOTES

1. The applicant is advised that this is a development approval under the *Planning and Development Act 2005*. It is not an approval to commence or carry out development under any other law. It is the responsibility of the applicant to obtain any other necessary approvals, consents, permits and licenses required under any other law, and to commence and carry out development in accordance with all the relevant laws. All requirements under Ministerial Statement 1183 under Section 45 of the *Environmental Protection Act 1986* are still a requirement of the Office of the Environmental Protection Authority.
2. All development should comply with the provisions of the Building Code of Australia, *Health Regulations*, *Public Building Regulations* and all other

relevant *Acts, Regulations* and Local Laws, including obtaining any relevant permits and licenses. Additional approvals/licenses may be required to ensure compliance with State Government environmental legislation.

3. In regard to Condition 1c, the bus interchange is to be amended to provide a visual connection with the train station design by using similar architectural design language and materials. Consideration should also be given to an extension of the canopy over the train station entry, to assist in creating the prominent entry statement for the station.
4. In regard to Condition 9, the Tree Retention Strategy is to address;
 - Works within a Tree Protection Zone (TPZ) being done under the supervision of an arborist, rather than the guidance of an arborist;
 - The Tree Retention Strategy reverting back to the estimated 72% of canopy being likely to be able to be retained, in accordance with Condition 5 and Advice Note 4 of the Stage 1 Development Approval, rather than the current 65% proposal; and
 - The landscape plans demonstrating that the planting of replacement trees will be sufficient to achieve the canopy targets which have been set.
5. In relation to Condition 11, the Landscape Plan shall include the relocation of trees, re-use of trees that have been felled, and the planting of new trees within the adjoining road reserve and rail reserve in accordance with the numbers and sizing specified in the Tree Retention Strategy and shall address:
 - An amended scope to include any tree loss/replacement on the adjoining section of Commerce Avenue;
 - A report addressing the application of CPTED principles to all landscaped public realm areas within the project scope;
 - Provision of a suitable and sustainable irrigation water supply, and after a water source is secured and agreed to, revised irrigation construction plans are to be submitted for approval. The revised irrigation construction drawings shall indicate separate systems where irrigation is to be a City asset or a PTA asset. The irrigation system shall cover establishment and long term irrigation for the proposed landscape works within the viaduct area, including north of Armadale Road and south of Church Avenue;
 - Detailed plans illustrating responses to grade differences and transitions;
 - Landscaping of the drainage swales under the railway viaduct;
 - Additional trees to be incorporated for shade canopy and in the car park drainage swales;
 - Deep soil locations for shading trees;
 - Modification and redesign of the shallow linear v-drains under the viaduct as required by Condition 14 - revised Drainage Management

Plan;

- **Planting specifications to include a plant legend including botanical and common names, and the quantity of each species: the City has concerns about some of the planting mixes and expect this to be refined in consultation with the City;**
- **Cross-sections for car park drainage swales to include drainage function, plant species, and kerbing;**
- **Hard Landscaping/Furniture palette, specification and locations: the City is undertaking upgrade works to the adjacent Jull Street Mall and it would be preferable if the proposed palette coordinated, or created a subtle transition between those two spaces. More armrests, backrests and mini tables should be considered, as the current palette limits the potential for longer term activation of the spaces. Furniture also needs to be considered in line with the City's Access and Disability Inclusion Plan, which says that armrests and backrests are critical. The City has maintenance concerns about the likelihood of the concrete wall/seating set being subject to graffiti, the inclusion of recycling bins where the City does not have a program to separate recycling from general waste in this sort of collection, and the use of compacted summerfines as it is not an acceptable material.**
- **Relocation of urban lounge seating to the bus interchange and the pickup/drop off waiting area to the south of the station;**
- **Fencing specification and location: the City has concerns about the lack of vehicle access control around the edges of the public realm, to limit unwanted vehicle access and also to enable maintenance access. The design should also consider ongoing management, to provide agreed access paths for PTA to maintain the viaduct structure without negative impacts on the installed landscaping. Bollards, access gates and defined trafficable maintenance pathways should be indicated on the drawings for discussion;**
- **Maintenance of landscape areas including expected level of service; requirements for watering, weeding, mowing and other service regimes required to maintain soft landscape assets;**
- **Details of irrigation systems including detailed specifications and drawings;**
- **Aeration of soil with the aim of supplying oxygen to the soil and preparing the soil to support plants;**
- **Ripping of the site to mitigate the impact of construction processes prior to establishment to promote the best chance of survival for seeds and plantings in the first year;**
- **Use of Additives and soil conditioners to aerate and provide drainage;**
- **Vertical mulching.**
- **An assets and maintenance register of all hard landscaping assets, including detailed specifications and drawings;**
- **A plan identifying the provision of public toilets and/or services**

infrastructure to service toilets, mobile or modular tenancies and locations for food trucks within the public realm.

- Consistent with the Movement Network Plan, all pedestrian upgrades within abutting road reserves should be shown on the Landscape Plan.
6. In relation to Condition 12, the revised Construction Management Plan is expected to include the site-specific management, mitigation and monitoring measures to manage the issues of surface water, groundwater, vegetation and flora, geotechnical conditions, acid sulfate soils, aboriginal heritage, noise, vibration, dust and lighting or other matters as agreed by the environmental authorities and/or in consultation with the City of Armadale and the WAPC. In addition, the Construction Management Plan is to address, but not be limited to, the following site specific matters:
- A staging plan;
 - Storage of materials and equipment;
 - Delivery of materials or equipment to the site;
 - Parking arrangements for contractors and subcontractors;
 - Waste management;
 - Emergency evacuation plan;
 - Dust management;
 - Hours of operation, timeframes and responsibility for tasks identified;
 - Consultation and communication strategy; and
 - Any other matters likely to impact on surrounding properties and public areas

Construction Management Plans may be provided for separate works packages (i.e. forward works) prior to their commencement, provided each management plan contains an overview of staging and the relationship between works packages.

7. In regards to Condition 16, the Universal Access and Inclusion Assessment is to address, but not be limited to, the inclusion of a Changing Place, the suitable distance required to travel between universal parking bays and the station waiting platforms, and explore mitigation measures required and whether a second public entry to the south would be sufficient to resolve this issue.
8. In regard to Condition 18 the Detailed Movement Network Plan shall include the following but not be limited to:
- a. Ensuring effective management of conflict points between cyclist, pedestrians and vehicles through the site and the abutting road reserves.
 - b. Integration and upgrades to existing pedestrian crossings within the abutting road reserves that prioritises pedestrian and cyclist movement in order to provide safe movement, improve wayfinding and provide visually effective transitions between the site, road reserves and the Jull Street Mall.
 - c. New median crossings within the abutting road reserves to provide for safe pedestrian movement from Fourth Road, William Street and the north side of Tudor Road.

- d. **Footpath network through the site to better respond to pedestrian movement from Fourth Road, William Street and north side of Tudor Road.**
 - e. **Schedule of Materials and Finishes including details of local road treatments within the extent of works; and**
 - f. **all median crossings and islands should allow for tree planting and be paved.**
 9. **In regard to Condition 19, the bins should be located in a way to improve pedestrian connectivity with William Street by widening the path running along the southern façade of the SER building. The bin pick up should also be appropriately managed so that it minimises impact on pedestrian movement and vehicle parking. These changes should also be reflected on the Landscape Plans and Movement Network Plan.**
 10. **In regard to Condition 22, the Lighting Plan shall address but not be limited to the other following matters:**
 - a. **Highlighting the station's viaduct fins in a way that promotes movement through the use of different coloured lights and or pulsing patterns.**
 - b. **Overpass lighting at Armadale Road, Forrest Road and Church Avenue.**
 - c. **Lighting all the areas under the viaduct, all public realm areas, significant retained trees, parking areas, footpath network and bus interchange;**
 - d. **Promoting safety and wayfinding;**
 - e. **Providing visual interest;**
 - f. **Place activation;**
 - g. **Lighting network controls (i.e. the ability to control lighting by zone and/or lighting asset type); and**
 - h. **Public Art Plan.**
- B) Advise PTA/MetConnx that the following matters are required to be addressed:**
1. **The City's advice on the development application and previous advice that a Memorandum of Agreement (MOA) or similar legal agreement is required to be prepared which establishes a framework by which maintenance of all assets created by this project shall be defined and agreed, addressing matters including (but not limited to):**
 - **Adoption principles to outline a clear process and minimum asset standards required for the adoption of assets with the intent to avoid the creation of any orphaned assets;**
 - **Define and agree a clear delineation of asset ownership and associated responsibilities such as funding including term and defects liability, ownership, access, operational management and maintenance;**
 - **The whole-of-life costing of all assets proposed to be maintained by the City supported by the transparent detail of cost estimation;**
 - **Clearly denoting the areas and assets under responsibility of the PTA and those under the responsibility of the City, and any mechanisms**

- applied;
 - Asset data required to enable handover and process;
 - Maintenance requirements and schedules to enable long term planning; and
 - Separation of systems – asset ownership will have flow on implications with the design of systems such as irrigation and electrical, ensuring systems are set up to run independent of each other depending on the asset owner.
2. As previously discussed with PTA, the City is requesting the proposed youth area design/works and junior playground be removed from the development application and project, with only limited stabilisation and amenity works (e.g. mulch, turf, fencing, etc.) being undertaken as part of the MetroNet Project. It is requested that the funds dedicated to the originally proposed works be transferred to the City to contribute towards the funding and construction of regional-level, integrated youth and adventure area. The City would then take the lead in advocating and organising funding to deliver a regional-level, integrated youth and adventure area in this location. This approach of minimal interim works (especially works that would be abortive) is similar to the regional level nature play proposed to the south, where the project is currently proposing to provide turf, pending the City securing funding and delivering the regional level nature play area.
- C) Advise the State Government that the BRE project needs to make a considered effort to locate a groundwater supply for the proposed landscaping and should one not be found, investigate alternate long term options such as stormwater harvesting or a Managed Aquifer Recharge scheme before reverting to the use of scheme water. At an ongoing cost per year of \$60k for a scheme water connection this is likely an unsustainable cost and would impact any future request for the City to manage these areas.

Moved Cr G J Smith
MOTION CARRIED

(7/0)

2.1 - PEDESTRIAN ACCESS WAY (PAW) BETWEEN LOTS 164 AND 49 COHUNA DRIVE, ARMADALE

WARD : MINNAWARRA

FILE No. : - M/250/23

DATE : 17 August 2023

REF : GM

RESPONSIBLE : EDDS
MANAGER

APPLICANT : M & L Kershaw

LANDOWNER : CROWN

SUBJECT LAND : Pedestrian access way
(PAW) between Lots

ZONING
MRS / : Unzoned
TPS No.4 :

In Brief:

- A request has been received to permanently close the subject PAW due to ongoing anti-social behaviour.
- The PAW closure has been advertised to the surrounding landowners and Government agencies for comment. No objections have been received.
- Recommend that Council request the Department of Planning, Lands and Heritage proceed with the permanent closure of the PAW.

Tabled Items

Nil

Decision Type

- ☐ **Legislative** The decision relates to general local government legislative functions such as adopting/changing local laws, town planning schemes, rates exemptions, City policies and delegations etc.
- ☐ **Executive** The decision relates to the direction setting and oversight role of Council.
- ☒ **Quasi-judicial** The decision directly affects a person's rights or interests and requires Councillors at the time of making the decision to adhere to the principles of natural justice.

Officer Interest Declaration

Nil

Strategic Implications

- 2.2.1 Deliver attractive and functional streetscapes, open spaces, City buildings and facilities
- 2.2.2 Protect and enhance the character of the City's spaces and places
- 2.3.4 Develop long term transport network planning

Legal Implications

Land Administration Act 1997.

Council Policy/Local Law Implications

Nil

Budget/Financial Implications

- ♦ Nil - recommendation
- ♦ \$10,000 - \$70,000 for the alternative of keeping the PAW open but to take remedial action

Consultation

- ♦ Technical Service Directorate
- ♦ Government Agencies
- ♦ Surrounding Landowners
- ♦ Newspaper Advertising and signs-on site
- ♦ Department of Planning, Lands and Heritage

BACKGROUND

The City received a request from an adjacent resident to close the Pedestrian Access Way (PAW) between Cohuna Drive and Allawah Park in Armadale due to vandalism and anti-social behaviour. The applicant described instances of people stealing items from the garden and dwelling, jumping fences to access properties, loitering, littering and vandalism of the PAW and properties within the street. It was also alleged that this PAW is used as a quick getaway point in conjunction with the portion of Reserve which connects Cohuna Drive to Allawah Reserve.

A request from one of the adjoining landowners to pursue the closure has since been received and they have expressed an interest in acquiring the full portion of the PAW to facilitate its closure.

DETAILS OF PROPOSAL

Lot 100 is a constructed PAW. The PAW is 106sqm in area and is approximately 3 metres wide and 35 metres long. Fencing exists both sides and is in average condition with some sections in disrepair. The PAW has no bollards or “U” rails installed. No lighting exists at either end of the PAW. Residential dwellings exists on both sides of the PAW.

COMMENT

Public Advertising

Public advertising was undertaken between 18 May 2023 to 21 June 2023, by way of advertising on the City’s website, local newspaper and letters sent to seventy two (72) landowners within a 400 metre catchment of the PAW and letters sent to the Department of Education and John Calvin Christian College.

Two (2) submissions were received, all in support of closing the PAW.

Results of Advertising

No. of landowners/Occupiers Notified	:	72
No. of government agencies notified	:	6
No. of submissions received	:	6
No. of private submissions received	:	2
No. of private submissions objecting to closure	:	0
No. of private submissions supporting/not objecting to closure	:	2
No. of government agencies not objecting to closure	:	4

Response from Service Authorities

A **Dial Before you Dig** Search has shown that there are no affected utilities. A letter was sent to Western Power, Water Corporation, Telstra, NBN and Atco Gas requesting comment on the proposed closure.

The **Water Corporation** advised that they have no assets within the land and have no objection to the proposed closure.

The **Technical Services Directorate** advised that a 3-metre wide easement for drainage is required if the PAW is closed for an existing stormwater pipe. This easement should be provided at the applicant's cost in accordance with established closure process.

Department of Planning Lands and Heritage advised the City will have regard to the permeability of the locality (as per the usual closure process) and that the matter will be considered upon a formal request.

ANALYSIS

Local Connectivity

The PAW currently provides access to Allawah Park for residents of Cohuna Drive and Fair Haven Retirement Village. Allawah Park can also be accessed via two alternative road frontages along the southern end of Cohuna Drive and Allawah Court cul-de-sac.

A bus stop located nearby to the PAW on Cohuna Drive has been used in the attached PEDSHED assessment. Should the PAW be closed no houses that are currently within a 400m walkable distance to Fifth Road bus stop are affected as the PAW does not provide a more direct route to the bus stop.

Quality of Alternative Routes

The alternative access routes include the two alternative Allawah Reserve entrances which are situated on southern Cohuna Drive and Allawah Court cul-de-sac, both of which provide appropriate and direct routes to the reserve.

Bus Transport

Two bus routes (243 and 245) service the area and both link to Kelmscott and Armadale train stations.

- Bus Route 243 runs along Fifth Road and Gribble Ave. A bus stop is located north east of the PAW approximately 220 metres. Another Bus stop is located north west of the PAW approximately 240 metres. Both are accessible via a constructed footpath from Cohuna Drive to Gribble Avenue and Sexty Street accordingly.
- Bus route 245 is available via nearby Seventh Road, approximately 220 metres walkable distance and access is from Cohuna Drive via a pedestrian access way directly to Seventh Road.

Access to School & Reserve

Alternative access from Allawah Reserve to Neerigen Brook Primary School and John Calvin Christian College have been considered. It is noted that the walkable distance will not increase and the constructed footpaths along Sexty Street, Fifth Road and Seventh Road provides sufficient and safe pedestrian access.

Police Statistics of Reported Crime

The Police crime statistics demonstrate that anti-social behaviour is occurring in the vicinity of the PAW, however it is not clear whether the PAW is directly contributing or not.

Resume of Support for PAW Closure

The supporters of the PAW closure feel that the closure will alleviate anti-social behaviour currently being experienced by the local community.

PAW Improvements

Should the PAW remain open, then consideration should occur on whether infrastructure or other alternatives should be installed by the City. If the PAW were to be open, there are a number of possible infrastructure options that have proven effective in minimising and/or deterring anti-social behaviour such as bollards, twin-sided fencing and increased lighting.

Technical Services Department have provided estimations of the possible costs as follows:

Item	Purpose	Proposed Location	Approximate Cost
Bollards x 6	Impede off-road bikes but allow continued pedestrian movement	Entrance of PAW at Cohuna Drive and Allawah Reserve	\$900
Twin Side Fencing	Provide secure fencing for adjoining properties and reduce damage	Along boundary of PAW	\$70,000
Lighting x 2	Provide additional lighting	Location to be determined however could be installed in the centre or entry ways	\$10,000

PAW Closure Process

In order for the PAW closure to proceed, the adjoining landowner/s would be required to acquire either half and/or full width of the PAW and would be responsible for all associated costs and acquisition of the land. One adjoining landowner has indicated they would be interested in acquiring a full portion of the PAW which could facilitate the closure. Negotiations for the sale will be between DPLH and the landowners.

The closure process is dealt with under Section 87 of the *Land Administration Act 1997* by the State Government.

Should Council determine closure is appropriate, the City will be required to submit a written closure report in accordance with WAPC's procedure for the closure of a "Pedestrian Access Ways – Planning Guidelines" to DPLH for consideration. It is important to note that DPLH have the final determination on whether the PAW will remain permanently open or closed.

OPTIONS

Council has the following options:

1. Resolve to submit a written request to DPLH, together with a closure report to close the PAW with the land being amalgamated with the abutting lot or lots on the grounds of the submissions of support received during the advertising period, incidents of anti-social behaviour and that alternative routes are available.
2. Resolve to decline the closure of the PAW for public access and explore alternative infrastructure solutions (such as upgrading fencing to twin sided) that could assist in alleviating residents' concerns of anti-social activity.

CONCLUSION

An abutting landowner has requested the closure of the PAW and indicated they are interested in purchasing the land due to experiencing antisocial behaviour.

The subject PAW provides access to the adjacent Allawah Reserve. Following advertising the proposed closure to surrounding landowners and members of the public (via the website, local papers and letters, two (2) landowners have expressed support for the PAW closure.

Notwithstanding, the alternative access to Allawah Reserve is available from Cohuna Drive and Allawah Court. It is also noted that alternative access, with existing footpaths provide an easy access to the bus stop on Fifth Road, John Calvin Christian College and Sexty Street. Whilst this is a similar distance to walk, it may be considered a safe alternative route along existing constructed footpaths and with increased passive surveillance.

In light of the above, support for the closure and possible acquisition of the land by adjoining landowner, Option 1 is recommended.

ATTACHMENTS

1. Schedule of Submissions - PAW Closure - Cohuna Drive to Allawah Reserve, Armadale
2. Location Plan - PAW Closure - Cohuna Drive to Allawah Reserve, Armadale
3. Aerial Plan - PAW Closure - Cohuna Drive to Allawah Reserve, Armadale
4. Pedshed Plan - PAW Closure - Cohuna Drive to Allawah Reserve, Armadale
5. Confidential Submitter Plan - PAW Closure - Cohuna Drive to Allawah Reserve, Armadale - *This matter is considered to be confidential under Section 5.23(2) (b) of the Local Government Act, as the matter relates to the personal affairs of a person*
6. Confidential Schedule of Submitters - Names and Address list - PAW Closure - Cohuna Drive to Allawah Reserve, Armadale - *This matter is considered to be confidential under Section 5.23(2) (b) of the Local Government Act, as the matter relates to the personal affairs of a person*

RECOMMEND

D23/8/23

That Council:

1. **Submit a written request and closure report to the Department of Planning, Lands and Heritage (DPLH) for the permanent closure of the Pedestrian Access Way (PAW) located at Lot 100 Cohuna Drive, Armadale.**
2. **Advise the abutting landowners and the Department of Planning, Lands and Heritage that the closure is subject to:**
 - a) **The City being granted a drainage easement over the land, at no cost to the City, in respect of its storm water drain pipe currently located in the PAW.**
3. **In the event that the Department of Planning, Lands and Heritage does not support the closure, the matter of non-closure of the PAW be referred to the attention of the Technical Services Directorate in respect of maintenance, lighting and other improvement works that may be required to assist in managing the impacts of the PAW.**
4. **Advise the applicant(s) and submitter(s) of Council's decision.**

Moved Cr G J Smith
MOTION CARRIED

(7/0)

***3.1 - PROPOSED CLOSURE OF PORTION OF SOUTHAMPTON DRIVE ROAD
RESERVE IN PIARA WATERS***

WARD : LAKE

FILE No. : - M/249/23

DATE : 17 August 2023

REF : GM/GW

RESPONSIBLE : EDDS
MANAGER

APPLN No. : Roads & Drainage/Closures

APPLICANT : Rowe Group

LANDOWNER : Crown land

SUBJECT : Portions of Southampton Drive
LAND : Road Reserve between Paspalum
Street and Pipeline Boulevard (see
attached Location Plan)

ZONING

MRS / : Urban

TPS No.4 : Unzoned

In Brief:

- An application has been received to close a portion of the Southampton Drive road reserve to enable the extension of Southampton Drive to Warton Road in a new alignment as part of adjoining subdivision.
- The portion of Southampton Drive to be closed is proposed to be created as a Reserve for Recreation and amalgamated into a future Public Open Space proposed in the adjoining Structure Plan.
- Recommend that Council authorise a request being made to the Minister for Lands for the permanent closure of a portion of Southampton Drive subject to the land being transferred to a Crown Reserve for "Recreation".

Tabled Items

Nil

Decision Type

- ☐ **Legislative** The decision relates to general local government legislative functions such as adopting/changing local laws, town planning schemes, rates exemptions, City policies and delegations etc.
- ☐ **Executive** The decision relates to the direction setting and oversight role of Council.
- ☒ **Quasi-judicial** The decision directly affects a person's rights or interests and requires Councillors at the time of making the decision to adhere to the principles of natural justice.

Officer Interest Declaration

Nil.

Strategic Implications

- 1.3.1 Plan for services and facilities in existing and emerging communities.
- 2.2.1 Deliver attractive and functional streetscapes, open spaces, City buildings and facilities.
- 2.2.2 Protect and enhance the character of the City's spaces and places.
- 2.3.4 Develop long term transport network planning.
- 2.5.1 Provide a safe and efficient movement network including local and arterial roads and associated infrastructure.

Legal Implications

Land Administration Act 1997.

Council Policy/Local Law Implications

Nil.

Budget/Financial Implications

Costs associated with this proposal, including administration and land survey costs, will be borne by the applicant.

Consultation

1. Advertised for Public Comment.
2. External Agency Referral.
3. City of Armadale Technical Services Department

BACKGROUND

The City recommended that the Lot 9012 Jayes Road Structure Plan be adopted by the Western Australian Planning Commission (WAPC) on 21 November 2022. The Structure Plan proposes 87 lots, 7014m² of public open space (including areas for retention of trees) and the realignment of Southampton Drive to Warton Road. WAPC supported the Structure Plan subject to minor modifications on 21 April 2023. The WAPC subsequently granted subdivision approval (Application 163039) on 28 April 2023, in accordance with the attached Plan of Subdivision dated 18 April 2023.

DETAILS OF PROPOSAL

The proposed road closure involves closing a portion of Southampton Drive road reserve between Pipeline Boulevard and Paspalum Street to facilitate the realignment of Southampton Drive to connect to Warton Rd, in accordance with the Lot 9012 Jayes Road Structure Plan and WAPC subdivision approval (Application 163039).

The closed portion is proposed to be created as a Crown Reserve for Recreation for public open space purposes and will adjoin a future POS area that is being created by the approved subdivision.

COMMENT

Technical Services Directorate has no objections to the road closure proposal noting the proposal is consistent with the endorsed Structure Plan and subdivision approval. Existing public utility services within Southampton Drive will require removal, relocation, modification and/or possible creation of easements if they are to remain within the section of Southampton Drive that is proposed to be closed and become Public Open Space.

A Dial Before You Dig search indicated that there is numerous infrastructure located within the vicinity as identified by some of the service agencies below. Service relocation will need to occur as part of the subdivision clearance process.

Western Power has no assets located within the portion of Southampton Drive being closed and have no objection to the proposal.

Water Corporation has no assets located within the portion of Southampton Drive being closed and have no objection to the proposal.

Telstra have no objections to the road closure subject to conditions. Telstra advised that there are essential assets located and in the event that assets require relocation, the developer will be required to liaise with Telstra for requirements.

NBN advised that the proposed section of road has NBN cables running through a Telstra duct. Therefore any agreement regarding an easement would be with Telstra as they own the duct and NBN are covered with an existing agreement. If the relocation of Telstra pit and pipe is required then NBN will need to quote to relocate the NBN assets into the new Telstra network.

ATCO A Dial Before you Dig search indicated that a High Pressure pipeline is present in the area. ATCO objected on the grounds a High Pressure pipeline is situated within the subject land, however provided the following options:

- Relocation with costs met by the 'City of Armadale'. Relocation of gas mains can be coordinated with ATCO's Engineering Services team; or
- The provision of an easement, 3 metre width for the entirety of the pipeline length, with the costs of preparation and submission borne by the 'City of Armadale'.

In relation to ATCO's options, it should be noted that any requirement to relocate or provide an easement should be borne by the application in this regard.

Public Advertising

The proposed road closure was advertised to surrounding residents and service authorities between 18 May 2023 to 21 June 2023.

No. of landowners / occupiers notified	:	161
No. of government agencies notified	:	5
No. of submissions received	:	12
No. of private submissions received	:	8
No. of private submissions objecting to closure	:	0
No. of private submissions supporting / not objecting to closure	:	8

It should be noted that the Structure Plan, which initiated the realignment of Southampton Drive and consequent road closure previously underwent advertising during that separate process. No objections were previously raised by residents at the time.

The key issues raised by the submissions have also been summarised and responded to as described below. A schedule of submissions has been prepared and a location plan of the submitters is included in the Confidential Attachments.

Key issues

Issue 1 – Increased traffic and Safety

Whilst objections were not received, additional comments of concern were received that the closure of Southampton Drive and future realignment to Warton Road will increase traffic in an area not used to the volume and speed. Vehicles are required to slow down and many assume that vehicles are indicating to turn at Pipeline Boulevard. Further, comments identified that the proposed intersection along Southampton Drive will have insufficient room to cross the centre and cause traffic incidents.

The City has reviewed the comments and the proposed changes to the road network will improve circulation and create a more efficient road network, thereby reducing the additional distance residents have had to travel to connect to Warton Rd and Nicholson Rd. The changes to the road network will comply with engineering requirements and lane widths.

Support

The comments in support of the proposal agree on the provision of further public open space which will improve the amenity of the area.

ANALYSIS

The proposed road closure has been processed in accordance with the requirements of the *Land Administration Act 1997*. The Department for Planning, Lands and Heritage - Land Asset Management Services is responsible for the disposal of the closed road reserve.

The closure will not have a direct impact on Lot 664 Pipeline Boulevard and Lot 651 Paspalum Street as the driveway access and egress are not via Southampton Drive.

The Lot 9012 Jayes Road Structure Plan depicts the future road network through the residential area where access to Warton Road will be via a new road network through the new subdivision to Warton Road.

OPTIONS

Council has the following options:

1. Authorise a request being made to the Minister for Lands for the permanent closure of portions of Southampton Drive road reserve, subject to the land being included in a new Crown Reserve for "Public Recreation".
2. Resolve not to support the request to close a portion of Southampton Drive road reserve and advise the applicant and the Department of Planning, Lands and Heritage of its decision and reasons.

CONCLUSION

The closure of the road reserve and amalgamation of the land will facilitate residential subdivision in accordance with the Lot 9012 Jayes Road Structure Plan and associated subdivision approval. The additional new road connection of Southampton Drive to Warton Road will improve traffic circulation and movement in the area. It is recommended that Council support the road closure in accordance with Option 1.

ATTACHMENTS

1. Schedule of Submissions - Road Closure - Southampton Drive, Piara Waters
2. Location Plan - Road Closure - Southampton Drive, Piara Waters
3. Aerial Plan - Road Closure - Southampton Drive, Piara Waters
4. Road Closure Plan - Portion of Southampton Drive, Piara Waters
5. Confidential Submitter Plan - Road Closure - Southampton Drive, Piara Waters - *This matter is considered to be confidential under Section 5.23(2) (b) of the Local Government Act, as the matter relates to the personal affairs of a person*
6. Confidential Schedule of Submitters Addresses - Road Closure - Southampton Drive, Piara Waters - *This matter is considered to be confidential under Section 5.23(2) (b) of the Local Government Act, as the matter relates to the personal affairs of a person*

RECOMMEND

D24/8/23

That Council:

1. **Authorises a request being made to the Minister for Lands pursuant to Section 58 of the *Land Administration Act 1997* for the permanent closure of a portion of Southampton Drive road reserve as identified on the attached Location Plan, subject to the land being included as a new Crown Reserve for “Public Recreation” and any costs incurred to relocate and/or easements required by ATCO being met by the applicant.**
2. **Advises the applicant of its decision.**

Moved Cr K Kamdar
MOTION CARRIED

(7/0)

COUNCILLORS' ITEMS

Nil.

EXECUTIVE DIRECTOR DEVELOPMENT SERVICES REPORTS

5.1 - Byford Rail Extension - DA1 - Railway Viaduct in Armadale City Centre

The Executive Director Development Services advised Committee of the City's Deputation and WAPC approval of the Railway Viaduct DA1 subject to conditions and advice notes, including tree retention and guidelines, Drainage Management Plan to address soil compaction caused during construction works, and design treatments to the eastern side of the Viaduct.

MEETING DECLARED CLOSED AT 7.41 PM

DEVELOPMENT SERVICES COMMITTEE		
SUMMARY OF ATTACHMENTS		
21 AUGUST 2023		
ATT NO.	SUBJECT	
1.1 DEVELOPMENT APPLICATION FOR RAILWAY STATION AND PUBLIC REALM UPGRADES IN ARMADALE CITY CENTRE		
1.1.1	Location Plan - BRE Railway Station and Public Realm Upgrades	
1.1.2	Aerial Plan - BRE Railway Station and Public Realm Upgrades	
1.1.3	Youth Area and Playground to be excluded from Landscape Plan	
2.1 PEDESTRIAN ACCESS WAY (PAW) BETWEEN LOTS 164 AND 49 COHUNA DRIVE, ARMADALE		
2.1.1	Schedule of Submissions - PAW Closure - Cohuna Drive to Allawah Reserve, Armadale	
2.1.2	Location Plan - PAW Closure - Cohuna Drive to Allawah Reserve, Armadale	
2.1.3	Aerial Plan - PAW Closure - Cohuna Drive to Allawah Reserve, Armadale	
2.1.4	Pedshed Plan - PAW Closure - Cohuna Drive to Allawah Reserve, Armadale	
3.1 PROPOSED CLOSURE OF PORTION OF SOUTHAMPTON DRIVE ROAD RESERVE IN PIARA WATERS		
3.1.1	Schedule of Submissions - Road Closure - Southampton Drive, Piara Waters	
3.1.2	Location Plan - Road Closure - Southampton Drive, Piara Waters	
3.1.3	Aerial Plan - Road Closure - Southampton Drive, Piara Waters	
3.1.4	Road Closure Plan - Portion of Southampton Drive, Piara Waters	

The above attachments can be accessed from the Minutes of the Development Services Committee meeting of 21 August available on the City's website

CITY OF ARMADALE

MINUTES

OF CORPORATE SERVICES COMMITTEE HELD IN THE FUNCTION ROOM,
ADMINISTRATION CENTRE, 7 ORCHARD AVENUE, ARMADALE ON TUESDAY,
22 AUGUST 2023 AT 7.00PM.

PRESENT:

Cr K Busby (Chair)
Cr J Keogh (Deputy Chair)
Cr M J Hancock
Cr G Nixon
Cr M S Northcott (Deputy for Cr Hetherington)
Cr M Silver

APOLOGIES:

Cr P A Hetherington (Leave of Absence)
Cr K Kamdar (Deputy for Cr Peter)
Cr S Peter

OBSERVERS:

Cr R Butterfield (Mayor)
Cr E J Flynn
Cr S Peter (via teams)
Cr G J Smith

IN ATTENDANCE:

Ms J Abbiss	Chief Executive Officer
Mr J Lyon	Executive Director Corporate Services
Mr P Sanders	Executive Director Development Services
Mr M Andrews	Executive Director Technical Services
Mr M Hnatojko	Executive Manager Corporate Services
Ms J Cranston	Executive Assistant Corporate Services

PUBLIC:

Nil

*“For details of Councillor Membership on this Committee, please refer to the City’s website
– www.armadale.wa.gov.au/mayor-councillors-and-wards.”*

DISCLAIMER

The Disclaimer for protecting Councillors and staff from liability of information and advice given at Committee meetings to be read.

DECLARATION OF MEMBERS' INTERESTS

Nil

QUESTION TIME

Nil

DEPUTATION

Nil

CONFIRMATION OF MINUTES

RECOMMEND

Minutes of the Corporate Services Committee Meeting held on 18 July 2023 be confirmed.

Moved Cr Silver

MOTION CARRIED

(6/0)

ITEMS REFERRED FROM INFORMATION BULLETIN

Items in Issue No.14

Progress Report

Progress Report on Contingency, Operational & Strategic Projects

Outstanding Matters & Information Items

Report on Outstanding Matters – Corporate Services Committee

Economic Development

Tourism & Visitor Centre Report

Report of the Common Seal

Committee noted the information and no further items were raised for discussion and/or further report purposes.

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CORPORATE SERVICES COMMITTEE

22 AUGUST 2023

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1.1 - LIST OF ACCOUNTS PAID - JUNE 2023

WARD : ALL

FILE No. : M/409/23

DATE : 21 July 2023

REF : MH

RESPONSIBLE : Executive Director
MANAGER Corporate Services

In Brief:

- The report presents, pursuant to Regulation 13(1), (3) and (4) of the *Local Government (Financial Management) Regulations 1996*, the List of Accounts paid for the period 1 June to 30 June 2023 as well as the credit card statements for June 2023.

Tabled Items

Nil

Decision Type

- ☐ **Legislative** The decision relates to general local government legislative functions such as adopting/changing local laws, town planning schemes, rates exemptions, City policies and delegations etc.
- ☒ **Executive** The decision relates to the direction setting and oversight role of Council.
- ☐ **Quasi-judicial** The decision directly affects a person's rights or interests and requires Councillors at the time of making the decision to adhere to the principles of natural justice.

Officer Interest Declaration

Nil

Strategic Implications

4. Leadership
- 4.3 Financial Sustainability
- 4.3.2 Undertake active financial management to ensure that the annual budget is achieved and any variances are promptly identified and addressed.

Legal Implications

Section 6.10 (d) of the *Local Government Act 1995* refers, ie.

6.10 Financial management regulations

Regulations may provide for —

- (d) *the general management of, and the authorisation of payments out of —*
- (i) *the municipal fund; and*
- (ii) *the trust fund,*
of a local government.

Regulation 13(1), (3) & (4) of the *Local Government (Financial Management) Regulations 1996* refers, ie.

13. *Lists of Accounts*

- (1) *If the local government has delegated to the CEO the exercise of its power to make payments from the municipal fund or the trust fund, a list of accounts paid by the CEO is to be prepared each month showing for each account paid since the last such list was prepared —*
- (a) *the payee's name;*
 - (b) *the amount of the payment;*
 - (c) *the date of the payment; and*
 - (d) *sufficient information to identify the transaction.*
- (3) *A list prepared under subregulation (1) is to be —*
- (a) *presented to the council at the next ordinary meeting of the council after the list is prepared; and*
 - (b) *recorded in the minutes of that meeting.*
- (4) *After the list referred to in subregulation (1) has been prepared for a month the total of all other outstanding accounts is to be calculated and a statement of that amount is to be presented to the council at the meeting referred to in subregulation (3)(a).*

Council Policy/Local Law Implications

Nil

Budget/Financial Implications

All accounts paid have been duly incurred and authorised for payment as per approved purchasing and payment procedures.

Consultation

Nil

BACKGROUND

Pursuant to Section 5.42 of the *Local Government Act 1995 (Delegation of some powers and duties to CEO)*, Council has resolved to delegate to the CEO (*Delegation Payment from Municipal and Trust Funds refers*) the exercise of its powers to make payments from the municipal and trust funds.

COMMENT

The List of Accounts paid for the period 1 June to 30 June 2023 is presented as an attachment to this report as well as the credit card statements for June 2023.

ATTACHMENTS

1. [Monthly Cheque and Credit Card Report - June 2023](#)

RECOMMEND

CS33/8/23

That Council note the List of Accounts paid as presented in the attachment to this report and summarised as follows:

Municipal Fund

Accounts paid totaling \$15,620,492.70 on cheque numbers 205 to 218, transactions 9238 to 10406 and Payrolls dated 14 June and 28 June 2023.

Credit Card

Accounts Paid totalling \$5,079.18 for the period ended June 2023.

Moved Cr G Nixon

MOTION CARRIED

6/0)

****1.2 - STATEMENT OF FINANCIAL ACTIVITY - JUNE 2023**

WARD : ALL
FILE No. : M/410/23
DATE : 21 July 2023
REF : MH
RESPONSIBLE : Executive Director
MANAGER : Corporate Services

In Brief:

- This report presents the City's Monthly Financial Report for the twelve (12) month period ended 30 June 2023.
- This report recommends accepting the Financial Report for the twelve (12) month period ended 30 June 2023, noting there are reportable actual to budget material variances for the period and that this report is preliminary with the final end of year position still in the process of being completed.

Tabled Items

Nil

Decision Type

- ☐ **Legislative** The decision relates to general local government legislative functions such as adopting/changing local laws, town planning schemes, rates exemptions, City policies and delegations etc.
- ☒ **Executive** The decision relates to the direction setting and oversight role of Council.
- ☐ **Quasi-judicial** The decision directly affects a person's rights or interests and requires Councillors at the time of making the decision to adhere to the principles of natural justice.

Officer Interest Declaration

Nil

Strategic Implications

4. Leadership
- 4.3 Financial Sustainability
- 4.3.2 Undertake active financial management to ensure that the annual budget is achieved and any variances are promptly identified and addressed.

Legal Implications

*Local Government Act 1995 – Part 6 – Division 3 – Reporting on Activities and Finance
Local Government (Financial Management) Regulations – Part 4 – Financial Reports.*

Local Government Act 1995 – s.6.11 Reserve accounts

- (1) *Subject to subsection (5), where a local government wishes to set aside money for use for a purpose in a future financial year, it is to establish and maintain a reserve account for each such purpose.*
- (2) *Subject to subsection (3), before a local government —*
- (a) *changes* the purpose of a reserve account; or*
- (b) *uses* the money in a reserve account for another purpose, it must give one month's local public notice of the proposed change of purpose or proposed use.*
- * Absolute majority required.*

-
- (3) *A local government is not required to give local public notice under subsection (2) -*
(a) *where the change of purpose or of proposed use of money has been disclosed in the annual budget of the local government for that financial year; or*
(b) *in such other circumstances as are prescribed.*
- (4) *A change of purpose of, or use of money in, a reserve account is to be disclosed in the annual financial report for the year in which the change occurs.*
- (5) *Regulations may prescribe the circumstances and the manner in which a local government may set aside money for use for a purpose in a future financial year without the requirement to establish and maintain a reserve account.*

Council Policy/Local Law Implications

Nil

Budget/Financial Implications

The Statement of Financial Activity, as presented, refers and explains.

Consultation

Nil

BACKGROUND

A local government is required to prepare a statement of financial activity reporting on the revenue and expenditure as set out in the annual budget for that month. The details in the statement are those as prescribed and the statement is to be reported to Council.

COMMENT

Presented as an attachment this month, is the twelfth monthly financial statement (presented in nature and type format) prepared from information posted in the OneCouncil system.

For the purposes of reporting other material variances from the Statement of Financial Activity, the following indicators, as resolved by Council, have been applied.

Revenue

- Material variances are identified where, for the period being reported, the actual varies to the budget by an amount of (+) or (-) \$100,000 and in these instances an explanatory comment has been provided.

Expense

- Material variances are identified where, for the period being reported, the actual varies to the budget by an amount of (+) or (-) \$100,000 and in these instances an explanatory comment has been provided.

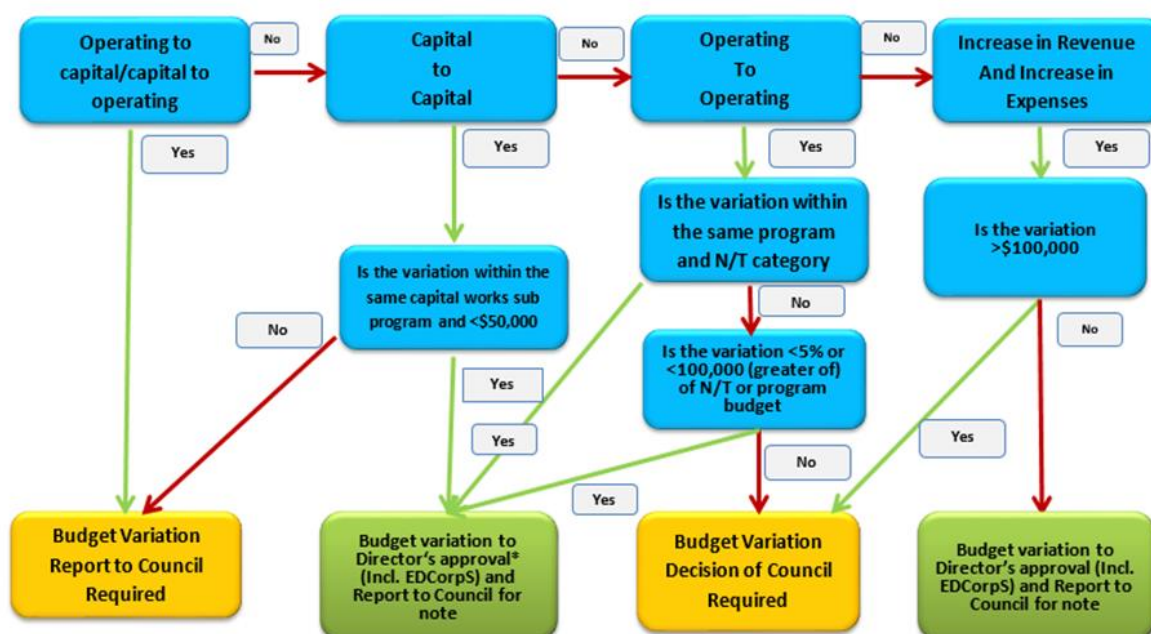
For the purposes of explaining each Material Variance, a three part approach has been taken. The parts are:

1. Period Variation
Relates specifically to the value of the Variance between the Budget and Actual figures for the period of the report.
2. Primary Reason
Explains the primary reasons for the period Variance. As the report is aimed at a higher level analysis, minor contributing factors are not reported.
3. Budget Impact
Forecasts the likely dollar impact on the Annual Budget position. It is important to note that figures in this part are 'indicative only' at the time of reporting, for circumstances may subsequently change.

At the 26 June 2023 Ordinary Meeting, Council adopted the Budget Variations Process Map which increased the Capital variation from \$40,000 to \$50,000 and the Operating to Operating from \$80,000 to \$100,000 to align with the adopted material variation threshold. Budget variations are presented to Council for authorisation by 'Absolute Majority' in circumstances where a forecast variation requires a movement from:

- Operating to Capital.
- Capital to Capital over \$50,000.
- Capital to Operating.
- Operating to Operating for amounts greater than 5% or \$100,000 (whichever is greater).

Budget Variation Process Map



DETAILS

Presented as an attachment is the Monthly Statement of Financial Activity for the twelve (12) month period ended 30 June 2023.

The position for the end of June presented is preliminary as the end of year reconciliations and reserve transfers are still in the process of being completed. The target date for the provision of end of year accounts to the Auditors is the end of August but this will be subject to the infrastructure asset revaluation information being received mid to late August as scheduled. The latest date for the provision of accounts for auditing is 30 September.

Capital Carry Forward Program Update

Included in the monthly reports is the status of the capital carry forward program as at the end of June 2023 to tie in with the monthly financials report. This is a historical perspective and the Executive Leadership Team regularly review the current status.

The information provided below has been prepared in the format previously reported and is broken up into the different phases as listed.

Project Delivery Phases

The capital projects in the table below have been categorised into the project phases that each project is in.

The phases are:

1. Planning phase – This phase entails establishing the project team and resources, confirming the project business case, and undertaking the project precedent prior to initiating the project. This may include agency approvals, Council approval, business case modelling and concept design, and in some cases land acquisition and utility service provider advice.
2. Design phase - This phase as it suggests includes the detailed design and specifications for the project, the full project costings, and regulatory approvals.
3. Procurement & Contracts phase – This phase establishes the contracts and resources required to construct and deliver the project and confirms the stages of construction.
4. Construction phase – Effectively the project build and test.
5. Project completion phase – This phase involves acceptance and handover/practical completion and any peripheral works to complete the project which do not form part of the main project.

FY21/22 CFWDS with Funding Source – 30 June 2023			Spend % is actual and committed purchase orders against budget		
	Original Project Budget	Cfwd Budget	Spend	Funding Source	Comments
	\$	\$	%		
Planning Phase					
Landfill Gas Capture	315,300	315,300	4%	Reserve	This project is out to tender with an estimated commencement date of October 2023.
Railway Avenue	2,990,000	2,990,000	0%	Grant/Muni	Design is still on hold as we await advice to see if there is an opportunity to repeat the City of Gosnells' in principle agreement with PTA to work within the rail reserve.

FY21/22 CFWDS with Funding Source – 30 June 2023			Spend % is actual and committed purchase orders against budget		
	Original Project Budget	Cfwd Budget	Spend	Funding Source	Comments
	\$	\$	%		
Eighth Rd	5,657,300	1,500,000	0%	Grant	Design consultant has been appointed. The majority of land acquisitions have been completed. Service relocation progressing with WP commenced June 2023, others to follow.
Hawkestone Rd	58,900	56,674	0%	Muni	Resident at 32 Hawkestone Rd rejected City's proposal for land acquisition. Project not going ahead. City to review alternate design options to manage drainage issues.
Street Lighting New	25,000	21,743	100%	Muni	Completed
Kelmscott Streetscape	75,000	75,000	0%	Muni	This will be part of Kelmscott Town Centre Landscape Plan. Concept design to be developed by March 2024.
Champion Lakes Resource Centre	291,000 (Revised Nov 22)	277,678 (Revised)	19%	Reserve	BA1 for the carport has been approved. Carport structure due to be installed towards the end of September 2023. Concept design for the building works is being reviewed by stakeholders and detailed design to follow in September 2023.
St Francis Xavier Church	100,000	97,000	11%	Muni	Fencing and retaining wall designs for the site are being finalised. Dependent on WAPOL completing agreed works before the City can take possession of the site. The City has received the \$600k contribution from WAPOL.
Final Cover and Rehab – Landfill	7,280,000	2,000,000	1%	Reserve	DEWR approvals in progress. The project strategy is under review and has been recast in the FY23/24 Annual Budget. A number of projects are to be delivered by end of June 2024.
Stereo Armadale Hall	40,000	40,000	63%	Muni	Completed
Basketball Backboards	90,000	90,000	100%	Muni	Completed
Public Art	100,000	100,000	43%	Muni	Derry Ave mural has been completed and the balance of funds is being transferred to reserve for use at a later date
Total Planning Phase	17,022,500	7,563,395			
Detailed Design Phase					
Entry Statement – Forrestdale	33,760 Amended March	33,760	33%	Muni	Completion by December 2023, subject to manufacturing works.
Entry Statement – Kelmscott	34,000 Amended March	34,000	0%	Muni	Completion by December 2023, subject to manufacturing works.
Municipal Reserves	93,700 Amended March	93,700	0%	Muni	Completion by December 2023, subject to manufacturing works.
Rothery Park	320,000	317,250	0%	Reserve	Tender awarded July 2023. Program of works to be provided by the Contractor. Updated program to be

FY21/22 CFWDS with Funding Source – 30 June 2023			Spend % is actual and committed purchase orders against budget		
	Original Project Budget	Cfwd Budget	Spend	Funding Source	Comments
	\$	\$	%		
					provided.
Gwynne Park Pavilion	185,000	160,860	0%	Muni	Community Planning to provide Design Brief with commencement of concept design in October 2023
Alfred Skeet Oval Pavilion	42,000	133,833	13%	Muni	Target Completion – November 2023. Alfred Skeet Kitchen – engaged with users regarding the refurbishment. Their preference is for refurbishment works to start in October 2023 but an interim provision of kitchen equipment have been procured and delivered to site to support operation.
Piara Waters Library	9,240,000 (Revised Mar 23)	2,534,600 (Revised)	15%	Reserve	Council approved the tender for the Piara Waters Library. Construction commenced in May 2023 with estimated PC in May 2024.
Morgan Park	3,756,500	386,000 (Revised)	99%	Grant	At Concept Design – Consultation with Morgan Park Users for feedback has led to revision of the concept design. CoA Parks are working on the field layout adjustments required. Fieldworks likely to commence December 2023 to April 2024. Pavilion construction likely to commence May 24.
Forrestdale Hub	5,835,000	600,000 (Revised)	85%	DCP/Muni	Interactive meeting between the FSA, Architect & CoA has taken place. The Concept Design Part-1 was formally presented. All feedback relating to the Concept Design Part-1 has been returned to the architect with Concept Design Part-2 and Noise modelling due late August 2023. A Cost Plan estimate has been produced from the current Concept Design which forecasts a significant project cost increase. Completion of the concept design work will inform project scope decision making, project cost implications and the potential of staging and will be the subject of a future report to Council.
Drop in Shop Parking and Entrance Road	100,000	100,000	0%	Reserve	Works will not be able to commence in the current financial year and therefore the job has not been listed for carry forward – will be rebudgeted in the next Annual Budget
Detailed Design Total	19,640,300	4,394,003			
Procurement and Contracts Phase					
Gwynne Park	30,000	29,550	100%	Muni	Completed
Neilson Avenue	25,900	25,900	11%	Muni	This is design only project. Design delayed due to change in scope from Western Power and Main Roads WA-

FY21/22 CFWDS with Funding Source – 30 June 2023			Spend % is actual and committed purchase orders against budget		
	Original Project Budget	Cfwd Budget	Spend	Funding Source	Comments
	\$	\$	%		
					Target completion by Jan 2024.
Reg Williams Reserve	120,000	117,806	92%	Muni	Completed
Shipwreck Park	170,000	170,000	100%	Muni	Shipwreck Park Changing Places Public Toilet - target completion August 2023
Procurement Total	345,900	343,256			
Construction Qtr 1 Completion					
Data Connection - landfill	35,500	16,206	0%	Reserve	Project delayed – current status of NBN upgrade to be confirmed
Lina Hart Reserve	45,000	45,000	99%	Muni	Completed
Rosette Park	58,100	58,100	92%	Muni	Completed
Champion Centre solar	100,000	42,702	0%	Muni	Completed
Construction Qtr 1 Completion Total	238,600	162,008			
Construction Qtr 2 Completion					
CCTV – Landfill	33,400	30,500	0%	Reserve	Weighbridge works have been completed and a needs analysis for CCTV is currently being conducted
Corondale Reserve	674,800	528,513	100%	POS/T	Completed
Gwynne Park	96,500	81,527	80%	Muni	Completed
Ticklie Park	760,300	87,648	13%	POS/T	Completed
Trailer Transfer Area	100,000	52,056	100%	Reserve	Completed
Weighbridge Replacement	380,000	351,146	100%	Reserve	Completed
San Jacinta Reserve	35,000	31,800	39%	Muni	Completed
Bedforddale Pavilion	683,000	429,694	100%	Muni	Completed
Robot Park	90,000	89,396	75%	Muni	Completed
Construction Qtr 2 Completion Total	2,853,000	1,682,280			
Construction Qtr 4 Completion					
RK Bush Fire Brigade	5,390,900 (Revised)	4,329,247 (Revised)	98%	Grant and Reserve	Construction commenced in January 2023 with an estimated PC date in October 2023
Completion Phase – Qtr 1					
Armada Road	179,300	116,416	3%	Grant/Muni	Completed – funds carried forward were not required
John Dunn Pavilion	3,843,000 (Revised Apr 23)	1,112,342 (Revised)	100%	Muni and Reserve	Works still in progress – Entrance rectification works and waterproof membrane/tiling works to be completed to decking by end October 2023. Lower ground building was made available in May 2023.
Palomino Reserve	84,000	65,072	100%	Muni	Completed
Rotary Park	24,000	7,582	31%	Muni	Completed
Rushton Park	11,900	10,613	100%	Muni	Completed

FY21/22 CFWDS with Funding Source – 30 June 2023			Spend % is actual and committed purchase orders against budget		
	Original Project Budget	Cfwd Budget	Spend	Funding Source	Comments
	\$	\$	%		
Trailer Transfer Area	49,400	38,094	82%	Reserve	Will be completed by Aug 23
Westfield Heron Reserve	1,500,100	322,470	80%	Grant	Completed
Warton Rd	904,300	173,300	100%	Muni	Completed
Alderson Park	75,000	51,724	100%	Muni	Completed
Chiltern Estate	100,000	6,862	48%	Muni	Completed
Bronze wing Reserve	75,000	31,492	18%	Muni	Completed
Creyk Park	20,000	16,078	37%	Muni	Completed
AFAC Solar	722,300	74,471	78%	Grant	Completed
Leachate Drainage	50,000	14,124	69%	Reserve	Ongoing works that will be completed as the landfill fills
Site Fencing Landfill	50,000	37,784	59%	Reserve	Completed
Security Landfill	50,000	31,183	58%	Reserve	Completed
Optic Fibre to Depot	210,000	163,020	0%	Muni	Funds carried forward but project remains under review due to potential Depot redevelopment
Completion Phase – Qtr 1 Total	7,948,300	2,272,627			
Completion Phase – Qtr 4					
Skeet Rd Planting	345,100	7,529	100%	DCP	Completed
Skeet Rd Consolidated	307,600	41,796	76%	Reserve	Completed
Completion Phase – Qtr 4 Total	652,700	49,325			
Supplier Delay					
Heavy Plant Items	2,864,000	2,864,000	100%	Reserve	9 Vehicles ordered and awaiting delivery. The expected delivery date for 6 is before December 2023 and 3 by May 2024.
Light Fleet Items	1,125,158	1,125,158	93%	Reserve	19 light vehicles have been ordered. The expected delivery is between September and December 2023. Waiting periods have varied between 6 and 12+ months. Currently investigating options to consider other brands that might be more readily available
Supplier Delay Total	3,989,158	3,989,158			
CFWD PROJECT TOTAL (Revised)		24,785,299			Original carry forward \$18.84M

Rates Debtors

The rates debt data for \$250 and over (excluding pensioners) as produced by the system is provided below. The table provides a summary of the non-pensioner ratepayers that at the end of the month have no direct debit or special payment arrangement in place. Focus on the collection of or confirming payment arrangements for these ratepayers is continuing.

Jun-23		Non Pensioner							
		One Year		Two Years		Three + Years		TOTAL	
		#	\$	#	\$	#	\$	#	\$
ALL	Year One	279	349,867	149	319,874	146	314,359	574	984,100
ALL	Year Two				202,835		304,908		507,743
ALL	Year Three						469,543		469,543
TOTAL		279	349,867	149	522,709	146	1,088,810	574	1,961,386

Change from last month -12 -\$22,988 -7 -\$10,899 -5 -\$11,436 -24 -\$45,323

YTD Change -698 -\$907,094 -93 -\$284,488 -69 -\$359,160 -860 -\$1,550,742

An initial review of the outstanding rate debtors at 30 June is indicating that there are a number of properties with outstanding rates *less than one year* and with no payment arrangements in place. These properties are not shown in the above table, but will appear in the next report, the first of the new financial year.

Sundry Debtors

The total of Sundry Debtors 60 days and over has now been reduced to \$1m of which \$650k has been referred to Fines Enforcement Registry. The 60 to 90 day category has reduced from \$150k last month to \$54k at June 30 and \$300k remains uncollected in the 120 day plus category. These debts continue to be reviewed for collectability.

Reserve Transfers

In the next report in this Agenda, Council will be considering the carry forwards from FY23. During the preparation of that report, a number of reserve transfers have been identified as being required for the completion of FY23.

- Railway Avenue Footpath/Cyclepath \$2.99m funded by \$2.45m grant and \$745k municipal
- Ranford Rd PSP (Balannup to Tonkin) \$1.295m funded by \$635k Grant and \$659k municipal

The above projects have been reviewed and will be removed from the FY23 carry forwards and rebudgeted at a later date when approvals are received and works can actually be scheduled.

Removing these projects from the program necessitates the municipal funding being transferred to the Projects Rolled over Reserve for use when the projects are rescheduled.

During FY23, there was \$43k spent of the \$100k Public Art budget. The remaining \$57k will be transferred to the Community Art Reserve for use at a later date.

OneCouncil Implementation

This monthly statement is still based on the initial chart of account based on South Perth's configuration. The July statements in FY24 will be the first to be operational and fully automated under the new chart of accounts, which has been implemented at the end of June.

ATTACHMENTS

1. Small Balance Rates Interest Written Off - June 2023
2. Monthly-Financial-Report- June 2023 -V1.3

RECOMMEND

CS34/8/23

That Council pursuant to Regulation 34 of the Local Government (Financial Management) Regulations 1996 (Financial Activity Statement Report) accept the Statement of Financial Activity for the twelve (12) month period ended 30 June 2023; and:

- 1. Note that there are reportable actual to budget material variances for the period and this report is preliminary only for the end of June**
- 2. Note the \$120.90 small rates debts written off under Primary Delegation 1.0 and Secondary Delegation CORPS 1.1.**
- 3. Approve an amendment to the 2022/23 Annual Budget to transfer the following funds to reserves:**
 - a. Decrease the capital budget for the removal of Railway Ave Footpath/Cyclepath totalling \$2,990,000**
 - b. Decrease the grants received budget by \$2,245,000**
 - c. Increase the transfer to the Projects Rolled Over Reserve by \$745,000**
 - d. Decrease the capital budget for the removal of Ranford Rd PSP (Balannup to Tonkin) totalling \$1,295,300**
 - e. Decrease the grants received budget by \$636,500**
 - f. Increase the transfer to the Projects Rolled Over Reserve by \$658,800**
 - g. Decrease the Capital Budget for Public Art by \$57,000**
 - h. Increase the transfer to the Community Art Reserve by \$57,000**

ABSOLUTE MAJORITY RESOLUTION REQUIRED

Moved Cr G Nixon
MOTION CARRIED

(6/0)

****1.3 - FINANCIAL YEAR 2023/24- CARRY FORWARDS**

WARD : ALL
FILE No. : M/411/23
DATE : 24 July 2023
REF : MH
RESPONSIBLE : Executive Director
MANAGER : Corporate Services

In Brief:

- This report presents the 2022/23 projects and programs that are proposed to be carried forward and included in the (amended) budget for 2023/24.
- Most of the projects have commenced and are in progress.
- Recommend that the 2023/24 Annual Budget be amended for the projects and programs listed in the attached report, totalling \$27.7M and consequently the opening position on 1 July 2023 be increased by \$4.96M, being the municipal funding component of those projects, which was provisioned in the previous year's budget.

Tabled Items

Nil

Decision Type

- ☐ **Legislative** The decision relates to general local government legislative functions such as adopting/changing local laws, town planning schemes, rates exemptions, City policies and delegations etc.
- ☒ **Executive** The decision relates to the direction setting and oversight role of Council.
- ☐ **Quasi-judicial** The decision directly affects a person's rights or interests and requires Councillors at the time of making the decision to adhere to the principles of natural justice.

Officer Interest Declaration

Nil

Strategic Implications

4.3 Financial Sustainability.

4.3.1 Undertake strategic financial planning to ensure that appropriate services are effectively delivered, assets are efficiently managed and renewed, and funding strategies are equitable and responsible.

Legal Implications

Local Government Act 1995 – Annual Budget – Section 6.8.

Council Policy/Local Law Implications

Nil

Budget/Financial Implications

The financial and budget implications are outlined in this report and detailed in the carry forwards report attached.

Consultation

- Executive Leadership Team (ELT).

BACKGROUND

Projects and Programs Review

At the conclusion of each financial year, the City's budgeted projects and programs are reviewed to determine the project status and project funds that need to be provided for in the following financial year/s. For the past few years, including the current year, this has occurred in August so that the project/program spend at the end of the financial year (i.e. 30 June) can be determined with certainty. This approach has also allowed the annual budget to be reviewed and understood, independent of any previous year projects carried forward.

Previous Year Budget (FY23)

In June 2022, Council adopted the FY23 Annual Budget including a \$26.8M capital program. Subsequently in August 2022, Council considered a report on the previous year carried forward capital projects and agreed to amend the budget, adding a further \$18.6M, bringing the total capital projects budget to \$45.4M (CS41/8/22 refers).

During the year Council received a number of reports including the Annual Budget Review which identified increases in the cost of major capital projects due to escalations in costs caused by the difficult market conditions throughout FY23. These amendments adopted by Council increased the CAPEX budget by a further \$7.6M.

CS54/11/22	\$3,808,800
CEO3/3/23	\$760,000
CS12/4/23	\$3,018,950

A further \$3.4M for strategic operational programs was also included into the amended budget in August 2022. As a result, the total municipal funding component of both the capital and strategic operational projects and programs was \$7.2M.

Previous Advice to Council

During the financial year, Council is provided with advice on project progress, and the likelihood of projects to be carried forward into subsequent years. This has occurred through the monthly financial statement reports and more specifically, through the annual budget review (CS12/4/23, April 2023), and the capital budget workshops (May/June 2023).

2023/24 Budget Adoption

At the Ordinary Council Meeting on 24 July 2023, Council adopted the Annual Budget for 2023/24 which included a recommendation pursuant to section 6.8 (1) (b) of the *Local Government Act 1995* as follows:

“That Council:

...pursuant to Section 6.8(1) (b) authorises in advance:

- (i) all capital expenditure incurred from 1 July 2023 to 27 August 2023, which were provided for in the previous financial year’s budget and commenced in the previous financial year, and;*
- (ii) non-recurrent operational projects, which were provided for in the previous financial year’s budget and commenced in the previous financial year, under contract.”*

This report seeks to confirm the projects and programs to be carried forward and included in the amended Annual Budget for FY24, to enable the projects and programs to continue.

Approach to the Projects and Programs Carried Forward Review

The City’s Executive and Operational Management Teams have reviewed each project and program provided for in the FY23 budget against a number of factors outlined below:

- i. Grant funding - Some projects are funded in part by grant funds with conditions attached. In these cases, there is typically an end date in the grant agreement by which the project must be delivered. These projects must either be prioritised to ensure delivery by the agreed end date, or have the grant agreement varied to extend the date. The attached report provides explanatory notes for projects that are grant funded.
- ii. Project complexity - Some projects are of such a large scale that they can actually be considered a program of works (or program of projects) which are interrelated. Typically these project programs span multiple years and should be provisioned as such. Where this is the case, the Executive have proposed phased budgeting in the respective years of the four year budget.
- iii. Project phasing – A greater emphasis has been applied to project phasing in terms of the length of each phase, the contingencies of each phase and how this may affect other phases, and the status of the current phase. This has established the basis for the attached report, and will further evolve as the City’s project management approach matures.
- iv. Project risks - The review has entailed discussions around project risks which include funding risks, cost risk (escalation), delivery risk, including supply of labour and materials, capacity to deliver, and strategic/reputational risks particularly where community needs and expectations may not be met.
- v. External factors – This includes land acquisition in the form of freehold or vested land which is required to initiate a project or is forms part of the project delivery.

Project Delivery Phases

The capital projects in the attachment have been categorised into the project phases that each project is in. The phases are:

1. Planning phase – This phase entails establishing the project team and resources, confirming the project business case, and undertaking the project precedent prior to initiating the project. This may include agency approvals, Council approval, business case modelling and concept design, and in some cases land acquisition and utility service provider advice.
2. Design phase - This phase as it suggests includes the detailed design and specifications for the project, the full project costings, and regulatory approvals.
3. Procurement & Contracts phase – This phase establishes the contracts and resources required to construct and deliver the project and confirms the stages of construction.
4. Construction phase – Effectively the project build and test.
5. Project completion phase – This phase involves acceptance and handover/practical completion and any peripheral works to complete the project which do not form part of the main project.

DETAILS OF PROPOSAL

1. Operational and Capital Projects Carried Forward: A Focus on FY24

Table 1 below provides a focus on the FY24 year. In summary, Operational and Capital Projects and Programs to the value of \$27.7M are proposed to be carried forward into FY24, with associated Municipal Funds carried forward of \$4.96M. Table 1 also shows the other funding sources, including grants and reserves.

Further details are shown in Attachment 1 and 2, and forms the basis of the Report Recommendation to amend the FY24 budget.

From an Operational perspective (Table 1 – Opex), \$2.96M of Municipal funds are required to be carried forward to fund the Operational Projects and Programs remaining.

The Capital Program (Table 1 – Capex) requires \$24M to be included in FY24 from carried forwards, which has an associated Municipal Funding component carried forward of \$2M. It is noted that grants and reserve funds also significantly fund these capital works, and include roads/footpath grants for Eighth Road and a grant for the Roleystone Karragullen Bushfire Brigade Station.

Table 1 Operational & Capital Projects: Focus on FY24

Project Name (FY24)	Budget	Actual	Balance	CFwd FY24	DCP	POS & Trust	Reserve	Loans	Grants	Sale Proceeds.	Municipal
Opex											
Asset Lifecycle	429,500	277,997	151,503	151500							151,500
CEO Admin	726,034	310,544	415,490	415480							415,480
Communications	300,652	125,128	175,524	175520							175,520
Community Development	527,883	117,521	410,362	410350					362,210		48,140
Community Planning	337,710	191,083	146,627	146620							146,620
Community Services Admin	21,100	2,313	18,787	18780							18,780
Design	248,400	128,786	119,614	119610							119,610
Development Services Admin	116,300	3,433	112,867	50000							50,000
Environment	1,876,477	611,445	1,265,032	1264990					413,610		851,380
Health	19,400	3,360	16,040	16040							16,040
Human Resources	484,901	155,895	329,006	329000							329,000
Local Studies	9,500	-	9,500	9500							9,500
Planning	787,608	242,428	545,180	529850							529,850
Tourism	131,832	73,102	58,730	58720							58,720
Opex Total	6,017,297	2,243,035	3,774,262	3,695,960					775,820		2,920,140
Capex											
Buildings	11,955,560	4,324,220	7,631,340	7,639,930			1,487,610	2,939,000	2,642,000		571,320
Parks and Reserves	3,587,210	444,963	3,142,248	3,142,210		122,180	724,050		1,470,780		825,200
Pathways	230,000	33,948	196,052	196,050			180,000				16,050
Roads	6,227,300	413,809	5,813,491	5,813,470	208,900				5,277,360		327,210
Drainage	2,248,300	11,008	2,237,292	2,237,290			2,237,290				
Other Infrastructure	284,500	26,019	258,481	258,480			116,480				142,000
Waste Infrastructure	1,587,036	139,231	1,447,805	1,447,790			1,447,790				
Furniture and Equipment	163,020	-	163,020	163,020							163,020
Plant & Machinery	3,154,182	-	3,154,182	3,154,050			2,312,050			842,000	
Capex Total	29,437,108	5,393,196	24,043,912	24,052,290	208,900	122,180	8,505,270	2939000	9,390,140	842000	2,044,800
Grand Total	35,454,405	7,636,231	27,818,174	27,748,250	208,900	122,180	8,505,270	2,939,000	10,165,960	842,000	4,964,940

Current phasing of projects

Table 2 below shows the value of projects against the current phase that the projects are in. For instance, projects with a value of \$7.59M are in the Planning Phase, projects with a value of \$2.49M are in the Detailed Design Phase, and so on. A more detailed view is provided in Attachment 3, with explanations.

Table 2 Capital Projects: Focus on FY24: Project Phases

	Budget	Actual	Balance	\$ CFwd FY24
Planning Phase	7,914,126	319,584	7,594,542	7,594,510
Detailed Design Phase	2,647,678	169,177	2,478,501	2,487,120
Procurement and Contracts Phase	2,143,150	72,024	2,071,126	2,071,110
Project Construction Phase - Qtr 1 Completion	436,960	39,390	397,570	397,570
Project Construction Phase - Qtr 2 Completion	11,765,182	4,127,822	7,637,360	7,637,340
Project Completion Phase - Qtr 1	951,930	627,769	324,161	324,130
Project Construction Phase - Qtr 4 Completion	423,900	37,431	386,469	386,460
Supplier Delay - Fleet & Plant	3,154,182	-	3,154,182	3154050
Grand Total	29,437,108	5,393,196	24,043,912	24,052,290

ANALYSIS

Factors affecting Project Delivery in FY24

The analysis of the FY23 capital investment program reveals a range of factors that have affected project delivery. In summary these factors are:

- Economic Factors – Economic supply issues have regularly featured in the commentary provided by the Western Australian Treasury Corporation, WALGA and in the general media.
Low unemployment and high demand for labour has led to a skills shortage, which affected most organisations, including the City and its contractors. This has been prevalent in the market for the past 2 years.

Furthermore, the supply of materials continues to be delayed in many cases, due to supply factors both nationally and globally. This includes the supply of steel, PVC, and bitumen. Consequently, higher demand and lower supply has resulted in above-average price escalations, which is being absorbed by project contingencies – leaving little room for other unforeseen project variations.
- Agency Approvals or Actions – A number of projects require State Government agency or utility approvals or actions before works proceed. A number of approvals are pending, some approvals have taken longer than expected, and typically because of the economic factors at play.
- Land Acquisition - projects such as the Eighth Road and the St. Francis Xavier Church require land acquisition before proceeding in the form of road reserves, easements or management orders. Again, labour supply and market conditions (price escalations) have slowed down the process and impacted State agencies, and are often out of the City's control. The City is currently engaged in undertaking the necessary land acquisitions for Eighth Road, as this was not progressed by Development WA.
- Capacity to deliver – in the past twelve months the capital program has been reviewed and a number of projects have been rescheduled with regard to the delivery timeframe e.g. Forrestdale Hub, Morgan Park and others. The FY24 capital program was submitted on the basis of the capacity to deliver the projects listed after careful review by Technical Services and the Executive.
- Project Management Maturity - The Council and the Chief Executive Officer have prioritised the development and implementation of a Project Management Framework to mature and improve the City's project management practices. There has been substantial progress made during the course of the year on developing the framework and establishing the foundational systems and processes that will make sure the project management approach matures over the next few years.

Deferred Projects with Municipal Funding

As discussed in the Statement of Financial Activity June report earlier, two major projects, Railway Ave Footpath/Cyclepath and Ranford PSP have been deferred and will not be included in the carry forwards for FY23.

ATTACHMENTS

1. Attachment One - Capital Projects Carried Forward to FY24
2. Attachment Two - Operational Projects and Programs Carried Forward to FY24
3. Attachment Three - Detail of Capital Projects Phases and Explanations
4. Attachment Four - Operational Projects Detail

RECOMMEND

CS35/8/23

That Council:

- 1. Pursuant to Section 6.8 of the Local Government Act 1995, AMENDS* the 2023/24 capital budget as follows:**
 - (i) Increasing the Capital Expenditure budget to include the items listed in Attachment 1 totalling \$24,052,290**
 - (ii) Increasing the Developer Contributions Recognised and Developer Contributions Reserve Fund Transfer budget by \$208,900**
 - (iii) Increasing the Capital Contributions budget and POS and Trust Transfers by \$122,180**
 - (iv) Increasing the Transfer from the Infrastructure Project Contributions Reserve Budget by \$724,050**
 - (v) Increasing the Transfer from the Asset Renewal Reserve Budget by \$2,782,300**
 - (vi) Increasing the Transfer from the Waste Management Reserve Budget by \$2,040,790**
 - (vii) Increasing the Transfer from the Future Projects Funding Reserve by \$777,790**
 - (viii) Increasing the Transfer from the Project Funds Rolled Over Reserve by \$461,290**
 - (ix) Increasing the Transfer from the Plant and Machinery Reserve by \$1,719,050**
 - (x) Increasing the Loans Received Budget by \$2,990,000**
 - (xi) Increasing the Grants Received Budget by \$9,390,140; and**
 - (xii) Increasing the Proceeds from Sale Budget by \$842,000**
 - (xiii) Increasing the Opening Balance of the FY23 Annual Budget by \$2,044,800 – the equivalent of the Municipal Funds Carried Forward.**

	CFwd FY24	DCP	POS & Trust	Reserve	Loans	Grants	Sale Proceeds.	Municipal
⊕ Buildings	7,639,930			1,487,610	2,939,000	2,642,000		571,320
⊕ Parks and Reserves	3,142,210		122,180	724,050		1,470,780		825,200
⊕ Pathways	196,050			180,000				16,050
⊕ Roads	5,813,470	208,900				5,277,360		327,210
⊕ Drainage	2,237,290			2,237,290				
⊕ Other Infrastructure	258,480			116,480				142,000
⊕ Waste Infrastructure	1,447,790			1,447,790				
⊕ Furniture and Equipment	163,020							163,020
⊕ Plant & Machinery	3,154,050			2,312,050			842,000	
Grand Total	24,052,290	208,900	122,180	8,505,270	2,939,000	9,390,140	842,000	2,044,800

2. Pursuant to Section 6.8 of the Local Government Act 1995, AMENDS* the 2023/24 Operating Expenditure budget as follows:
- (i) Increasing the Operating Expenditure budget to include the items listed in Attachment 2 totalling \$3,695,960
 - (ii) Increasing the Grants Received (Recognised) Budget by \$775,820; and
 - (iii) Increasing the Opening Balance of the FY24 Annual Budget by \$2,920,140 – the equivalent of the Municipal Funds Carried Forward.

	CFwd FY24	DCP	POS & Trust	Reserve	Grants	Sale Proceeds.	Municipal
⊕ CEO Admin	415,480						415,480
⊕ Human Resources	329,000						329,000
⊕ Tourism	58,720						58,720
⊕ Design	119,610						119,610
⊕ Health	16,040						16,040
⊕ Planning	529,850						529,850
⊕ Asset Lifecycle	151,500						151,500
⊕ Environment	1,264,990				413,610		851,380
⊕ Local Studies	9,500						9,500
⊕ Development Services Admin	50,000						50,000
⊕ Communications	175,520						175,520
⊕ Community Services Admin	18,780						18,780
⊕ Community Development	410,350				362,210		48,140
⊕ Community Planning	146,620						146,620
Grand Total	3,695,960				775,820		2,920,140

ABSOLUTE MAJORITY RESOLUTION REQUIRED

Moved Cr M S Nothcott
MOTION CARRIED

(6/0)

****2.1 - CORPORATE BUSINESS PLAN - ANNUAL REVIEW - 2023/24**

WARD : ALL
FILE No. : M/374/23
DATE : 29 June 2023
REF : TH/RP
RESPONSIBLE : Executive Director
MANAGER : Corporate Services

In Brief:

- Following a review of the Strategic Community Plan 2020-2030 earlier this year, a review of the Corporate Business Plan has been undertaken. The draft Corporate Business Plan 2023/24 to 2026/27 is presented to Council for adoption.
- Recommend that Council, in accordance with Regulation 19DA(6) of the *Local Government (Administration) Regulations 1996*, adopts the 2023/24 - 2026/27 Corporate Business Plan as presented in the attachment to this Report.

Tabled Items

Nil

Decision Type

- ☒ **Legislative** The decision relates to general local government legislative functions such as adopting/changing local laws, town planning schemes, rates exemptions, City policies and delegations etc.
- ☒ **Executive** The decision relates to the direction setting and oversight role of Council.
- ☐ **Quasi-judicial** The decision directly affects a person's rights or interests and requires Councillors at the time of making the decision to adhere to the principles of natural justice.

Officer Interest Declaration

Nil

Strategic Implications

The City's Strategic Community Plan is the highest level planning document, capturing the goals and aspirations of the Community and Council. Adoption of the revised Corporate Business Plan will achieve the following strategic direction:

Aspiration: 4 – Leadership

Outcome 4.1 – Strategic leadership and effective management

Objective 4.1.2 – Develop and maintain a comprehensive suite of strategies and plans to guide the City's delivery of infrastructure and services to the community

Key Action or Plan 4.1.2.2 – Conduct an annual review of the City's Corporate Business Plan

Legal Implications

All local governments are required to produce a plan for the future under s5.56 (1) of the *Local Government Act 1995* (the Act). In accordance with s5.56(2) of the Act, a local government is to ensure that plans for the future are compliant with any regulations made about planning for the future of the district.

In accordance with Regulation 19DA of the *Local Government (Administration) Regulations 1996*, the draft Corporate Business Plan as presented to Council covers at least 4 financial years, takes into account and actions the Strategic Community Plan, and has been developed with regard to the City's resources.

The voting requirement for adoption, or modification, of a Corporate Business Plan is an absolute majority of Council.

Council Policy/Local Law Implications

Nil

Budget/Financial Implications

Financial implications of the Corporate Business Plan actions are considered as part of the annual revision of the Long Term Financial Plan.

Consultation

- Councillors
- Executive Leadership Team
- Organisational Management Team

BACKGROUND

Section 5.56 of the *Local Government Act 1995* requires each local government 'to plan for the future of the district', by developing plans in accordance with the regulations. A Plan for the future under s5.56 of the *Local Government Act 1995* consists of a Strategic Community Plan and a Corporate Business Plan.

The regulatory requirements for the Corporate Business Plan stipulate that it:

- Has a minimum term of 4 financial years.
- Identifies and prioritises the principal strategies and activities the Council will undertake in response to the aspirations and objectives stated in the Strategic Community Plan.
- States the services, operations and projects that a local government will deliver over the period of the plan, the method for delivering these and the associated cost.
- References resourcing considerations such as asset management plans, finances and workforce plans.
- Is adopted by Council by an absolute majority.
- Is reviewed annually, as it is the main 'driver' for the Annual Budget.

The Strategic Community Plan 2020-2030 underwent a minor review in 2022, and was adopted by Council in March 2023. The review of the Corporate Business Plan is the next step in the Integrated Planning and Performance process to ensure alignment between the plans. The draft CBP has undergone a minor review to reflect the recent SCP review, and reflect our current operating environment.

DETAILS OF PROPOSAL

The Corporate Business Plan was reviewed and assessed by the Management and Executive teams to determine modifications to Key Actions and Projects (KAPs) including wording changes, consolidation of actions, and the removal of completed actions. The purpose of the review is to detail achievable KAPs and 4 year annual deliverables.

Following on from this, Councillors reviewed and made suggestions which have been incorporated into the new draft Corporate Business Plan 2023/24 – 2026/27.

Details of modifications by section are listed below.

Page	Section	Updates
0	Cover	Date change
1-2	Armadale where country meets City	No change
3	Contents...	No change
4	A message from the Mayor and Chief Executive Officer...	Date change
5	Role of the Corporate Business Plan...	No change
6	COVID-19 Ongoing Response and Recovery	No change
7-8	Our City in 2023	Capital projects financials, suburbs and localities, roads and pathways updated.
9-10	Our Community Profile in 2023	2023 Demographics, and forecasts
11	Key Informing Plans and Strategies...	No change
Page	Section	Updates
12	Asset Management Planning	Updated assets figures
13	Risk Management	No change
14	Influencing Plans and Strategies	Updated to include newly adopted ISPs
15-16	Capital Investment 2023 – 2026	Updated capital investment figures
17	Key Projects Funding and Timeline: 2023/24 - 2026/27	Updated figures and timelines for 2023/24 - 2026/27
18	Image	No change
19	Our Performance	No change
20	How to use this Corporate Business Plan	No change
21-22	Aspiration 1 – Community Statement	No change. This was updated through the Strategic Community Plan review process
23- 32	Aspiration 1 - Community Outcomes, Objectives, Strategies, Key Actions and Projects, Responsible Area, 4 year deliverables	KAP changes in attached spreadsheet
33-34	Aspiration 2 – Environment Statement	No change. This was updated through the Strategic Community Plan review process
35-50	Aspiration 2 – Environment Outcomes, Objectives, Strategies, Key Actions and Projects, Responsible Area, 4 year deliverables	KAP changes in attached spreadsheet
51-52	Aspiration 3 – Economy Statement	No change. This was updated through the Strategic Community Plan review process
53-62	Aspiration 3 - Economy Outcomes, Objectives, Strategies, Key Actions and Projects, Responsible Area, 4 year deliverables	KAP changes in attached spreadsheet
63-64	Aspiration 4 – Leadership Statement	No change. This was updated through the

Page	Section	Updates
		Strategic Community Plan review process
65-82	Aspiration 4 – Leadership Outcomes, Objectives, Strategies, Key Actions and Projects, Responsible Area, 4 year deliverables	KAP changes in attached spreadsheet
83-88	Financials	Updated financial numbers
89- 90	Images	No change
91	Back page	No change

COMMENT

The Integrated Planning process, comprising Strategic Community and Corporate Business Planning is one of the most important activities that Councillors undertake in their role. It requires a clear vision, well-informed decisions regarding strategic priorities and clear measurements of objectives and outcomes. If the processes are sufficiently resourced, robust and integrated, it will lead to Council achieving the community outcomes it desires.

A review of the Corporate Business Plan has been conducted initially through consultation with the management and executive teams and subsequently with Council through a workshop held on the 27 June 2022.

CONCLUSION

Following a review of the City's Corporate Business Plan, incorporating the requirements of the Strategic Community Plan 2020–2030 and informed by the City's Four Year Budget 2023 to 2026 and Long Term Financial Plan. The draft Corporate Business Plan 2023/24 to 2026/27 is presented to Council for adoption.

ATTACHMENTS

1. KAP Changes spreadsheet for Corp Services Committee-Attachment 1
2. Corporate Business Plan 2023/24 to 2026/27 DD

RECOMMEND

CS36/8/23

That Council, in accordance with Regulation 19DA(6) of the *Local Government (Administration) Regulations 1996*, adopts the 2023/24-2026/27 Corporate Business Plan as presented in the attachment to this Report.

ABSOLUTE MAJORITY RESOLUTION REQUIRED

Moved Cr M J Hancock
MOTION CARRIED

(6/0)

COUNCILLORS' ITEMS

Nil

CHIEF EXECUTIVE OFFICER'S REPORT

Nil

EXECUTIVE DIRECTOR'S REPORT

1. Rates Issued on 22 August

Rates Notices have been issued today.

Advice has been issued to Councillors, which may assist with any queries they may receive.

MEETING DECLARED CLOSED AT 7:11PM

CORPORATE SERVICES COMMITTEE		
SUMMARY OF ATTACHMENTS		
22 AUGUST 2023		
ATT NO.	SUBJECT	
1.1 LIST OF ACCOUNTS PAID - JUNE 2023		
1.1.1	Monthly Cheque and Credit Card Report - June 2023	
1.2 STATEMENT OF FINANCIAL ACTIVITY - JUNE 2023		
1.2.1	Small Balance Rates Interest Written Off - June 2023	
1.2.2	Monthly-Financial-Report- June 2023 -V1.3	
1.3 FINANCIAL YEAR 2023/24 - CARRY FORWARDS		
1.3.1	Attachment One - Capital Projects Carried Forward to FY24	
1.3.2	Attachment Two - Operational Projects and Programs Carried Forward to FY24	
1.3.3	Attachment Three - Detail of Capital Projects Phases and Explanations	
1.3.4	Attachment Four - Operational Projects Detail	
2.1 CORPORATE BUSINESS PLAN - ANNUAL REVIEW - 2023/24		
2.1.1	KAP Changes spreadsheet for Corp Services Committee-Attachment 1	
2.1.2	Corporate Business Plan 2023/24 to 2026/27 DD	

The above attachments can be accessed from the Minutes of the Corporate Services Committee meeting of 22 August available on the City's website

CHIEF EXECUTIVE OFFICER’S REPORT

28 AUGUST 2023

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1.1 - COUNCILLORS INFORMATION BULLETIN - ISSUE NO 13/2023

WARD : ALL
FILE No. : M/450/23
DATE : 15 August 2023
REF : MC
RESPONSIBLE : Chief Executive Officer
MANAGER

In Brief:

- Councillor's Information Bulletin – Councillors are advised to take note of the information submitted in Issue No. 13/2023 to be received by Council

The following general information and memorandums were circulated in Issue No 13/2023 on 24 August 2023.

COMMENT

Correspondence & Papers

Information from Human Resources

Employee Movements

Information from Technical Services

Outstanding Matters and Information Items

Various Items

Monthly Departmental Reports

Technical Services Works Program

Information from Community Services

Outstanding Matters & Information Items

Report on Outstanding Matters

Library Upcoming Events

Community Planning

Community Development

Recreation Services

Library and Heritage Services

Ranger & Emergency Services

Information from Corporate Services

Nil

Information from Development Services

Nil

ATTACHMENTS

There are no attachments for this report.

RECOMMEND

CEO2/8/23

That Council acknowledge receipt of Issue 13/2023 of the Information Bulletin



ORDINARY MEETING OF COUNCIL
MONDAY, 14 AUGUST 2023

MINUTES

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CITY OF ARMADALE

MINUTES

OF ORDINARY COUNCIL MEETING HELD IN THE COUNCIL CHAMBERS,
ADMINISTRATION CENTRE, 7 ORCHARD AVENUE, ARMADALE ON MONDAY, 14
AUGUST 2023 AT 7.00PM.

1 DECLARATION OF OPENING / ANNOUNCEMENT OF VISITORS

The Mayor, Cr Butterfield, declared the meeting open at 7.02 pm.

2 RECORD OF ATTENDANCE / APOLOGIES / LEAVE OF ABSENCE (previously approved)

PRESENT:

Mayor, Cr R Butterfield
presided over

River Ward

Deputy Mayor, Cr K Busby
Cr J Keogh
Cr K Kamdar
Cr S Peter JP
Cr M S Northcott
Cr P A Hetherington
Cr M J Hancock
Cr E J Flynn
Cr G J Smith
Cr S S Virk
Cr G Nixon
Cr S J Mosey

Minnawarra Ward
River Ward
Ranford Ward
Ranford Ward
Palomino Ward
Palomino Ward
Heron Ward
Heron Ward
Minnawarra Ward
Lake Ward
Hills Ward
Hills Ward

IN ATTENDANCE:

Mr J Lyon	Executive Director Corporate Services
Mr P Sanders	Executive Director Development Services
Mr M Vermeulen	A/Executive Director Technical Services
Mrs S Van Aswegen	Executive Director Community Services
Mrs S D'Souza	CEO's Executive Assistant

Public: 2

Press: 1

LEAVE OF ABSENCE:

Nil

APOLOGIES:

Apology received from Cr M Silver.

**3 ADVICE OF RESPONSE TO PREVIOUS PUBLIC QUESTIONS
TAKEN ON NOTICE**

Nil

4 PUBLIC QUESTION TIME

Nil

5 APPLICATIONS FOR LEAVE OF ABSENCE

**5.1 Request for Leave of Absence – Cr Kerry Busby, Cr Paul Hetherington
and Cr Michael Hancock**

Request for leave of absence received from:

- Cr Kerry Busby for the period Friday 15 September 2023 until Sunday 8 October 2023 inclusive.
- Cr Paul Hetherington for the periods –
Monday 21 & Tuesday 22 August 2023; and
Monday 28 August to Friday 1 September 2023 (inclusive)
- Cr Michael Hancock for Monday 21 August 2023
- Cr Emma Flynn for the period Monday 28 August to Thursday 31 August 2023 inclusive

MOVED Cr M S Northcott

That Council approve leave of absence for:-

- **Cr Kerry Busby for the period Friday 15 September 2023 to Sunday 8 October 2023 inclusive. (Includes 1 Ordinary Council Meeting - 26 September 2023)**
- **Cr Paul Hetherington for the periods –**
 - **Monday 21 & Tuesday 22 August 2023** (does not include an Ordinary Council meeting); and
 - **Monday 28 August to Friday 1 September 2023, inclusive** (includes 1 Ordinary Council meeting – 28 August)
- **Cr Michael Hancock for Monday 21 August 2023** (does not include an Ordinary Council meeting)
- **Cr Emma Flynn for the period Monday 28 August to Thursday 31 August 2023 inclusive** (includes 1 Ordinary Council meeting – 28 August)

MOTION not opposed, DECLARED CARRIED (13/0)

FOR: Cr Butterfield, Cr Busby, Cr Keogh, Cr Kamdar, Cr Peter, Cr Northcott, Cr Hetherington,
Cr Flynn, Cr Hancock, Cr Smith, Cr Virk, Cr Mosey, Cr Nixon

6 PETITIONS

Nil

7 CONFIRMATION OF MINUTES

7.1 PREVIOUS ORDINARY COUNCIL MEETING HELD ON 24 JULY 2023.

MOVED Cr E J Flynn that the Minutes of the Ordinary Council Meeting held on 24 July 2023 be confirmed as a true and accurate record.

MOTION not opposed, DECLARED CARRIED (13/0)

FOR: Cr Butterfield, Cr Busby, Cr Keogh, Cr Kamdar, Cr Peter, Cr Northcott, Cr Hetherington,
Cr Flynn, Cr Hancock, Cr Smith, Cr Virk, Cr Mosey, Cr Nixon

8 ANNOUNCEMENTS BY THE PERSON PRESIDING WITHOUT DISCUSSION

1 Mayor's Announcements

Tuesday 25 July 2023

- Attended the Harrisdale Men's Shed to meet with the group and discuss possible new and available location for the shed.

Wednesday 26 July 2023

- Attended the South East Regional Energy Group meeting.
- Attended an information session hosted by WALGA regarding how the Aboriginal Cultural Heritage Act will operate. A presentation was followed by questions being asked of representatives from the Dept of Planning, Lands and Heritage, via Zoom.

Saturday 29 July 2023

- Attended National Tree Day at Settlers Common where approximately 80 volunteers planted a couple of thousand seedlings. The Samskruthi Perth group attended again with a large number their members.

Monday 31 July 2023

- Attended a regular meeting with the CEO and Deputy Mayor to discuss local issues.

Wednesday 2 August 2023

- Attended a State Council Information Forum to discuss the recently announced state electoral redistribution.

Thursday 3 August 2023

- Attended the Habitat Box Workshop held in Bedfordale where participants in the City's Habit Links program were taught about the importance of mature trees for native animals to breed in and then taught how to make a habitat box. Councillor Mosey also attended.

Friday 4 August 2023

- Hosted the City of Gosnells Mayor, several Councillors and officers for a tour around AFAC. The City of Gosnells is researching in anticipation of building their own new aquatic centre.

Saturday 5 August 2023

- Was interviewed by ABC Radio Perth, to promote Spring into Armadale.

Monday 7 August 2023

- Met with the Executive Director of Technical Services to inspect various aspects of Kelmscott.
- Attended a regular meeting with the CEO to discuss local issues.

Wednesday 9 August 2023

- Attended the 10th Birthday celebration of the 2nd Chance Op Shop. The Deputy Mayor Councillor Busby and Councillor Smith also attended.

Friday 11 August 2023

- Opened the Outside the Frame art exhibition at the Armadale District Hall. Councillors Smith, Mosey, Keogh, and Hetherington also attended along with Hugh Jones MLA.

Saturday 12 August 2023

- Attended the Pioneers Reunion held at the Kelmscott Hall which hosted almost 200 residents who have lived in the City of Armadale for 50 years or more. Councillors Keogh, Smith and Mosey also attended.

9 QUESTIONS BY MEMBERS OF WHICH DUE NOTICE HAS BEEN GIVEN – WITHOUT DISCUSSION

Nil

10 REPORTS

10.1 TECHNICAL SERVICES COMMITTEE MEETING

Report of the Technical Services Committee held on 7 August 2023.

MOVED Cr G Nixon that the report be received.

MOTION not opposed, DECLARED CARRIED (13/0)

FOR: Cr Butterfield, Cr Busby, Cr Keogh, Cr Kamdar, Cr Peter, Cr Northcott, Cr Hetherington,
Cr Flynn, Cr Hancock, Cr Smith, Cr Virk, Cr Mosey, Cr Nixon

BUSINESS ARISING FROM REPORT

Recommendation T1/8/23 - Tender 28 of 2022 - Weed Management Services

MOVED Cr G Nixon

That Council, in regard to Tender 28 of 2022 for Weed Management Services, accept the recommendation detailed within Confidential Attachment 2 for a period of two (2) years, with the option to extend the contract for a further three (3) periods of 12 months, subject to satisfactory performance.

MOTION not opposed, DECLARED CARRIED (13/0)

FOR: Cr Butterfield, Cr Busby, Cr Keogh, Cr Kamdar, Cr Peter, Cr Northcott, Cr Hetherington,
Cr Flynn, Cr Hancock, Cr Smith, Cr Virk, Cr Mosey, Cr Nixon

Recommendation T2/8/23 - Skeet Road to Harrisdale Senior High School - Parallel Parking (Referral Matter)

MOVED Cr G Nixon

That Council:

- 1. Do not request a report from City Officers on this matter.**
- 2. Note that school sites that are zoned within the Perth metropolitan area do not require planning approval from local governments which denies local governments the opportunity to apply parking standards.**

MOTION not opposed, DECLARED CARRIED (13/0)

FOR: Cr Butterfield, Cr Busby, Cr Keogh, Cr Kamdar, Cr Peter, Cr Northcott, Cr Hetherington, Cr Flynn, Cr Hancock, Cr Smith, Cr Virk, Cr Mosey, Cr Nixon

Recommendation T3/8/23 - Councillor Items

MOVED Cr G Nixon

That Council refers the Councillors' items in regard to:

- 1. Bulk Waste Flyers**
- 2. Minute record of Councillors' Items**

to the relevant Directorate for action and/or report to the appropriate Committee

MOTION not opposed, DECLARED CARRIED (13/0)

FOR: Cr Butterfield, Cr Busby, Cr Keogh, Cr Kamdar, Cr Peter, Cr Northcott, Cr Hetherington, Cr Flynn, Cr Hancock, Cr Smith, Cr Virk, Cr Mosey, Cr Nixon

10.2 COMMUNITY SERVICES COMMITTEE MEETING

Report of the Community Services Committee held on 8 August 2023.

MOVED Cr M S Northcott that the report be received.

MOTION not opposed, DECLARED CARRIED (13/0)

FOR: Cr Butterfield, Cr Busby, Cr Keogh, Cr Kamdar, Cr Peter, Cr Northcott, Cr Hetherington, Cr Flynn, Cr Hancock, Cr Smith, Cr Virk, Cr Mosey, Cr Nixon

BUSINESS ARISING FROM REPORT

Recommendation C18/8/23 - Registration of Interest - Reg Williams Pavilion

MOVED Cr M S Northcott

That Council adopt the recommendation as outlined in the Confidential Report, as amended, i.e.

That Council defer the item until:

- a) a Councillor visit of the facility is completed; and**
- b) further options on the lease of the building are investigated**

MOTION not opposed, DECLARED CARRIED (13/0)

FOR: Cr Butterfield, Cr Busby, Cr Keogh, Cr Kamdar, Cr Peter, Cr Northcott, Cr Hetherington, Cr Flynn, Cr Hancock, Cr Smith, Cr Virk, Cr Mosey, Cr Nixon

Recommendation C19/8/23 - Managing Opportunities for Sausage Sizzles at City Events

MOVED Cr M S Northcott

That Council refer the following Councillor item in regard to:

1. Sausage Sizzles at City Events

to the relevant Directorate for action and/or report to the appropriate Committee.

MOTION not opposed, DECLARED CARRIED

(13/0)

FOR: Cr Butterfield, Cr Busby, Cr Keogh, Cr Kamdar, Cr Peter, Cr Northcott, Cr Hetherington,
Cr Flynn, Cr Hancock, Cr Smith, Cr Virk, Cr Mosey, Cr Nixon

10.3 CHIEF EXECUTIVE OFFICER'S REPORT

Report of the Chief Executive Officer.

MOVED Cr M S Northcott that the report be received.

MOTION not opposed, DECLARED CARRIED

(13/0)

FOR: Cr Butterfield, Cr Busby, Cr Keogh, Cr Kamdar, Cr Peter, Cr Northcott, Cr Hetherington,
Cr Flynn, Cr Hancock, Cr Smith, Cr Virk, Cr Mosey, Cr Nixon

BUSINESS ARISING FROM REPORT

Recommendation CEO1/8/23 - Councillors Information Bulletin - Issue No 12/2023

MOVED Cr E J Flynn

That Council acknowledge receipt of Issue 12/2023 of the Information Bulletin

MOTION not opposed, DECLARED CARRIED

(13/0)

FOR: Cr Butterfield, Cr Busby, Cr Keogh, Cr Kamdar, Cr Peter, Cr Northcott, Cr Hetherington,
Cr Flynn, Cr Hancock, Cr Smith, Cr Virk, Cr Mosey, Cr Nixon

11 MOTIONS OF WHICH PREVIOUS NOTICE HAS BEEN GIVEN

Nil

12 URGENT BUSINESS APPROVED BY THE PERSON PRESIDING OR BY DECISION

Nil

**13 MATTERS FOR REFERRAL TO STANDING COMMITTEES –
WITHOUT DISCUSSION**

1 Parking on Skeet Road (Cr Shanavas Peter)

That the matter of a feasibility report for parallel parking along Skeet Road be referred to the Technical Services Committee.

14 MATTERS REQUIRING CONFIDENTIAL CONSIDERATION

Nil

15 CLOSURE

The Mayor, Cr Butterfield, declared the meeting closed at 7.13pm

MINUTES CONFIRMED THIS 28 AUGUST 2023

MAYOR