



AGENDA

Council Meeting

Tuesday, 17 April 2018 at 6.30pm

Disclaimer

The purpose of this Council meeting is to discuss and, where possible, make resolutions about items appearing on the agenda.

Whilst Council has the power to resolve such items and may in fact, appear to have done so at the meeting, no person should rely on or act on the basis of such decision or on any advice or information provided by a member or officer, or on the content of any discussion occurring, during the course of the meeting.

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Procedure for Deputations, Presentations and Public Question Time at Council Meetings

Council thanks you for your participation in Council Meetings and trusts that your input will be beneficial to all parties. Council has a high regard for community input where possible, in its decision making processes.

<p style="text-align: center;">Deputations</p> <p>A formal process where members of the community request permission to address Council or Committee on an issue.</p>	<p style="text-align: center;">Presentations</p> <p>An occasion where awards or gifts may be accepted by the Council on behalf of the community, when the Council makes a presentation to a worthy recipient or when agencies may present a proposal that will impact on the Local Government.</p>
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Procedures for Deputations

The Council allows for members of the public to make a deputation to Council on an issue related to Local Government business.

Notice of deputations need to be received by **5pm on the day before the meeting** and agreed to by the Presiding Member. Please contact Executive Support Services via telephone on 9339 9339 or email admin@eastfremantle.wa.gov.au to arrange your deputation.

Where a deputation has been agreed to, during the meeting the Presiding Member will call upon the relevant person(s) to come forward and address Council.

A Deputation invited to attend a Council meeting:

- (a) is not to exceed five (5) persons, only two (2) of whom may address the Council, although others may respond to specific questions from Members;
- (b) is not to address the Council for a period exceeding ten (10) minutes without the agreement of the Council; and
- (c) additional members of the deputation may be allowed to speak with the agreement of the Presiding Member.

Council is unlikely to take any action on the matter discussed during the deputation without first considering an officer's report on that subject in a later Council agenda.

Procedure for Presentations

Notice of presentations being accepted by Council on behalf of the community, or agencies presenting a proposal, need to be received by **5pm on the day before the meeting** and agreed to by the Presiding Member. Please contact Executive Support Services via telephone on 9339 9339 or email admin@eastfremantle.wa.gov.au to arrange your presentation.

Where the Council is making a presentation to a worthy recipient, the recipient will be advised in advance and asked to attend the Council meeting to receive the award.

All presentations will be received/awarded by the Mayor or an appropriate Councillor.

Procedure for Public Question Time

The Council extends a warm welcome to you in attending any meeting of the Council. Council is committed to involving the public in its decision making processes whenever possible, and the ability to ask questions during 'Public Question Time' is of critical importance in pursuing this public participation objective.

Council (as required by the *Local Government Act 1995*) sets aside a period of 'Public Question Time' to enable a member of the public to put up to two (2) questions to Council. Questions should only relate to the business of Council and should not be a statement or personal opinion. Upon receipt of a question from a member of the public, the Mayor may either answer the question or direct it to a Councillor or an Officer to answer, or it will be taken on notice.

Having regard for the requirements and principles of Council, the following procedures will be applied in accordance with the *Town of East Fremantle Local Government (Council Meetings) Local Law 2016*:

1. Public Questions Time will be limited to fifteen (15) minutes.
2. Public Question Time will be conducted at an Ordinary Meeting of Council immediately following "Responses to Previous Public Questions Taken on Notice".
3. Each member of the public asking a question will be limited to two (2) minutes to ask their question(s).
4. Questions will be limited to three (3) per person.
5. Please state your name and address, and then ask your question.
6. Questions should be submitted to the Chief Executive Officer in writing by **5pm on the day before the meeting and be signed by the author**. This allows for an informed response to be given at the meeting.
7. Questions that have not been submitted in writing by 5pm on the day before the meeting will be responded to if they are straightforward.
8. If any question requires further research prior to an answer being given, the Presiding Member will indicate that the "question will be taken on notice" and a response will be forwarded to the member of the public following the necessary research being undertaken.
9. Where a member of the public provided written questions then the Presiding Member may elect for the questions to be responded to as normal business correspondence.
10. A summary of the question and the answer will be recorded in the minutes of the Council meeting at which the question was asked.

During the meeting, no member of the public may interrupt the meetings proceedings or enter into conversation.

Members of the public shall ensure that their mobile telephone and/or audible pager is not switched on or used during any meeting of the Council.

Members of the public are hereby advised that use of any electronic, visual or audio recording device or instrument to record proceedings of the Council is not permitted without the permission of the Presiding Member.

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NOTICE OF MEETING

Elected Members

An Ordinary Meeting of the Council will be held on Tuesday, 17 April 2018 in the Council Chamber, 135 Canning Highway East Fremantle commencing at 6.30pm and your attendance is requested.

A handwritten signature in black ink, appearing to read 'Gary Tuffin'.

GARY TUFFIN
Chief Executive Officer

AGENDA

1. OFFICIAL OPENING

2. ACKNOWLEDGEMENT OF COUNTRY

"On behalf of the Council I would like to acknowledge the Nyoongar people as the traditional custodians of the land on which this meeting is taking place."

3. RECORD OF ATTENDANCE

3.1 Attendance

3.2 Apologies

3.3 Approved Leave of Absence

4. DISCLOSURES OF INTEREST

4.1 Financial

4.2 Proximity

4.3 Impartiality

5. PUBLIC QUESTION TIME

5.1 Responses to previous questions from members of the public taken on notice
Nil.

5.2 Public Question Time

6. PRESENTATIONS/DEPUTATIONS

6.1 Presentations

6.2 Deputations

7. APPLICATIONS FOR LEAVE OF ABSENCE



8. CONFIRMATION OF MINUTES OF PREVIOUS MEETING

8.1 Ordinary Meeting of Council (20 March 2018)

8.1 OFFICER RECOMMENDATION

That the minutes of the Ordinary meeting of Council held on Tuesday, 20 March 2018 be confirmed as a true and correct record of proceedings.

9. ANNOUNCEMENTS BY THE PRESIDING MEMBER

10. UNRESOLVED BUSINESS FROM PREVIOUS MEETINGS



11. REPORTS AND RECOMMENDATIONS OF COMMITTEES

11.1 Town Planning Committee Meeting (3 April 2018)

File ref	C/MTP1
Prepared by	Andrew Malone, Executive Manager Regulatory Services
Meeting Date:	17 April 2018
Voting requirements	Simple Majority
Documents tabled	Nil
Attachments	1. Town Planning Committee Minutes

Purpose

To submit the minutes and delegated decisions of the Town Planning & Building Committee for receipt by Council.

Executive Summary

The Committee, at its meeting on 3 April 2018, exercised its delegation in all five statutory matters before it.

There is no further action other than to receive the minutes, including delegated decisions, of that meeting.

Consultation

Town Planning Committee.

Statutory Environment

Nil.

Policy Implications

Nil.

Financial Implications

Nil.

Strategic Implications

Nil.

Site Inspection

Not applicable.

Comment

The unconfirmed minutes of the Town Planning Committee meeting are now presented to Council to be received.

11.1 OFFICER RECOMMENDATION

That the unconfirmed Minutes of the Town Planning Committee Meeting held on 3 April 2018 be received.



MINUTES

Town Planning Committee

Tuesday, 3 April 2018 at 6.34pm

Disclaimer

The purpose of this Committee meeting is to discuss and, where possible, make resolutions about items appearing on the agenda.

Whilst the Committee has the power to resolve such items and may in fact, appear to have done so at the meeting, no person should rely on or act on the basis of such decision or on any advice or information provided by a member or officer, or on the content of any discussion occurring, during the course of the meeting.

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MINUTES OF THE ORDINARY MEETING OF THE TOWN PLANNING COMMITTEE HELD AT THE EAST FREMANTLE TOWN HALL, 135 CANNING HIGHWAY, EAST FREMANTLE ON TUESDAY 3 APRIL 2018.

1. DECLARATION OF OPENING OF MEETING/ANNOUNCEMENTS OF VISITORS

Presiding member opened the meeting at 6.34pm and welcomed members of the gallery.

2. ACKNOWLEDGEMENT OF COUNTRY

"On behalf of the Council I would like to acknowledge the Whadjuk Nyoongar people as the traditional custodians of the land on which this meeting is taking place and pay my respects to Elders past and present."

3. RECORD OF ATTENDANCE

3.1 Attendance

The following members were in attendance:

Cr C Collinson Presiding Member
Mayor J O'Neill
Cr J Harrington
Cr M McPhail
Cr D Nardi
Cr T Natale
Cr A White

The following staff were in attendance:

Mr A Malone Executive Manager Regulatory Services
Ms J May Minute Secretary

There were seven members of the public in the gallery.

3.2 Apologies

Nil.

3.3 Leave of Absence

Nil.

4. MEMORANDUM OF OUTSTANDING BUSINESS

Nil.

5. DISCLOSURES OF INTEREST

5.1 Financial

Nil.

5.2 Proximity

Nil.

5.3 Impartiality

5.3.1 Cr White – Item 11.5 Fortescue Street No 63

As a consequence of the applicant for this project being a relative, there may be a perception that my impartiality on the matter may be affected. I declare that I will consider this matter on its merits in terms of the benefit to the Town and vote accordingly.

6. PUBLIC QUESTION TIME

6.1 Responses to previous questions from members of the public taken on notice

Nil.

6.2 Public Question Time

Nil.

7. PRESENTATIONS/DEPUTATIONS

7.1 Presentations

Nil.

7.2 Deputations

Nil.

8. CONFIRMATION OF MINUTES OF PREVIOUS MEETING

8.1 Town Planning and Building Committee (6 March 2018)

8.1 OFFICER RECOMMENDATION

Moved Cr M McPhail, seconded Cr Natale

That the minutes of the Town Planning and Building Committee meeting held on Tuesday 6 March 2018 be confirmed as a true and correct record of proceedings.

(CARRIED UNANIMOUSLY)

9. ANNOUNCEMENTS BY THE PRESIDING MEMBER

Nil.

10. REPORTS OF COMMITTEES

10.1 Community Design Advisory Committee

Prepared by: Andrew Malone Executive Manager Regulatory Services

Supervised by: Gary Tuffin, Chief Executive Officer

Authority/Discretion: Town Planning & Building Committee

Attachments: 1. Minutes of the Community Design Advisory Committee meeting held on 26 March 2018

PURPOSE

To submit the minutes of the Community Design Advisory Committee meeting held in March for receipt by the Town Planning & Building Committee.

EXECUTIVE SUMMARY

The Committee, at its meeting held on 26 March 2018, provided comment on planning applications listed for consideration at the March Town Planning Committee meeting and other applications to be considered in the future. Comments relating to applications have been replicated and addressed in the individual reports.

There is no further action other than to receive the minute.

10.1 OFFICER RECOMMENDATION/COMMITTEE RESOLUTION TP010418

Moved Cr White, seconded Cr Harrington

That the Minutes of the Community Design Advisory Committee meeting held on 26 March 2018 be received.

(CARRIED UNANIMOUSLY)

11. REPORTS OF OFFICERS (COMMITTEE DELEGATION)

11.1 Staton Road No. 73B (Lot 303) – Construction of Three Level Dwelling on Vacant Land

Applicant	Private Horizons Planning Solutions
Owner	K F MacDonald
File ref	P/STA73B; P083/17
Prepared by	Christine Catchpole, Planning Officer
Supervised by	Andrew Malone, Executive Manager Regulatory Services
Voting requirements	Simple Majority
Meeting date	20 March 2018
Documents tabled	Nil
Attachments	Nil.

Purpose

This report considers a planning application for the construction of a three level single dwelling on vacant land at No. 73B (Lot 303) Staton Road, East Fremantle.

Executive Summary

The following issues are relevant to the determination of this application:

- Street setback: less than the required 7.5 metres and 6.5 metres (incursions);
- Lot boundary setbacks: reduced setbacks to the rear, northern and southern boundary;
- Open space: less than the required 55%;
- Building height: external wall height exceeds 5.6 metres and top of pitch of roof exceeds 8.1 metres;
- Site works: excavation and fill greater than 500mm;
- Retaining walls: greater than 500mm and within 1 metre of the rear and side lot boundaries;
- Visual privacy setback: less than required for various habitable rooms and balcony;
- Solar access: exceeds 25% permitted;
- Roof pitch: less than the required 28°; and
- Front fence: marginally exceeds overall permitted height of 1.8 metres.

It is considered the above variations can be supported subject to conditions of planning approval being imposed to address the adjoining owner submissions where appropriate and residential amenity.

Background

The 450m² freehold lot to be developed has been vacant since 2005 and was created with a frontage to Staton Road. The subject lot was subdivided from two larger parent lots. The subdivision also comprised survey strata lots which have driveway access and a frontage to Preston Point Road. At the time of subdivision reciprocal rights of carriageway (driveway access) were registered on the Title of 56 Preston Point Road benefitting and allowing the owners of 73A and 73B Staton Road to access the rear of those lots from Preston Point Road. The survey strata lot fronting 56 Preston Point Road was later developed with three two storey grouped dwellings. These lots use the same driveway to access their garages. The application is proposing vehicular access from Preston Point Road to basement parking and only pedestrian access from Staton Road. The lot has no remaining vegetation.

The site slopes away from Staton Road and there is an approximately 3 metre level difference between the eastern and western lot boundaries. This fall of the land will enable the lot to be excavated for basement parking at the western end of the lot. Within the rear setback a vehicle reversing area will be

located under a concrete deck which will cover and mostly enclose this reversing area. The basement level will also contain a storage room, lift, gym, kitchenette, bathroom, toilet and large storeroom.

The ground level accessed from Staton Road will comprise two bedrooms, a theatre room, bathrooms, laundry, study and large storeroom. This level will also contain a pool and patio on the northern side of the lot and an artificially grassed area over the top of the vehicle reversing area. The third level will contain another bedroom and ensuite bathroom with the kitchen, living, dining and balcony areas positioned at the western end of the lot to gain access to views.

Consultation

Advertising

The application was advertised twice to those surrounding land owners considered impacted. The first round of advertising involved letters to land owners. This comment period resulted in four submissions being received which objected to the building height, boundary setbacks and listed impacts on privacy as a concern. Amended plans were prepared in response to the submissions and were subsequently advertised by letter to surrounding land owners inviting comment. Five (5) submissions were received after the amended plans were advertised. The submissions have been summarised below and the applicant's response has been provided in italics following each submission. An Officer response is also provided.

Submission 1

- *"Request maximum set back from the boundary on all sides of the building to allow for light and airflow.*
- *Only to maximum height as my views, (south and southwest) will be considerably impacted and I am concerned with any portion of the proposed building that is over height and in excess of height restrictions.*
- *Overlooking balcony and windows – prefer open (glass) not block out screening to maximise airflow on hot days and limit view obstructions.*
- *The balcony and lounge room window boundary setbacks to comply within maximum boundary limits.*
- *My views will be considerably blocked so I am objecting to any part of the building that is over maximum height limit."*

Response from Applicant

- *Air flow between the existing dwellings and the proposed dwelling is considered to be acceptable. Although the proposed dwelling seeks some minor side setback variations from the northern and southern boundaries, the resulting combined setbacks between the existing dwellings and proposed dwelling ensures more than ample separation for light and ventilation.*

Momentarily excluding the proposed parapet wall on the southern boundary, the separation between buildings at the mid floor level varies from a minimum of 3.0m for the majority of the wall length, to 4.5m where the stair well light wells correspond opposite each other.

The northern boundary enjoys even greater building separation with the minimum distance between dwellings being 3.9m at their closest, increasing to 4.5m then separating to 8.4m at the pool courtyard. These separations arguably provide substantial light and ventilation. Furthermore, the location of the proposed dwelling is atop of a hill which affords generous breezes and winds direct from the ocean without impedance. Given the lots are orientated East West, exposure to the prevailing winds of the west coast and the 'Fremantle Doctor' ensures excellent natural ventilation to the subject site and adjoining dwellings.

With regards to provision of natural light, the adjoining northern dwellings will not be affected by the reduced side setback due to the sun trajectory from the north. The adjoining southern dwelling will experience some loss of direct natural light in the mid-winter months, but as there are no north facing windows in the northern wall of the adjoining southern dwelling's ground floor, other than the non-habitable stairwell, the reduction of direct sunlight will have negligible impact on the adjoining southern dwelling. The upper floor open balconies will not experience any loss of natural sunlight.

- *The building height is compliant. The chimney does exceed the building height, but this is considered to be an architectural feature, and consists of minimal visual bulk. The adjoining southern dwelling has similar architectural features which like the proposed dwelling, enhances the visual aesthetics and design of the dwelling and poses no loss of views for surrounding properties.*
- *We are happy to maintain the balcony ends open to ensure maximum air flow and minimal visual blockage.*
- *A setback variation is proposed to the lounge room of the third level. The proposed setback is not dissimilar to the existing northern side setback of the adjoining southern dwelling in the same positioning. The intent of the reduced side setback is primarily for the following reasons:*
 - *The design of the dwelling is an English Manor / Federation style design with a bull nose verandah, limestone walls, decorative balustrade and tin roofing. Such a design requires all floors to be located directly upon one another for building symmetry.*
 - *The primarily internal and external living area of the dwelling is the third level lounge room and family room. Given this is the main private entertaining and living area, this area requires greater living space, and has thus proposed the northern side setback variation to provide the required space.*
 - *The proposed width of the dwelling is to maximise available river views which is why the subject lot was purchased by the current owner in the first place.*

The proposed northern setback, as mentioned in previous comments above, will have no impact on the access to natural light and ventilation for the adjoining northern dwellings. The combined setback between the two buildings ensures this. There will be some building bulk impact, but this is unavoidable in any respect given the subject lot has been vacant for so long. Any construction of any dwelling on this lot will have this impact on the adjoining properties regardless of the proposed setbacks. Being used to a clear and open view will be impeded by any proposed development. Given the extent of amendments already made to this proposal to significantly reduce the building height and the extent of side setbacks, the current proposal is considered to be suitable for the locality, lot size, maintenance of surrounding dwellings existing views, and is consistent with the character and building bulk of the area.

- *The proposed amended plans have ensured building height is now compliant. Any further reduction in height will require the deletion of the entire third level of the proposed dwelling. Given the building height is now compliant, we do not propose or endorse any further reduction in building height. We understand adjoining neighbours will lose some of their views, however as they have been afforded the luxury of overlooking a vacant lot for several years, this luxury was always going to be temporary until such a time the lot was developed.*

Officer's Response

The applicant's response is considered reasonable in regard to building setbacks and in the main the reduced setbacks are supported. Building height is compliant in respect to the portion of the building that is at natural ground level. Views will be obstructed with development of the vacant lot, however, two storey development is permitted in this Precinct and under the R-Code provisions. It is noted that views will be lost for the upper level apartment to the north simply because the new dwelling comprises three levels and views would be lost with any development greater than single storey.

The applicant has provided some relative levels of surrounding dwellings to assist in the assessment of impacts on views. Apartment windows on the property to the north are positioned approximately midway along the length of the proposed dwelling so a considerable section of the view corridor to the south and south west will be blocked because a large portion of the building will be positioned further westward of the windows. The sill height of the apartment windows is level with the guttering of the proposed dwelling so the view remaining will be over the proposed roof (i.e. a further 1.0 to 1.5 metres in height). The view corridor, more directly to the west, will remain but it will also be over the roof tops of the grouped dwellings on the lot fronting Preston Point Road and between dwellings. In summary, loss of views is unavoidable if anything other than a single storey dwelling is to be constructed.

It is noted that the construction of the visual privacy screens on balconies and windows would further impede views so at the request of the submitter screens will not be recommended to be installed as a condition of planning approval.

Submission 2

- *“Concerns regarding a one car driveway. Up to eight (8) cars in use potentially increasing congestion, noise and disruption.*
- *Small turning circle on the driveway and this coupled with more vehicles will place extra pressure on an already confined area as there is no parking on nearby Preston Point Road.*
- *Another concern is the earth works and construction as the proposed dwelling is of a significant size and its impact on the structure of our home and land.*
- *The property and garage opens onto the driveway and the increased traffic in the driveway will have a greater impact on the ability (of owners, family and visitors) to navigate to and from the residence.*
- *Subdivision seemingly takes priority over the well-being of ratepayers affected by these changes.*
- *Alternate access plan with access to the proposed dwelling via Staton Road encouraged.”*

Response from Applicant

1. *The subdivision was designed and approved with the intent that multiple dwellings would be utilising the shared access way. The basis for this intent was to assist the streetscape of Staton Road to consist of attractive dwelling facades, and not dominated by garages and vehicles. We believe this intent has been successful.*
2. *The subdivision turning circle design has assumedly been designed and approved in accordance with Australian Standards. Restricting the location of a dwelling’s garage based on an approved and established subdivision is not acceptable.*
3. *Earthworks are a necessary element of any construction. All reasonable care will be taken to ensure minimal disruption and inconvenience to surrounding neighbours. If there are concerns with potential structural damage to adjoining dwellings, it is suggested the owners of the dwellings engage independent engineers to undertake dilapidation assessments of their homes to record any potential damage that might result from the unavoidable earthworks.*
4. *The garage is setback 7.189m from the rear boundary of the subject lot, and incorporates a substantial reversing area to ensure all vehicles exiting the site are in a forward motion. This will ensure excellent sight lines of approaching vehicles are maintained. Providing no vehicles are parked in the shared access way, there will be no issue with the subject site utilising the right of way for the movement of their private vehicles, or the navigation and movement of the vehicles visiting or residing at the other dwellings that utilise the right of way.*
5. *The subdivision has been approved and established. The proposed dwelling is simply utilising its right to use the right of way in accordance with the approved subdivision design and intent.*

6. *The rear right of way is the preferred access due to it being the low point of the subject site, and it eliminates the garage façade within the Staton Road streetscape.*

Officer Response

The applicant's response is considered reasonable and adequately addresses the issues raised by the submitter. A legal right to use the driveway of 56 Preston Point Road exists and this was the intention of the subdivision. Manoeuvrability of vehicles within the proposed reversing area will be difficult but achievable and it is preferred that the vehicles enter Preston Point Road in a forward direction. The other matters regarding construction are addressed at Building Permit and construction phase by the builder.

Submission 3

- *"Concerned regarding the protection of views.*
- *Existing owners entitled to protections offered in Local Planning Scheme and the R-Codes.*
- *Owner requests assurances that the development complies with the height and setback stipulations in the aforementioned documents with no variations to ensure fairness and consistency across the immediate locality."*

Response from Applicant

1. *Views have been protected so far as they are able to be whilst building within the prescribed maximum building height. Substantial modifications have been made to the existing design to ensure the maximum building height is not exceeded, and that existing views are maintained as best as possible within the building height limits.*
2. *Noted: Owners alike, inclusive of the developing landowner and existing landowner are both offered protections within the Local Planning Scheme and R-Codes. Specific reference should be made to which part of the proposal the affected landowner is referring to.*
3. *As stated in the previous two submission responses, building height is compliant.*

Officer Response

The applicant's response is considered reasonable and addresses the issue raised by the submitter adequately. The applicant has provided some relative levels of surrounding dwellings to assist in the assessment of impacts on views. The levels provided are discussed in more detail in the 'Statutory Assessment' section of the report, however, in summary the levels provided indicate that views from the properties on the other side of Staton Road will be available over the roof of the proposed dwelling from a raised verandah (6 Fraser Street) and the second level of a new dwelling (70 Staton Road).

Submission 4

- *"Zero setback for the south eastern part of the development - repeated concern from original submission (Requests 1.5m). Objects to building's non-compliance with minimum setback requirements.*
- *West facing window of Bedroom 1 - overlooks directly into habitable rooms on both levels.*
- *Requests a shifting back of the building further from the boundary line."*

Response from Applicant

1. *The proposed southern parapet wall for bedroom 1 will have minimal impact on the adjoining southern dwelling. The parapet wall will be built behind the existing limestone boundary wall which will provide visual relief through setback and texture articulation. The parapet wall will largely be adjacent to the blank northern wall of the adjoining southern dwelling thus creating no impact on an adjoining room or outdoor habitable area.*

The wall will be in part, adjacent to the front verandah of the southern dwelling. We do not believe the proposed parapet will have any detrimental impact on the verandah as it is considered to be a symmetry design feature of the dwelling's façade. The front verandah is not used as a habitable

outdoor living area, as all the outdoor living area is utilised at the rear of the dwelling on the balconies overlooking the river.

The proposed parapet wall is in line with the existing ground floor and upper floor front setback of the adjoining southern dwelling and will therefore have no impact on the streetscape either.

2. *The west facing window in bedroom 1 is approximately 8.5m from the nearest habitable room window of the adjoining southern dwelling. Noted the window does overlook the northern side boundary of the adjoining southern lot, however as this northern side consists of minimum side setbacks, a blank north facing wall and comprises of no outdoor habitable area, the northern side of this dwelling is considered to have the lesser need for visual privacy protection. The subject window has been proposed in this position to make the most of river glimpses available between the two dwellings.*
3. *The proposed 1.52m southern side setback is considered to be a minor variation. As stated in response to submission 1 above, the proposed southern side setback does not hamper nor restrict natural light and ventilation to the adjoining southern dwelling. The proposed dwelling is merely seeking a setback identical to the northern side setback of the adjoining southern dwelling. The impact and visual bulk created by the proposed dwelling compared to the existing adjoining southern dwelling is also near identical.*

Officer Response

The applicant's response is not considered to address the concerns of the submitter with respect to the nil setback proposed and the overlooking concerns. Conditions are recommended in regard to the setback for bedroom 1 being increased to comply with the R-Codes and the visual privacy screening of the bedroom window to comply with R-Code requirements. This is discussed further in the 'Statutory Assessment' section of the report. It should be noted it may not be necessary for the screening condition to be applied if the window is removed to achieve compliance with the required setback under the R-Codes.

Submission 5

"With regards to the proposed three level development at the subject site, we would like to object to the height of the dwelling proposed due to adverse impacts to our uninterrupted views of significance which we have enjoyed over the years. We believe that the proposal is not consistent with the existing streetscape and height alignment of dwellings and will detract from the amenity of the neighbourhood. We would like to note that there have been previous proposals for the site of similar nature that has been refused by the Town."

Response from Applicant

1. *The proposed dwelling, whilst partially obstructing the views of the adjacent neighbour on the eastern side of Staton Road, is within the maximum prescribed building height stipulated by the Town of East Fremantle and the R-Codes.*
2. *Building height was reduced to appease the neighbours initial concerns and objections. Building is now compliant with height.*
3. *The initial proposed building height was substantially higher than the current revised proposal. The current modified version will still afford substantial views over their rooftop for the objecting neighbour, whilst not exceeding the maximum building height on the subject site.*
4. *The adjacent eastern neighbour are on an elevated site with an elevated building, ensuring significant views will still be achieved. Please see attached photo demonstrating the height advantage the adjacent eastern dwelling has over the subject site.*
5. *With further reference to the attached photo, the adjacent neighbour have complained about the loss of their views, yet they have installed substantially block out blinds along the full length of their western elevation which obscures their entire view.*

6. *The adjacent eastern neighbour has been fortunate enough to enjoy substantial views over the subject vacant lot for an extended period of time, to the point they have become accustomed to such ongoing views. However the owner of the adjacent lot has always been aware that the subject site would eventually be redeveloped, and redeveloped in such a way to maximise the views available to the owner of the subject site.*
7. *The adjacent eastern neighbour had the opportunity to purchase the subject and impose a height covenant on the site to ensure their views were always maintained. The objecting neighbour did not utilise this opportunity.*
8. *Whilst the objecting neighbour is correct in their statement that the proposed dwelling is 3 storey, in effect, the Staton Road frontage is that of a single storey dwelling only, and a very modest single storey dwelling at that. We bring your attention to the attached elevation plans that clearly show a single storey Staton Road frontage which increases to a split level dwelling half way down the lot. Even at this point where the building height increases, the impact on the eastern neighbour is only very marginal as a shallow low pitched roof rises slightly above the roof pitch of the front single storey portion. This clearly demonstrates the most minimal of view impact for any development proposed on the subject site.*
9. *The owner of the subject site could have built substantially higher at the Staton Rd frontage, impacted the adjoining eastern neighbour's view significantly, and still complied with the maximum building height. This configuration has not been proposed as we are aware of the neighbour's views and have done all we have been able to do to ensure the majority of their view is maintained and uninterrupted.*
10. *Their argument of streetscape is without founding. As the attached streetscape elevation successfully demonstrates the existing streetscape design, height and architecture is maintained without fault. Furthermore, the proposed dwelling is to be constructed in classic East Fremantle style of limestone and Federation influences. Much in the same style as that of the home of the objecting neighbour across the road.*

Officer Response

The applicant's response is considered reasonable and addresses the issue raised by the submitter adequately. The proposal is consistent with the Staton Road streetscape and in effect presents as a single storey development from this perspective. The Town has no record of any other development application for development of this lot being considered. The previous house was demolished c2005.

The applicant has provided some relative levels of surrounding dwellings to assist in the assessment of impacts on views. The levels provided are further discussed in the 'Statutory Assessment' section of the report, however, in summary the levels provided indicate that views from the properties on the other side of Staton Road will be available over the roof of the proposed dwelling from a raised verandah (6 Fraser Street) and the second level of a new dwelling (70 Staton Road).

Community Design Advisory Committee (CDAC)

This application was considered by the CDAC at its meeting on 4 September 2017. The Committee's comments were recorded as follows:

Terms of reference:

(a) The overall built form merits;

- The committee considers the proposal has limited built form merit and that it has poor internal design. In particular relating to solar access and overlooking by adjoining neighbours.
- There is insufficient material and lack of detail on the plans, particularly relating to the elevations and front fence, which should be designed to comply with Council's Fencing Policy.

- (b) *The quality of architectural design including its impact upon the heritage significance of the place and its relationship to adjoining development;*
- No comment.
- (c) *The relationship with and impact on the broader public realm and streetscape;*
- The overall streetscape is consistent with the overall character of the area.
- (d) *The impact on the character of the precinct, including its impact upon heritage structures, significant natural features and landmarks;*
- No comment.
- (e) *The extent to which the proposal is designed to be resource efficient, climatically appropriate, responsive to climate change and a contribution to environmental sustainability;*
- No comment.
- (f) *The demonstration of other qualities of best practice urban design including “Crime Prevention” Through Environmental Design performance, protection of important view corridors and lively civic places.*
- No comment.

The applicant’s response is as follows:

Thank you for your feedback re the construction of the dwelling at 73B Staton Road East Fremantle which when completed will be our home. The brief for the design and layout of the house was to be ‘Traditional Old World Charm’ and true to the heritage of the area. It is to incorporate comfortable, modern, convenient living. We were very conscious that the design of the home be completely at ease with the neighbourhood and the community style in general. Traditional homes are not pretentious and are completely at ease in most communities especially East Fremantle.

Solar access was a consideration when designing the house. The design has incorporated easements on each side of the house, north and south, which enable either neighbour’s properties solar access. This was a consideration not only for the neighbours but also for us. Each neighbouring property is of considerable height and therefore has the potential to restrict the solar access on our house. These properties do not have any easements for solar access.

A true passive solar designed home is unsustainable due to the amount of overshadowing by the neighbouring dwellings unbroken bulk and height, we have designed with this in mind for the best possible outcome for the neighbouring dwellings and also our house.

The layout of the house is a traditional layout having a long passage with rooms off the passage and opening up to a larger family/living area. This is reminiscent for turn of the century houses that may have had an extension at a later stage. The floors will be timber and finishes will be of a traditional nature such as skirtings, picture rails and traditional mouldings.

The external of the house will be double brick with random limestone cladding paired with recycled brick an iron roof and verandah. This is a very common look in the East Fremantle area and one that builds on the heritage of the area. The front fence will complement the house and is to be of the same material and appearance.

In order to provide more context to the plans we have attached photographic examples of the external limestone finish and recycled brick paving. Additionally, we have attached photographs of homes around Perth (including East Fremantle) from which we have taken inspiration. Hopefully these photographs provide more context to those viewing our plans.

The amended plans were also referred to the CDAC meeting of 5 February 2018. The Committee made no further comment on the revised proposal or amended plans dated 15 December 2017.

Statutory Environment

Planning and Development Act 2005

Residential Design Codes of WA

Town of East Fremantle Local Planning Scheme No. 3

Policy Implications

Town of East Fremantle Residential Design Guidelines 2016 (as amended)

Financial Implications

Nil

Strategic Implications

The Town of East Fremantle Strategic Community Plan 2017 – 2027 states as follows:

Built Environment

Accessible, well planned built landscapes which are in balance with the Town's unique heritage and open spaces.

- 3.1 Facilitate sustainable growth with housing options to meet future community needs.*
 - 3.1.1 Advocate for a desirable planning and community outcome for all major strategic development sites.*
 - 3.1.2 Plan for a mix of inclusive diversified housing options.*
- 3.2 Maintaining and enhancing the Town's character.*
 - 3.2.1 Ensure appropriate planning policies to protect the Town's existing built form.*
- 3.3 Plan and maintain the Town's assets to ensure they are accessible, inviting and well connected.*
 - 3.3.1 Continue to improve asset management practices.*
 - 3.3.2 Optimal management of assets within resource capabilities.*
 - 3.3.3 Plan and advocate for improved access and connectivity.*

Natural Environment

Maintaining and enhancing our River foreshore and other green, open spaces with a focus on environmental sustainability and community amenity.

- 4.1 Conserve, maintain and enhance the Town's open spaces.*
 - 4.1.1 Partner with Stakeholders to actively protect, conserve and maintain the Swan River foreshore.*
 - 4.1.2 Plan for improved streetscapes parks and reserves.*
- 4.2 Enhance environmental values and sustainable natural resource use.*
 - 4.2.1 Reduce waste through sustainable waste management practices.*
- 4.3 Acknowledge the change in our climate and understand the impact of those changes.*
 - 4.3.1 Improve systems and infrastructure standards to assist with mitigating climate change impacts.*

Site Inspection

January 2018

Comment

LPS 3 Zoning: Residential R12.5

Site area: 450m²

Statutory Assessment

The proposal has been assessed against the provisions of Local Planning Scheme No. 3 and the Town's Local Planning Policies. A summary of the assessment is provided in the following tables.

Legend (refer to tables below)	
A	Acceptable
D	Discretionary
N/A	Not Applicable

Residential Design Codes Assessment

Design Element	Required	Proposed	Status
Street Front Setback	7.5m	6.0m	D
Street Front Setback (minor incursions)	6.5m	4.5m – 7.0m	D
Lot Boundary Setback	Rear (west) - 6.0m Side (north) - 1.5m (GF) Side (north) - 2.8m (UF) Side (north) - 3.8m (UF) Side (south) - 1.5m (GF) Side (south) - 3.8m (GF) Side (south) - 5.2m (UF) Basement - 1.0m – 1.5m Rear deck - 1.0m	5.8m - 5.9m 1.02m (GF) 1.52m (UF) 1.52m (UF) Nil (GF) 1.52m - 2.0m (GF) 1.52 - 2.0m (UF) Nil Nil	D
Open Space	55%	53.5%	D
Outdoor Living	No minimum	Decked area and balcony ~25m ² each Pool area ~35m ²	A
Car Parking	2	>2	A
Site Works Excavation/Fill	Less than 500mm	Up to 2.4m excavation 900mm fill	D
Retaining Walls	Greater than 500mm and closer than 1m from lot boundary	>500mm and setbacks vary Nil (rear) 2.4m (north) 2.4m – 5m (south)	D
Overshadowing	25%	35.7%	D
Drainage	On-site	On-site	A
Visual Privacy Setback	Balcony – 7.5m Kitchen – 6.0m Lounge/Family – 6.0m Dining – 6.0m Theatre – 6.0m Bedroom 1 – 4.5m Bedroom 2 – 4.5m	1.02m - 4.8m 1.52m 1.02m 1.52m 1.52m 1m – 2m 1.02m	D

Local Planning Policy Assessment

LPP Residential Design Guidelines Provision	Status
3.7.2 Additions and Alterations to Existing Buildings	N/A
3.7.3 Development of Existing Buildings	N/A
3.7.4 Site Works	D
3.7.5 Demolition	N/A
3.7.6 Construction of New Buildings	D
3.7.7 Building Setbacks and Orientation	D
3.7.8 Roof Form and Pitch	D
3.7.9 Materials and Colours	A
3.7.10 Landscaping	A
3.7.11 Front Fences	D
3.7.12 Pergolas	N/A
3.7.13 Incidental Development Requirements	A
3.7.14 Footpaths and Crossovers	A
3.7.18.3 Garages, Carports and Outbuildings	A
3.7.15-20 Precinct Requirements	A

Building Height Requirement	Required	Proposed	Status
Building Height (wall) (Residential Design Guidelines)	5.6m	3.1m – 7.7m	D
Building Height (top of roof pitch) (Residential Design Guidelines)	Staton Road	4.4m	A
	South	5.3m - 8.1m	A
	North	5.0m - 7.7m	A
	West	10.2m	D

There are a number of variations to the R-Codes and the Residential Design Guidelines most of which are a result of the R12.5 provisions being applied to a smaller lot area the equivalent of a density code of R20 (i.e. 450m² lot area). These matters and those raised by adjoining land owners through submissions are discussed below.

Street setback

The primary street setback of the dwelling is not compliant with the 7.5 metre setback required under the R-Codes. A setback of a slightly lesser distance of 6 metres is proposed for the main façade and 4.5 metres for the verandah. The R-Codes allow for minor incursions into the setback for structures such as verandahs, stairs and architectural features but these elements cannot protrude more than 1.0 metre into the setback area without Council approval.

In this case a portion of the front façade is within the 7.5 metre setback area. There are no objections to the proposed setback given it is not out of character with the streetscape and considered to comply with the 'Design principles' of the R-Codes in that it is setback an appropriate distance to ensure maintenance of the established character, privacy and open space, accommodates utilities and landscaping and allows for services.

The proposed development essentially presents as a single storey house from the primary streetscape (i.e. Staton Road) so the size and scale of the dwelling is considered appropriate. Minor projections such as the verandah do not detract from the streetscape, the façade is articulated and is considered to contribute positively to the streetscape and is not contrary to the development context of the area. The reduced street setback is therefore supported.

Lot boundary setbacks

The lot boundary setbacks of the dwelling do not comply in respect to all side lot boundaries. This is not unexpected on a lot that is only 12.8 metres wide. Redevelopment of small narrow lots on which large family homes are constructed and views maximised results in walls which require greater setbacks from the side boundaries even where there are no major openings. This is the case with this application. Various sections of the wall have been setback in an attempt to minimise bulk and most major openings face north or west along the boundary where the building has a greater setback. Some sections of the walls comply with the prescribed setbacks and other sections do not. The details of the variations and conditions imposed are discussed below.

Rear (western boundary)

The non-compliance with the rear setback is marginal (in respect to the ground and upper floors) being only slightly less than the required 6.0 metres at 5.8 - 5.9 metres and is not considered to be of any significance. Adjoining land owners have not objected to the reduced setback with respect to the dwelling itself. The basement/undercroft reversing area has a nil setback and although the walls on the rear boundary are of a significant height they abut walls of a similar height and length and are therefore considered to have minimal impact on the amenity of the adjoining site.

Southern boundary

The setback on the southern boundary does not meet the R-Code requirements with the exception of the middle section of this elevation. The dwelling is setback for the most part 1.52 metres with some sections slightly greater at 2.0 metres and one other section with a nil setback (bedroom). This is somewhat less than required for the ground level (i.e. 1.5m - 3.8m) and the upper level (i.e. 5.2m). The reason being that the sloping site and narrowness of the lot has increased the wall height and that combined with lengthy side walls with major openings has resulted in considerable setback distances being applicable for the upper storey. These setbacks are often not achievable with these site circumstances and multi-level dwellings. The adjoining owner has been consulted in relation to the reduced side setbacks and has not objected to the setbacks proposed with the exception of a section of wall towards the front of the dwelling which has a proposed nil setback (bedroom 1).

The adjoining owner has requested that this section of wall be set back the minimum distance required under the R-Codes. The neighbour is of the view that the reduced setback impacts on the amenity of the property and in particular the outlook from the front verandah area. In this circumstance and for that reason it is considered appropriate for the setback to be a minimum of 1.0 metre from the southern boundary. The reduction in room size will not have a detrimental impact on the bedroom size (i.e. 5.5m x 4.5m proposed with a substantial separate walk in robe and bathroom), however, a nil setback and sizeable blank wall 3.7 – 4.2 metres above natural ground level in this location will have an impact on the outlook from the front verandah of the lot to the south. It is therefore recommended that the applicant be required to set back this section of wall. A condition is recommended requiring the applicant to provide a setback for bedroom 1 of at least 1.0 metre.

Notwithstanding the recommended setback for bedroom 1 the setback distances are not considered to contribute significantly to the scale of the dwelling in proportion to the lot size or to be out of character with other new dwellings in the vicinity and are therefore supported.

Northern boundary

The setback of the northern side of the building is mostly compliant with the exception of a section of the wall where the wall height is greater at the western end of the dwelling requiring a greater setback. The required setback being 1.5 – 3.8 metres; the proposed setback is 1.02 metres. This is considered to be supportable in respect to this elevation, however, an adjoining owner has objected to reduced setbacks on the basis that it will impede views, light and air circulation. The latter is not considered to be an issue because there is adequate space between the buildings for light and air circulation. As

discussed earlier, in respect to significant views being impeded this is more so because the redevelopment of the lot will result in a two storey development, rather than the setback of the building. The adjoining owner has had views because the lot has been vacant for a considerable number of years so views to the south and south west were possible. Maintaining views is also the reason the adjoining owner has requested that no visual privacy screening be installed to address the non-compliance with visual privacy for major openings and the balcony on the second level. This is considered a reasonable request so no conditions are recommended in that regard.

With regard to the overall setback variations the 'Design Principles' of the R-Codes are considered satisfied in that the building does not unnecessarily contribute to building bulk on the adjoining lot (given two storey development is permitted in the Precinct), provides for adequate sun and ventilation to open spaces and overshadowing is primarily over a dwelling which occupies a similar proportion of the adjoining lot with outdoor habitable spaces being primarily balconies/deck areas.

Retaining walls and site works

The proposed excavation (up to 2.4m) of the rear of the lot is outside the parameters of the R-Codes. The applicant is excavating the rear of the site to accommodate basement car parking, reversing areas, a lift and other amenities as well as utilising the access to parking from Preston Point Road. This is not considered to impact on the amenity of the adjoining sites and can be supported. The area of fill (900mm) toward the front of the site is to enable the entry and ground floor levels to match. The retaining walls are therefore closer to the rear and side boundaries than permitted under the R-Codes. The excavation work in fact reduces the height of the building and therefore the retaining is supported. The 'Design principles' are considered satisfied in that the excavation/fill respects the natural ground level at the lot boundary of the site as viewed from the street.

Building height

The R-Code provisions in respect to building height are substituted by the height control under the Residential Design Guidelines. Clause 3.7.15.4.1.3 states that:

Where views are an important part of the amenity of the area and neighbours' existing views are to be affected the maximum building heights are as follows:

- 8.1 metres to the top of a pitched roof; and
- 5.6 metres to the top of an external wall and where the following apply.
 - (i) the proposal demonstrates design, bulk and scale that responds to adjacent development and established character of the area or other site specific circumstances;
 - (ii) the provision of a landscaping plan demonstrating a minimum of 50% of the effective lot area being landscaped and ;
 - (iii) subject to the 'Acceptable Development' standards of the R-Codes – Element 9 – Design for Climate and Element 8 – Privacy being met.

In the main the overall building height limit of the dwelling is compliant (8.1m limit; 4.4m – 7.7m proposed to the top of the pitched roof) from the eastern, northern and southern perspectives. The amended set of plans reduced the height from that initially proposed to address the concerns of neighbours regarding views being obstructed. However, as discussed above, the excavation at the rear of the site increases the building height limit and from a western perspective the height is exceeded (i.e. top of wall 9.0 metres and 10.2 metres to top of a pitched roof). Views are not impeded from this perspective. It should be noted that significant excavation at this end of the site has resulted in a lowering of the original ground level so the building remains below the height limit of 8.1 metres from natural ground level.

Non-compliance with the external wall and pitch of roof height limits at the western end of the dwelling must be assessed in respect to the 'Performance Criteria' of the Residential Design Guidelines. The submissions from the property owners relating to height are addressed as follows:

Primarily submissions from the eastern side of Staton Road and to the north relate to obstruction of views. In response to the submissions the following points are made:

Bulk and Scale of Dwelling and Character of the Area

- The proposed dwelling in the main sits within the 'building envelope' as determined by the R-Codes and the Residential Design Guidelines. That is, over the length of the site the building ranges in height from single to three storey but is within the building height limits from natural ground level and the perspective that impacts views;
- Two storey development is permitted in the Richmond Precinct. There are no provisions or restrictions limiting new dwelling development to single storey and there are in fact many new two storey developments in the area;
- The overall height of the dwelling as a whole is compliant (i.e. height mostly ranging between 5.0m – 8.1m (excavated portion 2.4m lower than ground floor increases in height to 10.2m at the western end of the lot. Natural ground level was originally higher through this section of the site). The proposed fill of 900mm toward the front of the lot (where the building height is compliant) in respect to the R-Code 'Deemed to Comply' does not result in that part of the building being over height;
- The dwelling is considered to satisfy Clause 3.7.4.2 (Site Works) of the Residential Design Guidelines in that *where new development is on a significant slope (degree of slope not defined in the Guidelines) the floor level of the proposed dwelling shall be the average height of the ground floor levels of the two adjacent dwellings*. The floor level of the new dwelling is only marginally higher than that of the dwelling to the south and substantially lower than the block of flats to the north as demonstrated in the elevations (Dwg No. STTN005P/1), so it 'sits' comfortably in the streetscape; and
- The non-compliance with the external wall height (3.1m – 7.7m) on one part of the lot (as a result of excavation) is inconsequential in relation to the scale and bulk of the overall development as the dwelling sits well within the building constraints applying to the site if the existing (natural) ground level had been maintained and excavation for the basement level not undertaken.

Loss of Views

Clause 3.7.15.4.1.3 states that *where views are an important part of the amenity of the area and neighbours' existing views are to be affected, amongst other things, the following matters are to be considered:*

- the proposal demonstrates design, bulk and scale that responds to adjacent development and established character of the area or other site specific circumstances;*
- the provision of a landscaping plan demonstrating a minimum of 50% of the effective lot area being landscaped and ;*
- subject to the 'Acceptable Development' standards of the R-Codes – Element 9 – Design for Climate and Element 8 – Privacy being met.*

Points (i) to (iii) in this instance are considered satisfied. The proposed dwelling is not out of character with the area. Many other homes in the Precinct, including adjacent houses are two storey. Whilst the dwelling has not been designed to fit entirely within the parameters of the building envelope, prescribed by the R-Codes and the Residential Design Guidelines (non-compliance with lot boundary setbacks), it is of a scale that is similar to other new houses in the area and in particular the neighbouring dwelling and residence under construction on the opposite side of the road. Solar access

is not considered an issue (although non-compliant at 35.7%) the overshadowing occurs mostly over the house to the south and the only potential privacy consideration that requires an amendment to the plans is bedroom 1 (as discussed below). It is, however, noted that one of the submissions requests that a privacy screen not be installed in order to maintain views. The proposed design of the dwelling is consistent with the prevailing height and finished floor levels of other developments in the street (as indicated on the plan STTN005P/1) and is not considered to be of any greater scale and bulk than that of any of the residences in the immediate vicinity.

The applicant has submitted a revised version of the plans to primarily address over height issues. There have been three submissions from adjacent and nearby land owners on the loss of part of their views. The views impacted are toward the river and port.

Whilst the Residential Design Guidelines 'Acceptable Development Provisions' take views into account in the overall assessment of the application the protection of every aspect of a private view cannot be guaranteed regardless of whether the views preexisted a site being redeveloped. The development provisions in place at a particular time apply to all landowners. Each case needs to be based on its merits and the technical assessment of the application in respect to the current residential development policies. The provision in the Residential Design Guidelines which addresses the issue of views specifically states that where views are to be affected then the issue of building height is one of the considerations. The Guidelines, however, do not specify that the height of the building is to be controlled or determined on the basis of protecting existing views of surrounding land owners. There are no provisions which state the building must be single storey or designed so as not to block or limit existing views of current residents. The Guidelines and the R-Codes would allow for a dwelling on this lot to be constructed that is of greater height toward the middle section of the lot and the Staton Road end and still be compliant with the R-Codes and Guidelines.

The applicant has also provided further information regarding floor levels of adjoining dwellings in order to assist in the assessment of the impact on views. It should be noted this specific information cannot be verified by the Town and the commentary on the impact on views is the applicant's opinion:

- *"The verandah level (floor level of 23.09) of 6 Fraser Street (opposite subject site) is substantially higher than the gutter line of the top of the floor of the proposed dwelling. A person standing on the verandah will have a clear and uninterrupted view over the roof top of 73B Staton Road.*
- *The ground floor pad of 70 Staton Road (opposite subject site and currently under construction) will be higher than the verandah level of 6 Fraser Street and will therefore have uninterrupted views directly over the roof top of 73B Staton Road.*
- *The window sill of the upper floor of the northern apartment is just below the gutter line of the of the proposed dwelling's roof top. The views from this apartment window will be substantially retained. The lower apartment will lose their direct views over the subject site. This is unfortunately unavoidable regardless of any development on the subject site."*

The above comments have been discussed in greater detail earlier in the report in response to the submissions. In summary, the existing views through the vacant site cannot be retained with any form of redevelopment of the site. In particular, two storey development on this lot will substantially change the outlook for landowners on the opposite side of Staton Road and that of residents of the apartments to the north. From the perspective of the submitters some views will be retained, albeit not to the same extent, but as discussed the Guidelines do not require that every aspect of a view be preserved. The proposed wall and roof ridge heights are therefore supported (including chimney) as the non-compliance is not considered to detrimentally affect the amenity of the adjoining sites to a level that is not reasonable in respect to the redevelopment of the site within allowable parameters.

Also, the proposed floor levels of the dwelling are not inconsistent with the finished floor level of the dwelling to the south and the height does not dominate the streetscape given the apartment block to the north is between two and three levels in height and on higher ground. From a Staton Road perspective the dwelling appears as single storey. Given the existing site levels and topography it is considered appropriate to grant discretions in regard to the wall/roof pitch height (western perspective) and the chimney exceeding the height limits.

In this case, in respect to overall building height it is considered there are no grounds to refuse the application as the requirements (Design Principles and the Performance Criteria) of the R-Codes and the Residential Design Guidelines are satisfied.

Visual privacy

The 'Deemed to Comply' provisions for Element 5.4.1 Visual Privacy of the R-Codes requires major openings which have their floor level more than 0.5 metres above natural ground level, and positioned so as to overlook any part of any other residential property behind its setback line, to comply with the following:

- 4.5 metres in the case of bedrooms and studies;
- 6.0 metres in the case of habitable rooms, other than bedrooms and studies; and
- 7.5 metres in the case of unenclosed outdoor active habitable spaces.

The proposed development does not comply with the 'Deemed to Comply' provisions of the R-Codes for a number of habitable rooms on the western, northern and southern boundaries and the balcony due to the narrow width of the lot and the aim to maximise views. This has been discussed in detail above, however, the 'Design Provisions' of 5.4.1 allows for:

P1.1 Minimal direct overlooking of active habitable spaces and outdoor living areas of adjacent dwellings achieved through: building layout, location; design of major openings; landscape screening of outdoor active habitable spaces; and/or location of screening devices.

P1.2 Maximum visual privacy to side and rear boundaries through measures such as: offsetting the location of ground and first floor windows so that viewing is oblique rather than direct; building to the boundary where appropriate; setting back the first floor from the side boundary; providing higher or opaque and fixed windows; and/or screen devices (including landscaping, fencing, obscure glazing, timber screens, external blinds, window hoods and shutters).

It is considered the proposed design will comply with the Design Principles of Element 5.4.1 Visual Privacy of the R-Codes if adequate the screening measures for bedroom 1 are applied. This will also address the concerns of the adjoining owner. However, if Council determines to apply the condition requiring the increased setback from the side boundary for bedroom 1 then screening of this window may no longer be required, if it is no longer large enough to be classified as a major opening, or it is deleted from the plans. The other aspects of visual privacy non-compliance have not been identified as requiring screening by the adjoining landowners as to do so would obstruct their views, so they have requested no screening be installed.

Open space

Open space is marginally less than the 55% of the site area required under the R-Codes being 53.5%. This has resulted because the lot area is only 450m². A lot of this size in an R20 coded area would require 50% open space. In this circumstance the minor non-compliance is considered acceptable as

the minimum area for outdoor living (30m²) and the percentage of open space required under a R20 code can be provided and there is a front garden and side setback areas which will be landscaped. A pool, balcony and deck area also provide outdoor living/recreation areas. The lot has been cleared of all vegetation and trees so planting within any of the open space areas will be an improvement to the current situation.

Solar access - overshadowing

Overshadowing greater than that permitted under the R-Codes, will occur on the property to the south (i.e. permitted 25%; proposed 35.7%). The adjoining owners have not objected because the majority of the overshadowing will occur over the roof of the house. A raised deck area will be in shadow for a small portion of time. The non-compliance and additional overshadowing can therefore be supported.

Front fence

The proposed front fence does not strictly comply with the requirements of the Residential Design Guidelines in that it is over height within the front setback area. In the main the fence complies, however, in this circumstance due to the slope of the land the southern portion of the fence is slightly higher than 1.8 metres at approximately 2.0 metres in height. Also, a solid fence exists along the southern side boundary between the two properties for privacy and it is therefore considered acceptable for this situation to be maintained. A condition of approval is recommended only to ensure that the visual permeability of the fence as proposed is constructed and maintained for the Staton Road frontage.

Roof pitch

The non-compliance with the roof pitch (i.e. ~16 - 25° rather than the minimum of 28°) is considered desirable in this case because it assists in reducing the overall height of the dwelling and consistency with other roof forms in the area is not necessary due to the variation in the design of modern housing. This is a preferable outcome because a submission (dwelling to the north) has been received which comments on wishing to preserve as much of a view as possible. The site will be excavated thereby lowering the overall height of the dwelling and providing for the basement parking which is also a better outcome for the Staton Road streetscape perspective. Minimising the overall height of the proposed dwelling will result in the finished height of the dwelling sitting more comfortably between the adjoining residential buildings as far as the streetscape is concerned.

Vehicle access

When the lot was subdivided access to the rear of the lot was created from Preston Point Road. The three owners of 56 Preston Point Road would have been aware of this when they purchased the properties because it is clearly indicated on the Certificate of Title that the owners of 73A and 73B Staton Road could use that driveway to access their properties, therefore, there is no objection to the proposed access to basement parking from the rear of the site and there is no regulation which can prevent it.

It is considered acceptable for the vehicle parking to be accessed in the above manner and for parking to be accommodated in a screened area at the rear of the lot. It is therefore not considered necessary that further vehicle parking be provided in the front setback area on Staton Road. It is noted that a large sliding gate is incorporated in the proposed front fence and has been indicated on the plan, however, the provision of further vehicle parking in the front setback area is not supported and a condition of planning approval is recommended which addresses this issue.

Approval for single dwelling

It is noted this dwelling could potentially function with two separate living quarters under the one roof, with separate and secure private access via the lift from the garage to the upper levels. A section of the

basement with separate access from the garage and driveway to Preston Point Road could function as a separate and independent living area. If the owners wish to use the property for ancillary, short term or bed and breakfast accommodation a separate application to Council for its consideration will be required for these uses. However, a separate street number (i.e. address) for the property will not be issued by the Town as the development approval is for a single dwelling only, as permitted under a density code of R12.5. A footnote in this regard is recommended.

Conclusion

Given the above comments the application is recommended for approval subject to conditions. The redevelopment of the lot for a three level single dwelling is a permitted use of the land under the R12.5 code applicable to the area and is not considered to detrimentally impact the amenity of the surrounding area.

- Mr Di Nunzio (representing owners of 73A Staton Road) addressed the meeting requesting no relaxation of the southern setback requirement of 1.5 metres be granted.
- Mr McCarthy (applicant for 73B Staton Road) addressed the meeting in support of the officer's recommendation, including the one metre setback to the southern boundary.

11.1 OFFICER RECOMMENDATION/COMMITTEE RESOLUTION 020418

Moved Cr White, seconded Cr Nardi

That Council exercise discretion in granting development approval to vary:

- Clause 5.1.2 – Street Setback of the Residential Design Codes of WA to permit a street setback of less than 7.5 metres and minor incursions of less than 6.5 metres;
- Clause 5.1.3 – Lot Boundary Setback of the Residential Design Codes of WA to permit a rear lot boundary setback of less than 6 metres, 1.5 metres (ground floor north) and 3.8 metres (upper floor north), 1.5 metres and 3.8 metres (ground floor south) and 5.2 metres (upper floor south);
- Clause 5.1.4 - Open Space of the Residential Design Codes of WA to permit less than 55% open space on site;
- Clause 5.3.7 - Site Works of the Residential Design Codes of WA to allow excavation and fill greater than 0.5 metres behind a street setback line and within 1.0 metre of a lot boundary;
- Clause 5.3.8 – Retaining Walls of the Residential Design Codes of WA to permit a retaining wall greater than 0.5 metres in height less than 1.0 metre from the rear and side lot boundaries;
- Clause 5.4.1 – Visual Privacy of the Residential Design Codes of WA to permit a visual privacy setback for the balcony, lounge/family/dining room/theatre and bedroom 2 of less than 7.5 metres, 6.0 metres and 4.5 metres respectively from the side boundaries;
- Clause 5.4.2 – Solar Access for Adjoining Sites of the Residential Design Codes of WA to permit overshadowing on the adjoining site to exceed 25% of the site area;
- Clause 3.7.8.3 – Roof Form and Pitch of the Residential Design Guidelines 2016 to allow a roof pitch of less than 28°;
- Clause 3.7.11.5 – Front Fences of the Residential Design Guidelines 2016 to allow a front fence to exceed 1.8 metres in overall height in the front setback area; and
- Clause 3.7.15.4.1 – Building Height, Form, Scale and Bulk of the Residential Design Guidelines 2016 to permit the building wall height to exceed 5.6 metres to the top of an external wall and the overall height to exceed 8.1 metres to the top of a pitched roof,

for a three level single dwelling at No. 73B (Lot 303) Staton Road, East Fremantle, in accordance with the plans date stamped received on 15 December 2017, 31 January and 26 February 2018, subject to the following conditions:

- (1) The setback of bedroom 1 (southern elevation) is to be no less than 1.0 metre from the

- southern boundary. The amended setback to be indicated on the plans submitted with the Building Permit application to the satisfaction of the Chief Executive Officer;
- (2) The permanent installation of a fixed privacy screen or screening film on the bedroom 1 window (western elevation) in accordance with 'Deemed to Comply' clause C1.2 of the Residential Design Codes of WA. The detail to be to the satisfaction of the Chief Executive Officer and indicated on the plans submitted with the Building Permit application.
 - (3) No external fixtures, fittings or appliances to be installed on the roof of the dwelling without further Council approval.
 - (4) Fencing on the Staton Road street frontage of the lot to be in compliance with the Residential Design Guidelines 2016 with the exception of the overall height of the fence on the front boundary and the fencing on the side boundaries (existing). The height of fencing in the street setback area is not to exceed the overall height indicated on the plans dated 15 December 2017.
 - (5) No vehicle parking is permitted in the Staton Road front setback area.
 - (6) If requested by Council within the first two years following installation, the Colorbond metal roofing to be treated to reduce reflectivity. The treatment to be to the satisfaction of the Chief Executive Officer in consultation with relevant officers and all associated costs to be borne by the owner.
 - (7) The works are to be constructed in conformity with the drawings and written information accompanying the application for planning approval other than where varied in compliance with the conditions of this planning approval or with Council's further approval.
 - (8) The proposed works are not to be commenced until Council has received an application for a Building Permit and the Building Permit issued in compliance with the conditions of this planning approval unless otherwise amended by Council.
 - (9) With regard to the plans submitted with respect to the Building Permit application, changes are not to be made in respect of the plans which have received planning approval, without those changes being specifically marked for Council's attention.
 - (10) All storm water is to be disposed of on site, an interceptor channel installed if required and a drainage plan be submitted to the satisfaction of the Chief Executive Officer in consultation with the Building Surveyor prior to the issue of a Building Permit.
 - (11) All introduced filling of earth to the lot or excavated cutting into the existing ground level of the lot, either temporary or permanent, shall be adequately controlled to prevent damage to structures on adjoining lots or in the case of fill, not be allowed to encroach beyond the lot boundaries. This shall be in the form of structurally adequate retaining walls and/or sloping of fill at the natural angle of repose and/or another method as approved by the Town of East Fremantle.
 - (12) Where this development requires that any facility or service within a street verge (street trees, footpath, crossover, light pole, drainage point or similar) is to be removed, modified or relocated then such works must be approved by Council and if approved, the total cost to be borne by the applicant. Council must act reasonably and not refuse any reasonable proposal for the removal, modification or relocation of such facilities or services (including, without limitation any works associated with the proposal) which are required by another statutory or public authority.
 - (13) This planning approval to remain valid for a period of 24 months from date of this approval.

Footnote:

The following are not conditions but notes of advice to the applicant/owner:

- (i) *If use of the property for ancillary, short term or bed and breakfast accommodation is contemplated a separate development application for Council's consideration is required to be submitted. A separate street number (i.e. address) for the property will not be issued by the Town.*

- (ii) It should be noted that Council will not support vehicle parking in the Staton Road front setback area. Any proposed use of the front setback area for this purpose will be subject to the submission of a development approval application for Council's consideration.*
- (iii) This decision does not include acknowledgement or approval of any unauthorised development which may be on the site.*
- (iv) A copy of the approved plans as stamped by Council are attached and the application for a Building Permit is to conform with the approved plans unless otherwise approved by Council.*
- (v) It is recommended that the applicant provides a Structural Engineer's dilapidation report, at the applicant's expense, specifying which structures on adjoining sites may be adversely affected by the works and providing a record of the existing condition of the structures. Two copies of each dilapidation report should be lodged with Council and one copy should be given to the owner of any affected property.*
- (vi) All noise levels produced by the construction of the development are to comply with the provisions of the Environmental Protection (Noise) Regulations 1997 (as amended).*
- (vii) Matters relating to dividing fences are subject to the Dividing Fences Act 1961.*
- (viii) Under the Environmental Protection (Noise) Regulations 1997, the noise from an air-conditioner must meet assigned allowable noise levels at all times. The Environmental Protection Act 1986 sets penalties for non-compliance with the Regulations and the installer of a noisy air-conditioner can face penalties of up to \$5,000 under Section 80 of the Act. Refer to Department of Environmental Protection document – "An Installers Guide to Air Conditioner Noise".*

(CARRIED UNANIMOUSLY)

Note:

As 4 Committee members voted in favour of the Reporting Officer's recommendation, pursuant to Council's decision regarding delegated decision making made on 20 June 2017 this application deemed determined, on behalf of Council, under delegated authority.

11.2 Alexandra Road No. 53 (Lot 200) – Construction of Two Storey Grouped Dwelling and Alterations and Additions to Existing Dwelling

Applicant/Owner	J Boston
File ref	P/ALE53; P006/2018
Prepared by	Christine Catchpole, Planning Officer
Supervised by	Andrew Malone, Executive Manager Regulatory Services
Voting requirements	Simple Majority
Meeting date	3 April 2018
Documents tabled	Nil
Attachments	Nil.

Purpose

This report considers a development application for the construction of a two storey grouped dwelling and alterations and additions to the existing dwelling located on a corner lot at No. 53 (Lot 200) Alexandra Road, East Fremantle.

Executive Summary

The applicant is proposing the construction of a two storey grouped dwelling and alterations and additions to the existing dwelling located on a corner lot. The lot is the subject of a survey strata subdivision under the corner lot density bonus provision of the Planning Scheme. Two lots will be created; the two storey grouped dwelling will be constructed on the western section of the lot (Lot 2 - 445m²) and the original dwelling will be retained, renovated and extended on the remaining portion of the lot (Lot 1 - 503m²). The WAPC conditionally approved the survey strata subdivision on 14 February 2018.

The following issues are relevant to the determination of this application:

- Dwelling density: corner lot density bonus at R20 development standards;
- Street setback: non-compliance with street setback;
- Lot boundary setbacks: non-compliance with southern boundary (additions to original dwelling);
- Crossover width; and
- Garage width: exceeds 30% of lot frontage.

It is considered the above variations can be supported subject to conditions of planning approval being imposed to ensure, the 'openness' of the streetscape and compliance with Council policy.

Background

The 948m² lot on the south west corner of Alexandra Road and Salvado Avenue is intended to be partly redeveloped. At present the original single storey dwelling is located toward the Alexandra Road frontage of the lot. The applicant has already been granted development approval for alterations and additions to this property (i.e. a carport, patio, storeroom and fencing) so that it meets the provisions of the R-Codes and the Planning Scheme to qualify for the corner lot density bonus being sought.

Approval for the alterations and additions to the original dwelling was granted on 16 February 2018. The outbuildings and dividing wall alongside the rear boundary are to be demolished to make way for the two storey grouped dwelling the subject of this application.

Survey strata subdivision approval was granted by the WAPC in February 2018. Clearance of conditions of subdivision approval is yet to be sought but will occur over the coming months.

Consultation

Advertising

A number of adjacent owners endorsed the plans and the application was also advertised by letters sent to surrounding land owners with a comment period extending from 17 January to 2 February 2018. One submission was received which stated as follows:

"I have concerns about the impact of this development in relation to retaining walls and fencing which I believe have not been adequately addressed and will impact substantially on my property in terms of safety, security, privacy and will dramatically affect the aesthetics of my private open space which has taken years to develop.

- 1. There exists along the boundary of the two properties three sections of walls that appear as a continuous wall that has acted as both a boundary and retaining wall, and which abuts my open space. The first section is the back of a small shed, the second is the back of a large work shed/garage. Underneath both these walls is a structure that is acting as a retaining wall and which may be the footings for the structures. This is difficult to assess. The last section is a freestanding boundary wall. I estimate that all of these walls have been there for at least 40 years, long before my property was developed.*

A survey, which was completed last Friday, indicated that the first two sections of the wall are within the neighbouring property but the retaining wall underneath is in part on the boundary and may even be on my side for a section. The last bit of wall to the rear appears to straddle the boundary and is therefore a dividing fence. I engaged the services of a structural engineer who verified that these walls are in good condition and with some extra structural work could be saved, which is my preferred option. My understanding from verbal discussions with my neighbour is that the entire structure and walls are to be demolished although no details have been provided. He has applied for a demolition licence.

- 2. No details of **retaining walls** or fencing have been included on the development application plans either. Council's development application form states that these are to be included on the plan yet Council staff have advised that, in this case, these are not considered necessary and that the applicant has met all his requirements for this application to be considered by Council. I have been repeatedly told that these matters come under the Dividing Fences Act and that they are a matter for the two adjoining landowners to sort out themselves. I believe it would've been more helpful to me if Council had required these details so that I knew exactly what is being proposed. I still don't have those details. My only option is to make an application to the Magistrates Court myself.*
- 3. This means that at this stage there is no requirement for the applicant to provide details for retaining his soil on his property, despite the fact that he proposes, within the next week, to demolish the entire structure, which is presently acting as both a boundary and retaining wall parts of which appear to be on my property.*
- 4. There are a number of concerns about providing a retaining wall in that location because*
 - a) There is a sewer line running inside my boundary at a distance of 1 m which has implications for any proposed retaining works.*
 - b) The difference in height of the land between the two properties is above 0.8m at the rear of my block.*

None of these concerns have been addressed as part of the subdivision process and are not being addressed as part of the development application process either.

5. *I am also very concerned about the effect of works at the site to my **security, safety and privacy** of my backyard during the demolition process and want an assurance that my backyard will be secured at all times during the demolition and construction phases. There has been no comment from the applicant despite my repeated attempts to ask him about his proposals to address these issues. I have a dog that remains outside at all times and two young grandchildren that use this garden on a regular basis. I understand that the builder has a requirement to secure the building site when works on the building begin but until that time there is no way to compel my neighbour to secure his site even though he is demolishing a wall that is approx. 3m in height. (Council, Worksafe and the Building Commission have all said that they cannot compel him to secure his site). It could be months before building starts and I understand that demolition is to occur this week.*
6. *I respectfully request that Council require the applicant to:*
 - a) *Provide temporary fencing to address my safety and privacy concerns from the time the wall is removed until the new fencing is put in place,*
 - b) *Take responsibility to ensure that the soil on his land is adequately and safely retained at no cost to me,*
 - c) *Any proposed new fencing be installed to a height of 1.8m above whatever retaining wall is proposed, to ensure maximum privacy to my open space area.*
 - d) *Set-back his proposed building in accordance with the deemed to comply requirements of the R codes, and*
 - e) *install opaque glass to his bathroom window that directly faces my main bedroom window.*

I would also like to respectfully urge Council to consider liaising with WALGA to promote changes to legislation under both the Building and Dividing Fences Acts, as this whole process has left me on my own to take action to safeguard my rights, which has been very stressful and disappointing.”

Applicant's Response

The applicant has meet numerous times with the adjoining landowner and upon confirmation of the position of the boundary structures, in relation to the dividing line between the properties determined on 16 March, we continue to discuss correct alignment of the boundary and form of the fence.

1. *Subject to agreement, replacement of the fence can occur promptly. I have already engaged numerous contractors to provide quotations. The matter is being addressed in accordance with the procedure set out Dividing Fences Act.*

Position of the Boundary Structure:

The most recent survey has indicated that all boundary structures, being a brick shed, garage and wall are located within the boundary of 53 Alexandra Road. The issue is the single brick retaining wall in front of these structures commences inside the boundary of 53 Alexandra and then progresses at the rear to be on the boundary if not just inside. On this basis and in accordance with the WAPC approval I have applied for and received permission to remove the structure fully within my property in consultation with WAPC, Town of East Fremantle and the Act. Investigation has

established the garage was constructed on or about 1984. It is unclear if the retaining wall existed before this time though it is clear the adjoining neighbour's front court yard has been excavated (lowered) from road level at some point in time or during construction.

Construction of the Boundary Structures

The existing structure is significantly deteriorated and has been added to over the years in a haphazard way (increasing height) with non-uniform second hand materials. It is clear from materials used such as different size bricks, railway steel beams and parts of old buildings and the low quality of mortar that the structures were not Council compliant when constructed or would meet today's building standards. The structural integrity of the structures is questionable and they currently lean into the rear neighbour's property. It is only a matter of time before failure in the structure or retaining that the structure or part thereof will fall into the neighbour's property presenting a significant public risk and liability to myself. This is confirmed by the neighbour having a structural engineer survey the structures and suggesting a series of supports to brace the structures. The current structures and retaining would not meet current Australian Building Standards. I have separately had the structure reviewed by a builder and the surveyor who similarly questioned the structural integrity.

Retaining

The current boundary structure is inadequately retained by a single leaf brick wall and would not meet Australian Standards for load bearing/retaining. The adjoining neighbour wishes information on how retaining is to occur (should it be removed). I note that based on existing and historical contours between the properties. The neighbour's front courtyard has been excavated and lowered beyond the natural ground level as can be observed by the difference in levels at the road and on the site. Where this has occurred it is normal that the cost of retaining to natural ground level be shared by the parties. This is a matter to be determined under the Dividing Fences Act as the retaining is not above 0.5m which would require Council consideration.

- 2. The applicant has provided all information requested and / or required by the Council's Planning Department under the planning application. I note this is a planning application and not a building permit application which has different criteria to be satisfied. As noted by the Council the matter is correctly governed by the Dividing Fences Act. It is difficult to comment on the retaining of the existing retaining walls is still a consideration to be discussed by the parties due to the proposed new home not being located on the boundary.*
- 3. Where historical contours have been changed it is normal that to the extent of the change by one particular party the retaining is shared by the two land owners. It has been suggested that the existing retaining was put in place as part of the adjoining owners development of the block in the 1990s to support this excavation as the garage was already in place. Removal of the existing retaining has not been progressed and discussion has only centred on it being non-compliant with Australian Standards.*
- 4. There are a number of concerns about providing a retaining wall in that location because:
 - a) If retaining is required, any retaining must meet Australian Standards and Water Corporation requirements at a minimum.*
 - b) The difference in height of the land between the two properties is above 0.8m at the rear of my block.**

We have addressed all the matters and concerns either as requested by the Planning Department and/or raised by the neighbour and continue to discuss matters the subject of the Dividing Fences Act.

5. *As conveyed to the adjoining landowner on more than one occasion, now that the boundary has been established installation of the fence can occur promptly. I have already engaged three contractors to provide quotations. The matter is being undertaken in accordance with the procedure set out Dividing Fences Act.*
6. *I note that matters (a) to (c) (neighbour's submission) are the subject of ongoing discussions between adjoining land owners and are the subject of the provisions of the Dividing Fences Act. It has been my experience with other Councils that they have been hesitant to engage in matters the remit of this Act. Matters (a) to (c) remain not settled at this time due to the lot boundary only being determined last week. Matters (d) and (e) have or will be addressed by the Planning Application criteria and/or building permit criteria.*

I note my adjoining neighbour's on all sides have 2m by 2m windows that all look into my proposed development and I have had to accede this concession as these windows are existing rather than challenge the impact on my privacy and quiet enjoyment of my property.

My final comment is that, as the applicant from the time of engaging with the Council when seeking to purchase the property, to making the planning application I have endeavoured to take an "open book" and path of least resistance, meaning my planning application does not seek to leverage any concession or exemptions outside the planning guidelines for the property. I have obtained all permits and approvals to undertake activities on my property as required by Council. On this matter I have engaged with the adjoining neighbour three times and agreed not to proceed until the location of the boundary structures was established.

In short, upon removal of the carport the two adjacent structures, due to leaning into the adjoining neighbour's property, pose a risk to public safety which I am not comfortable to accept and should not be forced to due to these structures being on my property. The parties are still considering if the existing retaining can remain. Even if this is agreed this is a short term appeasement due to the inadequate construction of the structures failure of the retaining will occur. Common sense would suggest this matter be addressed with rectification of the dividing fence under the relevant Act.

While I appreciate my adjoining neighbour's resistance to change and preference to leave things as is after being faced with the cost of installing a brick wall practical considerations suggest removal of the existing structures is required. It is therefore only a consideration of when this would need to be addressed.

Officer Response (Planning and Building)

Development approval application

The applicant has submitted all the necessary documentation to assess the development proposal the subject of this application. It is also noted that the Town's 'Checklist for Development Applications' is provided to assist applicants in submitting a Development Application. It is not mandatory that every item listed in the checklist be provided. Under the *Local Planning Schemes Regulations 2015* (Reg. 63[2]) a local government may waive or vary a requirement in regard to the documents submitted with a development approval application. The documents required to be submitted in regard to plans and additional information depend on the merits and specific details of each individual application. In this

case the applicant is considered to have satisfied the requirements and provided the necessary information to fully assess the application for planning purposes.

The plans have been assessed in accordance with LPS 3 and the Town's Residential Design Guidelines and planning conditions imposed in relation to relevant planning matters.

Retaining walls

With regard to the location of and responsibility for retaining walls built on the applicant's property and/or the submitter's property an independent surveyor is required to provide detailed information to determine the location of the lot boundary and subsequently the location of the walls. If one party is not satisfied with the survey or wishes to dispute the survey then they are at liberty to undertake their own independent survey.

If at the time the submitter's property was developed which postdates the development on the subject site, all retaining walls constructed were required to be wholly within that property's boundaries. Any alteration of ground levels on the submitter's side of the boundary results in that owner being responsible for retaining the soil. In this particular case if the garage wall has been utilised as a retaining wall, additional retaining may be required with the responsibility for providing this retaining being on the person(s) who altered the ground level. The plans do not indicate any changes to the natural ground level which would require any retaining walls in relation to the construction of the dwelling. No fencing along the boundary has been proposed as part of the development application.

However, given one of the main concerns of the submitter is centered on the position of a retaining wall in relation to the property boundary the applicant has undertaken a detailed survey for the western boundary of the subject lot. The applicant has provided an email stating both sections of wall are within the property boundary of the subject lot, so the walls are the responsibility of the applicant.

Dividing fence

The submitter has been informed that if agreement cannot be reached with the applicant in regard to fencing, including the height of the fencing (where the Development Approval of the Council is not required), the matter will be determined under the Dividing Fences Act. The applicant was under no obligation to provide the fencing details to the Town and they were not relevant to the development approval application. The matter required discussion with the neighbour and any conflict resolved under the provisions of the Act. The Town's Building Surveyor did not require a Demolition Permit for the existing sections of wall, either side of the old garage, because in his view these walls form the dividing fence and therefore the matter does not fall within the Town's jurisdiction. All works need to be completed in accordance with the *Dividing Fences Act*.

Privacy, security and construction issues

The privacy (additional matters not subject to planning assessment), security and construction issues raised in the submission must be raised with the adjoining owner and builder prior to the construction phase commencing and if required during the construction phase. The Town has no jurisdiction over these matters, however, it should be noted the applicant is well aware of the matters raised by the neighbour and has met with the adjoining owner on several occasions to discuss these issues.

The submission also contains comments to the effect that the Town has not been able to provide adequate assistance and support in respect to safeguarding the submitter's rights. The issues raised are primarily in relation to fencing and retaining which in turn have the potential to impact privacy and security and may potentially result in costs for the submitter. These issues are not considered to be directly relevant to the proposal the subject of the planning application but rather are of impact on the

adjoining owner's property as a result of removal of a structure that has functioned as a dividing fence and a backdrop to landscaping.

The government authority that administers the *Dividing Fences Act 1961* and the *Building Act 2011* (now the Department of Mines, Industry Regulation and Safety) provides assistance and support in respect to the rights and responsibilities of citizens under each of the Acts. These Acts and subsidiary legislation provide processes to resolve issues and achieve outcomes that are fair and equitable for citizens. In this particular case local government does not have jurisdiction over the matters raised and therefore does not have the legal authority to determine the matters or compel the owner to undertake the works suggested by the submitter. The adjoining owner has been provided with all the relevant information to obtain further assistance in this regard.

Community Design Advisory Committee (CDAC)

This application was considered by the CDAC at its meeting on 5 February 2018. The Committee's comments were recorded as follows. The applicant's response has been provided in italics below the Committee's comments:

(g) *The overall built form merits;*

- The Committee note there is minimal design integrity for the proposal.

The design for the proposed new two storey dwelling was developed in line with the East Fremantle Planning Guidelines and was undertaken by a designer who prepared the designs for two of the most recent built properties constructed on Wolsely Street, the next road down from Salvado.

The design's elevation aligns to other locally built homes and is why the rendered finish and tin roof was adopted. The intention is for the new property to blend into the street which has a mix of homes from 1950's, 1970's 1980's and 1990 with no defined theme.

(h) *The quality of architectural design including its impact upon the heritage significance of the place and its relationship to adjoining development;*

- No comment.

(i) *The relationship with and impact on the broader public realm and streetscape;*

- No comment.

(j) *The impact on the character of the precinct, including its impact upon heritage structures, significant natural features and landmarks;*

- No comment.

(k) *The extent to which the proposal is designed to be resource efficient, climatically appropriate, responsive to climate change and a contribution to environmental sustainability;*

- No comment.

(l) *The demonstration of other qualities of best practice urban design including "Crime Prevention" Through Environmental Design performance, protection of important view corridors and lively civic places;*

- No Comment.

Statutory Environment

Planning and Development Act 2005

Residential Design Codes of WA

Town of East Fremantle Local Planning Scheme No. 3 (LPS 3)

Policy Implications

Town of East Fremantle Residential Design Guidelines 2016 (as amended)

Financial Implications

Nil

Strategic Implications

The Town of East Fremantle Strategic Community Plan 2017 – 2027 states as follows:

Built Environment

Accessible, well planned built landscapes which are in balance with the Town's unique heritage and open spaces.

- 3.1 *Facilitate sustainable growth with housing options to meet future community needs.*
 - 3.1.1 *Advocate for a desirable planning and community outcome for all major strategic development sites.*
 - 3.1.2 *Plan for a mix of inclusive diversified housing options.*
- 3.2 *Maintaining and enhancing the Town's character.*
 - 3.2.1 *Ensure appropriate planning policies to protect the Town's existing built form.*
- 3.3 *Plan and maintain the Town's assets to ensure they are accessible, inviting and well connected.*
 - 3.3.1 *Continue to improve asset management practices.*
 - 3.3.2 *Optimal management of assets within resource capabilities.*
 - 3.3.3 *Plan and advocate for improved access and connectivity.*

Natural Environment

Maintaining and enhancing our River foreshore and other green, open spaces with a focus on environmental sustainability and community amenity.

- 4.1 *Conserve, maintain and enhance the Town's open spaces.*
 - 4.1.1 *Partner with Stakeholders to actively protect, conserve and maintain the Swan River foreshore.*
 - 4.1.2 *Plan for improved streetscapes parks and reserves.*
- 4.2 *Enhance environmental values and sustainable natural resource use.*
 - 4.2.1 *Reduce waste through sustainable waste management practices.*
- 4.3 *Acknowledge the change in our climate and understand the impact of those changes.*
 - 4.3.1 *Improve systems and infrastructure standards to assist with mitigating climate change impacts.*

Site Inspection

February 2018

Comment

LPS No. 3 Zoning: R12.5 (corner lot density bonus to R20 development standards applicable)

Site area: 948m² (parent lot); Lot 2 - 445m² (two storey dwelling) and Lot 1 - 503m² (original dwelling)

Statutory Assessment

The proposal has been assessed against the provisions of Local Planning Scheme No. 3 and the Town's Local Planning Policies. A summary of the assessment is provided in the following tables.

Legend (refer to tables below)	
A	Acceptable
D	Discretionary
N/A	Not Applicable

Residential Design Codes Assessment

Design Element	Required	Proposed	Status
Street Front Setback	6.0m (R20)	6.0m	A
Minor Incursions	5.0m (R20)	4.9m	D
Lot Boundary Setback	Original dwelling 1.0 – 1.1m	Nil	D
Open Space	50%	58%	A
Outdoor Living	30m ²	56m ²	A
Car Parking	2	2	A
Site Works	Less than 500mm	Less than 500mm	A
Retaining Walls	>500mm & bndy setback <1m	Less than 500mm	A
Overshadowing	25%	≤25%	A
Drainage	On-site	To be conditioned	A

Local Planning Policy Assessment

LPP Residential Design Guidelines Provision	Status
3.7.2 Additions and Alterations to Existing Buildings	A
3.7.3 Development of Existing Buildings	A
3.7.4 Site Works	A
3.7.5 Demolition	A
3.7.6 Construction of New Buildings	A
3.7.7 Building Setbacks and Orientation	D
3.7.8 Roof Form and Pitch	D
3.7.9 Materials and Colours	A
3.7.10 Landscaping	A
3.7.11 Front Fences	N/A
3.7.12 Pergolas	N/A
3.7.13 Incidental Development Requirements	N/A
3.7.14 Footpaths and Crossovers	D
3.7.18.3 Garages, Carports and Outbuildings	D
3.7.15-20 Precinct Requirements	A

Building Height Requirement	Required	Proposed	Status
Building Height (wall) (RDG)	5.6m	5.4m	A
Building Height (roof) (RDG)	8.1m	7.4m (max)	A

The variations to the R- Codes and the Residential Design Guidelines are discussed below.

Dwelling density

The area is coded Residential R12.5, however, corner lots are subject to a special application of the Residential Design Codes under clause 5.3.1 of the Planning Scheme which states as follows:

5.3.1 Density Bonus for Corner Lots:

In areas with a density coding of R12.5, the local government may approve development up to a density of R20 on corner lots where the dwellings are designed to face each of the two street frontages, and in the opinion of local government, there will be an improvement in the overall amenity of the streets as a result of the development.

The proposed lot on which the new dwelling would be constructed will meet the minimum site area requirements for a R20 code (i.e. minimum 350m²; proposed 445m²) and the minimum lot frontage requirement (required 10m; proposed 23.3m). The dwelling has been designed to face Salvado Avenue and as previously mentioned the original dwelling has been refurbished and modified to provide a frontage to Alexandra Road so it complies with the Scheme provision. The lot area remaining for the original dwelling is 503m².

The principle of the clause is aimed at ensuring the redevelopment of corner lots has regard for both streetscapes. This aim is considered satisfied in that there will be an improvement in the overall amenity of Salvado Avenue and Alexandra Road as a result of the development. The removal of the freestanding garage at the rear of the lot is also required and its replacement with an additional dwelling which addresses the street is considered a better streetscape and design outcome.

Street setback

The street setback of 6.0 metres under R20 standards is essentially achieved. There are two window incursions within the incursion setback permitted under the R-Codes (i.e. 5.0 metres). However, the upper level setback of 4.9 metres falls outside the 1.0 metre allowance for minor incursions. Notwithstanding, the street setback proposed is consistent with other setbacks in the street. The corner lot subdivision only allows for a 19 metre lot depth so it is difficult to achieve the 6.0 metre setback and still maintain a reasonable setback from the rear boundary, however the applicant is proposing a 2.0 – 2.1 metre setback from the rear lot boundary which will allow for some landscaping and separation between the three grouped dwellings on the lot to the south.

In light of the above the 'Design principles' of the R-Codes are considered satisfied in respect to the following and the reduced street setback is supported:

- the development is not contrary to the established streetscape;
- open space and privacy is protected;
- landscaping of the front setback will occur;
- it is not considered there is any detraction from the amenity or character of the area; and
- the development positively contributes to the character of the area and prevailing development.

Lot boundary setback

The proposed two storey development is fully compliant with lot boundary setbacks.

The proposed lot boundary setbacks of the original dwelling will not comply in respect to the southern boundary. The applicant is proposing extensions to that side of the dwelling to provide and activity/study and a fourth bedroom. The nil setback proposed is supported on the basis that there is minimal overshadowing and there are no objections from the adjoining property owners.

Notwithstanding the setback variations the 'Design Principles' of the R-Codes are considered satisfied in that the dwelling overall does not unnecessarily contribute to building bulk and scale on the adjoining lot, provides for adequate sun and ventilation to open spaces and overshadowing is within the acceptable limits for the R12.5/R20 coding. The impact on the streetscape and amenity of the adjoining property is considered minimal.

Garage width

The garage width marginally exceeds 30% of the lot frontage (proposed width 30.9%) and so does not comply with the Residential Design Guidelines. The non-compliance is a result of a storeroom being located on the side of the garage increasing the width of the garage structure, and does not entirely contribute to the width of the garage door but more so to the overall width of the dwelling. The non-compliance is therefore supported as the additional width is not considered to visually detract from the streetscape.

Crossover width

The crossover width indicated on the plans at the front boundary is 5 metres. This complies with Council policy, however the crossover width increases to 7.0 metres at the verge and this is not acceptable as it is non-compliant with Council policy. Council policy in this regard is aimed at reducing hard paved surfaces on the street verge. A condition is therefore recommended which will ensure compliance with Council's crossover provisions, as outlined in the Residential Design Guidelines, in respect to maximum width and removal of redundant crossovers.

Front fence

No front fence is indicated on the plans, however, one may be considered at a later date. Given the corner lot development for two grouped dwellings is already approved with substantial variation to the front fence provisions as it fronts Alexandra Road the applicant indicated the front fence to Salvado Road would remain open and be in compliance with the Residential Design Guidelines in respect to visual permeability and maximum height permitted for the front setback area (including the first 6 metres of the fencing between the strata lot boundary running north – south. A condition of approval is recommended in this regard to ensure the street front fence does not exceed the height permitted and sight lines are maintained in the front setback area, including the front setback area between the two dwellings.

Existing trees

Two verge trees on Salvado Avenue are considered to be worthy of being retained and may be susceptible to damage during the construction phase. A condition of planning approval is recommended to ensure they are retained and protected during the construction phase.

Conclusion

Given the above comments the application is recommended for approval subject to conditions. The redevelopment of the lot with a total of two dwellings is permitted under the corner lot density bonus clause of the Planning Scheme and is not considered to have a detrimental impact on the amenity of the surrounding area. It is considered there will be an improvement in the overall amenity of the street as a result of the development and alterations and additions to the existing dwelling (granted planning approval under separate development application).

- Mr Boston (applicant) advised the meeting that he supported the officer's recommendation.

11.2 OFFICER RECOMMENDATION/COMMITTEE RESOLUTION 030411

Moved Cr Nardi, seconded Cr White

That Council exercise its discretion in granting planning approval to vary:

- (i) Clause 5.1.2 – Street Setback of the Residential Design Codes of WA to permit a street setback of less than 6.0 metres (i.e. a minor incursion less than 5.0 metres);
- (ii) Clause 5.1.3 – Lot Boundary Setback of the Residential Design Codes of WA to permit a lot boundary setback of less than 1.5 metres for the original dwelling (southern elevation);
- (iii) Clause 3.7.8.3 – Roof Form and Pitch of the Residential Design Guidelines 2016 to allow a roof pitch of less than 28°; and
- (iv) Clause 3.7.17.3 – Garages, Carports and Outbuildings of the Residential Design Guidelines 2016 to allow the width of the garage to exceed 30% of the lot frontage,

for a two storey grouped dwelling and alterations and additions to the existing dwelling at No. 53 (Lot 200) Alexandra Road, East Fremantle, in accordance with the plans date stamped received on 15 January 2018, subject to the following conditions:

- (1) All parapet walls are to be of a suitable material to the adjacent property face by way of agreement between the property owners and at the applicant's expense.
- (2) The verge trees on Salvado Road are not to be removed. If any damage or loss of the trees occurs during the construction phase the trees are to be replaced at the discretion of the Operations Manager and at the applicant's cost.
- (3) Fencing within the street setback area (including the setback required along the north – south strata lot boundary) to be in compliance with the Residential Design Guidelines 2016 and sight lines maintained in accordance with Australian Standards.
- (4) Any new crossovers which are constructed under this approval are to be a maximum width of 5.0 metres (including splays/wings) and the crossover is to be constructed in compliance with Council's Residential Design Guidelines 2016.
- (5) In cases where there is an existing crossover this is to be removed and the kerb, verge and footpath are to be reinstated at the applicant's expense to the satisfaction of Council.
- (6) If requested by Council within the first two years following installation, the Colourbond roofing to be treated to reduce reflectivity. The treatment to be to the satisfaction of the Chief Executive Officer in consultation with relevant officers and all associated costs to be borne by the owner.
- (7) The works are to be constructed in conformity with the drawings and written information accompanying the application for planning approval other than where varied in compliance with the conditions of this planning approval or with Council's further approval.
- (8) The proposed works are not to be commenced until Council has received an application for a Building Permit and the Building Permit issued in compliance with the conditions of this planning approval unless otherwise amended by Council.
- (9) With regard to the plans submitted with respect to the Building Permit application, changes are not to be made in respect of the plans which have received planning approval, without those changes being specifically marked for Council's attention.
- (10) All storm water is to be disposed of on site, an interceptor channel installed if required and a drainage plan be submitted to the satisfaction of the Chief Executive Officer in consultation with the Building Surveyor prior to the issue of a Building Permit.
- (11) All introduced filling of earth to the lot or excavated cutting into the existing ground level of the lot, either temporary or permanent, shall be adequately controlled to prevent damage to structures on adjoining lots or in the case of fill, not be allowed to encroach beyond the lot boundaries. This shall be in the form of structurally adequate retaining walls and/or sloping of fill at the natural angle of repose and/or another method as approved by the Town of East Fremantle.

- (12) Where this development requires that any facility or service within a street verge (street trees, footpath, crossover, light pole, drainage point or similar) is to be removed, modified or relocated then such works must be approved by Council and if approved, the total cost to be borne by the applicant. Council must act reasonably and not refuse any reasonable proposal for the removal, modification or relocation of such facilities or services (including, without limitation any works associated with the proposal) which are required by another statutory or public authority.
- (13) This planning approval to remain valid for a period of 24 months from date of this approval.

Footnote:

The following are not conditions but notes of advice to the applicant/owner:

- (i) *This decision does not include acknowledgement or approval of any unauthorised development which may be on the site.*
- (ii) *A copy of the approved plans as stamped by Council are attached and the application for a Building Permit is to conform with the approved plans unless otherwise approved by Council.*
- (iii) *It is recommended that the applicant provides a Structural Engineer's dilapidation report, at the applicant's expense, specifying which structures on adjoining sites may be adversely affected by the works and providing a record of the existing condition of the structures. Two copies of each dilapidation report should be lodged with Council and one copy should be given to the owner of any affected property.*
- (iv) *All noise levels produced by the construction of the development are to comply with the provisions of the Environmental Protection (Noise) Regulations 1997 (as amended).*
- (v) *Matters relating to dividing fences are subject to the Dividing Fences Act 1961.*
- (vi) *Under the Environmental Protection (Noise) Regulations 1997, the noise from an air-conditioner must meet assigned allowable noise levels at all times. The Environmental Protection Act 1986 sets penalties for non-compliance with the Regulations and the installer of a noisy air-conditioner can face penalties of up to \$5,000 under Section 80 of the Act. Refer to Department of Environmental Protection document – "An Installers Guide to Air Conditioner Noise".*

(CARRIED UNANIMOUSLY)

Note:

As 4 Committee members voted in favour of the Reporting Officer's recommendation, pursuant to Council's decision regarding delegated decision making made on 20 June 2017 this application deemed determined, on behalf of Council, under delegated authority.

11.3 Canning Highway No. 209 (Lot 49) – Construction of Two Storey Dwelling

Applicant	Sidi Construction P/L
Owner	Caesar Holdings P/L
File ref	P/CAN209; P008/18
Prepared by	Christine Catchpole, Planning Officer
Supervised by	Andrew Malone, Executive Manager Regulatory Services
Meeting Date	3 April 2018
Voting requirements	Simple Majority
Documents tabled	Nil
Attachments	Nil

Purpose

The WAPC has granted conditional approval for the freehold subdivision of No. 209 and No. 211 Canning Highway, East Fremantle. One of the proposed lots is the subject of this application. This report considers a development approval application for the construction of a two storey dwelling on a portion of vacant land at the rear of the lot which fronts Allen Street.

Executive Summary

The assessment has been based on the development being constructed within the boundaries of proposed Lot 2 at the rear of the parent lot (No. 209 Canning Highway - Lot 49). The following issues are relevant to the determination of this application:

- Street setback: 1.0 metre incursion of balcony which exceeds 20% of the lot frontage;
- Lot boundary setbacks: parapet wall and reduced setbacks to eastern and southern boundary;
- Outdoor living area: less than required dimension of 4 metres;
- Site works: Excavation and fill greater and less than 500mm within the street setback and 1.0 metre of the lot boundary;
- Retaining walls: greater than 500mm and within 1 metre of the lot boundary required to retain the ground level;
- Visual privacy: less than the required 7.5 metre setback for the balcony and the 6.0 metre setback for the kitchen window;
- Front fence: non-compliance with Policy requirements in respect to solid section and overall height and visual permeability; and
- Roof pitch and form: less than specified in the Policy.

It is considered the street setback, lot boundary setbacks, outdoor living area, site works, retaining walls, visual privacy, outdoor living area, and roof pitch variations can be supported subject to conditions of planning approval being imposed to ensure the residential amenity for adjoining properties and the streetscape is maintained. Compliance with the front fencing provisions is considered necessary and a condition is recommended to ensure this is achieved.

Background

- 6 July 2017: WAPC approval for freehold subdivision of the lot to R40 standards (Lot 2 - 288m²).
- March 2018: Development approval application for heritage listed property on No. 209 (Lot 49) currently under informal consideration by Council through the CDAC.

Consultation

Advertising

The application was advertised for two weeks with letters sent to surrounding land owners from 30 January to 16 February 2018. No submissions were received.

Community Design Advisory Committee (CDAC)

The application was referred to the CDAC meeting of 5 February 2018 and the CDAC's comments are noted below. The applicant's response is indicated in italics below the CDAC comments:

(a) *The overall built form merits;*

- The building has no relationship to any other development of the locality.

Whilst the form of the building is not in the style of the traditional housing stock of Allen Street, throughout the design we have implemented a materiality (traditional recycled red brick) and colour pallet (Zincalume greys and white) that is intended to create a relationship with the existing built form whilst not pretending to be a historic building.

- The Committee consider there is no design merit in the proposed development.

The location of the development is at the beginning of Allen Street and part of a larger subdivision that will endeavour to create modern houses that are sensitive in materiality and scale to the surrounding built form. As the development is on the corner of Canning Hwy and not situated between existing built form that would interrupt an existing streetscape the development will propose a consistent internal style and we will continue to consult with East Fremantle Council.

(b) *The quality of architectural design including its impact upon the heritage significance of the place and its relationship to adjoining development;*

- See above comments.

(c) *The relationship with and impact on the broader public realm and streetscape;*

- The Committee consider the proposed development would have a detrimental impact to the locality and result in a poor streetscape outcome.
- See above comments.

(d) *The impact on the character of the precinct, including its impact upon heritage structures, significant natural features and landmarks;*

- No comment.

(e) *The extent to which the proposal is designed to be resource efficient, climatically appropriate, responsive to climate change and a contribution to environmental sustainability;*

- The proposal has some passive solar efficiencies assisting in the environmental sustainability in the design.

The uses all principles of solar passive design (long north and south walls, short east and west walls, protection to windows on western façade, natural cross ventilation of living areas and bedrooms with openable windows on the north and south façade to capture prevailing SE summer cool breezes, eaves and shading designed to protect window and walls from summer sun and provide solar passive gain in winter months, masonry and concrete are used in an appropriate way to provide thermal mass, screening is used around balconies to provide maximum winter sun penetration and summer shade, all outdoor and living areas are north facing.

(f) *The demonstration of other qualities of best practice urban design including “Crime Prevention” Through Environmental Design performance, protection of important view corridors and lively civic places;*

- The proposal demonstrates passive surveillance to the streetscape.

The design not only attempts to engage with the street through passive surveillance but utilises the front garden space in a way that would potentially create more interaction with the local community with the intention to create better neighbourhood relationships and local community engagement.

Officer response

The subdivision of the corner lots at No. 209 - 211 Canning Highway has been endorsed by Council at a redevelopment density of R40 pursuant to the provisions of Clause 5.4.2 (highway frontage dual coding). The subsequent redevelopment of the lots will therefore be subject to design and assessment under the R40 code and the Residential Design Guidelines. In the main the applicant has designed to these standards and within the confines of a 288m² lot. The applicant has also addressed the provisions of the Planning Scheme in relation to dual frontage and noise attenuation (to be conditioned). The two heritage listed properties are also being retained and renovated. One of these has already been the subject of an addition and refurbishment which has significantly increased the longevity of the heritage dwelling. The applicant’s response, therefore, is considered to adequately address the CDAC comments.

Statutory Environment

Planning and Development Act 2005

Residential Design Codes of WA

Town of East Fremantle Local Planning Scheme No. 3 (LPS 3)

LPS 3 – Heritage List

Policy Implications

Town of East Fremantle Residential Design Guidelines 2016 (as amended)

Fremantle Port Buffer Zone – Area 3

Municipal Inventory – Category B

Financial Implications

Nil

Strategic Implications

The Town of East Fremantle Strategic Community Plan 2017 – 2027 states as follows:

Built Environment

Accessible, well planned built landscapes which are in balance with the Town’s unique heritage and open spaces.

3.1 Facilitate sustainable growth with housing options to meet future community needs.

3.1.1 Advocate for a desirable planning and community outcome for all major strategic development sites.

3.1.2 Plan for a mix of inclusive diversified housing options.

3.2 Maintaining and enhancing the Town’s character.

3.2.1 Ensure appropriate planning policies to protect the Town’s existing built form.

3.3 Plan and maintain the Town’s assets to ensure they are accessible, inviting and well connected.

3.3.1 Continue to improve asset management practices.

- 3.3.2 *Optimal management of assets within resource capabilities.*
3.3.3 *Plan and advocate for improved access and connectivity.*

Natural Environment

Maintaining and enhancing our River foreshore and other green, open spaces with a focus on environmental sustainability and community amenity.

- 4.1 *Conserve, maintain and enhance the Town's open spaces.*
4.1.1 *Partner with Stakeholders to actively protect, conserve and maintain the Swan River foreshore.*
4.1.2 *Plan for improved streetscapes parks and reserves.*
4.2 *Enhance environmental values and sustainable natural resource use.*
4.2.1 *Reduce waste through sustainable waste management practices.*
4.3 *Acknowledge the change in our climate and understand the impact of those changes.*
4.3.1 *Improve systems and infrastructure standards to assist with mitigating climate change impacts.*

Site Inspection

March 2018

Comment

LPS 3 Zoning: Residential R12.5/40 (Lot 2 subdivided to R40 minimum site area per dwelling standards – average 220m²)
Site area: 288m²

Statutory Assessment

The proposal has been assessed against the provisions of Local Planning Scheme No. 3 and the Town's Local Planning Policies. A summary of the assessment is provided in the following tables.

Legend (refer to tables below)	
A	Acceptable
D	Discretionary
N/A	Not Applicable

Residential Design Codes Assessment

Design Element	Required	Proposed	Status
Street Front Setback	4.0m	4.2m	A
Minor Incursion	1.0m (not greater than 20% of the lot frontage)	3.0m (47% of the lot frontage)	D
Lot Boundary Setback	Southern (UF) - 2.2m Eastern (GF) - 1.5m	1.51m Nil	D
Open Space	45%	45.5%	A
Outdoor Living Areas	Minimum length and width dimension of 4m	Minimum dimension of 3.8m	D
Car Parking	1	2	A
Site Works	Less than 500mm	Greater than 500mm	D
Retaining Walls	Greater than 500mm and closer than 1m to lot boundary	Greater than 500mm and closer than 1.0m to lot boundary	D
Overshadowing	25%	17.37%	A
Drainage	On-site	On-site	A

Local Planning Policy Assessment

LPP Residential Design Guidelines Provision	Status
3.7.2 Additions and Alterations to Existing Buildings	N/A
3.7.3 Development of Existing Buildings	N/A
3.7.4 Site Works	D
3.7.5 Demolition	A
3.7.6 Construction of New Buildings	A
3.7.7 Building Setbacks and Orientation	D
3.7.8 Roof Form and Pitch	D
3.7.9 Materials and Colours	A
3.7.10 Landscaping	A
3.7.11 Front Fences	D
3.7.12 Pergolas	N/A
3.7.13 Incidental Development Requirements	N/A
3.7.14 Footpaths and Crossovers	A
3.7.18.3 Garages, Carports and Outbuildings	A
3.7.15-20 Precinct Requirements	A

Building Height Requirement	Required	Proposed	Status
Building Height (wall) (R-Codes)	N/A	N/A	N/A
Building Height (wall) (R-Codes)	7.0m	6.4m – 6.67m	A
Building Height (roof) (R-Codes)	N/A	N/A	N/A

The lot to be developed was approved by the WAPC in July 2017 as a freehold lot. The lot of 288m² was subdivided from a larger lot (No. 209 Canning Highway) with the balance of the land being further subdivided with land at No. 211 Canning Highway. The original heritage listed dwellings on the site have been retained and are being renovated and extended. Two of the four lots will be further subdivided into survey strata lots at a density of R40.

The proposed dwelling is a two storey residence that comprises a ground floor consisting of a lounge, kitchen, living, dining, powder room, laundry, bedroom with ensuite bathroom, double garage and storeroom. There is also an outdoor area with a plunge pool positioned on the northern side of the lot. The upper level consists of two bathrooms, three bedrooms a lounge and balcony. Access to the garage is from the internal accessway not the street.

The dwelling has been designed to front Allen Street as required under clause 5.3.2 (highway frontage dual coding) of the Planning Scheme. There are a number of variations to the R- Codes and the Residential Design Guidelines that are mostly due to the small lot area and a frontage of 9.8 metres. These matters are discussed below.

Street setback

The subject lot has now been subdivided allowing for a development at a density of R40. The R-Codes specify a 4.0 metre street setback in R40 coded residential areas. A 4.0 metre street setback has been proposed for the main building line. However, the balcony of the upper level protrudes 1.0 metre into the street setback to a distance of 3.0 metres from the front boundary, which it is permitted to do under the R-Codes, but not for more than 20% of the lot frontage. The incursion occupies 47% of the lot frontage.

The R-Codes and the Residential Design Guidelines Element 3.7.7 provide 'Design principles' and 'Performance criteria' by which to assess proposed variations to setback requirements. These are summarised below.

R-Codes

P2.1 - building setback from street boundaries an appropriate distance to ensure buildings:

- *contribute to and are consistent with, established streetscape;*
- *provide adequate privacy and open space for dwellings;*
- *accommodate site planning requirements such as parking, landscape and utilities; and*
- *allow safety clearances for easements for essential service corridors.*

Residential Design Guidelines (RDG)

P1.1 The primary street setback of new developments or additions to non-contributory buildings is to match the traditional setback of the immediate locality.

P2 Developments to be oriented to address the street.

P3 Wall heights to reflect the immediate locality.

The proposed setback is considered to meet the above criteria with the exception of consistency with established streetscape and matching traditional setbacks. Notwithstanding, the proposed setback is supported on the basis that the redevelopment of the two lots fronting Canning Highway (No. 209 and 211) has been based on permitting redevelopment at a density of R40 on the highway. This corner pocket of new housing, whilst incorporating the restoration of two heritage listed properties, once fully redeveloped will differ considerably from the architecture, built form and streetscape pattern of the remainder of Allen Street. This is considered acceptable as the developments will adequately address Canning Highway and Allen Street and being on the corner will not detract from the heritage streetscape of Allen Street. Also, the inclusion of the balcony within the street front elevation provides a far better connection of the dwelling with the street by providing a more articulated and interesting façade.

The objective of increasing the number of dwellings in the Town along a transport corridor without detrimentally impacting on the heritage character of the Town is considered to be an acceptable outcome and one that is being undertaken to a high standard.

Lot boundary setbacks

The lot boundary setbacks of the dwelling do not comply in respect to the parapet walls of the garage on the eastern side and the upper floor on the southern side of the lot. For the most part the dwelling meets the required setback from the lot boundaries due to the internal accessway to the rear lot which creates an additional buffer from which the lot boundary setback can be calculated.

The parapet walls of the garage and store room have no impact at present as the rear boundary abuts a vacant lot which is to be further subdivided. The development on this lot (also at R40 standards) is more than likely to have an abutting parapet wall to enable the most efficient development of smaller lot areas. The wall of the outdoor living area is to be constructed immediately abutting the accessway and will form the side lot boundary fence. This is also considered acceptable as the wall is not excessive in height and is of a suitable material and finish.

The reduced setback to the southern boundary for the upper level is also considered acceptable and the adjoining owner has not objected to the setback or any other aspect of the proposal. The proposed setback of 1.5 metres will allow for landscaping within the setback area which will also assist in reducing the impact of the building on the adjoining property.

As discussed above whilst the 'Deemed to Comply' setback provisions are not achieved the 'Design Principles' of the R-Codes are considered satisfied, in that the dwelling is not considered to unnecessarily contribute to building bulk on the adjoining lot, provides for adequate sun and ventilation to open spaces and the adjoining property. Overshadowing is only marginally impacting the adjoining lot at ~17%; well within the R12.5 limit of 25% at 12.00pm on 21 June.

Site works and retaining walls

The proposed excavation is in excess of that permitted under the 'Deemed to Comply' provisions of the R-Codes. The site will be excavated (rear) and filled (front) up to approximately 1.0 metre to achieve a level building pad. The existing ground level will remain over most of the site. Retaining walls will be built along the southern, northern and eastern boundaries to allow for levelling of the site.

Therefore this element requires assessment under the 'Design Principles' of the R-Codes which state as follows.

P7.1 Development that considers and responds to the natural features of the site and requires minimal excavation/fill.

P7.2 Where excavation/fill is necessary, all finished levels respecting the natural ground level at the boundary of the site and the adjoining properties and as viewed from the street.

As views for surrounding residences are not considered to be impacted the maximum wall height (concealed roof) of 7.0m metres under the Table 3 of the R-Codes can be applied as per the provisions in the Residential Design Guidelines. The fill and retaining walls proposed are therefore also supported as the height limits of the dwelling are not exceeded. Also, all finished levels will respect existing levels at the lot boundaries.

Visual privacy

The 'Deemed to Comply' provisions for Element 5.4.1 Visual Privacy of the R-Codes requires major openings which have their floor level more than 0.5 metres above natural ground level, and positioned so as to overlook any part of any other residential property behind its setback line, to comply with the following:

- 4.5 metres in the case of bedrooms and studies;
- 6.0 metres in the case of habitable rooms, other than bedrooms and studies; and
- 7.5 metres in the case of unenclosed outdoor active habitable spaces.

The proposed development does not comply with the 'Deemed to Comply' provisions of the R-Codes for the balcony and kitchen window, however, the 'Design Provisions' of 5.4.1 allows for:

P1.1 Minimal direct overlooking of active habitable spaces and outdoor living areas of adjacent dwellings achieved through: building layout, location; design of major openings; landscape screening of outdoor active habitable spaces; and/or location of screening devices.

P1.2 Maximum visual privacy to side and rear boundaries through measures such as: offsetting the location of ground and first floor windows so that viewing is oblique rather than direct; building to the boundary where appropriate; setting back the first floor from the side boundary; providing higher or opaque and fixed windows; and/or screen devices (including landscaping, fencing, obscure glazing, timber screens, external blinds, window hoods and shutters).

The proposed design is considered to comply with the Design Principles of Element 5.4.1 Visual Privacy of the R-Codes. The cone of vision from the southern elevation of the balcony is greater than 7.5 metres and extends approximately 1.0 metre over the common boundary. However, overlooking is of the front setback area of the property to the south on Allen Street which is already visible from the street and footpath. So this non-compliance is not considered to require screening.

The northern elevation of the balcony is also less than 7.5 metres from the property boundary, but a 6 metre wide internal vehicle accessway will provide a reasonable degree of separation between the proposed lots fronting Allen Street. The applicant has proposed a degree of screening on the balcony and this is considered sufficient given the separation created by the accessway.

The kitchen window on the southern elevation once constructed will be more than 500mm above natural ground level. The visual privacy setback required is therefore 6 metres and the setback provided is 1.5 metres. The window is a bench height window behind a sink and therefore will not be any higher than 1.6 metres from floor level so screening will be provided by a standard 1.8 metre high fence along the property boundary. Additional screening to comply with the visual privacy setbacks is therefore not considered necessary.

Outdoor living area

The R-Codes specify that the minimum dimension for an outdoor living area cannot be less than 4 metres (proposed 3.8 metres). This is considered a minor non-compliance and one that can be supported on the basis that the minimum outdoor living area is achieved (proposed: ~50m²; required: 20m²) and the outdoor living area directly connects with an indoor living area (bifold doors) thereby making it easily accessible from a living area and increasing the useable area. It is also screened from the street.

Front fence

The front fence as indicated on the plans does not comply with the Residential Design Guidelines in respect to the height of the solid portion (greater than 1.2m; proposed 1.6 - 2.7m) the overall height (greater than 1.8m; proposed up to 2.0m) and the visual permeability (less than 60%). In this circumstance as the new dwelling is on a site that is higher than the street and footpath level and positioned between two heritage dwellings it is considered that front fencing should not be visually dominant or intrusive nor appear excessively high in relation to the front fence of the adjoining heritage property which has a low limestone wall of approximately 600mm in height. The front setback area is not required for private open space and therefore a high front wall is not considered necessary. It is considered more important that the front fence not dominate that section of the streetscape and impede a view of the dwellings and their front gardens. Keeping the streetscape as open as possible in this circumstance is considered to be the best outcome. A condition requiring compliance with the Residential Design Guidelines in this regard is therefore recommended to be imposed.

Roof pitch

The non-compliance with the roof pitch (i.e. ~ skillion roof of less than 5° rather than the minimum of 28°) is considered supportable in this case because it is not considered necessary for the roof form to conform to that of the original housing in the Woodside Precinct. This is a preferable outcome because the contemporary dwelling is quite distinct from the original dwellings in the street. Although it is positioned between two heritage listed dwellings the remainder of the dwellings to be developed on this corner will be of a contemporary design and the additions to the heritage dwellings are also of a contemporary design which is in keeping with the proposal for the site.

Conclusion

Given the comments above the application is recommended for approval. The redevelopment of the lot for a two storey single dwelling is a permitted use of the land under the R40 code to which it has been subdivided and the development of this site is not considered to detrimentally impact the amenity of the surrounding area or the heritage values of the Precinct. A number of planning conditions have been recommended to ensure the heritage values and streetscape are maintained to an acceptable standard.

- Mr Parsons (applicant) addressed the meeting in support of the development application.

11.3 OFFICER RECOMMENDATION/COMMITTEE RESOLUTION 040418

Moved Cr Natale, seconded Cr M McPhail

That Council exercise discretion in granting planning approval to vary:

- Clause 5.1.2 – Street Setback of the Residential Design Codes of WA to permit a minor incursion into the street setback to exceed more than 20% of the lot frontage;
- Clause 5.1.3 - Lot Boundary Setback of the Residential Design Codes of WA to permit a setback of less than 1.5 metres on the eastern boundary and 2.2 metres on the southern boundary (upper floor);
- Clause 5.3.1 – Outdoor Living Area of the Residential Design Codes of WA to permit an outdoor living area with a minimum width dimension of less than 4 metres;
- Clause 5.3.7 - Site Works of the Residential Design Codes of WA to allow excavation and fill greater than 0.5 metres behind a street setback line and within 1.0 metre of a lot boundary;
- Clause 5.3.8 - Retaining Walls of the Residential Design Codes of WA to permit retaining walls greater than 0.5 metres in height less than 1.0 metre from the lot boundaries;
- Clause 5.4.1 – Visual Privacy of the Residential Design Codes of WA to allow an unenclosed outdoor active habitable space (balcony) to be set back less than 7.5 metres from the northern lot boundary and a kitchen window to be setback less than 6.0 metres from the southern lot boundary; and
- Clause 3.7.8.3 of the Residential Design Guidelines 2016 to allow a roof form and pitch of less than 28°,

for construction of a two storey single dwelling at No. 209 (Lot 49 – proposed Lot 2) Canning Highway, East Fremantle, in accordance with the plans date stamped received on 24 January 2018, subject to the following conditions:

- All fencing in the street setback area (including side boundaries) is to fully comply with the Residential Design Guidelines and no solid portion of the fence is to be above a height of 1.2 metres from natural ground level on the footpath or access driveway side of the fence. The remainder of the fence is not to exceed an overall height of 1.8 metres and the infill panels are not to exceed a height of 1.8 metres above natural ground level and are to be 60% visually permeable for the entire length and area of the fence.
- Compliance with sight lines in accordance with Australian Standards for the garage and the access leg from Allen Street.
- Noise attenuation measures are to be included in the dwelling to the satisfaction of the Chief Executive Officer with the details being submitted and indicated on the plans submitted with the Building Permit application.
- The installation of a glass balustrade on the upper level balcony as indicated on the plans date stamped received 24 January 2018.
- The dwelling is to be constructed using the materials, colours and finishes indicated on the plans date stamped received 24 January 2018 unless otherwise varied by the Chief Executive Officer.
- The bin storage area is not to be located within the front setback area.

- (7) All parapet walls/building structures to the adjacent property face are to be finished by way of agreement between the property owners and at the applicant's expense.
- (8) If requested by Council within the first two years following installation, the metal roofing to be treated to reduce reflectivity. The treatment to be to the satisfaction of the Chief Executive Officer in consultation with relevant officers and all associated costs to be borne by the owner.
- (9) In cases where there is an existing crossover this is to be removed and the kerb, verge and footpath are to be reinstated at the applicant's expense to the satisfaction of Council, unless on application, Council approval for the crossover to remain is obtained.
- (10) The works are to be constructed in conformity with the drawings and written information accompanying the application for planning approval other than where varied in compliance with the conditions of this planning approval or with Council's further approval.
- (11) The proposed works are not to be commenced until Council has received an application for a Building Permit and the Building Permit issued in compliance with the conditions of this planning approval unless otherwise amended by Council.
- (12) With regard to the plans submitted with respect to the Building Permit application, changes are not to be made in respect of the plans which have received planning approval, without those changes being specifically marked for Council's attention.
- (13) The proposed dwelling is not to be occupied until all conditions attached to this planning approval have been finalised to the satisfaction of the Chief Executive Officer in consultation with relevant officers.
- (14) All storm water is to be disposed of on site, an interceptor channel installed if required and a drainage plan be submitted to the satisfaction of the Chief Executive Officer in consultation with the Building Surveyor prior to the issue of a Building Permit.
- (15) All introduced filling of earth to the lot or excavated cutting into the existing ground level of the lot, either temporary or permanent, shall be adequately controlled to prevent damage to structures on adjoining lots or in the case of fill, not be allowed to encroach beyond the lot boundaries. This shall be in the form of structurally adequate retaining walls and/or sloping of fill at the natural angle of repose and/or another method as approved by the Town of East Fremantle.
- (16) Where this development requires that any facility or service within a street verge (street trees, footpath, crossover, light pole, drainage point or similar) is to be removed, modified or relocated then such works must be approved by Council and if approved, the total cost to be borne by the applicant. Council must act reasonably and not refuse any reasonable proposal for the removal, modification or relocation of such facilities or services (including, without limitation any works associated with the proposal) which are required by another statutory or public authority.
- (17) This planning approval to remain valid for a period of 24 months from date of this approval.

Footnote:

The following are not conditions but notes of advice to the applicant/owner:

- (i) *This decision does not include acknowledgement or approval of any unauthorised development which may be on the site.*
- (ii) *A copy of the approved plans as stamped by Council are attached and the application for a Building Permit is to conform with the approved plans unless otherwise approved by Council.*
- (iii) *It is recommended that the applicant provides a Structural Engineer's dilapidation report, at the applicant's expense, specifying which structures on adjoining sites may be adversely affected by the works and providing a record of the existing condition of the structures. Two copies of each dilapidation report should be lodged with Council and one copy should be given to the owner of any affected property.*
- (iv) *All noise levels produced by the construction of the development are to comply with the provisions of the Environmental Protection (Noise) Regulations 1997 (as amended).*

- (v) ***Matters relating to dividing fences are subject to the Dividing Fences Act 1961.***
- (vi) ***Under the Environmental Protection (Noise) Regulations 1997, the noise from an air-conditioner must meet assigned allowable noise levels at all times. The Environmental Protection Act 1986 sets penalties for non-compliance with the Regulations and the installer of a noisy air-conditioner can face penalties of up to \$5,000 under Section 80 of the Act. Refer to Department of Environmental Protection document – “An Installers Guide to Air Conditioner Noise”***

(CARRIED 6:1)

Note:

As 4 Committee members voted in favour of the Reporting Officer’s recommendation, pursuant to Council’s decision regarding delegated decision making made on 20 June 2017 this application deemed determined, on behalf of Council, under delegated authority.

UNCONFIRMED

11.4 Oakover Street No. 25 (Lot 278) – Request for second crossover to Oakover Street

Applicant/Owner	L Brookes & J Tonga
File ref	P/OAK25
Prepared by	Christine Catchpole, Planning Officer
Supervised by	Andrew Malone, Executive Manager Regulatory Services
Voting requirements	Simple Majority
Meeting date	3 April 2018
Documents tabled	Nil
Attachments	Nil.

Purpose

This report considers a request for a second crossover at No. 25 (Lot 278) Oakover Street, East Fremantle.

Executive Summary

The following issues are relevant to the determination of this request for a second crossover.

- Maximum number of crossovers per lot: 1 permitted; 2 proposed.
- Pedestrian priority over vehicular access.
- Pedestrian and cyclist safety.
- Streetscape and street tree.
- Parking within the street setback area.
- Location of power pole.

Taking into consideration the streetscape, location of a power pole and the site circumstances a second crossover is considered unnecessary and will be to the detriment of pedestrian, cyclist and motorist safety, as well as the overall appearance of the streetscape and should not be supported. As such the application is recommended for refusal on the grounds that it does not comply with the provisions of the Residential Design Guidelines, the objectives of the Residential zone under the Planning Scheme and is contrary to the orderly and proper planning of the area.

Background

The owner wishes to apply for a second crossover on the following grounds:

- *“Oakover Street has numerous vehicles of residents (and visitors) continually parked along the street which pose a considerable danger to drivers, cyclists and pedestrians alike as well as continual congestion in the street.*
- *A large increase in the volume of through traffic down Oakover Street, from both Canning Highway and Marmion Street, by vehicles trying to avoid Petra Street. This through traffic then has to negotiate the resident's cars parked on the street, needing to weave in and out to do so which is extremely dangerous.*
- *A large number of homes also have cars parked on their verge at all angles which makes it very difficult and dangerous to see any vehicles exiting the property. Any grass and landscaping on the verges are being destroyed by these vehicles constantly being parked on them and thus leading to unkempt/unsightly verges and streetscapes.*
- *Many of the homes in the street are resided in by families with children/teenagers/young adults many of which are either learning to drive or have recently obtained their driver's license. This fact is therefore adding to the number of*

vehicles per household (our house alone will soon have an additional two cars). The number of vehicles parked along the street or verge is therefore going to, and is, increasing.

We need to get as many of these vehicles off the street and make our street as safe as possible for every resident living in Oakover Street as well as for every vehicle, cyclist and pedestrian using our street.

In addition, due to the Zoning and R-Codes not allowing any further sub-division of single residential lots along this section of Oakover Street the likelihood of any additional crossovers due to development is basically non-existent. Therefore a second crossover on a single residential lot should be viewed more favorably by Council.

In conclusion, we strongly believe a second crossover to our property would improve the visual continuity of the overall streetscape of Oakover Street and importantly provide a designated area on our verge for an additional vehicle to be safely parked off the street. Sometime in the future we would also like to create a paved area, in keeping with our existing driveway paving and within our lot boundary, which would connect to the new crossover. This would mean a vehicle could then be parked within our lot boundary and no longer parked on our new second crossover."

DETAILS

The proposed new crossover (~3 metres wide) when constructed and adjacent to the adjoining neighbour's crossover will result in two crossovers side by side with a width of approximately 8.5 metres. The overall width of the lot is approximately 20.1 metres. The existing crossover (~3.0 metres wide) is on the southern side of the lot adjacent to another crossover of approximately 3.5 metres in width. There also appears to be a paved area for a vehicle immediately adjacent to the driveway in the front setback area.

The second crossover is sought to enable additional vehicles to be parked on the crossover and eventually on site in the front setback area. Once constructed it would be an added convenience for the owners.

LPS 3 Zoning: Residential R12.5
Site area: 1,011m²

Consultation

Advertising

Advertising was not required as the proposed crossover is wholly within the road reserve. Adjoining neighbours are not directly impacted.

Community Design Advisory Committee (CDAC)

The application was not referred to the CDAC as it will have no impact on the design or heritage elements of the place, in that the design of the dwelling will remain unchanged.

Statutory Environment

Planning and Development Act 2005

Town of East Fremantle Local Planning Scheme No. 3 (LPS 3)

LPS 3 - Heritage List

Policy Implications

Town of East Fremantle Residential Design Guidelines 2016 (as amended)

Municipal Heritage Inventory – Category B

Financial Implications

Nil

Strategic Implications

The Town of East Fremantle Strategic Community Plan 2017 – 2027 states as follows:

Built Environment

Accessible, well planned built landscapes which are in balance with the Town's unique heritage and open spaces.

- 3.1 Facilitate sustainable growth with housing options to meet future community needs.*
 - 3.1.1 Advocate for a desirable planning and community outcome for all major strategic development sites.*
 - 3.1.2 Plan for a mix of inclusive diversified housing options.*
- 3.2 Maintaining and enhancing the Town's character.*
 - 3.2.1 Ensure appropriate planning policies to protect the Town's existing built form.*
- 3.3 Plan and maintain the Town's assets to ensure they are accessible, inviting and well connected.*
 - 3.3.1 Continue to improve asset management practices.*
 - 3.3.2 Optimal management of assets within resource capabilities.*
 - 3.3.3 Plan and advocate for improved access and connectivity.*

Natural Environment

Maintaining and enhancing our River foreshore and other green, open spaces with a focus on environmental sustainability and community amenity.

- 4.1 Conserve, maintain and enhance the Town's open spaces.*
 - 4.1.1 Partner with Stakeholders to actively protect, conserve and maintain the Swan River foreshore.*
 - 4.1.2 Plan for improved streetscapes parks and reserves.*
- 4.2 Enhance environmental values and sustainable natural resource use.*
 - 4.2.1 Reduce waste through sustainable waste management practices.*
- 4.3 Acknowledge the change in our climate and understand the impact of those changes.*
 - 4.3.1 Improve systems and infrastructure standards to assist with mitigating climate change impacts.*

Site Inspection

March 2018

Comment

The preference for some land owners to accommodate additional vehicles on site and pave front setback areas as indicated in the applicant's submission has the potential to result in streetscapes becoming dominated by more and larger crossovers and driveways at the expense of pedestrian and cyclist safety, landscaping, streetscape amenity, street trees and on-street parking. As a result the Town's Residential Design Guidelines (RDG) specifically addresses this issue under clause 3.7.14 where the RDG state the following as being one of the 'Desired Outcomes' for the Precinct:

- *maximum of one crossover per lot.*

and the RDG 'Performance Criteria' states, in part, that:

- *Pedestrian walk ways will take priority over vehicular access.*

also Clause 3.7.15.2.2 – ‘Acceptable Development Provisions’ states that:

- *A1.1 parking to be located at the rear of the block.*

There are a number of matters that are relevant to the consideration of this request for a second crossover. Aerial photography and site inspection of Oakover Street, demonstrates that double crossovers are not the norm and have been kept to a low number even though there are some double crossovers that have resulted with battleaxe subdivision. Between Canning Highway and Fletcher Street, the street block in which No. 25 Oakover Street is located, there are 48 lots. Of these, 41 are single crossovers and 7 are double crossovers.

The Policy of one crossover per lot is for the purpose of maximising the safety, comfort and convenience for pedestrians and cyclists and minimising the need for them to be overly cautious and vigilant on footpaths and roadways. Minimising the crossover points is therefore very important in maximising safety and amenity for residents and motorists. It is considered the applicant has not provided adequate relevant justification to merit support for a second crossover. The addition of another crossover without adequate justification is not supportable as it reduces safety for pedestrians, cyclists and motorists already using the road/footpath and reduces on-street parking for visitors and trades people.

Notwithstanding the request for a crossover, this application is for an off-street parking bay on the verge. It is not intended at this point to provide site access from the crossover. The additional ~21m² of crossover paving on the verge is considered to detract from the streetscape and will effectively result in another double crossover on Oakover Street when positioned adjacent to the neighbour’s crossover. Double crossovers, or crossovers immediately adjacent to each other have an even greater visual impact, resulting in a greater proportion of paving as opposed to landscaping which in turn results in greater storm water run-off and overall less ‘soft’ landscaping.

The double crossovers that exist in the street were more than likely constructed prior to the RDG being adopted by Council. There are two matters to be considered in relation to this point. The timeframe is particularly relevant because in every neighbourhood there will be examples of structures and crossovers that do not comply with Guidelines or Policy. The second is that Guidelines or any other Council policy cannot undo what has been done and many provisions are often formulated to prevent things that have been allowed in the past from reoccurring; this was the case with the Residential Design Guidelines in respect to crossovers. For this reason structures and access points that do not comply with the Guidelines have no influence on whether a development or crossover will be approved and are not considered to be a valid supporting argument.

Also of consideration in respect to this request is the location of a power pole approximately 900mm away from the proposed crossover. The Town’s Operations Manager has stated that a minimum 1.0 metre separation between a crossover and a light pole is required. The proposed distance from the power pole is therefore considered to be inadequate and a further contributing factor as to why a second crossover should not be approved. It is also noted that a street tree would need to be removed to accommodate the crossover. Whilst it is acknowledged that there are numerous street trees on this section of verge that have been planted by the applicant, it is still disappointing to see a tree removed when it is not considered necessary.

While there may be vehicles parking in the street and from time to time on the verge, the installation of a second crossover to act as a parking bay is not considered warranted particularly so at the expense of safety and streetscape amenity. In this case the lot is over 1,011m² with a rear garden and a ~38 metre

long driveway in which additional vehicles can be accommodated. The applicant has stated that within the street there are households which have a need to accommodate an increasing number of vehicles due to adult children's cars. Whilst this is acknowledged as most likely being the case for some households it is not considered to be a strong enough justification for approving additional crossovers as this increase in vehicles is cyclical. The applicant also states that in the future a section of the front garden would be paved to accommodate a vehicle. This paved parking area would not be supported at by the Town as the Residential Design Guidelines (Woodside Precinct) also specify that parking is to be located at the rear of the lot (Clause 3.7.15.2.2).

The applicant has commented that the demand for street parking is high and that high volumes of traffic use the street. Whilst it is not possible to assess the volume of traffic using the street for the purposes of assessing this second crossover request, the noted high demand for parking was not apparent during recent site visits undertaken at various times of the day. The applicant has also commented on increased traffic in the street as a result of vehicles avoiding Petra Street and the need for vehicles to be off-street to allow for non-local traffic to use the street less impeded by parked vehicles. If this is the case it is a traffic management matter which should not determine whether additional crossovers are required. Furthermore, on the matter of traffic safety it is considered a parking bay on the verge would be a traffic safety issue because it will obstruct views of the adjoining neighbour leaving their driveway.

Taking into consideration the lot size, site circumstances, location of the power pole, the proximity to Fletcher Street and adequate space for vehicles to be parked on-site a second crossover, acting as a parking bay, is considered unnecessary and will be to the detriment of pedestrian and motorist/cyclist safety, as well as the overall appearance of the streetscape and should not be supported. As such the application is recommended for refusal on the grounds that it does not comply with the provisions of the Residential Design Guidelines, the objectives of the Residential zone and is contrary to the orderly and proper planning of the area.

Conclusion

The request for a second crossover is not supportable and the application is recommended for refusal on the basis that the application does not comply with:

1. The *Acceptable Development Criteria* or the *Performance Criteria* of the Local Planning Policy Residential Design Guidelines 2016 with regard to:
 - (i) Clause 3.7.14 Footpaths and Crossovers in that a maximum of one crossover per lot is permitted and pedestrian walk ways will take priority over vehicular access; and
 - (ii) Clause 3.7.15.2.2 in that parking is to be located at the rear of the block.
2. Aims (b) and (f) of the Planning Scheme for a Residential zone, specifically:
 - to enhance the character and amenity of the Town, and to promote a sense of place and community identity within each of the precincts of the Town;
 - to ensure the safe and convenient movement of people throughout the Town, including pedestrians, cyclists, public transport users and motorists.
3. Also, as the proposed development conflicts with Clause 4.2 Objectives of the Zones - Residential Zone which, amongst other things, are to:
 - to recognise the importance of design elements such as the 'front yard' and the 'back yard' to the character, amenity and historical development of the Town and to the community.

4. The proposed development also conflicts with the provisions of the Local Planning Scheme under clause 67 (Deemed Provisions) because it is incompatible with:
- (a) the aims and provisions of this Scheme and any other local planning scheme operating within the Scheme area;
 - (g) any local planning policy for the Scheme area (i.e. the Residential Design Guidelines);
 - (n) the amenity of the locality including the (ii) the character of the locality; and
 - (s) the proposed means of access to and egress from the site.

As such the application is recommended for refusal on the grounds that it does not comply with the provisions of the Residential Design Guidelines, the aims of the Planning Scheme, the objectives of the Residential Zone and is contrary to the orderly and proper planning of the area.

- Ms Brookes (applicant) addressed the meeting in support of the crossover request and querying aspects of the officer's report.

11.4 OFFICER RECOMMENDATION/COMMITTEE RESOLUTION 050418

Moved Cr M McPhail, seconded Cr Nardi

That Council refuse the application for a second crossover at No. 25 (Lot 278) Oakover Street, East Fremantle, as proposed in the application dated 10 January 2018 for the following reasons:

- (1) The proposed development does not comply with the requirements of the 'Acceptable Development Criteria' or the 'Performance Criteria' of Local Planning Policy 3.1.1 - Residential Design Guidelines 2016 (as amended) with regard to:**
 - (i) Clause 3.7.14 Footpaths and Crossovers in that a maximum of one crossover per lot is permitted and the pedestrian walkways will take priority over vehicle access; and**
 - (ii) Clause 3.7.15.2.2 Access, Parking and Rights of Way.**
- (2) The proposed application does not comply with the following requirements of Local Planning Scheme No. 3 as the proposed development:**
 - **conflicts with Clause 1.6 - Aims of the Scheme;**
 - **conflicts with Clause 4.2 - Objectives of the Zones: Residential Objectives; and**
 - **the proposed application conflicts with the provisions of the Town of East Fremantle Local Planning Scheme No. 3 – Deemed Provisions Clause 67 (a), (g), (n) and (s) because it would detrimentally impact on the amenity of the area.**
- (3) The proposed crossover does not comply with the orderly and proper planning of the area.**

(CARRIED 5:2)

Note:

As 4 Committee members voted in favour of the Reporting Officer's recommendation, pursuant to Council's decision regarding delegated decision making made on 20 June 2017 this application deemed determined, on behalf of Council, under delegated authority.

11.5 Fortescue Street No. 63 (Lot 131) – Request for second crossover to Fortescue Street

Applicant/Owner	B Woodhead & S Quin
File ref	P/FOR63
Prepared by	Christine Catchpole, Planning Officer
Supervised by	Andrew Malone, Executive Manager Regulatory Services
Voting requirements	Simple Majority
Meeting date	3 April 2018
Documents tabled	Nil
Attachments	Nil.

Purpose

This report considers a request for a second crossover at No. 63 (Lot 131) Fortescue Street, East Fremantle.

Executive Summary

The following issues are relevant to the determination of this request for a second crossover.

- Maximum number of crossovers per lot: 1 permitted; 2 proposed.
- Parking within the street setback area.
- Pedestrian priority over vehicular access.
- Pedestrian and cyclist safety.
- Streetscape.
- Street trees.

Taking into consideration the streetscape and the site circumstances a second crossover is considered unnecessary and will be to the detriment of pedestrian, cyclist and motorist safety, as well as the overall appearance of the streetscape and should not be supported. As such the application is recommended for refusal on the grounds that it does not comply with the provisions of the Residential Design Guidelines, the objectives of the Residential zone under the Planning Scheme and is contrary to the orderly and proper planning of the area.

Background

16 February 2010: Planning approval issued for a single storey addition, deck area and swimming pool.

10 June 2014: Planning approval granted for additions and alterations to the rear of the existing dwelling, separate games room and swimming pool.

27 October 2014: Planning approval granted for additions and alterations comprising a rear addition to the existing dwelling, separate games room and swimming pool. A number of conditions of planning approval, listed below, were imposed and are relevant to this application:

1. *The existing street tree to the south of the subject lot being retained in its current state and location and not damaged or pruned in the construction of the relocated crossover should it be approved by the Operations Manager.*
2. *Approval for the relocation of the crossover and driveway being obtained from the Town's Operations Manager prior to the submission of a building permit application.*
3. *No front fence is to be constructed without the prior approval of Council to the satisfaction of the Chief Executive Officer in consultation with relevant officers.*
4. *The construction of the new crossover and associated works including kerbing modifications, on the south side of the property, to be in accordance with the Residential Design Guidelines for the Woodside Precinct and to Council's satisfaction,*

- with all works to be approved by the Chief Executive Officer before the submission of a building permit application and all costs to be met by the applicant.*
5. *The abovementioned crossover to have a maximum width of 3.0 metres and the footpath to continue uninterrupted across the crossover.*
 6. *The submission of a landscaping plan indicating the replacement of the hard paved existing driveway area in the front setback with predominantly "green" landscaping. The landscaping plan to be submitted with the Building Permit application and approved by the Chief Executive officer prior to the issue of a Building Permit.*
 7. *The landscaping is to be installed and maintained throughout the occupation of the property.*

The owner now wishes to apply for a second crossover on the following grounds:

"We would like to apply for planning approval for a second verge crossover at the above address. As per our earlier application (P47/14 on 26 March 2014) we will be constructing a new crossover, maximum width 3 metres, on the south side of the property. However; rather than the replacement of the hard paved existing driveway area on the north side with green landscaping we would like to apply to retain this crossover as a storage/parking niche (please see attached plans).

Precedence has already been set in our street with the two properties opposite both having dual driveways {64 and 66 Fortescue Street}. Refer attached photos.

The new footpath on Fortescue Street {approximately width 2m} no longer allows us to park our current utility in the crossover. As you can see by the attached photo the vehicle is either on the footpath or jutting into the road creating a safety issue. This means the car must be parked on the verge or driveway at all times.

Our Intention is not to have any vehicles parked on the street verge. Instead our front verge is soon to be reticulated and lawn to be established as per council specifications. We consider this to be a safer, more secure, more aesthetically pleasing option than the current parking arrangements that we have (parking on dry sand verge plus on street).

The new southern driveway will be the primary driveway as per the original building application and allows access to the kitchen area for carrying in shopping, school bags etc. as it was designed. The storage nook is primarily for the trailer and will be located on the northern part of the block. This area will not continue to the rear of the property, as per plans, and therefore allows the landscaping of the front yard in its entirety. It also allows us access to the trailer in a way that allows full visibility and minimal risk as the car can back up to the trailer at the storage niche, attach and drive out with no loss or minimizing of overall vision. It also allows us access to the northern side of the property for lawnmowers etc. without having to establish hardscaping throughout the front yard.

As you can see safety, aesthetics and access are the three major reasons for this application."

It is also noted the applicant has been requested to submit a development approval application for the proposed front fence and new driveway along the southern boundary of the property.

Details

The proposed new crossover (~3 metres wide) will be located on the southern side of the lot and will access a driveway approximately 12 metres in length.

The second crossover is sought to enable additional vehicles to access the site on the southern driveway which will be the primary driveway as per the original development (planning) application and will allow access to the kitchen area. The other driveway is primarily for a trailer and will be maintained on the northern part of the lot.

Once constructed the crossover would be an added convenience for the owners by providing additional parking bays for vehicles and a trailer. It should also be noted that the second driveway/crossover as proposed in a previous development application was never given outright approval. It was only granted conditional planning approval subject to endorsement by the Town's Operation Manager in respect to the second crossover/driveway and the reinstatement of the verge and the re-landscaping of the existing crossover and driveway.

The Town's Operations Manager has inspected the site and has advised that the tree located just south of the lot would require substantial pruning to enable vehicles to access the site. Pruning must be carried out so the crown of the tree remains symmetrical, so additional branches on the other side of the crown would need to be substantially pruned as well. This can impact the long term health and longevity of the tree which should not be compromised unnecessarily. It is also noted that one other mature verge tree in front of No. 63 died sometime in 2017 and has been removed. This tree should be replaced.

LPS 3 Zoning: Residential R12.5
Site area: 1,011m²

Consultation

Advertising

Advertising was not required as the proposed crossover is wholly within the road reserve. Adjoining neighbours are not directly impacted.

Community Design Advisory Panel (CDAC)

The application was not referred to the CDAC as it will have no impact on the design or heritage elements of the place in that the design of the dwelling will remain unchanged.

Statutory Environment

Planning and Development Act 2005

Town of East Fremantle Local Planning Scheme No. 3 (LPS 3)

Policy Implications

Town of East Fremantle Residential Design Guidelines 2016 (as amended)

Municipal Heritage Inventory – Category C

Financial Implications

Nil

Strategic Implications

The Town of East Fremantle Strategic Community Plan 2017 – 2027 states as follows:

Built Environment

Accessible, well planned built landscapes which are in balance with the Town's unique heritage and open spaces.

3.1 Facilitate sustainable growth with housing options to meet future community needs.

- 3.1.1 *Advocate for a desirable planning and community outcome for all major strategic development sites.*
- 3.1.2 *Plan for a mix of inclusive diversified housing options.*
- 3.2 *Maintaining and enhancing the Town's character.*
 - 3.2.1 *Ensure appropriate planning policies to protect the Town's existing built form.*
- 3.3 *Plan and maintain the Town's assets to ensure they are accessible, inviting and well connected.*
 - 3.3.1 *Continue to improve asset management practices.*
 - 3.3.2 *Optimal management of assets within resource capabilities.*
 - 3.3.3 *Plan and advocate for improved access and connectivity.*

Natural Environment

Maintaining and enhancing our River foreshore and other green, open spaces with a focus on environmental sustainability and community amenity.

- 4.1 *Conserve, maintain and enhance the Town's open spaces.*
 - 4.1.1 *Partner with Stakeholders to actively protect, conserve and maintain the Swan River foreshore.*
 - 4.1.2 *Plan for improved streetscapes parks and reserves.*
- 4.2 *Enhance environmental values and sustainable natural resource use.*
 - 4.2.1 *Reduce waste through sustainable waste management practices.*
- 4.3 *Acknowledge the change in our climate and understand the impact of those changes.*
 - 4.3.1 *Improve systems and infrastructure standards to assist with mitigating climate change impacts.*

Site Inspection

March 2018

Comment

The preference for some land owners to accommodate additional vehicles on site and provide more than one driveway as indicated in the applicant's proposal has the potential to result in streetscapes becoming dominated by more and larger crossovers and driveways at the expense of pedestrian and cyclist safety, landscaping, streetscape amenity, street trees and on-street parking. As a result the Town's Residential Design Guidelines (RDG) specifically addresses this issue under clause 3.7.14 where the RDG state the following as being one of the 'Desired Outcomes' for the Precinct:

- *maximum of one crossover per lot.*

and the RDG 'Performance Criteria' states, in part, that:

- *Pedestrian walk ways will take priority over vehicular access.*

also Clause 3.7.15.2.2 – 'Acceptable Development Provisions' states that:

- *A1.1 parking to be located at the rear of the block.*

There are a number of matters that are relevant to the consideration of this request for a second crossover. Aerial photography and site inspection of Fortescue Street, demonstrates that double crossovers are not the norm and have been kept to a low number even though there are some double crossovers that have resulted. On Fortescue Street between Fletcher and Marmion Street, the street block in which No. 63 Fortescue Street is located, there are 37 lots. Of these, 33 are single crossovers and 4 are double crossovers. Also, as noted above there is a street tree located in a position which will be impacted if a second crossover is permitted in the location proposed.

The Policy of one crossover per lot is for the purpose of maximising the safety, comfort and convenience for pedestrians and cyclists and minimising the need for them to be overly cautious and vigilant on footpaths and roadways. Minimising the crossover points is therefore very important in maximising safety and amenity for residents and motorists. It is considered the applicant has not provided adequate relevant justification to merit support for a second crossover. The addition of another crossover without adequate justification is not supportable as it reduces safety for pedestrians, cyclists and motorists already using the road/footpath and reduces on-street parking for visitors and trades people.

Notwithstanding the request for a crossover, this application is also to provide off-street parking in a second driveway; one of the reasons being that the applicant's vehicle is too large to be parked in the existing crossover following widening of the footpath. This is not considered to be a justifiable argument as the vehicle can be parked in the existing driveway and street parking is available. The proposed additional ~21m² of crossover paving on the verge is considered to detract from the streetscape. Second crossovers have a greater visual impact, resulting in a greater proportion of paving as opposed to landscaping which in turn results in greater storm water run-off and overall less 'soft' landscaping. Furthermore, as discussed above the mature street tree will require pruning to enable vehicles to enter the site which may impact the health of the tree and detract from the visual amenity of the tree.

The double crossovers that exist opposite No. 63 Fortescue were more than likely constructed prior to the RDG being adopted by Council. There are two matters to be considered in relation to this point. The timeframe is particularly relevant because in every neighbourhood there will be examples of structures and crossovers that do not comply with Guidelines or Policy. The second is that Guidelines or any other Council policy cannot undo what has been done and many provisions are often formulated to prevent things that have been allowed in the past from reoccurring; this was the case with the Residential Design Guidelines in respect to crossovers. For this reason structures and access points that do not comply with the Guidelines have no influence on whether a development or crossover will be approved and are not considered to be a valid supporting argument.

Also of consideration in respect to this request is the location of a crossover directly opposite the proposed second crossover (see aerial photograph below) at No. 64 Fortescue Street. Whilst this in itself does not prevent the construction of a crossover it is not ideal in respect to traffic safety, as vehicles are in danger of colliding if reversing/exiting at the same time. This is considered to be a situation to be avoided, particularly when there is no strong justification for the second crossover. It is also noted in the aerial photograph that despite the double crossover on the property on the opposite side of the road providing access to on-site parking, two vehicles are parked on the verge and in the crossover.



The installation of a second crossover to provide additional parking is not considered warranted particularly so at the expense of safety and streetscape amenity. In this case the lot is over 1,011m² with a ~15 metre long driveway in which additional vehicles can be accommodated. The applicant is proposing the additional driveway to accommodate parked vehicles and this is contrary to the Residential Design Guidelines (Woodside Precinct) which specify that parking is to be located at the rear of the lot (Clause 3.7.15.2.2).

Taking into consideration the lot size, site circumstances, opposing crossovers and adequate space for vehicles to be parked on-site a second crossover, is considered unnecessary and will be to the detriment of pedestrian and motorist/cyclist safety, as well as the overall appearance of the streetscape and should not be supported. As such the application is recommended for refusal on the grounds that it does not comply with the provisions of the Residential Design Guidelines, the objectives of the Residential zone and is contrary to the orderly and proper planning of the area.

Conclusion

The request for a second crossover is not supportable and the application is recommended for refusal on the basis that the application does not comply with:

1. The *Acceptable Development Criteria* or the *Performance Criteria* of the Local Planning Policy Residential Design Guidelines 2016 with regard to:
 - (iii) Clause 3.7.14 Footpaths and Crossovers in that a maximum of one crossover per lot is permitted and pedestrian walk ways will take priority over vehicular access; and
 - (iv) Clause 3.7.15.2.2 in that parking is to be located at the rear of the block.
2. Aims (b) and (f) of the Planning Scheme for a Residential zone, specifically:
 - to enhance the character and amenity of the Town, and to promote a sense of place and community identity within each of the precincts of the Town;
 - to ensure the safe and convenient movement of people throughout the Town, including pedestrians, cyclists, public transport users and motorists.
3. Also, as the proposed development conflicts with Clause 4.2 Objectives of the Zones - Residential Zone which, amongst other things, are to:

- to recognise the importance of design elements such as the 'front yard' and the 'back yard' to the character, amenity and historical development of the Town and to the community.
4. The proposed development also conflicts with the provisions of the Local Planning Scheme under clause 67 (Deemed Provisions) because it is incompatible with:
- (a) the aims and provisions of this Scheme and any other local planning scheme operating within the Scheme area;
 - (g) any local planning policy for the Scheme area (i.e. the Residential Design Guidelines);
 - (n) the amenity of the locality including the (ii) the character of the locality; and
 - (s) the proposed means of access to and egress from the site.

As such the application is recommended for refusal on the grounds that it does not comply with the provisions of the Residential Design Guidelines, the aims of the Planning Scheme, the objectives of the Residential Zone and is contrary to the orderly and proper planning of the area.

11.5 OFFICER RECOMMENDATION/COMMITTEE RESOLUTION 060418

Moved Cr Nardi, seconded Cr M McPhail

That Council refuse the application for a second crossover at No. 63 (Lot 131) Fortescue Street, East Fremantle, as proposed in the application dated 8 March 2018 for the following reasons:

- (1) The proposed development does not comply with the requirements of the 'Acceptable Development Criteria' or the 'Performance Criteria' of Local Planning Policy 3.1.1 - Residential Design Guidelines 2016 (as amended) with regard to:
 - (i) Clause 3.7.14 Footpaths and Crossovers in that a maximum of one crossover per lot is permitted and the pedestrian walkways will take priority over vehicle access; and
 - (ii) Clause 3.7.15.2.2 Access, Parking and Rights of Way.
- (2) The proposed application does not comply with the following requirements of Local Planning Scheme No. 3 as the proposed development:
 - conflicts with Clause 1.6 - Aims of the Scheme;
 - conflicts with Clause 4.2 - Objectives of the Zones: Residential Objectives; and
 - the proposed application conflicts with the provisions of the Town of East Fremantle Local Planning Scheme No. 3 – Deemed Provisions Clause 67 (a), (g), (n) and (s) because it would detrimentally impact on the amenity of the area.
- (3) The proposed crossover does not comply with the orderly and proper planning of the area.

(CARRIED UNANIMOUSLY)

Note:

As 4 Committee members voted in favour of the Reporting Officer's recommendation, pursuant to Council's decision regarding delegated decision making made on 20 June 2017 this application deemed determined, on behalf of Council, under delegated authority.

12. REPORTS OF OFFICERS (COUNCIL DECISION)

Nil.

13. MATTERS BEHIND CLOSED DOORS

Nil.

14. CLOSURE OF MEETING

There being no further business, the Presiding Member declared the meeting closed at 7:30pm

I hereby certify that the Minutes of the ordinary meeting of the Town Planning Committee of the Town of East Fremantle, held on 3 April 2018, Minute Book reference 1. to 14 were confirmed at the meeting of the Committee on:

.....

Presiding Member

UNCONFIRMED



12. REPORTS

12.1 PLANNING REPORTS

12.1.1 Complex Amendment No. 14 to Local Planning Scheme No. 3 to Introduce Special Control Area 1: No. 91 – 93 Canning Highway – Consideration of Submissions and Support with Modifications

Owner	S T Melville & R H Turner
Applicant	Creative Design + Planning on behalf of Built Form Projects
File ref	TPS3A14; P/CAN91; P/CAN93
Prepared by	Christine Catchpole, Planning Officer
Supervised by	Andrew Malone, Executive Manager Regulatory Services
Meeting Date:	17 April 2018
Voting requirements:	Simple Majority
Documents tabled	Nil
Attachments	1. Schedule of Submissions 2. Modified Amendment No. 14 Provisions – LPS No. 3 Scheme Text

Purpose and Executive Summary

In 2017 the Council considered a proposal to amend Local Planning Scheme No. 3 (LPS 3). Amendment No. 14 was proposed which introduced Special Control Area No. 1 (SCA 1) for the four lots bound by Canning Highway to the north, Stirling Highway to the east, St Peters Road to the south and Sewell Street to the west. The site has a total land area of 3,841m² and has been identified in the draft Local Planning Strategy 2016 as an 'iconic' site which is an integral part of the Town Centre and the Canning Highway transport/commercial corridor. The intent of the Scheme Amendment is to formulate a planning framework to guide the future redevelopment of the subject site for high density mixed use purposes. The Amendment comprises Scheme provisions and development controls relevant only to the SCA which overlays a Mixed Use zone.

At its meeting of 18 April 2017 the Council resolved to amend LPS 3 and to proceed to advertise 'complex' Amendment No. 14 and refer the Amendment to the Heritage Council of Western Australia and the Environmental Protection Authority. Consent to advertise the Amendment was granted by the WAPC in June 2017 and the 60 day statutory advertising period concluded in August 2017. Nineteen submissions were received with eleven community submissions expressing significant concern with the Amendment provisions, that being the development controls which would apply to SCA 1 and in particular the proposed building heights and setbacks. The remaining submissions were from government departments and servicing agencies.

The complexities of preparing an Amendment coupled with the issues raised in resident submissions resulted in the Town engaging an experienced urban design consultant to undertake a detailed study of the advertised building envelope and various built form scenarios, primarily in regard to building height and setbacks. The additional consultancy work and workshops held with elected members and the applicant resulted in the Town seeking an extension of the statutory period for considering submissions and preparing the final report for consideration by the WAPC. The WAPC granted an extension of time until 17 April 2018.

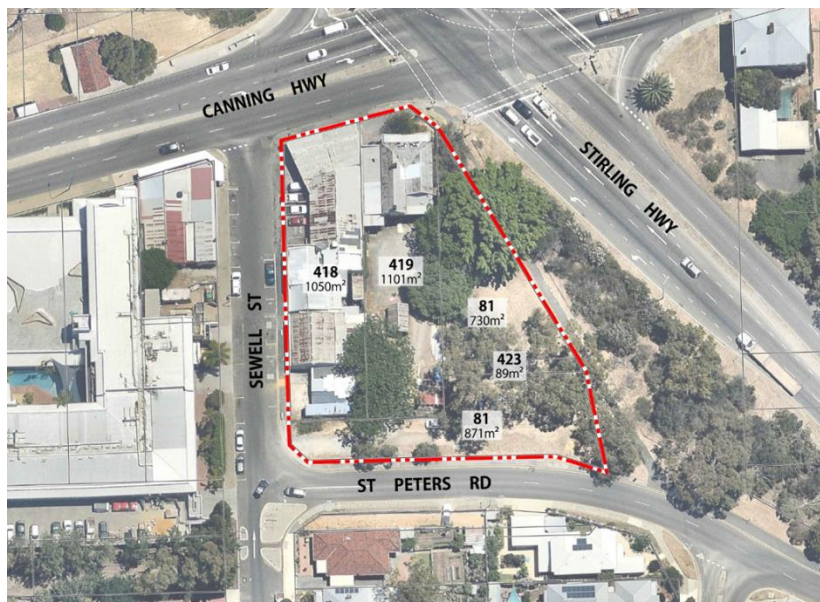
Modifications to the Amendment as a result of the urban design study, most notably affecting building height and setbacks have been proposed. Changes have also been made to the land use, vehicle parking, noise and traffic management, access and the residential development/density provisions to further address amenity concerns of nearby residents. The provisions relating to public art, landscaping and public

open spaces have been deleted as they are no longer required as a result of the adoption of specific local planning policies addressing these matters. The proposed modifications are believed to adequately address the issues raised in the submissions by reducing the overall height, scale and bulk of the building (lower maximum building heights overall), increasing lot boundary setbacks to varying degrees from all street frontages, requiring all vehicle parking to comply with Scheme provisions with no allowance for parking concessions and addressing matters such as overshadowing, noise, access, traffic management and land use with supplemented and introduced provisions. As such re-advertising of the Amendment modifications by the Town is not recommended. The changes are outlined in detail in the Officer's report.

In light of the above it is recommended the Council resolve to support Amendment No. 14 to LPS No. 3 with proposed modifications and no further advertising as outlined in the Officer's Recommendation (refer to Attachment 2 for Scheme Text provisions) and forward the Amendment to the WAPC for its consideration.

Background

The Amendment encompasses four lots of land comprising 3,841m² in total and after current road widening requirements 3,681m² (although this is currently under review by Main Roads WA) on the south west corner of Stirling and Canning Highway. The area is within the Plympton Precinct, adjacent to Residential R20 zoned land and opposite the Tradewinds Hotel on Sewell Street (refer to aerial photograph below).



A number of sewer easements traverse the site and the developer will eventually be responsible for diversion of the pipes if required by the Water Corporation. The site is also impacted by a Primary Regional Road reservation under the Metropolitan Region Scheme (MRS) and the applicant has been in discussion with Main Roads WA because of the previous implications of the Roe 8/Freight Link proposals and future intersection improvements at the junction of Canning and Stirling Highway.

The intent of the Scheme Amendment is to formulate a planning framework to guide the future redevelopment of the subject site for high density mixed use purposes. Detailed design proposals for a building/development on the site are not part of the Scheme Amendment. The Amendment comprises Scheme provisions and development controls relevant only to the SCA that if adopted, would be applicable to any development approval application for the site. The Scheme Map would be amended by introducing a SCA to overlay the Mixed Use zone already applicable. An 'additional provisions' (development controls)

schedule is proposed to include specific requirements relating to land use, building height and setbacks, plot ratio, vehicle parking, traffic and noise management, access, residential development/density and general provisions. It should be noted that because the SCA additional clauses and provisions would be specified in the Scheme Text the provisions override other clauses of the Scheme Text which allow Council to vary development controls, thereby adding to the certainty with regard to the final development outcome.

In 2016 the applicant undertook an informal (non-statutory) community consultation engagement exercise by distributing information to nearby residents in the Plympton and Riverside Precincts and organising an Open Day Forum at the Tradewinds Hotel. In June 2017 the WAPC advised the Amendment was suitable for advertising for a 60 day period commensurate with the 'complex' classification applied to the Amendment. The Amendment was subsequently advertised for a 60 day period from 29 June to 28 August. Nineteen (19) submissions were received from local residents primarily objecting to the height and scale of the proposal and expressing concerns regarding the impact of a development of the proposed scale on the surrounding residential area in relation to the erosion of the heritage values of the Precinct, a visually and physically imposing development, parking and traffic, access points, overlooking, privacy, retention of trees, landscaping, pedestrian access and other more general issues related to residential amenity. Submissions were received from the Heritage Council of WA, the EPA and the service authorities/departments all indicating no objection to the Amendment with the exception of Main Roads WA. Main Roads WA expressed concern with road widening requirements, setbacks and noise management.

Heritage

Two category C properties (downgraded from B to C in the 2015 Municipal Inventory review) occupy the site. No. 93 Canning Highway is a Federation Bungalow (c1896) and has been in poor condition for a considerable number of years. The remaining buildings at No. 91 Canning Highway are a series of interconnected single storey buildings with a shopfront dating from the 1950s. The remainder of the site is vacant land, containing a number of substantial trees. A dual use pathway runs alongside the eastern lot boundary.

The development approval of Council is not required for demolition of existing buildings. The location of the buildings on this very busy intersection is not conducive to their retention and/or restoration and has most likely resulted in their state of disrepair and limited use over the past decade pending redevelopment options being considered. In this case there is no objection to the demolition of the buildings for redevelopment of the site for mixed use purposes. The proposal, however, was referred to the Heritage Council for comment.

In early 2016 the applicant proposed a Scheme Amendment because prior to the gazettal of Amendment No. 10 multiple dwellings (apartments) were classified as a 'X' use (i.e. not permitted). Whilst Amendment No. 10 (gazetted October 2016) allowed for the development of multiple dwellings in a Mixed Use zone the current Scheme provisions are very restrictive in respect to the scale and type of development envisaged under the draft Local Planning Strategy 2016.

Following an informal community consultation exercise undertaken by the applicant in November 2016 to gauge community reaction to the Amendment the Council, on 18 April 2017, resolved amongst other things, the following:

“(3) Pursuant to Regulation 35(2) of the Planning and Development (Local Planning Schemes) Regulations 2015, the local government resolves that Amendment No. 14 is complex for the reason that the Amendment is considered to be of a scale, or will have an impact, that is significant relative to development in the locality;

(4) Pursuant to Regulation 37 (1) the local government resolves to proceed to advertise the amendment to the local planning scheme with modifications and that the applicant modify the Scheme Amendment Report to reflect the Council resolution prior to the Amendment being forwarded to the Western Australian Planning Commission;"

In support of the Amendment the applicant argued that the proposed Amendment will:

- respond to the dwelling infill targets identified for the Town and addresses the required density increase as required under *Perth and Peel @3.5 Million*;
- provide diverse and high quality housing options for people of all ages, and allow for ageing-in-place;
- provide additional local population to support the nearby Town Centre and George Street Precincts;
- enable future creation of a well-designed, modern and attractive mixed use development, suited to contemporary living;
- allow for optimisation of one of the Town's most strategic and important sites;
- increase potential expenditure in the Town Centre and George Street business precincts;
- support a mixed use development which is greater than the current applicable density code of R40;
- offer local amenity (cafés, restaurant, commercial, and possibly retail) for residents and the surrounding community; and
- allow for land uses which capitalise on the site's location along a major public transport route.

The Scheme Amendment Report (dated 9 May 2017 - refer to Council Minutes of 18 April 2017) outlines in detail the rationale for the building envelope along with the original Scheme Amendment provisions.

Details

The *Local Planning Schemes Regulations 2015* states that Special Control Areas can be included in a Planning Scheme to:

"...identify areas which are significant for a particular reason and where special provisions in the Scheme may need to apply. These provisions would typically target a single issue or related set of issues often overlapping zone and reserve boundaries. The special control areas should be shown on the Scheme Map as additional to the zones and reserves. If a special control area is shown on the Scheme Map, special provisions related to the particular issue would apply in addition to the provisions of the zones and reserves. These provisions would set out the purpose and objectives of the special control area, any specific development requirements, the process for referring applications to relevant agencies and matters to be taken into account in determining development proposals."

The initial content and proposed modifications to the Planning Scheme were the result of a considerable number of discussions and presentations to the Town's planning officers and the Elected Members. The Amendment documentation proposed the introduction of a Special Control Area into the Scheme Text and a set of additional (development standards) provisions, set out in a schedule to the Scheme, in respect to acceptable land uses, plot ratio, building height, setbacks and car parking. The building height and setback provisions were also expressed in diagrammatic form as a 3D building enveloped. Preliminary clauses were also required in respect to the introduction and operation of Special Control Areas in the Scheme Text. Prior to this Scheme Amendment the Planning Scheme does not classify any land in this way. The specific clause details for the SCA and additional provisions were discussed in detail in the Scheme Amendment Report (dated 9 May 2017) and in the Officer's Report contained within the Town Planning Minutes of 4 April 2017.

The site abuts a Primary and Other Regional Road reservation under the MRS and is also within the Fremantle Port Buffer Zone – Area 2 so referral to these authorities was undertaken. The Scheme Amendment was also referred to the Heritage Council and the EPA as required under the *Planning and Development Act 2005*.

Consultation

Advertising

The informal community and stakeholder engagement undertaken by the applicant involved the following:

- meetings with the Town of East Fremantle Planning Officers and Chief Executive Officer;
- a Councillor briefing session;
- stakeholder meetings/briefings;
- community Open Day session;
- distribution of Information and Frequently Asked Questions Booklet;
- phone and email correspondence with neighbours;
- face-to-face meetings with neighbours; and
- ongoing engagement with the Town of East Fremantle officers and Councillors.

On 7 June 2017 the WAPC consented to the Amendment being advertised as a complex Amendment. The Commission advised that no modifications were required, however, the following comments were provided:

- *In accordance with Schedule 2, Part 6 of the Regulations, the local government may consider that a local development plan (LDP) is required for the purposes of orderly and proper planning. In this instance, a LDP may be appropriate in providing specific and detailed planning to guide and coordinate development, including site and development standards.*
- *Public art and public spaces are generally not considered in local planning schemes.*

The Amendment was officially advertised from 29 June to 28 August 2017 in accordance with the minimum 60 days required under the LPS Regulations. Advertisements were placed in the *Fremantle Gazette* and *The Herald* for two consecutive weeks on 29 June and 5 July 2017.

The formal advertising process included:

- letters sent to landowners and occupiers in the area bound by Marmion Street to the south, East Street to the west, Bolton Street and Preston Point Road to the north and the Town Centre to the east;
- information posted on the Town of East Fremantle web site (Form 4 on-line submission and ability to download the form);
- Signs on all frontages of the Amendment site;
- EPA, Heritage Council and service authorities notified;
- Notices on the Town's public notice board at Council's administration office;
- Front counter copies available; and
- A media release and article in the East Fremantle Newsletter and eNews.

As required under the *Planning and Development Act, 2005* the Amendment was referred to the EPA and the Heritage Council. An environmental review was not required by the EPA and the State Heritage Office commented as follows:

1. *There is no objection to the proposal.*



2. *Our records indicate there are two places contained within the Town of East Fremantle's Municipal Inventory within the Subject area; Former Residence, 93 Canning Highway (P19086), and Warehouse/Workshop (P19085). It is noted that the proposed amendment allows for the demolition of these buildings. The Town may wish to consider the potential impact of future development on the local heritage values of these places, and how this may be addressed.*
3. *The subject site is adjacent to the State Registered Public Buildings, East Fremantle (P789). Any development proposals which may affect this place will need to be carefully considered to ensure that the heritage significance of the State Registered place is retained.*

Submissions

Nineteen (19) submissions were received; eight (8) from service authorities, including submissions from Fremantle Ports, Water Corporation (due to sewer easements) and Main Roads WA (future road widening requirements and access restrictions). All community submissions objected to the proposal with the exception of one, which only concerned the loss and protection of mature trees. The reasons for objection or concern are summarised below and can be read in full in the Schedule of Submissions (refer to Attachment 1):

1. Height, scale and bulk of building – height, scale and bulk inappropriate in relation to Town Centre and the primarily single storey Plympton Precinct. Redevelopment at this scale and height will have a detrimental impact on the surrounding residential area and amenity and should be reduced. Varying reduced heights were proposed.
2. Building setbacks – as proposed will have a detrimental impact on the residential area. Nil setbacks will have result in imposing a bulky building form and the increased visual dominance of a building will be detrimental to adjoining residential areas and setbacks should be increased.
3. Car parking and vehicle access – no concessions in regard to commercial or residential parking requirements should be allowed. Any concessions allowed will have a detrimental impact on the amenity of the surrounding residential area which is already under severe parking and traffic pressures. Concerned with potential increase in no local traffic in the area.
4. Traffic impact and management– redevelopment of the site will result in an increased traffic impact on surrounding streets. Existing intersections will be unable to cope resulting in traffic using local streets to access major roads. Access points to the redevelopment site should be carefully considered and not located where they will impact on residential amenity. Existing traffic and parking issues within the Precinct and the Town Centre require a greater emphasis on traffic management.
5. Heritage – detrimental impact on adjacent heritage precinct which will not be developed for anything greater than two storeys. Proposed building envelope does not respect the modest and small scale character of the heritage precinct.
6. Trees – trees on the site should be protected and retained or replaced with landscaping by the developer.
7. Access to river foreshore and impact of redevelopment on pathway – the pedestrian and cycle pathway along the river should remain and be enhanced to improve access to the river. This is a valued community asset.
8. Views – views and outlook from existing properties will be impacted by a building of this scale.
9. Construction management – disturbance and impact on residents related to construction works over a protracted period of time will be considerable.
10. Impact on Water Corporation services – past issues with the sewer system may indicate inadequate capacity at present and necessitate upgrading of services to manage increased demand with redevelopment.



All but one submission objected to the height, bulk, and setbacks of the proposed building envelope and overall residents were not of the view that the building envelope, if fully developed, would result in a building which was respectful of the heritage character of the Plympton Precinct or would achieve an aesthetically acceptable architectural outcome. Of particular concern is the impact of such a visually prominent building in close proximity to single residential development and the domineering and overwhelming physical impact such a building would have on the surrounding residential area and the Town Centre. Particular individual concerns related to overshadowing, privacy, traffic, parking, access (vehicle and pedestrian), landscaping, access to the dual use path and the number, type and cost of apartment to be developed on the site.

In response to points 1 - 5 above it was decided to reconsider the Amendment provisions and look at alternate built form possibilities for the site. The Town engaged an experienced urban design consultant to provide detailed advice on alternate urban design outcomes, in particular overall building height and building setbacks focusing on the submission comments, the surrounding suburban context, heritage considerations, and the proximity of the Town Centre and river foreshore. The outcome of that work has resulted in changes to the overall height, scale and bulk of the potential building envelope being reduced. Other submission concerns related to over-development of the site and impact on residential amenity and these issues have been addressed through more onerous development controls in respect to land use, vehicle parking, access, noise and traffic management and residential development. The amended, supplemented, and introduced provisions are believed to give adequate consideration to the submissions and address the relevant planning considerations and matters raised. The Council response and recommendation in respect to each submission is noted in the Schedule of Submissions (refer to Attachment 1).

Other matters raised in the submissions but not considered relevant considerations in respect to the Scheme Amendment provisions and development controls are listed below. The Schedule of Submissions also contains a response and recommendation in relation to these matters.

- Retention of trees on private property;
- Access and impact of redevelopment on the dual use path adjacent to the eastern boundary and located within the Stirling Highway road reserve;
- Loss of views due to the construction of a multi-storey building on the site;
- Construction management issues; and
- Impact on Water Corporation services.

Further advertising

Further advertising of the modifications is not recommended from the point of view that seeking further comments on the scale or intensity of development and amenity impacts is unlikely to result in additional modifications to the Amendment, especially considering the Town has made modifications to address the concerns raised. Council has already determined that the development potential of the site should be greater than the current Scheme provisions allow so if further advertising resulted in submissions of a similar nature the response would not be to recommend further changes to the Amendment provisions.

However, Council has the option to resolve to advertise the modifications at this point if it considers it warranted. If Council is inclined to support re-advertising of the modifications the advertising period cannot be less than 42 days. It is also noted that the WAPC may require advertising to be undertaken following its assessment of the proposed modifications. The LPS Regulations also allow for the Minister for Planning to further advertising of the modifications.



Statutory Environment

Planning and Development Act 2005

Planning and Development (Local Planning Schemes) Regulations 2015

Local Planning Scheme No. 3

Policy Implications

Draft Local Planning Strategy 2016

Town Centre Redevelopment Guidelines

Municipal Inventory 2015 – Category C

Financial Implications

Nil

Strategic Implications

The proposed Amendment is in line with the recommendations for the site as outlined in the Town's draft Local Planning Strategy 2016 and with State strategic planning policies such as *Directions 2031 and Beyond* and *Perth and Peel @3.5Million*. It is anticipated that the Amendment will ultimately facilitate the development of this strategic site with additional dwellings and commercial floor space which will contribute to the economic development of the Town Centre and the Town's dwelling target under State urban infill strategies. It is anticipated approximately 80 – 120 apartments may be constructed resulting in approximately 10% of the Town's dwelling density target being reached.

The Town of East Fremantle Strategic Community Plan 2017 – 2027 states as follows:

Built Environment

Accessible, well planned built landscapes which are in balance with the Town's unique heritage and open spaces.

3.1 Facilitate sustainable growth with housing options to meet future community needs.

3.1.1 Advocate for a desirable planning and community outcome for all major strategic development sites.

3.1.2 Plan for a mix of inclusive diversified housing options.

3.2 Maintaining and enhancing the Town's character.

3.2.1 Ensure appropriate planning policies to protect the Town's existing built form.

3.3 Plan and maintain the Town's assets to ensure they are accessible, inviting and well connected.

3.3.1 Continue to improve asset management practices.

3.3.2 Optimal management of assets within resource capabilities.

3.3.3 Plan and advocate for improved access and connectivity.

Natural Environment

Maintaining and enhancing our River foreshore and other green, open spaces with a focus on environmental sustainability and community amenity.

4.1 Conserve, maintain and enhance the Town's open spaces.

4.1.1 Partner with Stakeholders to actively protect, conserve and maintain the Swan River foreshore.

4.1.2 Plan for improved streetscapes parks and reserves.

4.2 Enhance environmental values and sustainable natural resource use.

4.2.1 Reduce waste through sustainable waste management practices.

4.3 *Acknowledge the change in our climate and understand the impact of those changes.*

4.3.1 *Improve systems and infrastructure standards to assist with mitigating climate change impacts.*

Site Inspection

March 2018

Environmental Implications

There are no known significant environmental implications associated with this proposal. The Amendment was referred to the EPA for 'Review' and the Town was advised on 1 June 2017 that the proposed Scheme Amendment should not be assessed under Part IV Division 3 of the *Environmental Protection Act 1986* and that it is not necessary for the EPA to provide any advice or recommendations.

Comment

As discussed above the submissions overwhelmingly raised objections to the Amendment provisions and also consistently noted amenity related issues of significant concern to residents. This level of objection in conjunction with the complexities of finalising a Scheme Amendment for this strategic site lead to a series of workshops with Elected Members to further discuss these concerns and how to refine the development controls for the site to address the issues raised. One of the outcomes resulted in the Town engaging an experienced urban design consultant to provide more detailed input in regard to the planning, design and development considerations for the site and inform the review of the building height and setback provisions.

The consultant was engaged to undertake a built form review of the site. The review and further workshops resulted in modifications to the development control provisions of the Amendment. The revised built form controls were arrived at through a process that considered a number of development scenarios for the site in the context of the existing Town Centre Redevelopment Guidelines Policy; the nature of the surrounding development context; the concerns of the local community; the aspirations of the landowner and emerging development trends throughout the Perth metropolitan area. The various development scenarios were modelled digitally in 3D to better understand the likely building forms and bulk and to determine the extent of overshadowing. These scenarios were explained and discussed with Elected Members at various workshops. Following the workshops further meetings were held with the applicant to discuss the submissions and explain the Town's position, as well as to discuss the preferred set of development controls and to seek their view on the proposed changes.

Further to the proposed modifications to the building height and setback provisions there were a number of other modifications to the proposed development controls listed in Schedule 13 under the 'Additional Provisions' column. The changes are noted below under the various provision subheadings. For clarity the original provision is noted in plain text followed by discussion points explaining the modifications, the modified provision is then noted in italics.

Land Use

Original provision

1. Land use permissibility within SCA 1 shall be designated for the Mixed Use zone in the Zoning Table of the Planning Scheme with the following exceptions:
 - Single House - X;
 - Ancillary Accommodation – X;
 - Grouped Dwelling - D; and
 - Aged and Dependent Persons Dwelling – D.



2. Development of the site cannot be solely for commercial purposes. A residential component is mandatory and developments shall incorporate a minimum of 60% net lettable area of residential floor space.

Under a SCA it is necessary to differentiate between those uses permitted ('P') in a Mixed Use zone which may not be viewed in the same light in a SCA with the same underlying zoning. Initially single houses, ancillary, grouped and aged and dependent persons' dwellings were not considered a suitable development option for the site given its strategic location and opportunities for increased density. The opportunity to develop the site for higher density residential development could be lost for the long term with development of single or grouped dwellings.

On further consideration it was considered extremely unlikely anything other than multiple dwellings would be developed and if the dwellings types noted above retained their 'P' (permitted) use class classification in the Zoning Table it would simplify the Scheme provision and lessen the likelihood of requiring a Scheme Amendment should a very small portion of the site be developed for a lesser density or other dwelling types. The Council/DAP will still have the discretion to refuse an application if it believed the site was not being developed to its full potential and contributing to dwelling targets set down by the State Planning Department and/or in accordance with the SCA objectives. As such it is recommended that the use class permissibility for the dwelling types noted above remain as per the Zoning Table of the LPS 3.

Also, a provision has been included which requires all development fronting St Peters Road to be residential with no commercial or vehicle parking component to be visible from or face the street. Similarly, no vehicle parking bays are permitted in the front setback area and only one access point to parking and the site is permitted from St Peters Road. This is considered to address concerns raised in submissions in relation to maintaining residential amenity and a residential character to St Peters Road. The provisions will also contribute to reducing the impact of commercial uses and development on the adjoining residential area and therefore in maintaining a greater level of residential amenity. It also addresses the issue of streetscape and that development is respectful of the existing residential area.

Modified Provision

1. *Land use permissibility within SCA 1 shall be designated for the Mixed Use zone in the Zoning Table of the Planning Scheme.*
2. *Notwithstanding 1. above, only residential development shall front St Peters Road. Commercial development and vehicle parking is not permitted to front St Peters Road.*
3. *The setback area on St Peters Road is only to be used for the purposes of landscaping and/or private open space.*
4. *Development of the site shall not be solely for commercial purposes. A residential component is mandatory and developments shall incorporate a minimum of 60% net lettable area of residential floor space.*

Building Height (Mass and Form)

Original provision

Building Height

All development is to be contained within the maximum building envelope shown in Figures 1 and 2 and outlined below:

Maximum Building Height:

Stirling Highway/Canning Highway:

- Walls: 30m
- Overall: 31.5m

St Peters Road:

- Overall: 10m

Sewell Street (St Peters end (31m north of St Peters Road))

- Overall: 13m

Sewell Street (Canning Highway end (40m south of Canning Highway)):

- Overall: 31.5m

Note: No habitable dwellings are permitted above the 30m building wall height. This area may accommodate external fixtures, roof gardens and shade structures which are integrated into the design of the building.

Any further development above the maximum height of 10m along St Peters Road and 13m along Sewell Street (up to a maximum height of 31.5m), shall be set back so as not to exceed the maximum winter solstice truncation line shown in Figure 1 and 2.

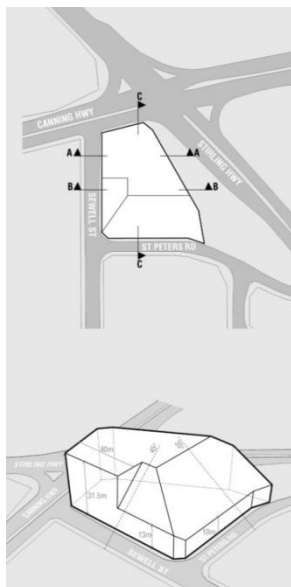


Figure 1

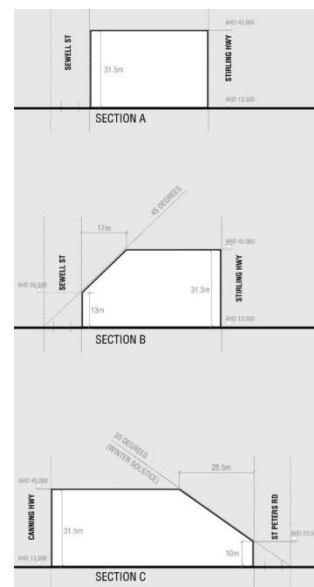


Figure 2

Since initiation of the Amendment and following consideration of submissions the Town has had cause to reconsider the building envelope illustrated above in Figure 1 and 2. Reservations with the proposed building heights and setbacks and consideration of the community's views resulted in the urban design consultant's study and the consideration of various built form options and alternate provisions to those outlined above. Over the course of workshops with the consultant, Elected Members and the applicant the

Town's Officers reached the conclusion that an alternate set of SCA provisions which modified the Amendment should be considered by Council.

The preferred built form provisions would enable the development of a mixed use building(s) between two and seven storeys in height, with the potential for Council/DAP to consider a small (reduced floor space) eighth storey as an architectural feature or building/tenant amenities area (non-habitable floor space). The modified built form provisions are considered to better respond to the differing nature of the surrounding streets with an urban form that achieves what is considered an optimal development yield, rather than a maximum development yield. In effect, the preferred built form scenario reflects the most amount of development that could be accommodated on the site and further minimises the amenity impacts for residents on, or in the vicinity of, the site.

In more detail the outcome would be a two to three storey residential building with frontage to St Peters Road, and a seven storey mixed-use address to Canning Highway, with heights that transition between the northern and southern ends of the site along Sewell Street and Stirling Highway (as outlined in Table 1 below). A potential building would 'step' back in stages along Sewell Street and Stirling Highway increasing in height as the distance increased from the residential area; the highest section of the building being on Canning Highway. Vehicle parking is proposed to be contained within a basement or a decked car park, or both. The parking would be 'sleeved' or screened from the surrounding streets by active uses which would front the roadways.

Increasing the distance between the highest sections of a building from the existing nearby residents, results in reducing the visual presence and the prominence of a building in this context. The additional building height initially considered is believed to be too much of a departure from the existing local planning framework and, if entertained, would logically require a complete review of the Town Centre Redevelopment Guidelines policy to ensure consistency across the Town Centre rather than responding to development opportunities for individual sites. A review of the Town Centre Redevelopment Guidelines policy could potentially extend the timeframe for any new planning framework for the site.

The preferred built form envelope is defined by a set of building heights and building setbacks from lot boundaries as expressed in Table 1 below. This is intended to allow for a degree of flexibility in the architectural design of any building on the site. Particular elements of the rationale behind the formulation of Table 1 are as follows:

- A 4 metre (landscaped) setback to St Peters Road as a response to the suburban character of the existing predominantly single storey heritage listed dwellings to the south.
- A street interface with St Peters Road with a domestic residential two storey scale, with subsequent floors set further back from the street to reduce the visual presence of the additional floors on St Peters Road.
- A three storey street interface to the remainder of the built form, with floors above set back by 3 metres to reduce the perceived scale and bulk of the taller parts of a building.
- A built form that avoids overshadowing of the residential lots to the south at 12pm in mid-winter.
- A stepping-up of the built form from the domestic residential scale of St Peters Road to the more urban mixed use scale on Canning Highway.

- An additional partial eighth floor most likely positioned on the corner of Canning Highway and Sewell Street to provide architectural emphasis to the street corner. This floor of the building could also provide amenities for the tenants.
- An allowance for the basement level to project 1 metre above the ground level to enable some natural ventilation to the basement and to raise ground floor apartments above the adjacent footpath.

The modified provisions have been prepared as a response to the surrounding context as well as the concerns of the local community and Elected Members, the aspirations of the land owner (increasing the development potential of the land beyond the current Mixed Use zone development controls).

Modified Provision

Building Height and Setbacks

1. For the purposes of measuring height and setbacks, the site is divided into two sections – “north” and “south”, as shown in Figure 1.

Figure: 1



Note: The site is divided into the North Section and South Section by a perpendicular line (i.e. drawn at a right angle) to the site’s western boundary measured at a point 27 metres from the truncation point on Sewell Street, as indicated in Figure 1.

2. Height within SCA 1 is to be measured from an Australian Height Datum level of 13.5 metres.
3. Overall maximum building height permitted:
 - i. North section – 25.5 metres; and
 - ii. South section – 18.5 metres.
4. In addition to 3. above, all development is to be contained within the maximum building heights and minimum building setbacks as specified in detail in Table 1 – Height and Setbacks.
5. Notwithstanding 3 i. above, additional maximum building height of up to 3.5 metres, to a total overall height of 29 metres, may be considered by the local government in the North section of the site:
 - i. to accommodate external fixtures, roof gardens, shade structures and/or other structures (excluding habitable dwellings) which are integrated into the design of the building to provide improved residential amenity; and

- ii. any such development is to be contained within an area with maximum dimension of 15 metres x 30 metres, unless otherwise approved by the Local Government.

Table 1 – Building Height and Setbacks

Storey	Maximum height	South Section of Site			North Section of Site		
		Setback to St Peters Road	Setback to Sewell Street South	Setback to Stirling Highway South	Setback to Sewell Street North	Setback to Canning Highway*	Setback to Stirling Highway North**
Basement	1 m	4m	Nil	Nil	Nil	Nil	Nil
1 (ground)	4.5 m*	4m	1.5m	1.5m	Nil	Nil	1.5m
2	8m*	4m	1.5m	1.5m	Nil	Nil	1.5m
3	11.5m*	7m	1.5m	1.5m	Nil	Nil	1.5m
4	15m*	10m	4.5m	4.5m	3m	3m	4.5m
5	18.5m*	16m	4.5m	4.5m	3m	3m	4.5m
6	22m*	NA	NA	NA	3m	3m	4.5m
7	25.5m*	NA	NA	NA	3m	3m	4.5m

* Projections and external services such as, solar collectors, air conditioning units, mechanical plant rooms, lift overruns, antennae and communication masts may exceed maximum heights by up to 1.5m provided they are not visible from the street and the Local Government determines any such projections do not constitute another storey.

** Street setbacks for Canning Highway and Stirling Highway are based on the current lot boundaries. In the event that the road reserve is amended, the setbacks will apply from the new gazetted road reserve boundary/ies.

6. The difference in height between the floor level of Storey 1 and the floor level of Storey 2 shall be a minimum of 3.2 metres, with a minimum floor to ceiling clearance of 3.0 metres.
7. Where there is a difference in height requirements at street corners, the lesser height requirement shall prevail, unless otherwise approved by the Local Government.
8. Where there is a difference in setback requirements at street corners, the greater setback requirement shall prevail, unless otherwise approved by the Local Government.
9. Balconies shall not protrude forward of the building setback line.

Plot Ratio

Original provision

Maximum Plot Ratio: 3.0:1. Irrespective of the maximum building height permitted maximum plot ratio shall not be permitted to exceed 3.0:1.

A plot ratio of 3:1 has been proposed to match the plot ratio considered appropriate for development in the Town Centre Canning Highway Precinct under the Town Centre Redevelopment Guidelines. This amount of floor space was considered to result in a built form that would be reflective of a strategic location along a major transport corridor; providing a reasonable transition between larger scale development in the Town Centre and the domestic scale of adjacent residential development. This combined with modulating and stepping the building mass, with appropriate setbacks is believed to create visual interest and reduces the perceived scale of larger developments and the physical prominence of a building. It is therefore considered this plot ratio, in conjunction with the building height and setback limits

now proposed, should still be applied to the site. So the provision regarding plot ratio will remain unchanged as outlined above.

Modified Provision

Maximum Plot Ratio: 3.0:1. Irrespective of the maximum building height permitted and minimum building setbacks required, maximum plot ratio shall not be permitted to exceed 3.0:1.

Car Parking

Original provision

Car Parking

Car parking for commercial uses shall be provided in accordance with the standards set out in Schedule 10 of the Scheme and the specifications in Schedule 11 of the Scheme. Where there are no standards for a particular use or development the local government is to determine what standards are to apply:

1. Car parking for residential development shall be provided in accordance with State Planning Policy 3.1 - Residential Design Codes - Part 6.
2. If the local government determines that demand for parking may be lessened due to alternative modes of transport, reciprocal or shared parking arrangements the local government may consider reducing the requirement for car parking spaces to a maximum of 20% of the requirements under Schedule 10 of the Scheme where the residential component accounts for at least 60% of the total plot ratio area and it can be demonstrated to the satisfaction of the local government that:
 - (i) The peak demand for parking by two or more uses will not occur at the same time;
 - (ii) The combined supply of car parking is sufficient to meet the estimated peak combined demand;
 - (iii) The arrangements are secured and that any future change will not result in a shortfall; and
 - (iv) Parking arrangements are detailed in a parking management plan.

The above car parking provisions were based on the requirement for developments to supply parking in accordance with current Scheme and R-Code provisions for both residential and commercial uses. The applicant also requested parking concessions be considered with mixed use developments so a more detailed set of provisions was proposed that addressed this matter. The provisions proposed reducing the requirement for car parking spaces to a maximum of 20% of the requirements under Schedule 10 of the Scheme, where the residential component accounts for at least 60% of the total plot ratio area and it can be demonstrated to the satisfaction of the local government that reciprocal and shared parking, if proposed, would not result in a shortfall that would impact on the surrounding residential area and Town Centre.

As noted above these arrangements need to be carefully considered and if applied enforceable by the adoption of a parking management plan as part of any development approval for the site. However, the submissions received indicated significant concern with the parking concession provisions given the already high demand for on-street parking by residents in the Plympton Precinct and shortage in the George Street area. The Town also had reservations about concessions if they were to result in an overall parking shortfall in the Town and the demand for parking was not managed by the developer (i.e. there were 2 car

bays proposed for every dwelling unit and insufficient residential visitor bays proposed). The potential impact on the surrounding residential area if parking concessions were to be granted and the documented shortage of parking in the George Street area has led the Town to reconsider the vehicle parking provisions and require that the development fully comply with LPS 3 requirements and those of the R-Codes for both commercial and residential development. Parking must also be screened from the street and there is to be no parking in the St Peters Road setback. The modified provision is outlined below.

Modified provision

1. *Vehicle parking for commercial and other non-residential uses shall be provided in accordance with the provisions of the Scheme and the standards set out in Schedule 10 of the Scheme and the specifications in Schedule 11 of the Scheme.*
2. *Vehicle parking for residential development shall be provided in accordance with State Planning Policy 3.1 - Residential Design Codes.*
3. *Vehicle parking shall be located either behind street front tenancies or dwellings, below ground level when viewed from the street, or otherwise suitably screened from view from the street to the satisfaction of the Local Government.*
4. *All vehicle parking for the residential component of the development shall be provided on-site in accordance with a traffic and parking management plan, to the Local Government's satisfaction, being submitted and approved at Development Approval application stage.*
5. *No vehicle parking is permitted within the building setback to St Peters Road.*

Residential Development

Original provision

Residential Development

With exception of plot ratio, building height and building setbacks residential development shall be in accordance with State Planning Policy 3.1 - Residential Design Codes - Part 6 for multiple dwellings and Part 5 for grouped and aged and dependent persons' dwellings (dependent on the form of dwelling type for aged and dependent persons' dwellings Part 6 may be applied).

The dwelling density on the site will be primarily controlled by the plot ratio, building height and setbacks. The 60% mandatory residential floor space component, as well as other constraining development requirements such as the need to meet vehicle parking bay standards and the minimum floor space for each dwelling will also constrain development potential. The remainder of the development standards for residential development will be required to be in accordance with State Planning Policy 3.1 – R-Codes - Part 6 for multiple dwellings, which in addition to specifying a requirement for diversity in dwellings types and sizes for buildings with more than 12 dwellings, also specifies that a residential development cannot contain any dwelling less than 40m² plot ratio area.

Similarly, for grouped and aged and dependent persons' dwellings Part 5 or Part 6 of the R-Codes would be applied to residential development. The R-Codes state that any application that involves a mix of both grouped and multiple dwellings is to be assessed against a combination of Parts 5 and 6 of the R-Codes with the land apportioned to each dwelling type to calculate the minimum site area per dwelling and plot ratio. Given the above development standards that would be applied to the site are akin to Table 4 of the R-Codes a density control was not considered necessary. However, because the matter of dwelling density is



not specified it is necessary to add an additional clause to ensure that Clause 5.3.4 of the Scheme that requires that a density of R40 be applied to all residential development in non-residential zones be disapplied. The additional and supplemented provisions below are therefore recommended for inclusion in the SCA schedule.

Modified provisions

Residential Development

With exception of the Additional Provisions contained within this Schedule, residential development shall be in accordance with State Planning Policy 3.1 – Residential Design Codes.

Residential Density

Clause 5.3.4 of the Scheme is disapplied in relation to development within SCA 1.

Public Art

Original provision

Public art shall be incorporated in the development or on public land within the vicinity of the development (the location to be determined by the local government and the applicant) to the value of 1% of the construction value or another amount as cash in lieu of public art as agreed to by the local authority.

Since the initiation of Amendment No. 14 the Council has adopted a Percent for Public Art Policy (Policy 3.1.9) so the requirement for this provision in the Scheme Text is no longer required. Accordingly the provision has been deleted from the proposed Amendment.

Public Art provision deleted.

Landscaping and Public Plaza

Original provision

Landscaping and Public Spaces

Landscape and street furnishings in the public domain shall use signage, materials, plants and street furniture that have been agreed as acceptable by the local government.

For all mixed use developments with a commercial nett lettable area equivalent floor space of more than 5,000m² a publicly accessible open space* with a combined area of at least 150m² shall be provided.

* May include arcade type spaces that are partially open to the elements, but shall not include fully enclosed internal floor space.

Initially this provision was included to ensure these components of design were given adequate consideration in a development site of this size and scale. However, in the overall scheme of long term development and rejuvenation of the Town Centre it would not be appropriate or in keeping with the Town Centre Redevelopment Guidelines to foster larger public meeting places outside the Town Centre where parking, pedestrian access and links to the Town Centre were not adequately developed or provided. Accordingly the provision has been deleted from the Amendment.

Landscaping and Public Spaces provision deleted.

General Planning Considerations

Under the *Local Planning Schemes Regulations 2015* matters for a local government to consider in determining development approval applications are listed in clause 67 of the Deemed Provisions. These matters refer to the broader policy objectives of the Town, State planning matters and numerous other factors which have the potential to impact the orderly and proper planning of a site. The following provision is therefore recommended for inclusion in the SCA schedule so that Council has the capacity to comprehensively apply sound site specific and regional planning principles and objectives in its consideration and assessment of a development approval application for the site.

This provision has not been modified.

General

In addition to the matters referred to in Clause 67 of the Planning and Development (Local Planning Schemes) Regulations 2015 the Local Government shall have regard to the objectives set out in the preceding column when:

- i. determining an application for planning approval; or*
- ii. making a recommendation on an application for subdivision approval in relation to land within SCA 1.*

Additional provisions

A number of additional provisions have been included in the modified Scheme Amendment as a response to comments received by State government departments during the submission period and by residents in submissions. The provisions proposed are self-explanatory and are outlined below.

Noise

- 1. In considering a development approval application within SCA 1, the Local Government shall have regard to the direct interface of any development with Canning Highway and Stirling Highway. The developer shall submit to the Local Government a Noise Management Plan for approval as an additional detail of a Development Approval application. The approved Noise Management Plan shall be implemented to the satisfaction of the Local Government, having regard to any advice from relevant State government authorities.*
- 2. All development is to comply with WAPC State Planning Policy 5.4 'Road and Rail Transport Noise and Freight Considerations in Land Use Planning' and its implementation guidelines.*

Note: The Local Government may consider requiring notifications on Certificates of Title as per Draft State Planning Policy 5.4 – Road and Rail Noise.

Access

- 1. No vehicular access is permitted to or from Canning Highway and/or Stirling Highway.*
- 2. No vehicular access is permitted to or from Sewell Street within 30 metres of the truncation of Canning Highway and Sewell Street, unless otherwise approved by the Local Government in consultation with Main Roads Western Australia.*
- 3. Only one vehicular access is permitted to or from St Peters Road, unless otherwise approved by the Local Government.*



Additional or supplemented administrative modifications

Addition of lot numbers to Schedule 13

The pro forma schedule for Special Control Areas as outlined in the Model Provisions for Local Planning Schemes does not include a column for the description of the land. Although the Special Control Area is indicated on the map and the Scheme Map is referred to in the Amendment documentation it was considered helpful for an official description of the land to be included in Schedule 13 as such the following has been added to the first column of proposed Schedule 13.

“SCA 1 comprises Lot 418 and Lot 419 Canning Highway, Lot 81 St Peters Road and Lot 423 King Streets.”

Text changes

Some minor wording changes are required due to either the deletion of provisions or to strengthen provisions. These changes indicated below are not considered to change the intent of the provisions but are noted as modifications to the Amendment.

- Schedule 13: objective (a) insert the word ‘*promote*’ and delete ‘*takes advantage of*’;
- Schedule 13: objective (d) delete ‘*Facilitate the creation of a public plaza area accessible to existing and future residents*’; and
- Land Use: cl. 2. Insert term ‘*shall not*’ and delete ‘*cannot*’.

Conclusion

Amendment No. 14 proposes to introduce a SCA over four Mixed Use zoned lots on the south west corner of Canning and Stirling Highway. The intent of the Amendment is to formulate a planning framework to guide the future redevelopment of the site for high density mixed use purposes. The Amendment comprises Scheme provisions and development controls relevant to any development approval application.

The provisions proposed by the Scheme Amendment are generally aligned with the key provisions and objectives of the Local Planning Strategy and the Town Centre Redevelopment Guidelines. Since the initiation of the Amendment and advertising the Town has had cause to reconsider the development controls and the impact on adjoining residential amenity following feedback received in the submissions to more suitably align with the draft Local Planning Strategy and the Town Centre Redevelopment Guidelines.

An experienced urban design consultant was engaged to review the development controls and prepare a study to examine the impact of various built form outcomes for the site and wider locality. Subsequent to this being completed, workshops and discussions with the Elected Members and the applicant to consider the consultant’s urban design input and consideration of submissions has resulted in proposed modifications. In the main the changes have impacted the development controls for building height and setbacks. However, it is considered these modified provisions remain in line with the broader vision for mixed use development and higher dwelling densities on this site and with the Town Centre Redevelopment Guidelines.

The Town’s officers also considered it necessary for a number of the SCA provisions to be supplemented and some additional provisions introduced to the Schedule, primarily in response to the issues raised in submissions and to ensure a more comprehensive set of development controls would apply to adequately safeguard the community’s expectations in regard to amenity and the heritage character of the area and to achieve a high standard of design for this prominent site. The provisions supplemented include vehicle parking (traffic management), access, noise, residential development/density and land use.



Primarily because the modifications proposed work towards addressing the concerns raised in community submissions and by government departments, readvertising the modifications is not considered necessary. The overall height, scale and bulk of the building has been reduced through lowered maximum building heights and increased setbacks, particularly for the southern part of the site which is closest to the existing residential area. In combination with other provisions restricting access points and the location of parking as well as compliance with vehicle parking bay standards the above modifications are considered to give due consideration to the amenity concerns expressed by residents.

Whilst the modifications do not accede to the preferred development outcome noted in the submissions for a building of a much lesser height and massing, the changes proposed are considered to facilitate redevelopment at a reasonable scale and dwelling density that the surrounding community are more comfortable with and which respects their amenity, as opposed to the site remaining blighted and undeveloped into the foreseeable future. The remaining concerns raised in submissions are matters that would be addressed through the development approval assessment process and subsequent application of conditions of development and building approval. It is noted that further advertising may either be required by the Department of Planning and/or the Minister for Planning at a later stage in the process where it may transpire the Amendment may be further modified.

In light of the above it is recommended the Council resolve to support the Amendment to LPS 3 with the proposed modifications without further advertising as outlined in the Report and the Officer's Recommendation.

12.1.1 OFFICER RECOMMENDATION

That Council:

A. pursuant to Section 75 of the Planning and Development Act 2005 and Regulation 41(3)(b) of the Local Planning Schemes Regulations 2015 resolve to support Amendment No. 14 to Local Planning Scheme No. 3 with proposed modifications as outlined below:

(i) Modifying Part 6: Special Control Areas of the Scheme Text by deleting the following:

“There are no special control areas which apply to the Scheme.”;

(ii) Modifying Part 6: Special Control Areas of the Scheme Text by introducing "Special Control Area No. 1" and inserting the following:

“6.1 OPERATION OF SPECIAL CONTROL AREAS

6.1.1 List of Special Control Areas

Special Control Areas have been identified as areas requiring comprehensive planning and for which specific controls to guide and co-ordinate subdivision and development are needed. The following Special Control Areas are shown on the Scheme Map:

1. Special Control Area No. 1 – The site is generally bound by Canning Highway to the north, Stirling Highway to the east, St Peters Road to the south and Sewell Street to the west in the suburb of East Fremantle.

Special Control Areas are marked on the Scheme Map according to the legend on the Scheme Map and are included in Schedule 13. The purpose, objectives, and additional provisions that apply to each special control area are set out in Schedule 13.

6.1.2 Special Control Area Provisions Additional


Subject to any Scheme provision to the contrary, the provisions of Part 6 which apply to a Special Control Area are in addition to the provisions applying to any underlying zone or reserve and any general provisions of the Scheme.”

6.1.3 Conflict with other Provisions of the Scheme

Where a provision of this clause 6 is inconsistent with any other provision of the Scheme, the provisions of this clause shall prevail to the extent of the inconsistency”;

(iii) Modifying the “Schedules” section of the Scheme Text by introducing a new Schedule 13 into the Scheme Text to follow Schedule 12 as outlined below:

Name of Area	Purpose	Objectives	Additional Provisions
SCA 1	To facilitate	(a) Provide opportunities for a high	The following site and development standards apply to all development in SCA 1:

<p>(SCA 1 comprises Lot 418 and Lot 419 Canning Highway, East Fremantle Highway, Lot 81 St Peters Road and Lot 423 King Streets.)</p>	<p>detailed site planning for the redevelopment of No. 91 – 93 Canning Highway, East Fremantle for mixed use purposes incorporating high density residential dwellings.</p>	<p>density mixed use development, which encourages the inclusion of multiple dwellings and promotes the site's strategic location;</p> <p>(b) Respond to the infill dwelling targets for the Town of East Fremantle through the development of mixed use buildings comprising small scale commercial activities at ground floor with predominantly residential uses above;</p> <p>(c) Encourage a site responsive and well integrated development, which suitably interfaces with the surrounding established residential area; and</p> <p>(d) Ensure the provision of parking and management of traffic takes into account the proximity of the established residential area and results in a safe and secure movement system that minimises any conflict with the surrounding uses, pedestrians and cyclists.</p>	<p>Land Use</p> <ol style="list-style-type: none"> 1. Land use permissibility within SCA 1 shall be designated for the Mixed Use zone in the Zoning Table of the Planning Scheme. 2. Notwithstanding 1. above, only residential development shall front St Peters Road. Commercial development and vehicle parking is not permitted to front St Peters Road. 3. The setback area on St Peters Road is only to be used for the purposes of landscaping and/or private open space. 4. Development of the site shall not be solely for commercial purposes. A residential component is mandatory and developments shall incorporate a minimum of 60% net lettable area of residential floor space. <p>Building Height and Setbacks</p> <ol style="list-style-type: none"> 1. For the purposes of measuring height and setbacks, the site is divided into two sections – “north” and “south”, as shown in Figure 1.  <p><i>Note: The site is divided into the North Section and South Section by a perpendicular line (i.e. drawn at a right angle) to the site's western boundary measured at a point 27 metres from the truncation point on Sewell Street, as indicated in Figure 1.</i></p> <ol style="list-style-type: none"> 2. Height within SCA 1 is to be measured from an Australian Height Datum level of 13.5 metres. 3. Overall maximum building height permitted: <ol style="list-style-type: none"> i. North section – 25.5 metres ii. South section – 18.5 metres 4. In addition to 3. above, all development is to be contained within the maximum building heights and
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minimum building setbacks as specified in detail in Table 1 – Height and Setbacks.

5. Notwithstanding 3 i above, additional maximum building height of up to 3.5 metres, to a total overall height of 29 metres, may be considered by the local government in the North section of the site:

- i. to accommodate external fixtures, roof gardens, shade structures and/or other structures (excluding habitable dwellings) which are integrated into the design of the building to provide improved residential amenity; and
- ii. any such development is to be contained within an area with maximum dimension of 15 metres x 30 metres, unless otherwise approved by the Local Government.

Table 1 – Building Height and Setbacks

Storey	Max height	South Section of Site			North Section of Site		
		Setback to St Peters Rd	Setback to Sewell St South	Setback to Stirling Hwy South	Setback to Sewell St North	Setback to Cng Hwy**	Setback to Stirling Hwy North**
Basement	1 m	4m	Nil	Nil	Nil	Nil	Nil
1 (Grd)	4.5 m*	4m	1.5m	1.5m	Nil	Nil	1.5m
2	8m*	4m	1.5m	1.5m	Nil	Nil	1.5m
3	11.5m*	7m	1.5m	1.5m	Nil	Nil	1.5m
4	15m*	10m	4.5m	4.5m	3m	3m	4.5m
5	18.5m*	16m	4.5m	4.5m	3m	3m	4.5m
6	22m*	NA	NA	NA	3m	3m	4.5m
7	25.5m*	NA	NA	NA	3m	3m	4.5m

* Projections and external services such as, solar collectors, air conditioning units, mechanical plant rooms, lift overruns, antennae and communication masts may exceed maximum heights by up to 1.5m provided they are not visible from the street and the Local Government determines any such projections do not constitute another storey.

** Street setbacks for Canning Highway and Stirling Highway are based on the current lot boundaries. In the event that the road reserve is amended, the setbacks will apply from the new gazetted road reserve boundary/ies.

6. The difference in height between the floor level of Storey 1 and the floor level of Storey 2 shall be a minimum of 3.2 metres, with a minimum floor to ceiling clearance of 3.0 metres.

7. Where there is a difference in height requirements at street corners, the lesser height requirement shall prevail, unless otherwise approved by the Local Government.

8. Where there is a difference in setback requirements at street corners, the greater setback requirement shall prevail, unless otherwise approved by the Local Government.

9. Balconies shall not protrude forward of the building setback line.

				<p><u>Plot Ratio</u> Maximum Plot Ratio: 3.0:1. Irrespective of the maximum building height permitted and minimum building setbacks required, maximum plot ratio shall not be permitted to exceed 3.0:1.</p> <p><u>Vehicle Parking</u> 1.Vehicle parking for commercial and other non-residential uses shall be provided in accordance with the provisions of the Scheme and the standards set out in Schedule 10 of the Scheme and the specifications in Schedule 11 of the Scheme.</p> <p>2.Vehicle parking for residential development shall be provided in accordance with State Planning Policy 3.1 - Residential Design Codes.</p> <p>3.Vehicle parking shall be located either behind street front tenancies or dwellings, below ground level when viewed from the street, or otherwise suitably screened from view from the street to the satisfaction of the Local Government.</p> <p>4.All vehicle parking for the residential component of the development shall be provided on-site in accordance with a traffic and parking management plan, to the Local Government’s satisfaction, being submitted and approved at Development Approval application stage.</p> <p>5.No vehicle parking is permitted within the building setback to St Peters Road.</p> <p><u>Residential Development</u> With exception of the Additional Provisions contained within this Schedule, residential development shall be in accordance with State Planning Policy 3.1 – Residential Design Codes.</p> <p><u>Residential Density</u> Clause 5.3.4 of the Scheme is disapplied in relation to development within SCA 1.</p> <p><u>Noise</u> 1.In considering a development approval application within SCA 1, the Local Government shall have regard to the direct interface of any development with Canning Highway and Stirling Highway. The developer shall submit to the Local Government a Noise Management Plan for approval as an additional detail of a Development Approval application. The approved Noise Management Plan shall be implemented to the satisfaction of the Local Government, having regard to any advice from relevant State government authorities.</p> <p>2.All development is to comply with WAPC State Planning Policy 5.4 ‘Road and Rail Transport Noise and Freight Considerations in Land Use Planning’ and its implementation guidelines.</p>
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			<p><i>Note: The Local Government may consider requiring notifications on Certificates of Title as per State Planning Policy 5.4 – Road and Rail Noise.</i></p> <p><u>Access</u></p> <p>1.No vehicular access is permitted to or from Canning Highway and/or Stirling Highway.</p> <p>2.No vehicular access is permitted to or from Sewell Street within 30 metres of the truncation of Canning Highway and Sewell Street, unless otherwise approved by the Local Government in consultation with Main Roads Western Australia.</p> <p>3.Only one vehicular access is permitted to or from St Peters Road, unless otherwise approved by the Local Government.</p> <p><u>General</u></p> <p>In addition to the matters referred to in Clause 67 of the Planning and Development (Local Planning Schemes) Regulations 2015 the Local Government shall have regard to the objectives set out in the preceding column when:</p> <ul style="list-style-type: none"> i. determining an application for planning approval; or ii. making a recommendation on an application for subdivision approval in relation to land within SCA 1.
<p>B. resolve that the submissions made be received and those who made a submission be notified of this decision; and</p> <p>C. resolve that the Scheme Map be amended accordingly.</p>			

**TOWN OF EAST FREMANTLE
LOCAL PLANNING SCHEME NO. 3 – AMENDMENT NO. 14
SCHEDULE OF SUBMISSIONS**

No.	Summary of Submission	Council's Recommendation
1	<p><u>Heritage</u></p> <p>The Plympton Ward holds special historical relevance dating to the early beginnings of WA. Any developments should be sympathetic and complement the East Fremantle/Plympton Ward architecture and history. There are few areas in WA that have such historical importance and these areas should be preserved for future generations. Any development in the Plympton Ward should consider this fact. In my opinion a 9 storey building, which is 3 times higher than other historical buildings in the area is too high.</p> <p><u>Scale and bulk of the building</u></p> <p>I notice in the Council document it makes reference to other buildings in East Fremantle / Fremantle that are of a similar height as the rationale for this building to be 9 storeys. The previous approval and development of these buildings have created an eye sore and a scar within the suburb that many generations to come have to live with. These buildings are far from gold standard developments and any reference to rationalise 9 storeys based on these developments is ridiculous. Ignoring the previous poor developments the highest building in the immediate area is 3 storeys. The Trade Winds Hotel and the development should be considered within context.</p> <p><u>Building height</u></p> <p>We also notice within development planning there is a current approach to staggering building heights to manage the impact of the scale and bulk of a building. This approach was used at the Richmond Quarter. From Canning Highway there is the initial building facade, the next floor is set back which staggers the building and decreases its impact on the streetscape of Canning Highway. From this perspective the Richmond quarter building is visually pleasant and fits within the streetscape of grand historical buildings. However, when viewing the Richmond Quarter from other perspectives, particularly from the south it is clear that little consideration was given to how the scale and bulk of the development impacted upon the rest of the suburb other than the Canning Highway perspective. Despite the step down approach being used at the back of the building. The development sits out of proportion with its environment and shows no respect to the suburb and the little cottages that are nearby.</p> <p><u>Traffic and parking</u></p> <p>This is already a significant problem in the Plympton Precinct. To my knowledge little has been done to address the current issues. If as suggested 100 people are to be accommodated and</p>	<p>The provisions relating to SCA 1 (listed in Schedule 13) have been modified or supplemented in response to the issues raised.</p> <p>The State Heritage Office did not object to the Scheme Amendment, per se, but noted that any development of the site should be mindful of local heritage values and proximity of State registered heritage places in the Town Centre. The proposed lowered height limit and increased building setbacks are considered to reduce the overall bulk of the building in its immediate context and reduce its scale and height in relation to the Town Hall and Post Office (heritage buildings) in the Town Centre.</p> <p>The specific provisions relating to building height and lot boundary setbacks have been modified in response to resident concerns. It is considered the amended provisions will result in future development of the site having a less dominant visual presence which in turn will mean a building(s) will be less prominent in the suburban context. Furthermore, the overall reduced height across the site is considered to be less of a departure from the existing local planning framework (i.e. the Town Centre Redevelopment Guidelines policy).</p> <p>The modified built form provisions would enable development of a mixed use building(s) between two and seven storeys in height, with the potential for a small (reduced floor space) eighth storey as an architectural feature or building/tenant amenities area (non-habitable floor space). The modified built form provisions are considered to better respond to the differing nature of the surrounding streets with an urban form that achieves what is considered an optimal development yield, rather than a maximum development yield.</p> <p>In more detail the outcome would be a two to three storey residential frontage to St Peters Road, and a seven storey mixed-use address to Canning Highway, with heights that transition between the northern and southern ends of the site along Sewell Street and Stirling Highway.</p> <p>Increasing the setback distance between the highest sections of a building from the existing nearby residents, results in reducing the visual presence and the prominence of a building in this context. The additional building height initially considered is believed to be too much of a departure from the existing</p>

No.	Summary of Submission	Council's Recommendation
	<p>small businesses with clientele, it is reasonable to think there will be extra cars. As we live on Sewell street this development will significantly increase traffic and parking problems on the streets around the building. Further compounding the current traffic and parking issues. Parking will need special consideration.</p> <p><u>Environmental/ passive solar design</u></p> <p>I notice in this proposal the 9 storeys are to start at Canning Highway and step down at the back of the building which will face Sewell and King street. This will minimise the impact of over shadowing on the houses nearby. However, the step down storeys at the back of the building will be overshadowed by the 9 storeys at the front, making them ice boxes in winter. That is not a very 'Freo' environmentally sound approach to building.</p> <p>An important consideration which is often over looked is landscaping. I have recently read of the concern of the disappearing green space in Fremantle and of moves to preserve green space. Good landscaping can go a long way to minimising the impact a building has upon its environment and makes a wonderful contribution to the community. As we move towards more urban infill, all building development should include a percentage of green space/ landscaping. I refer to the recent Leighton development which has extensive native plant landscaping. In my opinion the landscaping at this development has seen the building quickly blend in to its setting.</p> <p>We are aware of current goals to be reached in regards to urban infill. For some time we have watched many developments unfold, some good and some awful, urban infill is here and will impact on us all. All we wish for is a development that is appropriate and benefits all. Not a development that focusses on fitting in as many people as possible to reach current policy targets or one that just makes money for a developer. Despite the concerns expressed, if done well I believe this is an exciting opportunity to add another wonderful facility to our area. I wish the Council good luck and hope by taking time to express our thoughts this will help contribute to a development that will benefit all that live in the area.</p>	<p>local planning framework and, if entertained, would logically require a complete review of the Town Centre Redevelopment Guidelines policy to ensure consistency across the Town Centre rather than responding to development opportunities for individual sites.</p> <p>Provisions relating to commercial and residential vehicle parking, access and traffic management have been modified, supplemented or introduced to ensure that vehicle parking must be fully compliant with Scheme standards and provisions and that traffic impacts are minimised. Also vehicle parking concessions in relation to commercial and residential visitor parking have been removed from the provisions and full compliance with Scheme provisions is required for both residential and commercial development.</p> <p>Also, provisions have been included to require a Development Approval application for all residential and commercial development to be accompanied by a traffic and parking management plan prepared in consultation with the local government and being approved and submitted to the local government's satisfaction.</p> <p>The Town envisages it will conduct a full parking and traffic management study for the Plympton Precinct in the near future. The study will also consider potential parking restrictions, traffic flow and access related issues.</p> <p>Matters related to privacy and overlooking in respect to residential development are assessed under the provisions of the R-Codes. All residential development on the site would be subject to the provisions of the R-Codes in this respect as specified in the provisions outlined in Schedule 13 of the Amendment.</p> <p>Recommendation for modification: Changes to the Amendment proposals and/or documentation recommended and planning basis noted.</p> <p>Environmental and sustainability construction requirements under the Building Code of Australia are addressed at Building Permit application stage and must meet relevant Australian Standards. It would be inappropriate for these standards to be included in Planning Scheme provisions, however, the Town will require the highest standards of building design in respect to sustainability and aesthetics. This is reflected in one of the SCA 1 objectives which states as follows: <i>Encourage a site responsive and well integrated development, which suitably</i></p>

No.	Summary of Submission	Council's Recommendation
		<p><i>interfaces with the surrounding established residential area.</i></p> <p>It should also be noted, however, that the provisions of a Planning Scheme do not specify development controls in respect to the architectural details of a building's design. To some degree this is guided by the Town Centre Redevelopment Guidelines which addresses the street interface and urban structure elements of site redevelopment and will be an assessment factor in any development proposal.</p> <p>Landscaping of the perimeter of the site will be limited due to the proposed setbacks. However, communal open space for multiple dwellings must be provided under provisions of the R-Codes and retention of existing mature trees will be encouraged wherever possible. It is also noted that the proposed suite of State Planning Policies relating to 'Apartment Design' will require deep soil zones for the planting of mature trees/vegetation. A landscaping plan to the local government's satisfaction would be recommended as a condition of planning approval with any Development Approval application submitted.</p> <p>Achieving the residential dwelling target for the Town under <i>Perth and Peel @3.5M</i> will be assisted through the redevelopment of the site; at least 60% of floor space must be residential. Whilst the Town cannot control the type of apartment developed, a provision of the R-Codes requires that for multiple unit developments diversity in unit types is required (i.e. a minimum 20% 1 bedroom dwellings up to a maximum of 50% and a minimum of 40% 2 bedroom dwellings).</p> <p>Not recommended for modification: No change to the Amendment proposals or documentation recommended and justification noted in regard to comments relating to landscaping and environmental/sustainability.</p>
2	<p><u>Views</u> The site is located adjacent to our apartment building and it will have substantial impacts on our views.</p> <p><u>Building height</u> The proposed scheme amendment would allow for a 31.5m frontage to address Stirling Highway and Canning Highway. This potential building height will dominate our view that is currently over the tree tops of East Fremantle and Cantonment Hill. I note that this building envelope height is intended to 'complement Richmond Quarter', however, in figure 4 it appears to exceed</p>	<p>In regard to comments related to building height and scale, landscaping/vegetation and building design/architecture refer to response and Council recommendation for Submission No. 1 above.</p> <p>Recommendation for modification: Changes to the Amendment proposals and/or documentation recommended and planning basis noted.</p> <p>Comments in relation to views are noted. It is acknowledged that views will be impacted with the construction of a multi-storey building on the site.</p>

No.	Summary of Submission	Council's Recommendation
	<p>the height of Richmond Quarter. I consider the building mass of Richmond Quarter to be domineering and find that it has negatively impacted the surrounds through overshadowing and having a window tunnel effect without any street amenity such as building awnings. I would suggest that these building heights be reconsidered.</p> <p><u>Existing trees</u></p> <p>There is a line of substantial trees along the Stirling Highway site boundary. I note that the impact of the development on these trees was raised as a concern in the community consultation. These trees contribute to our view and are a valuable natural asset. Retaining these trees would soften the visual impact of a large development and would likely provide greater amenity for the future occupants of the potential development. I would suggest that reference to these trees be included in the Scheme Amendment.</p> <p><u>High quality architectural outcome</u></p> <p>Finally, I would like to reinforce how important achieving a high quality architectural outcome is for this site; both in terms of having a well-considered ground plane as well as a highly resolved building form. The site is in a prominent location at the gateway of Fremantle/East Fremantle and could set a precedent for future infill developments in the area. I would implore the Council to have high expectations in this regard.</p>	<p>Views are not protected under the provisions of the Planning Scheme and whilst views can be taken into consideration in the overall assessment of a Development Approval application the protection of every aspect of a private view cannot be guaranteed regardless of whether the views pre-existed a site being redeveloped. The impact of views from public vantage points within the Town and the river foreshore has been reviewed and this consideration resulted in lowering of the overall building heights and increasing building setbacks. This is considered to have assisted in maintaining some views.</p> <p>Not recommended for modification: No change to the Amendment proposals or documentation recommended and justification noted in regard to comments relating to views.</p>
97 3	<p>As residential ratepayers, we strenuously object to the (proposed) extraordinary height of 9 levels in a residential area. It is an enormous difference in height compared to the 2/3 storey commercial residences nearby (e.g. Tradewinds Hotel).</p> <p>The Tradewinds Hotel is in sync with the neighbourhood and fits in well with the landscape. The nearby commercial buildings are one and two storeys. This building at the proposed height will be an eyesore dominating the landscape. Considering that currently any proposed new residence in the adjoining streets must be in keeping with the nearby streetscape, it seems wrong that such a tall edifice would even be considered in a residential area which has only one road as commercial (Canning Highway) fronting the neighbourhood.</p> <p>This area is not the same as Silas Street and should not be considered as such.</p> <p>Lower King Street still has no adequate parking for tradesmen or visitors due to its outdated bottleneck design, continuous yellow lines and median strip. This results in traffic parking on the green nature strip. Often heavy trucks cause damage to underground cables and pipes which then take ages to be fixed. So how a 9 storey building is going to cope with the parking it will require is anyone's guess? The Tradewinds has 2 levels of parking and is a lot less than 9 storeys in height.</p>	<p>In regard to comments related to building height and scale, vehicle parking, access and traffic management, vegetation and building design refer to response and Council recommendation for Submission No. 1 above.</p> <p>Recommendation for modification: Changes to the Amendment proposals and/or documentation recommended and planning basis noted.</p>
4	<p>I believe a nine level development is excessive and out of proportion to the surrounding areas. I</p>	<p>In regard to comments related to building height, scale and bulk refer to response and Council recommendation for Submission No. 1 above.</p>

No.	Summary of Submission	Council's Recommendation
	<p>also believe that this proposed height will undo the current town planning scheme and recent development of the Town Centre.</p> <p>I recall the planning logic of the current scheme was to provide residents and visitors with a visual identity to the town centre– the area was to be the tallest in the neighbourhood (currently 5-6 levels). The current scheme recognised the “centre” and then reduced the surrounding height in order to frame what is the centre of the Town - building a nine level building nearby will confuse and fragment, creating a potential disconnect to the Town Centre and Town Hall.</p>	<p>Recommendation for modification: Changes to the Amendment proposals and/or documentation recommended and planning basis noted.</p>
5	<p>I have been a resident of East Fremantle for over twenty years (living in Richmond Raceway) and during that time I have witnessed numerous changes (not all positive) to this lovely suburb. A couple that come to mind are:</p> <ol style="list-style-type: none"> 1. The substantial Richmond Quarter apartment complex situated opposite the Council building. 2. The conversion of the Brush Factory building situated at No. 36 - 42 Duke Street. <p>I have already pointed out to the previous CEO of East Fremantle Council that there has been an increase to the traffic flow within the Richmond Raceway Estate in particular along Speedy Cheval Street and Silas Street. Both myself and fellow residents have noticed that the increased traffic flow is mainly between the hours of 7.30 -9.30 AM and again between 3.00- 5.30 PM.</p> <p>It would appear that drivers use this route as a "rat" run to/from the shops located at the end of Silas Street. This is impacted further by a quantity (possibly a third who work in the eastern suburbs) of the residents of the Richmond Quarter apartment complex also driving through the estate rather than using Moss Street and George Street - both of which are much wider than the streets within Richmond Raceway.</p> <p>Over the past couple of years the number of children living within the estate has increased substantially with around nine small children living close to my home in Speedy Cheval Street. In my opinion it is only a matter of time before an accident occurs as children cross the street to access the nearby park in the centre of the estate. My worries increased when I read the plan to construct a nine story complex- No. 91-93 Canning Highway (comprising Lot 418 and Lot 419 Canning Highway, Lot 81St Peters Road and Lot 423 King Street), East Fremantle.</p> <p>It is fair and reasonable to think that a proportion of the expected residents (maybe a third who would work in the eastern suburbs) will access the new nine story complex by way of Speedy Cheval Street, Silas Street, St Peters Road. This being the case it will only further exacerbate the traffic problem we are already experiencing within the estate.</p> <p>I am not totally against development however when considering planning applications I would very much like Council to give thought to the traffic flows which come hand in hand with new development. The streets (in the main) around George, King, Duke, St Peters Road and within</p>	<p>In regard to comments related to traffic management and vehicle parking refer to response and Council recommendation for Submission No. 1 above.</p> <p>Recommendation for change: Changes to the Amendment proposals and/or documentation recommended and planning basis noted.</p> <p>It is noted the submission also refers to a comment regarding LPS No. 3 Amendment No. 15 (Royal George Hotel site).</p>

No.	Summary of Submission	Council's Recommendation
	<p>Richmond Raceway are narrow and are already quite busy with traffic.</p> <p>The other proposal for a nine storey complex for the car park {on Duke Street) behind the Royal George Hotel will result in more parking and traffic flow implications. Will some of these residents (and visitors) access their apartments by driving through Richmond Raceway Estate by way of Speedy Cheval Street, Silas Street, St Peters Road and Duke Street. My concern is that they most probably will.</p>	
6	<p>The Department of Fire & Emergency Services (DFES) provides the following comments pursuant to State Planning Policy 3.7 Planning in Bushfire Prone Areas (SPP 3.7) and the Guidelines for Planning in Bushfire Prone Areas (Guidelines).</p> <p>The proposed LPS No. 3 Amendment No. 14 Special Control Area 1 does not fall into an area designated as bushfire prone pursuant to the Fire and Emergency Services Act 1998 (as amended) as identified on the Map of Bush Fire Prone Areas.</p>	<p>All servicing authorities to be advised of the outcome of Amendment 14.</p>
7	<p>At present, Telstra Corporation Limited has no objection. I have recorded this in our Development database and look forward to further correspondence in the future.</p>	<p>All servicing authorities to be advised of the outcome of Amendment 14.</p>
8	<p>It is noted that the Amendment and Transport Report gives little regard to the Town's Port Buffer guidelines or the proximity of the site to the working port. Similarly the volume of freight using both Canning and Stirling Highway has minor recognition in the transport report.</p> <p>Given the ongoing 24/7 operations of the working port and the volume of freight using Canning and Stirling Highways I would suggest that this be given more planning priority and accounted for in the amendment report. Similarly the inclusion of the requirements of the Town's Buffer Zone Guidelines would be appropriate.</p> <p>The lack of recognition of the working port, a major land use in the Fremantle region, freight transport and the Town's Buffer Zone guidelines may be considered to diminish the completeness of the Amendment Report.</p>	<p>Noted and comments acknowledged. Should a Development Approval application be submitted the Fremantle Port Buffer Zone Guidelines will be given due consideration and the Development Approval application referred to Fremantle Ports and Main Roads WA for comment as part of the Scheme and DAP referral and advertising obligations. The Council Report on the Scheme Amendment notes the proximity to the working Port and the need for referrals.</p> <p>Not recommended for modification: No change to the Amendment proposals or documentation recommended and justification noted in respect to the Port Buffer Zone. All servicing authorities to be advised of the outcome of Amendment 14.</p>
9	<p>It is noted that the proposed development anticipates that between 50 and 100 residential dwellings are intended for this development and that there is an infill housing target of 900 dwellings for East Fremantle by 2050.</p> <p>Notwithstanding that a percentage of the proposed dwellings within the proposed amendment area will be one bedroom dwellings it would be beneficial to identify how many will be two or more bedroom dwellings. This would assist the Department in analysing the potential student yield and its effect on the local East Fremantle Primary School.</p> <p>This development is located within the East Fremantle Primary School local intake area. This</p>	<p>A Development Approval application for the site will be referred to the Department of Education for comment in accordance with the Town's Planning Scheme and DAP application advertising and referral procedures.</p> <p>All servicing authorities to be advised of the outcome of Amendment 14.</p>

No.	Summary of Submission	Council's Recommendation
	<p>school has a student capacity of 393.</p> <p>Any aged dependent dwellings within this development will also be exempt from calculations involving the primary school.</p>	
10	<p><u>Traffic</u></p> <p>This is our greatest concern. The traffic study undertaken considering the current road conditions but we noticed that some of the recommendations were that the bottom section of Sewell Street (near Canning Highway) be made into a two-way street. We have already voiced strong opposition to changing the one way system on our road (in a separate survey). We also feel that the increased traffic estimates to Sewell Street are very conservative as this would be an occupant's quickest route from Stirling Highway with or without the changes to the one-way system. We would be very concerned about this as we feel it would substantially increase the traffic on Sewell Street. We have two young children and chose this location for our home because of its safe neighbourhood. We don't want increased traffic and increased risk to our little ones. We are also concerned that the construction process itself will lead to a large number of construction vehicles using the road (and the additional noise, road blockages and inconveniences they create). We are also quite disappointed that we received the other road survey asking about changes to the one way system without any explanation of this proposal because it is blatantly obvious that they are linked. We did not fall in the initial mail-out catchment for this proposal last year which is also extremely disappointing given it is on our street and clearly will affect us. It seems the proposal for this amendment went to a disproportionate number of businesses, instead, who would of course be happy with the increased patronage and less concerned about other factors, biasing the comments.</p> <p><u>Parking</u></p> <p>Parking on Sewell Street is already a real problem. We are very fortunate to have a driveway, but already vehicles often park partially blocking it, and visiting friends find it difficult to find a spot on the street. We understand that there is a requirement for parking bays to be provided in the finished complex but we are concerned that the construction vehicles and worker vehicles during the building process will increase the burden of George Street patrons parking on Sewell Street. We also noticed that the plan allows for a 20% leeway in parking bays which it seems would lead to quite a large difference in parking availability.</p> <p><u>Size of building</u></p> <p>A nine-storey building is enormous! We are concerned that it will be out of keeping and an eyesore, it will be visible from a wide range of locations (including from the Monument). It brings to mind images of the disastrous Rendezvous Hotel in Scarborough (I know it is a full 17 stories but you get the idea). Saying it will be similar in size (in fact larger) to the Richmond Quarter is not at all comforting as that is neither a small, nor attractive building, and hugely</p>	<p>In regard to comments related to building height and scale, vehicle parking, access and traffic management refer to response and Council recommendation for Submission No. 1 above.</p> <p>It is acknowledged that views will be impacted with the construction of a multi-storey building on the site.</p> <p>Individual views are not protected under the provisions of the Planning Scheme and whilst views can be taken into consideration in the overall assessment of a Development Approval application the protection of every aspect of a private view cannot be guaranteed regardless of whether the views pre-existed a site being redeveloped. However, the impact of views from public vantage points within the Town and the river foreshore has been reviewed and this consideration resulted in lowering of the overall building heights and increasing building setbacks. This is considered to have assisted in maintaining some views from private property and minimising the impact on views from public places.</p> <p>Recommendation for modification: Changes to the Amendment proposals and/or documentation recommended and planning basis noted.</p>

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	<p>overlooks nearby residents. To change the Planning Scheme so drastically from 3 to 9 stories is concerning. Both for what it means for the building being proposed (in terms of blocked views, capacity, extra people, the look of the building, etcetera); but also as a concern that it may open the floodgates by setting precedent for other future developments. We are not opposed to the redevelopment of the lot in theory, but would be much happier with a smaller building (5 storeys, as many of the comments in the documentation in the proposal suggest).</p> <p>In summary we are strongly opposed to the proposal as it stands and to such a drastic amendment to the planning scheme.</p>	
11	<p>No objection subject to existing gas mains and gas infrastructure being recognised by the developers and factored into any future designs for the areas where the Atco Gas assets and the safety of the development</p>	<p>All servicing authorities to be advised of the outcome of Amendment 14.</p>
12	<p>No objection provided all developments are required to connect to Scheme water and reticulated sewerage.</p> <p>The Town should also use the opportunity to minimise potential negative impacts of the mixed use development such as noise, odour, light and other lifestyle activities. Public health impacts draw attention to those issues and they should be appropriately and adequately addressed at this stage.</p> <p>To minimise adverse impacts on the residential component, the Town could consider incorporation of additional sound proofing/insulation, double glazing on windows, or design aspects related to air conditioning units and other appropriate building / construction measures.</p>	<p>The Town has introduced provisions to the Scheme Amendment which address noise management issues and a Development Approval application must be referred to Fremantle Ports due to proximity to the Port. At this Development Approval application stage servicing authorities will have the opportunity to comment on public health related issues and request the DAP apply conditions of approval if deemed necessary.</p> <p>All servicing authorities to be advised of the outcome of Amendment 14.</p>
13	<p><u>Water</u></p> <p>Reticulated water is currently available to the subject control area. Due to the increase in development density, upgrading of the current system may be required to prevent existing customers being affected by the proposed development. When the proposed demands are provided the Water Corporation can have another review of the proposed development.</p> <p><u>Wastewater</u></p> <p>Reticulated sewerage is currently available to the subject control area.</p> <p>The Special Control Area is traversed by a number of Sewers with associated easements . The proposed development should be able to be served by one external connection to the Wastewater system therefore the gravity sewers and manhole North of the DN685/600mm and their associated easements should be able to be removed. However, a further easement on Lots 418 & 419 over the existing DN685mm sewer will be required.</p> <p>Given the depth of the main sewer it "may" be possible to build over the DN685/600mm main sewer this would be subject to favourable building details minimizing the load on the sewer.</p>	<p>The Water Corporation comments were forwarded to the land owner's representatives as requested by the Water Corporation on 29 August 2017.</p> <p>The Town has noted the Water Corporation has requested another review in regard to the demands of the site on redevelopment. A Development Approval application would be referred to the Water Corporation seeking input when the details of a development proposal were available or a DAP application submitted.</p> <p>All servicing authorities to be advised of the outcome of Amendment 14.</p>

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	<p>At the very least the Water Corporation will require vehicle access to the manhole on the main sewer for maintenance purposes this access would be from St Peters Road over the existing DN150mm VC sewer entering the manhole from the South.</p> <p>However, to completely free the site from easements and restrictions it is recommend that consideration should be given to realigning the DN685/600mm main sewer south into St Peters Road.</p> <p><u>General Comments</u></p> <p>This proposal will also require approval by our Building Services section prior to commencement of works. Infrastructure contributions and fees may be required to be paid prior to approval being issued.</p> <p>The principle followed by the Water Corporation for the funding of subdivision or development is one of user pays. The developer is expected to provide all water and sewerage reticulation if required. A contribution for Water, Sewerage and Drainage headworks may also be required. In addition the developer may be required to fund new works or the upgrading of existing works and protection of all works. Any temporary works needed are required to be fully funded by the developer. The Water Corporation may also require land being ceded free of cost for works.</p>	
14	<p>The proposed Scheme Amendment raises a number of concerns:</p> <p>1. Increase in allowable building height to 9 storeys (31.5 metres) on Canning Highway. In accordance with East Fremantle's Local Development Plan for this site, any future development should be sympathetic with the desired future character of the area. The site is directly adjacent to residential properties and in an area of low profile development, dominated by historic homes. As such, allowing a 9 storey development adjacent to this area would not be sympathetic with the character of the area. It would look extremely out of place. The maximum allowable height should be no higher than six storeys, so that as a minimum the development relates to the development at Richmond Quarter.</p> <p>Furthermore, we have significant concerns regarding the potential for overshadowing of our property with a proposed building envelope that allows nine storeys. Despite the northern orientation of our home, we were required to install insulation in all wall cavities to meet 6-star energy requirements. There were concerns that during winter the house would require too much heating without insulation, making the home non-compliant with the energy rating requirements. Therefore, any loss of winter sun due to overshadowing will have a significant impact on the property. A solar power system is also installed and any overshadowing would affect the performance of this system.</p> <p>2. The Scheme Amendment Report makes a number of incorrect claims to provide the case for the proposed Amendment. One such claim is that the residential properties adjacent to the site do not 'front' the site, and that the allowable height will 'not impact on surrounding residences'</p>	<p>In regard to comments related to building height and scale, building setbacks, vehicle parking, traffic management, access points, noise management, overshadowing and privacy refer to response and Council recommendation for Submission No. 1 above.</p> <p>The Town has introduced provisions to the Scheme Amendment which address noise issues and a noise management plan must be submitted with a Development Approval application development approval application must be referred to Fremantle Ports due to proximity to the Port. Also, at this stage servicing authorities will have the opportunity to comment on public health related issues and request conditions of approval be applied if deemed necessary. The application is subject to assessment under State Planning Policy 5.4 'Road and Rail Transport Noise and Freight Considerations in Land Use Planning' and its implementation guidelines.</p> <p>The capacity of and the problems noted with the sewer are the responsibility of the Water Corporation. These matters would be considered on referral of a Development Approval application. The upgrading of works to supply and accommodate redevelopment of the site is the responsibility of the developer in consultation with the Water Corporation.</p> <p>The comments regarding construction issues are noted, however, this is not a</p>

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103	<p>(p. 29). This statement seeks to suggest minimal impact of the proposed Scheme Amendment and any subsequent development on those properties. However, our property is directly adjacent to the site and has a northern orientation. Full height windows in all living areas (i.e. lounge, kitchen, dining) and all windows on the second storey (i.e. bedrooms, including our two young daughters bedrooms) directly face the site. Therefore, any development on St Peters Road would have significant impact on our residence, with direct viewing into our home. To support this, during the building approval process East Fremantle Councillors noted the design of our residence provided pleasing/sympathetic views from St Peters Road even though King Street was technically the street frontage. While a restriction of a building height limit of three storeys on St Peters Road is positive, the Scheme Amendment should contain requirements to ensure any future development on the site does not allow overlooking or overshadowing. This may be through controls to ensure only commercial development along St Peters Road, with window coverings to inhibit overlooking and limitations to external spaces such as unscreened balconies.</p> <p>3. The rationale to support a nil minimum setback in the proposed Scheme Amendment is that it will 'allow future development to activate the street' (p. 30). Whilst street activation may be a sought for an outcome along Canning Highway, it would be a negative outcome on St Peters Road. Increasing pedestrian traffic adjacent to residential properties is not a sought after outcome for those residing in the area. As such, a nil minimum setback along St Peters Road is unjustifiable, particularly if it results in changing the road position or width thereby moving traffic closer to residential properties. The setback along St Peters Road should be consistent with those currently in the Plympton Ward (6 metres), as per the East Fremantle Residential Design Guidelines, which states, 'The pattern of setback is critical to the character of each Precinct', and that, 'New developments are to be constructed with front and side setbacks to match the traditional setbacks of the streetscapes'. Furthermore, in accordance with the Residential Design Codes of Western Australia, it is important that a setback distance is enforced to 'moderate the visual impact of the building bulk on neighboring properties'.</p> <p>4. With a Scheme Amendment that allows high density development there will be a significant increase in vehicle traffic. While the Scheme Amendment Report suggests the impact of vehicle traffic will be minimal the report only considers traffic directly passing the site (e.g. on roads that bound the site) rather than considering the main access/entry points for vehicles in the area. For example, under current vehicle traffic, it is extremely difficult to turn right from Council Place and May Street onto Canning Highway, and subsequently to access Stirling Highway heading north. These are primary access routes for a majority of residents in the area, and therefore, the ability of these intersections to accommodate increased traffic volumes should be considered in any traffic assessment. Furthermore, Canning Highway only accommodates west bound traffic from Sewell Street. These restrictions generate concern that there will be significant increases in traffic cutting its way through the Plympton Ward and the old Richmond</p>	<p>planning consideration relevant to the Amendment. Such matters are dealt with during the Development Approval and Building Permit application process and would be subject to the local government requirement for a construction management plan to the local government's satisfaction being submitted prior to the Building Permit application being issued.</p> <p>Recommendation for modifications: Changes to the Amendment proposals and/or documentation recommended and planning basis noted.</p> <p>The capacity of and the problems noted with the sewer are the responsibility of the Water Corporation. These matters would be considered on referral of a development approval application.</p> <p>Not recommended for modification: No change to the Amendment proposals or documentation recommended and justification noted with regard to the sewer and water Corporation issues and subsequent approvals.</p>

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	<p>Raceway areas. The addition of the Richmond Quarter has already demonstrated the impact such developments have on local streets. An increase in traffic is of particular concern for our household as our driveway is situated on St Peters Road and is directly opposite a proposed entry/exit point for the new development.</p> <p>5. It has been suggested (in the Scheme Amendment Report) that development on this site will act as a noise barrier to Stirling Highway (p. 29). The development site sits to the west of King Street and will therefore be unlikely to block traffic noise. Rather, a high-density development that results in a building of significant height could direct or 'funnel' traffic noise up King and Duke Streets. This is supported by comments in the Scheme Amendment report of local residences experiencing "noise echo" due to the development of the Richmond Quarter. Consequently, it would be appropriate to add to the Scheme Amendment for development on this site to include works to reduce traffic noise. For example, through the construction of a sound proof wall along Stirling Hwy. This would benefit both the new development and existing residents.</p> <p>6. A development of the proposed size on the nominated site will require extreme earth works. Extensive digging and compacting will be required to accommodate a nine storey structure that includes an underground (below street level) parking area. There are significant concerns these works will have a detrimental effect on the structural integrity of our dwelling. Vibrations are felt throughout the house on occasion when trucks are travelling along Stirling Hwy; the significant earthworks required for the proposed development that is 12 to 15 metres from our property will likely create levels of vibration that compromises the structural integrity of our home.</p> <p>7. In the last three years we have had six instances where the sewerage mains passing behind our property were blocked and overflowed into our property (as we are the closest to the end of the sewerage mains). This sewer main is currently accessed from the site of the proposed Scheme Amendment. Therefore, it is assumed any new development would also 'plumb' into this sewer main increasing the volume of waste that it will be required to accommodate. The Water Corporation has made no changes/upgrades to the sewerage line to address this current issue and therefore any increase in the number of properties feeding into the mains will likely have significant implications.</p>	
15	<p>As an owner of a property on King Street I live close by to the development. I drive through the intersection of King Street and St Peter's Road on a daily basis taking my children to school. We regularly walk through the current access track on the development site to the river.</p> <p>1. I am concerned about the height of the building (9 storeys) being very different to the houses and buildings around it. I would like to see the height reduced to fit in better with the surroundings and have as much green space as possible retaining as many of the trees as</p>	<p>In regard to comments related to building height and scale, building setbacks, access points, vehicle parking and noise and traffic management, overshadowing, landscaping and privacy refer to response and Council recommendation for Submission No. 1 above.</p> <p>The Town has introduced provisions to the Scheme Amendment which address noise issues and a development approval application must be referred to</p>

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	<p>possible on the existing site to maintain the look and feel of the surrounding single to double storey homes.</p> <p>2. I am concerned about the extra traffic and parking issues the development will create. There is already a lack of parking around the local streets adjoining the development site and the extra residential and commercial traffic needs to be accommodated for, plus visitor parking.</p> <p>3. I would like to be able to continue to access the river and I am concerned that I will be walking my young children too close to Stirling Hwy once this development is constructed. I would like to see the fence and as much greenery as possible maintained along the side of the development adjoining Stirling Highway to ensure pedestrians are kept safe when accessing the river and public transport along Canning Highway.</p> <p>4. I am concerned about access to the development site. The intersection of King Street and St Peters Road is already very busy at peak times with cars using King Street as a through road to Canning Hwy or Richmond Quarter. Maybe the speed needs to be reduced if extra traffic is to be coming in and out of the development site or have the car park entry to be located off Sewell Street only.</p> <p>5. As a local resident of the area, I see a lot of changes to commercial tenants on George Street and a lot of vacant commercial premises in the general Fremantle area. We also have a lot of commercial space available in the Richmond Quarter building. It will be nice to keep the community feel of East Fremantle by adding less commercial space and more residential to the development.</p> <p>6. Another comment would be to have a building with a more natural design rather than a concrete block, using sustainable materials. It would be more in keeping with the heritage of the area and more appealing to buyers and local residents.</p>	<p>Fremantle Ports due to proximity to the Port. At this stage servicing authorities will have the opportunity to comment on public health related issues and request conditions of approval be applied if deemed necessary. The application is subject assessment under State Planning Policy 5.4 'Road and Rail Transport Noise and Freight Considerations in Land Use Planning' and its implementation guidelines.</p> <p>It is also noted that the proposed Scheme Amendment provisions state that <i>"Development of the site shall not be solely for commercial purposes. A residential component is mandatory and developments shall incorporate a minimum of 60% net lettable area of residential floor space."</i></p> <p>This is considered to address the concerns regarding the balance of commercial and residential floor space, however, the specific economic and development outcomes for private property cannot be determined by the local government.</p> <p>Environmental and sustainability construction requirements under the Building Code of Australia are addressed at Building Permit application stage and must meet relevant Australian Standards. It would be inappropriate for these standards to be included in Planning Scheme provisions, however, the Town will require the highest standards of building design in respect to sustainability and aesthetics. This is reflected in one of the SCA 1 objectives which states as follows:</p> <p><i>Encourage a site responsive and well integrated development, which suitably interfaces with the surrounding established residential area.</i></p> <p>It should also be noted, however, that the provisions of a Planning Scheme do not specify development controls in respect to the architectural details of a building's design. To some degree this is guided by the Town Centre Redevelopment Guidelines which addresses the street interface and urban structure elements of site redevelopment.</p> <p>Recommendation for modifications: Changes to the Amendment proposals and/or documentation recommended and planning basis noted.</p> <p>The dual use pathway runs alongside the site and is not within the boundaries of the Amendment site. There are no plans by the applicant to realign or remove the pathway and the Town's standpoint would be for the pathway to be improved wherever possible and access to the pathway to be enhanced</p>

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		with any redevelopment proposal for the site. Any plans that impacted on the pathway would be discussed in depth with Main Roads WA.
16	<p>We are very concerned about the proposed height of this development. We feel that 31.5 metres (about 9 storeys) is too high.</p> <p>This height is out of character with the area. Everything to the west of Stirling Highway is one or two storeys high. It will be excessively visible to local residences. We expect that it will appear overbearing from our view of King Street. We believe that it should not exceed 4 or 5 storeys maximum in height.</p> <p>The building should be made of materials that will blend with the local built environment.</p> <p>We are also very concerned about parking issues during and after the construction of the building. There is currently already insufficient parking in this area.</p> <p>We are very concerned about the increase in traffic during and after construction in the local area and especially on King Street.</p> <p>King Street is already excessively busy compared to other streets in the area. As Sewell and Hubble Streets are no-through roads from Canning Highway, all the traffic is pushed down to King Street.</p> <p>We are very concerned about the appearance of this building and its impact on the aesthetics of the whole area.</p> <p>We are very concerned about the noise and dust that will be produced during construction of the building.</p> <p>We are also very concerned that we did not receive any communication from East Fremantle Council regarding the opportunity to comment and make a submission.</p> <p>We never received a letter dated 23 June 2017 from the Town of East Fremantle. We happened to find out about the information from our neighbours.</p> <p>We feel there has been a lack of information about this development before this as well. Apparently we were meant to receive flyers or other correspondence about the development and we received nothing.</p> <p>We were completely unaware that there was a public information evening that was apparently held sometime recently. It is very concerning about the lack of information and communication about this.</p>	<p>In regard to comments related to building height, scale and bulk, building setbacks, vehicle parking and traffic management, overshadowing and privacy refer to response and Council recommendation for Submission No. 1 above.</p> <p>Recommendation for modification: Changes to the Amendment proposals and/or documentation recommended and planning basis noted.</p> <p>The Town's records indicate that a letter was sent to the submitter's address inviting comment on the proposed Scheme Amendment.</p> <p>The Town cannot comment on whether the submitter received the consultation material from the applicant as this community engagement exercise was not conducted by the Town and was part of the informal community engagement exercise undertaken by the applicant. Although endorsed by the Town the Town had no involvement or responsibility for the exercise and distribution of information.</p> <p>The comments regarding construction issues are noted, however, this is not planning consideration relevant to the Amendment provisions. Such matters are dealt with during the Development Approval and Building Permit application process and would be subject to the local government requirement for a construction management plan, to the local government's satisfaction, being submitted.</p> <p>Not recommended for modification: No change to the Amendment proposals or documentation recommended and justification noted with regard to construction issues and the statutory requirements for advertising have been met.</p>
17	<p>I understand the infill targets the Council is trying to meet by 2050 as set by the state government and that all local governments must play their part to provide infill dwellings. However, we consider that allowing a nine storey mixed use apartment block in an area of single storey heritage homes is unacceptable.</p>	<p>In regard to comments related to the Town Centre, heritage, building height, scale and bulk, building setbacks, vehicle parking, traffic and noise management, overshadowing, privacy, dwelling targets and building design/aesthetics refer to response and Council recommendation for</p>

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107	<p>It was considered unacceptable by the Council in its own Town Centre Redevelopment Guidelines in 2011 and it is extremely disappointing to see the Council abandon its own sustainability and heritage values by supporting a proposal for a nine storey building now. I do support the Council's move to create a Special Control Area to be able to have some input into any development proposal on this site and agree that land along Canning Highway lends itself to improvement generally, but consider that the Amendment to the proposed Planning Scheme needs radical overhaul. To maintain heritage character in an area, it is important to maintain the heritage of whole precinct and not just individual buildings. New buildings of different height and appearance immediately undermine the heritage character of a whole area. The heritage character of East Fremantle has value and is worth protecting.</p> <p>Research by the Grattan Institute has shown that communities who profess to value sustainability and build positive and cohesive communities should be building two to three storey terrace style homes with narrower street frontage and small outdoor garden space, rather than high-density apartment buildings. These terrace-style homes promote positive community interactions between residents, and respect the existing inhabitants while being sympathetic to the existing style of dwellings. If this Canning Highway development is approved, the height of any building on this site should not exceed two to three storeys in keeping with existing buildings and absolutely not exceed that of the Richmond Quarter development.</p> <p>The Council should not be taking the position of infill at any cost. One of the key purposes of sustainable infill development is to allow those who might ordinarily have to live on the city outskirts for economic reasons access established communities that have quicker access to the CBD and improved infrastructure and amenity. This results in a greater equity in social and economic outcomes and quality of life (Reference: "City Limits" by Kelly and Donegan 2015). Whether this is the profile of those who will be able to afford to buy or rent such a property in this proposed development scheme is highly questionable. If it merely spreads wealth inequality by lining the pockets of wealthy investors or results in high rental prices, then any more honorable purpose of infill development is already defeated. The Council needs to be satisfied that any proposed infill developments are in fact meeting their broader intended purpose of reducing wealth inequality.</p> <p>A nine storey high building will immediately massively reduce the privacy of residences on King Street, in particular at the bottom of King Street such as at No. 9 where there are two small children living who will likely have 9 storeys of people looking down on them in their backyard. No correctly scaled images of a 3D model showing both the proposed development and existing residences have been shown, so that residents can easily visualise the true scale and effect of what is being proposed and how it will tower over existing homes, creating long shadows and dominating the streetscape and skyline. Providing such scaled 3D models should surely be a mandatory part of the application process, with digital technology to do so being so easily</p>	<p>Submission No. 1 above.</p> <p>Recommendation for modification: Changes to the Amendment proposals and/or documentation recommended and planning basis noted.</p> <p>Environmental and sustainability construction requirements under the Building Code of Australia are addressed at Building Permit application stage and must meet relevant Australian Standards. It would be inappropriate for these standards to be included in Planning Scheme provisions, however, the Town will require the highest standards of building design in respect to sustainability and aesthetics. This is reflected in one of the SCA 1 objectives which states as follows: <i>"Encourage a site responsive and well integrated development, which suitably interfaces with the surrounding established residential area".</i></p> <p>It should also be noted, however, that the provisions of a Planning Scheme do not specify development controls in respect to the architectural details of a building's design. To some degree this is guided by the Town Centre Redevelopment Guidelines which addresses the street interface and urban structure elements of site redevelopment.</p> <p>Landscaping of the perimeter of the site will be limited due to the proposed setbacks. However, communal open space for multiple dwellings must be provided under provisions of the R-Codes and retention of existing mature trees will be encouraged wherever possible. It is also noted that the proposed suite of State Planning Policies relating to "Apartment Design" will require deep soil zones for the planting of mature trees/vegetation. A landscaping plan to the local government's satisfaction would be recommended as a condition of planning approval with any Development Approval application submitted.</p> <p>Achieving the residential dwelling target for the Town under Perth and Peel @3.5M will be assisted through the redevelopment of the site; at least 60% of floor space must be residential. Whilst the Town cannot control the type of apartment developed, a provision of the R-Codes requires that for multiple unit developments diversity in unit types is required (i.e. a minimum 20% 1 bedroom dwellings up to a maximum of 50% and a minimum of 40% 2 bedroom dwellings). Furthermore, the Town cannot control the cost of housing. This is market driven and subject to economic forces and higher level government economic and social policy beyond the Town's control.</p>

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108	<p>available. Several diagrams in the documents provided have either inadequate scale bars or no scale bars at all, especially lateral scales to show how quickly this building will rise in height over a very short distance. It is also very unclear how the development proposal relates to the maximum allowable envelope. If any such development is approved, there should be no windows permitted on the St Peters Road side that allow a view into the backyards and homes of existing residences, especially when King Street in particular has several families with young children living on it. To suggest that the proposed three to four storey street frontage on St Peters Road which grades up to nine storeys will alleviate this concern or somehow reduce the "bulk appearance" of the building is ridiculous when the block width is so narrow and the normal street setbacks have been waived.</p> <p>High density apartment blocks that have previously been approved in East Fremantle decades ago are now effectively impossible to remove and have created unattractive aging towers that dominate the skyline for everyone reducing the attractiveness and heritage character of the whole suburb. The Plympton Ward has had its fair share of these buildings already, and should not be turned into an apartment hub just to appease infill targets, especially while other wards are not being requested to accept such developments. There may be pockets of land available at the end of King Street along the Canning Highway, but that should not lead to the development of multiple nine storey apartment blocks when we should be heeding past lessons about the unattractive outcomes of such developments from previous experience. The developer claims to have delivered information to residents within a 200m zone about the proposed development but we most certainly have received no information to date at all about it and were unaware of the proposal until we received the letter from the East Fremantle Council calling for amendments to the planning scheme. This is despite us being shown on a map provided by the developer as one of the residences who were delivered this information.</p> <p>In the event of any development the Council should also not agree to any reduction in parking provisions. On more than one occasion the Council has waived parking provisions for local businesses and accepted money in lieu but this must not happen with the proposed scale of development on this site. It seems unlikely that public transport (buses only) will be used by many residents in this apartment block, and given it is proposed to be for mixed use, it would be expected that more parking will be required to be provided by the developer than would be required for a normal residential block. Given that every dwelling is likely to need 2 parks plus space for residential visitors, and the required parking needs of commercial tenants and their customers and any patrons of any entertainment venues, all parking spaces need to all be included in the building itself. Surrounding streets already have a growing problem with insufficient parking for the number of residents and visitors to the Plympton Ward and this problem would become quite dangerous not to mention extremely frustrating and invasive for residents.</p>	<p>The Town's records indicate that a letter was sent to the submitter's address inviting comment on the proposed Scheme Amendment.</p> <p>The Town cannot comment on whether the submitter received the consultation material from the applicant as this community engagement exercise was not conducted by the Town and was part of the informal community engagement exercise undertaken by the applicant. Although endorsed by the Town the Town had no involvement or responsibility for the exercise and distribution of information.</p> <p>The dual use pathway runs alongside the site and is not within the boundaries of the Amendment site. There are no plans by the applicant to realign or remove the pathway and the Town's standpoint would be for the pathway to be improved wherever possible and access to the pathway to be enhanced with any redevelopment proposal for the site. Any plans that impacted on the pathway would be discussed in depth with Main Roads WA.</p> <p>Not recommended for modification: No change to the Amendment in respect to landscaping and architectural details.</p>

No.	Summary of Submission	Council's Recommendation
	<p>St Peters Road is not a wide road and gets traffic moving at high speed. Crossing the road at the bottom of King Street for pedestrians is already risky due to the speed at which traffic enters St Peters Road from the Sewell Street end and comes up from under the Stirling Highway bridge. This situation would become considerably more dangerous with the increased traffic from the proposed development scheme. Any new development should have vehicle access entering and exiting from Sewell Street, opposite the Tradewinds hotel, to minimise the potential for serious accidents. It is also possible that constructing basement parking may prove geologically difficult and a developer may apply to have parking levels built above street level. If this happens the number of storeys approved for actual apartment development should be reduced by a commensurate amount so the absolute height of the building does not increase.</p> <p>Currently King Street residents are able to walk down the end of the road and through a pathway to access the Canning Highway/Stirling Highway intersection and pathway down to the riverfront. Any development proposal for this site should have provision to maintain access for Plympton residents and the wider public to this important access pathway.</p> <p>From a sustainability point of view, the Council has an important role to play in improving the construction of any new dwellings including at the Canning Hwy site. I would like to see the Council promote its own sustainability values and stipulate that developers introduce solar panels, rainwater collection and grey water recycling into any building plans, as well as features such as double glazing (or similar) of windows to improve temperature and noise control within the building and emanating from the building. Provision should also be made in any development proposal for giving back to the community in the form of green space including soil and trees. Soil and trees assist in reducing pollution and improving the mental health of residents within a community as well as providing localised temperature moderation. Large concrete buildings with no setbacks do not allow for adequate soil and trees along the streetscape to moderate the effects of the temperature increases such buildings cause or alleviate the appearance of so much concrete on peoples' mental health.</p> <p>This proposed development has the potential to take away significantly from existing residents in terms of privacy, property values, access to the riverfront, ease of traffic movement and parking, increasing street level temperature, and heritage character and appearance of our suburb. As much as I enjoy public art and consider it important, putting up a public artwork would not compensate for the loss of this amenity and the effects this development will have on our homes and lives. On such a small block, it is difficult to see that sufficient area can be allocated for a plaza for wider public use. This building would not be an extension of a Town Centre in a true public amenity sense, but simply an unattractive high rise building that is totally unsympathetic to the heritage character of the area and unaffordable to those who need to be the beneficiaries of infill policies. We do not oppose development of the site, but feel that the proposal of a nine storey apartment building is totally inappropriate for the area (as did the</p>	

No.	Summary of Submission	Council's Recommendation
	<p>Council just a few years ago) and may not actually fulfill the intended purpose of infill development. The financial wellbeing of a developer and requirement for 80 dwellings to make something viable should never be the primary concern of the Council. The Council should reduce the number of dwellings they wish to have on the site in accordance with current sustainability research and make several smaller buildings with a higher proportion of public space instead.</p>	
18	<p>I notice in East Fremantle and elsewhere, that when a block comes up for development, the first thing to happen is that every tree on the site is cleared as a matter of course, regardless of necessity.</p> <p>This seems to be happening all over the metropolitan area, with mature trees disappearing at a constant rate, to the great detriment of wildlife, air quality, and indeed sheer beauty.</p> <p>I know developers will argue "We plant more!", but nothing can replace the lost mature trees, at least for the next 30 years.</p> <p>So what I am asking is that consideration be given to the trees already on these sites, and that the routine "clear felling" strategy be curtailed and only trees that need to be removed will be.</p> <p>I am also asking for special dispensation for a particularly large and beautiful tree on the corner of the Stirling Highway near the traffic lights - I don't know it's type, but it is the sort of tree that brightens up the day: it would be a terrible shame to see it go; and indeed if retained it would act as a buffer between the development and the road.</p>	<p>Comments noted.</p> <p>The trees referred to are located on private property and cannot be protected under the provisions of the Planning Scheme, however, it may be possible to require retention of the trees in the assessment of a Development Approval application for the site depending on the building footprint design. The Town's approach to tree removal on private property is to endeavour to retain as many mature plants on the site as possible.</p> <p>No change to Scheme Amendment proposed.</p>
19	<p>Unable to support the introduction of a SCA over the above site as presented.</p> <p>It is Main Roads understanding that Council is aware of a proposed amendment to the MRS for Canning Highway which includes an additional future road widening requirement for this site as shown in Drawing 201232- 01591. For Council's information, Main Roads have had discussions with the owners of the site and they are fully aware of this future requirement.</p> <p>As it is anticipated that this LPS amendment and the development of the site is likely to precede the advancement of the MRS amendment, the following alteration to the building setback is required:</p> <p><u>Minimum Street Setback:</u></p> <p>Canning Hwy: As per dimensions on Plan 2011232 – 0159 – 1</p> <p>Stirling Highway : Nil</p> <p>Sewell Street: Nil</p> <p>St Peters Road Nil.</p>	<p>Comments are noted and acknowledged in relation to access and transport noise. The Amendment provisions have been modified accordingly. The Department of Planning, Lands and Heritage have advised that the lot boundary setbacks applicable to any development should be based on the current lot boundaries. The Department will initiate an amendment to the MRS when the outcome of the review of road widening requirements for the site have been finalised.</p> <p>Recommendation for modification: Changes to the Amendment proposals and/or documentation recommended and planning basis noted.</p> <p>All servicing authorities to be advised of the outcome of Amendment 14.</p>

No.	Summary of Submission	Council's Recommendation
	<p>The following additional provisions are requested:</p> <p><u>Motor Vehicle Access:</u> No motor vehicle access will be permitted to or from Canning Hwy and or Stirling Hwy, not within 30 metres of the truncation of Canning Highway and Sewell Street.</p> <p><u>Transport Noise:</u> As this site abuts two major freight transport corridors, any development must implement measures to ameliorate the impact of transport noise.</p> <p>The development is to comply with WAPC State Planning Policy 5.4 'Road and Rail Transport Noise and Freight Considerations in Land Use Planning' and its implementation guidelines.</p>	

Modified Amendment No. 14 Provisions – LPS No. 3 Scheme Text

- (i) Modifying Part 6: Special Control Areas of the Scheme Text by deleting the following:

“There are no special control areas which apply to the Scheme.”;

- (ii) Modifying Part 6: Special Control Areas of the Scheme Text by introducing "Special Control Area No. 1" and inserting the following:

“6.1 OPERATION OF SPECIAL CONTROL AREAS

6.1.1 List of Special Control Areas

Special Control Areas have been identified as areas requiring comprehensive planning and for which specific controls to guide and co-ordinate subdivision and development are needed. The following Special Control Areas are shown on the Scheme Map:

- 1. Special Control Area No. 1 – The site is generally bound by Canning Highway to the north, Stirling Highway to the east, St Peters Road to the south and Sewell Street to the west in the suburb of East Fremantle.*

Special Control Areas are marked on the Scheme Map according to the legend on the Scheme Map and are included in Schedule 13. The purpose, objectives, and additional provisions that apply to each special control area are set out in Schedule 13.

6.1.2 Special Control Area Provisions Additional

Subject to any Scheme provision to the contrary, the provisions of Part 6 which apply to a Special Control Area are in addition to the provisions applying to any underlying zone or reserve and any general provisions of the Scheme.”

6.1.3 Conflict with other Provisions of the Scheme

Where a provision of this clause 6 is inconsistent with any other provision of the Scheme, the provisions of this clause shall prevail to the extent of the inconsistency.”;

- (iii) Modifying the “Schedules” section of the Scheme Text by introducing a new Schedule 13 into the Scheme Text to follow Schedule 12 as outlined below:

Name of Area	Purpose	Objectives	Additional Provisions
<p>SCA 1 (SCA 1 comprises Lot 418 and Lot 419 Canning Highway, East Fremantle for mixed use purposes incorporating high density residential dwellings. Lot 81 St Peters Road and Lot 423 King Streets.)</p>	<p>To facilitate detailed site planning for the redevelopment of No. 91 – 93 Canning Highway, East Fremantle for mixed use purposes incorporating high density residential dwellings.</p>	<p>(a) Provide opportunities for a high density mixed use development, which encourages the inclusion of multiple dwellings and promotes the site’s strategic location;</p> <p>(b) Respond to the infill dwelling targets for the Town of East Fremantle through the development of mixed use buildings comprising small scale commercial activities at ground floor with predominantly residential uses above;</p> <p>(c) Encourage a site responsive and well integrated development, which suitably interfaces with the surrounding established residential area; and</p> <p>(d) Ensure the provision of parking and management of traffic takes into account the proximity of the established residential area and results in a safe and secure movement system that minimises any conflict with the surrounding uses, pedestrians and cyclists.</p>	<p>The following site and development standards apply to all development in SCA 1:</p> <p><u>Land Use</u></p> <ol style="list-style-type: none"> 1. Land use permissibility within SCA 1 shall be designated for the Mixed Use zone in the Zoning Table of the Planning Scheme. 2. Notwithstanding 1. above, only residential development shall front St Peters Road. Commercial development and vehicle parking is not permitted to front St Peters Road. 3. The setback area on St Peters Road is only to be used for the purposes of landscaping and/or private open space. 4. Development of the site shall not be solely for commercial purposes. A residential component is mandatory and developments shall incorporate a minimum of 60% net lettable area of residential floor space. <p><u>Building Height and Setbacks</u></p> <ol style="list-style-type: none"> 1. For the purposes of measuring height and setbacks, the site is divided into two sections – “north” and “south”, as shown in Figure 1. <div data-bbox="1093 774 1680 1149" data-label="Figure"> </div> <p><i>Note: The site is divided into the North Section and South Section by a perpendicular line (i.e. drawn at a right angle) to the site’s western boundary measured at a point 27 metres from the truncation point on Sewell Street, as indicated in Figure 1.</i></p> <ol style="list-style-type: none"> 2. Height within SCA 1 is to be measured from an Australian Height Datum level of 13.5 metres. 3. Overall maximum building height permitted: <ol style="list-style-type: none"> i. North section – 25.5 metres.

ii. South section – 18.5 metres

4. In addition to 3. above, all development is to be contained within the maximum building heights and minimum building setbacks as specified in detail in Table 1 – Height and Setbacks.

5. Notwithstanding 3 i. above, additional maximum building height of up to 3.5 metres, to a total overall height of 29 metres, may be considered by the local government in the North section of the site:

- i. to accommodate external fixtures, roof gardens, shade structures and/or other structures (excluding habitable dwellings) which are integrated into the design of the building to provide improved residential amenity; and
- ii. any such development is to be contained within an area with maximum dimension of 15 metres x 30 metres, unless otherwise approved by the Local Government.

Table 1 – Building Height and Setbacks

Storey	Maximum height	South Section of Site			North Section of Site		
		Setback to St Peters Road	Setback to Sewell Street South	Setback to Stirling Highway South	Setback to Sewell Street North	Setback to Canning Highway **	Setback to Stirling Highway North**
Basement	1 m	4m	Nil	Nil	Nil	Nil	Nil
1 (ground)	4.5 m*	4m	1.5m	1.5m	Nil	Nil	1.5m
2	8m*	4m	1.5m	1.5m	Nil	Nil	1.5m
3	11.5m*	7m	1.5m	1.5m	Nil	Nil	1.5m
4	15m*	10m	4.5m	4.5m	3m	3m	4.5m
5	18.5m*	16m	4.5m	4.5m	3m	3m	4.5m
6	22m*	NA	NA	NA	3m	3m	4.5m
7	25.5m*	NA	NA	NA	3m	3m	4.5m

** Projections and external services such as, solar collectors, air conditioning units, mechanical plant rooms, lift overruns, antennae and communication masts may exceed maximum heights by up to 1.5m provided they are not visible from the street and the Local Government determines any such projections do not constitute another storey.*

*** Street setbacks for Canning Highway and Stirling Highway are based on the current lot boundaries. In the event that the road reserve is amended, the setbacks will apply from the new gazetted road reserve boundary/ies.*

6. The difference in height between the floor level of Storey 1 and the floor level of Storey 2 shall be a minimum of 3.2 metres, with a minimum floor to ceiling clearance of 3.0 metres.

7. Where there is a difference in height requirements at street corners, the lesser height requirement shall prevail, unless otherwise approved by the Local Government.

			<p>8. Where there is a difference in setback requirements at street corners, the greater setback requirement shall prevail, unless otherwise approved by the Local Government.</p> <p>9. Balconies shall not protrude forward of the building setback line.</p> <p><u>Plot Ratio</u> Maximum Plot Ratio: 3.0:1. Irrespective of the maximum building height permitted and minimum building setbacks required, maximum plot ratio shall not be permitted to exceed 3.0:1.</p> <p><u>Vehicle Parking</u></p> <p>1. Vehicle parking for commercial and other non-residential uses shall be provided in accordance with the provisions of the Scheme and the standards set out in Schedule 10 of the Scheme and the specifications in Schedule 11 of the Scheme.</p> <p>2. Vehicle parking for residential development shall be provided in accordance with State Planning Policy 3.1 - Residential Design Codes.</p> <p>3. Vehicle parking shall be located either behind street front tenancies or dwellings, below ground level when viewed from the street, or otherwise suitably screened from view from the street to the satisfaction of the Local Government.</p> <p>4. All vehicle parking for the residential component of the development shall be provided on-site in accordance with a traffic and parking management plan, to the Local Government’s satisfaction, being submitted and approved at Development Approval application stage.</p> <p>5. No vehicle parking is permitted within the building setback to St Peters Road.</p> <p><u>Residential Development</u> With exception of the Additional Provisions contained within this Schedule, residential development shall be in accordance with State Planning Policy 3.1 – Residential Design Codes.</p> <p><u>Residential Density</u> Clause 5.3.4 of the Scheme is disappplied in relation to development within SCA 1.</p> <p><u>Noise</u></p> <p>1. In considering a development approval application within SCA 1, the Local Government shall have regard to the direct interface of any development with Canning Highway and Stirling Highway. The developer shall submit to the Local Government a Noise Management Plan for approval as an additional detail of a Development Approval application. The approved Noise Management Plan shall be implemented to the satisfaction of the Local</p>
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			<p>Government, having regard to any advice from relevant State government authorities.</p> <p>2. All development is to comply with WAPC State Planning Policy 5.4 'Road and Rail Transport Noise and Freight Considerations in Land Use Planning' and its implementation guidelines.</p> <p><i>Note: The Local Government may consider requiring notifications on Certificates of Title as per Draft State Planning Policy 5.4 – Road and Rail Noise.</i></p> <p><u>Access</u></p> <p>1. No vehicular access is permitted to or from Canning Highway and/or Stirling Highway.</p> <p>2. No vehicular access is permitted to or from Sewell Street within 30 metres of the truncation of Canning Highway and Sewell Street, unless otherwise approved by the Local Government in consultation with Main Roads Western Australia.</p> <p>3. Only one vehicular access is permitted to or from St Peters Road, unless otherwise approved by the Local Government.</p> <p><u>General</u></p> <p>In addition to the matters referred to in Clause 67 of the Planning and Development (Local Planning Schemes) Regulations 2015 the Local Government shall have regard to the objectives set out in the preceding column when:</p> <ul style="list-style-type: none"> i. determining an application for planning approval; or ii. making a recommendation on an application for subdivision approval in relation to land within SCA 1.
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12.2 FINANCE REPORTS

12.2.1 Monthly Financial Activity Statement 31 March 2018

File ref	F/FNS2
Prepared by	Natalie McGill, Acting Manager Administration and Finance
Supervised by	Peter Kocian, Acting Executive Manager Corporate Services
Meeting Date	17 April 2018
Voting requirements	Simple Majority
Documents tabled	Nil
Attachments	1. Monthly Financial Activity Statement

Purpose

For Council to receive the Monthly Financial Activity Statement.

Executive Summary

To provide timely financial information to elected members including regular review of the net current asset forecast as at 30 June 2018. This statement compares actual performance against budget estimates, and summarises operating and capital results in accordance with statutory requirements.

Staff recommend that Council receives the Financial Activity Statement for the period ending 31 March 2018.

Background

The report comprises the monthly financial results with commentary focusing on comparisons to the year to date budget position.

The monthly Financial Activity Statement for the period ending 31 March is appended and includes the following:

- Financial Activity Statement
- Notes to the Financial Activity Statement including schedules of investments, rating information and debts written off.
- Capital expenditure Report

The attached Financial Activity Statements are prepared in accordance with the amended Local Government (Financial Management) Regulations 1996; together with supporting material to provide Council with easy to understand financial information covering activities undertaken during the financial year.

Consultation

Nil.

Statutory Environment

Local Government Act 1995 (As amended)

Local Government (Financial Management) Regulations 1996 (As amended)

Policy Implications

Significant accounting policies are adopted by Council on an annual basis. These policies are used in the preparation of the statutory reports submitted to Council.

Financial Implications

The March 2018 Financial Activity Statement shows variances in income and expenditure when compared with year to date draft budget estimates.

There are no proposed changes to the current budget forecast.

All amounts quoted in this report are exclusive of GST.

Strategic Implications

The matter being put to the Council is not likely to have a direct impact on the strategies of the council.

4.9 A financially sustainable Town – Provide financial management services to enable the Town to sustainably provide services to the community.

Site Inspection

Not applicable

Triple Bottom Line Assessment

Economic implications

The 2017/18 Budget remains a balanced budget supporting the current level of service, whilst funding capital works including asset renewals.

Social implications

There are no known significant social implications associated with this proposal.

Environmental implications

There are no known significant environmental implications associated with this proposal.

Comment

Council has adopted a level of materiality of either 10% or \$10,000 (at program level for operating expenditure/income and by asset class for capital expenditure), whichever is the greatest, for reporting purposes. Commentary on variances is included in the appended Monthly Financial Activity Statement.

A review has been undertaken by the Acting Executive Manager Corporate Services and a number of suggested items identified for further consideration during the budget process.

12.2.1 OFFICER RECOMMENDATION

That Council receives the Financial Activity Statement for the period ending 31 March 2018.



TOWN OF EAST FREMANTLE
MONTHLY FINANCIAL ACTIVITY STATEMENT
FOR THE PERIOD 1 JULY 2017 TO 31 MARCH 2018

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TOWN OF EAST FREMANTLE



FINANCIAL ACTIVITY STATEMENT

For the Period 1 July to 31 March 2018

<u>OPERATING</u>	NOTE	ORIGINAL BUDGET	REVISED BUDGET	YTD BUDGET	YTD ACTUALS	YTD Variance	Variance
			\$	\$	\$	%	\$
OPERATING REVENUE							
General Purpose Funding		7,929,114	7,989,058	7,891,934	7,885,100	100%	(6,834)
Governance		13,200	30,200	28,888	37,150	129%	8,262
Law, Order, Public Safety		30,560	28,180	22,265	26,533	119%	4,268
Health		12,340	15,540	14,899	14,126	95%	(774)
Education and Welfare		904,040	917,040	732,355	736,924	101%	4,569
Housing		88,800	70,000	47,800	58,845	123%	11,045
Community Amenities		193,600	182,100	158,504	148,940	94%	(9,564)
Recreation and Culture		511,550	417,150	346,341	338,904	98%	(7,437)
Transport		431,785	404,399	346,784	368,499	106%	21,715
Economic Services		194,800	141,800	93,070	73,662	79%	(19,408)
Other Property and Services		30,300	73,700	66,116	55,200	83%	(10,916)
TOTAL OPERATING REVENUE		10,340,089	10,269,167	9,748,956	9,743,883	100%	(5,073)
OPERATING EXPENDITURE							
General Purpose Funding		(83,324)	(83,324)	(62,478)	(54,561)	87%	7,917
Governance		(1,090,031)	(970,164)	(589,942)	(701,420)	119%	(111,478)
Law, Order, Public Safety		(134,097)	(124,847)	(97,952)	(77,139)	79%	20,813
Health		(209,881)	(186,081)	(139,742)	(114,136)	82%	25,606
Education and Welfare		(1,336,370)	(1,348,770)	(1,021,372)	(853,904)	84%	167,468
Housing		(58,228)	(74,210)	(60,420)	(21,546)	36%	38,874
Community Amenities		(2,508,795)	(2,572,336)	(1,932,790)	(1,482,182)	77%	450,607
Recreation and Culture		(3,589,657)	(3,053,777)	(2,383,822)	(2,023,315)	85%	360,507
Transport		(2,697,702)	(2,712,202)	(2,033,720)	(2,089,888)	103%	(56,168)
Economic Services		(146,403)	(116,403)	(73,108)	(60,949)	83%	12,159
Other Property and Services		(159,239)	(231,239)	(221,138)	(208,553)	94%	12,585
TOTAL OPERATING EXPENDITURE		(12,013,727)	(11,473,353)	(8,616,484)	(7,687,593)	89%	928,890
Adjustments for non-cash items							
Depreciation on Assets		2,438,301	2,438,301	1,828,692	2,023,659	111%	194,967
(Profit)/Loss on Asset Disposals		(12,900)	(12,900)	(9,675)	(14,444)	149%	(4,769)
TOTAL NON-CASH ITEMS		2,425,401	2,425,401	1,819,017	2,009,215	110%	190,198
TOTAL OPERATING CASH POSITION		751,763	1,221,215	2,951,489	4,065,504	138%	1,114,015
CAPITAL EXPENDITURE							
Purchase Land & Buildings		(2,188,707)	(2,254,245)	(2,254,245)	(1,883,078)	84%	371,167
Purchase Infrastructure Assets		(1,820,792)	(1,740,654)	(1,740,654)	(932,165)	54%	808,489
Purchase Plant & Equipment		(181,850)	(232,950)	(232,950)	(172,332)	74%	60,619
Purchase Furniture & Equipment		(260,500)	(251,000)	(251,000)	(83,217)	33%	167,783
TOTAL CAPITAL EXPENDITURE		(4,451,849)	(4,478,849)	(4,478,849)	(3,070,792)	69%	1,408,057
FINANCING ACTIVITIES							
Proceeds from Disposal of Assets		54,181	89,500	89,500	52,455	59%	(37,045)
Proceeds from New Debentures		500,000					
Transfers to Reserves		(259,082)	(259,083)	(42,722)	(53,161)	124%	(10,439)
Transfers from Reserves		2,040,262	2,040,262				-
TOTAL FINANCING ACTIVITIES		2,335,361	1,870,679	46,778	(707)	-2%	(47,485)
Add: Net Current Assets 1 July 2017		1,364,725	1,386,955	1,386,955	1,386,955	100%	-
Net Current Assets YTD		0	0	(93,627)	2,380,960	-2543%	2,474,587

Monthly Report March 2018 - Notes to the Financial Activity Statement**SUMMARY***Budget Forecast*

The Financial Activity Statement for the period ended 31 March 2018 indicates a balanced budget to 30 June 2018. The following analysis compares year to date variations against the forecast.

Operating YTD Actuals

Operating Revenue 100%; is \$5,000 less than the YTD budget (Unfavourable).

Operating Expenditure 89%; is \$929,000 less than the YTD budget (Favourable).

After non-cash adjustments, the total operating cash position is \$1,114,000 more than the YTD budget (Favourable).

Capital Programs YTD Progress

Land & Buildings 84% expended

Infrastructure Assets 54% expended

Plant and Equipment 74% expended

Furniture and Equipment 33% expended

Capital Expenditure is \$1,408,000 less than the YTD budget (Favourable), which is the value of uncompleted works.

Materiality in Financial Reporting

Material programme income and expenditure variance thresholds of either the greatest of 10% or \$10,000 (reported at Program level and by asset class for capital expenditure) are explained below and variances are reported to the nearest \$'000:

OPERATING REVENUE & EXPENDITURE**REVENUE – UNFAVOURABLE \$5,000**

There is an unfavourable YTD operating revenue variance, which is due to a combination of the following items:

HOUSING – FAVOURABLE \$11,000

Allen Street rentals has a favourable year to date budget timing variance amounting to \$11,000 which should be offset during the year.

COMMUNITY AMENITIES – UNFAVOURABLE \$10,000

There are no significant items of variance within this program.

TRANSPORT – FAVOURABLE \$22,000**Parking Facilities**

Fines and Penalties has a favourable year to date budget timing variance amounting to \$35,000 which will be monitored.

ECONOMIC SERVICES – UNFAVOURABLE \$19,000**Building Control**

Building Services Levy has an unfavourable year to date budget timing variance amounting to \$20,000 which will be monitored.

OTHER PROPERTY & SERVICES – UNFAVOURABLE \$11,000**Unclassified**

There are no significant items of variance within this program.

EXPENDITURE – FAVOURABLE \$929,000

There is a favourable YTD operating expenditure variance which is due to a combination of the following items:

GOVERNANCE – UNFAVOURABLE - \$111,000**Members of Council**

Communications, Advocacy and Public Relations has a favourable year to date budget timing variance amounting to \$61,000 as the projects are in their early stages. The account should be offset during the year.

General Administration

Employee Costs has a favourable year to date budget timing variance amounting to \$74,000 which will be monitored.

Computer System Support has a favourable year to date budget timing variance amounting to \$21,000 which should be offset during the year.

LAW, ORDER, AND PUBLIC SAFETY – FAVOURABLE \$21,000

The ESL on Council property has a favourable year to date budget variance amounting to \$12,000 as the ESL has been expensed to individual properties.

HEALTH – FAVOURABLE \$26,000

Employee Costs has a favourable year to date budget timing variance amounting to \$10,000 which should be offset during the year.

EDUCATION & WELFARE – FAVOURABLE \$167,000**Care of Families & Children**

There are favourable year to date budget timing variances for; HACC Salaries \$73,000 and HACC Service Unit Assessment \$39,000 which will be monitored.

HOUSING – FAVOURABLE \$39,000

Building Maintenance for the Allen Street units has a favourable year to date budget timing variance amounting to \$39,000 which should be offset during the year as projects proceed.

COMMUNITY AMENITIES – FAVOURABLE \$450,000**Sanitation – Household Refuse**

There are favourable year to date budget variances for the following as contractor invoices for February and March have yet to be processed; Domestic and Commercial Recycling \$41,000, Domestic Refuse Collection \$97,000, SMRC Waste Composting Facility \$74,000, SMRC Materials Recovery \$26,000, City of Cockburn Tip Disposal Fees \$28,000 and Annual Bulk and Green Waste \$10,000.

Town Planning & Regional Development

There are favourable year to date budget timing variances for; Consultants \$29,000, Town Planning Salaries \$24,000 and Strategic Town Planning \$24,000 which will be monitored.

RECREATION & CULTURE – FAVOURABLE \$361,000**Other Recreation & Sport**

There are favourable year to date budget timing variances for; East Fremantle Oval Building Demolition \$20,000, Merv Cowan Park \$11,000, WH Kitson Park \$10,000, John Tonkin Park \$17,000, and Henry Jeffrey Oval \$18,000 which is due to pending works to be undertaken and should be offset during the year.

Wauhop Park has an unfavourable year to date budget timing variance amounting to \$21,000 which is due to greater emphasis having been placed on the ground in the earlier stages of the financial year and should be offset during the year.

Preston Point Reserve – EF Lacrosse has an unfavourable year to date budget timing variance amounting to \$12,000 which is due to required routine maintenance on light towers and should be offset during the year

East Fremantle Oval has a favourable year to date budget timing variance amounting to \$32,000 which will be monitored.

The John Tonkin Contribution – DPAW - has a favourable year to date budget timing variance amounting to \$90,000 which should be offset during the year.

The East Fremantle Oval Masterplan has a favourable year to date budget timing variance amounting to \$100,000 which should be offset during the year.

The East Fremantle Rowing Club – CSRFF Grant has a favourable year to date budget timing variance amounting to \$41,000 which will be offset during the year.

Other Culture

There are favourable year to date budget timing variances for; Community Events \$10,000 and East Fremantle Festival \$17,000 which should be offset during the year.

TRANSPORT – UNFAVOURABLE \$56,000

Maintenance Streets, Roads & Bridges

There are unfavourable year to date budget timing variances for; Verge Maintenance \$16,000 and Street Tree Pruning \$20,000, which is mainly due to greater emphasis having been placed on these operations as at this time of the year.

There are also unfavourable year to date budget timing variances for; Footpath and Cycleway Maintenance \$29,000 and Street Cleaning \$46,000 which will be monitored.

There are favourable year to date budget timing variances for; Road and Street Maintenance \$10,000 and Tree Replacements \$34,000 which should be offset during the year.

Parking Facilities

Employee Costs has a favourable year to date budget timing variance amounting to \$21,000 which will be monitored.

The Parking and Traffic Feasibility Study has a favourable year to date budget timing variance amounting to \$21,000 as the project is in its early stages.

ECONOMIC SERVICES – FAVOURABLE \$12,000

There are no significant items of variance within this program.

OTHER PROPERTY & SERVICES – FAVOURABLE \$13,000

Public Works Overheads expenditure is greater than the year to date budget as project management costs have yet to be allocated to capital works.

Plant Operation Costs are \$42,000 under the year to date budget, whilst the Recovery of Plant Operation costs is \$64,000 under the year to date budget, based on plant hour usage volumes. Internal charge-out rates need to be assessed and more than likely increased.

CAPITAL EXPENDITURE

There are favourable year to date Capital Expenditure timing variances of \$1,408,000 given that the works program is 69% completed.

Land & Buildings

Town Hall Remedial Works - Payments have been made to the following:

- Peter Hunt Architects for Stage 3 Design Development - Stage 4 - Construction Documents and Stage 5 - Tender Documents – Stage 6 - Commencement of on-site work.
- Steens Gray & Kelly Pty Ltd - Mechanical Design and Contract Documentation - Claims 6 to 10.
- Fire Designs Solutions - Engineering Report.
- BPA Engineering - Structural Consultancy
- Best Consultants - Electrical Design and Contract Documentation - Phase 3
- ICS Australia have been paid for year to date services as per Certificates 01 to 07.
- Ian Lush and Associates – Building Certification Services
- Azcom Electrics – Fibre Optic Works

The Council contribution towards the Glyde-In Community Centre Art Shed project has been paid.

The Sumpton Green Childcare Verandah Repairs has been completed.

The East Fremantle Bowling Club – Solar Panels Project proposal has been accepted.

Plant & Equipment

The Operations Supervisor's vehicle has been replaced.

The Mini Excavator with trailer has been replaced.

The Ride-on Mower has been replaced.

The Mitsubishi Canter truck has been replaced.

Furniture & Equipment

A deposit has been paid for the Town Hall furniture and a Samsung 55" screen has also been purchased. A Bain Marie trolley has also been purchased.

One digital camera has been purchased.

A compactus system has been purchased together with wire file racks for the Town Hall Administration Centre.

The installation of the Town Hall AV equipment has been completed.

Infrastructure

The John Tonkin Interpretation Node Project (carpark) is progressing.

The John Tonkin Power Upgrade is progressing.

The Swimming Areas – Foreshore Erosion Control program is progressing.

The East Fremantle Oval “Ring Main” Irrigation Upgrade has been completed.

The East Fremantle Oval “Bore Pump” Irrigation Upgrade has been completed.

The Bi-Centennial Falls Retaining Walls project has commenced with the proposed slope and retaining wall inspection having been undertaken by the consultant.

The Merv Cowan Pedestrian Bridge repairs have been completed.

Footpath Renewal – Fortescue Street – Marmion Street to Fletcher Street – Western Side has been completed.

Footpath Renewal – Oakover Street – Millenden Street to Canning Highway – Western side has been completed.

Footpath Renewal – Petra Street (slabs) – Fraser Street to View Terrace – Western side has been completed.

Footpath Renewal – Walter Street – Canning H’way to Fraser Street – Western side has been completed.

Footpath Renewal – Windsor Road – Canning Highway to Fraser Street – Eastern side has been completed.

Initial works to Road Resurfacing – Andrews Road has been completed.

Initial works to Road Resurfacing – Clayton Street has been completed.

Road Resurfacing – Fletcher Street has been completed.

Road Resurfacing – George Street has been completed.

Road Resurfacing – Moss Street has been completed.

Road Resurfacing – Munro Street has been completed.

Initial works to Road Resurfacing – Riverside Road Carpark 7 has been completed.

Road Resurfacing – View Terrace has been completed.

Initial works to Road Resurfacing – Wolsely Road has been completed.

Road Resurfacing – Woodhouse Road has been completed.

The Town Depot Car Park Resurfacing has been completed.

Road Resurfacing – Eastern Street is has been completed.

The New Town Entry Statement project has commenced with the East Fremantle Community Centre signage and Council logo having been installed.

SCHEDULE OF INVESTMENTS

Surplus funds are held in interest bearing term deposits. The General Purpose interest year-to-date budget for the Municipal and Reserve funds is \$85,000 compared to the actual interest received which amounts to \$97,000. The timing of interest received on investments is dependent on the placement and maturity dates of term deposits. Rate revenue received will be placed on investment as surplus funds and spread forward over various months to satisfy ongoing cash flow requirements. Interest earnings are reflected as investments mature.

The graph displays the mix of investments and how funds compare with the limits of the Town's Investment policy placement (Maximum 100% with AA rated and maximum 80% with A rated institutions).

Prior to placing investments, preference is given to competitive quotations from financial institutions that are deemed not to invest in or finance the fossil fuel industry where;

- a) the investment is compliant with Council's investment policy with regards to risk management guidelines, and
- b) the investment rate of return is favourable to Council relative to other investment quotations that may be on offer within a competitive environment.

For this period, we have been re- investing and spreading funds on a one month term. What we have noticed when currently sourcing competitive quotes is that non-fossil fuel institutions tend to be more competitive on longer placements but are not as competitive on the shorter terms. Subject to cash flow requirements, we will be seeking a range of longer investment terms as investments mature.

TOWN OF EAST FREMANTLE

INVESTMENTS

DETAILS OF INVESTMENTS HELD AS AT 31 MARCH 2018

FINANCIAL INSTITUTION	STANDARD & POOR'S (LT) RATING	REF. NO	RATE %	PERIOD	INVESTMENT DATE	MATURITY DATE	MUNICIPAL FUND	TRUST FUND	RESERVE FUND VARIOUS	HIGHEST (LT) % RATE QUOTED-NON FOSSIL FUEL BANKS	MATURED INVEST.	INTEREST 17/18	COMMENTS
ANZ	AA-	977712247									\$501,261.33	\$1,261.33	General Account
BANKWEST	AA-	4607122									\$200,517.81	\$517.81	General Account
BANKWEST	AA-	4612256									\$753,277.19	\$3,277.19	General Account
BANKWEST	AA-	4634819									\$501,695.21	\$1,695.21	General Account
BANKWEST	AA-	4636049									\$501,571.92	\$2,506.17	General Account
BANKWEST	AA-	4686084									\$404,489.09	\$4,489.09	General Account
BANKWEST	AA-	4693444	2.10	30	12-Mar-18	11-Apr-18	\$400,000.00			BOQ - 1.75% - S&P (BBB+)			General Account
BANKWEST	AA-	4663895									\$804,451.42	\$4,451.42	General Account
BANKWEST	AA-	4677336									\$300,731.26	\$731.26	General Account
COMMONWEALTH BANK	AA-	169591									\$350,575.34	\$575.34	General Account
NAB	AA-	73659474									\$503,234.40	\$3,234.40	General Account
NAB	AA-	817620116									\$402,246.14	\$2,246.14	General Account
SUNCORP	A +	4190926									\$503,708.35	\$3,708.35	General Account
SUNCORP	A	4191279	2.35	60	12-Feb-18	13-Apr-18	\$800,000.00			BEND./ADEL.BANK - 2.10% - (BBB+)			General Account
WESTPAC	AA-	36086035937									\$552,931.73	\$2,931.73	General Account
WESTPAC	AA-	36067614124									\$703,760.44	\$3,760.44	General Account
WESTPAC	AA-	36067614247									\$150,699.78	\$699.78	General Account
WESTPAC	AA-	35071192038									\$700,563.84	\$563.84	General Account
BANKWEST	AA-	4607116									\$1,290,280.82	\$5,280.82	Various Reserves
NAB	AA-	792654685	2.00	36	01-Mar-18	06-Apr-18			\$1,306,596.69	BOQ - 1.75% - S&P (BBB+)		\$16,315.87	Various Reserves
WESTPAC	AA-	36032581668	2.60	90	09-Jan-18	09-Apr-18			\$1,998,189.83	BOQ - 2.40% - S&P (BBB+)		\$31,564.58	Various Reserves
COMMONWEALTH BANK	AA-	169592	2.05	30	21-Mar-18	20-Apr-18		\$771,287.65		BOQ - 1.80% - S&P (BBB+)		\$10,790.64	Trust Account
VARIOUS												\$6,727.77	Interest set off/Trans.in
							\$1,200,000.00	\$771,287.65	\$3,304,786.52		\$9,125,996.07	\$107,329.18	

General A/c Maturity Dates:

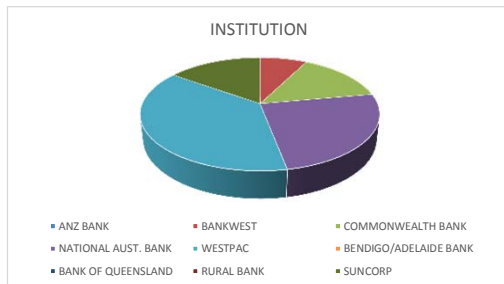
(1)	11-Apr-18	\$400,000.00
(1)	13-Apr-18	\$800,000.00
		\$1,200,000.00

Interest Balances:

Account No:	I03188 General	\$43,377.27
	1689 Reserves	\$53,161.27
	223 Trust	\$10,790.64
		\$107,329.18

INSTITUTION	\$	%	(LT) RISK
ANZ BANK	\$0	0.00%	AA-
BANKWEST	\$400,000	7.58%	AA-
COMMONWEALTH BANK	\$771,288	14.62%	AA-
NATIONAL AUST. BANK	\$1,306,597	24.76%	AA-
WESTPAC	\$1,998,190	37.87%	AA-
BENDIGO/ADELAIDE BANK			BBB+
BANK OF QUEENSLAND			BBB+
RURAL BANK			BBB+
SUNCORP	\$800,000	15.16%	A+
	\$5,276,074	100.00%	

(LT) RISK RATING	PORTFOLIO	\$	%
AAA	MAX 100%		
AA	MAX 100%	\$4,476,074	84.84%
A (DIVESTMENT)	MAX 80%	\$800,000	15.16%
		\$5,276,074	100.00%



COA	Description	2017/18 Budget	2017/18 Revised Budget	2017/18 Actual	Progress %
	Land & Buildings				
E04604	Buildings - Town Hall Remedial Works	\$2,094,462	\$2,020,000	1,848,823	92%
E08613	Glyde-In Community Learning Centre	\$25,000	\$25,000	25,000	100%
E10606	Sumpton Green Childcare - Verandah Repairs	\$9,245	\$9,245	7,950	86%
E10607	Sumpton Green Fence Replacement	\$0	\$25,000	-	0%
E11706	East Fremantle Bowling Club - Solar Panels	\$15,000	\$15,000	1,306	9%
E11708	Richmond Raceway - Security Bars	\$0	\$15,000	-	0%
E11709	EFFC - Upgrade of Toilets and Showers Contrib. (Unisex Converters)	\$0	\$20,000	-	0%
E11710	EF Football Club - Roof Repairs	\$0	\$15,000	-	0%
E11711	EF Tennis Club - Structural Building Repairs	\$0	\$35,000	-	0%
E11623	Buildings - EF Junior Football Clubroom - CapEx	\$45,000	\$45,000	-	0%
E14604	Depot Administration Building Upgrade	\$0	\$30,000	-	0%
	Land & Buildings Total	\$2,188,707	\$2,254,245	1,883,078	84%
	Plant & Equipment				
E04626	EMCCS - Vehicle Changeover	\$0	\$30,000	-	0%
E11707	Replacement of Ride-On Mower TORO Z7000	\$36,000	\$26,500	26,200	99%
E12802	Mini Excavator 1.8T with Trailer	\$36,950	\$36,950	36,856	100%
E12803	Replacement of 2008 Mitsubishi Canter with 2017 Isuzu NPR 75-190	\$70,000	\$74,000	74,040	100%
E12806	Operations Manager - Vehicle Changeover	\$0	\$30,000	-	0%
E12804	Replacement of Dual Cab Utility - Operations Supervisor	\$38,900	\$35,500	35,236	99%
	Plant & Equipment Total	\$181,850	\$232,950	\$172,332	74%
	Furniture & Equipment				
E04606	Town Hall Furniture	\$170,000	\$170,000	28,345	17%
E04613	Admin - Records Compactus Unit CapEx	\$20,000	\$15,000	9,700	65%
E04616	Digital Cameras (2)	\$5,000	\$2,500	2,206	88%
E04617	Surebind System (Binder)	\$4,500	\$4,500	-	0%
E04620	Town Hall AV Equipment	\$45,000	\$43,000	42,965	100%
E04621	Work Station Computer Replacements	\$16,000	\$16,000	-	0%
	Furniture & Equipment Total	\$260,500	\$251,000	83,217	33%

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ATTACHMENT 1

COA	Description	2017/18 Budget	17/18 Revised Budget	2017/18 Actual	Progress %
	Infrastructure Assets				
E10605	Inf - Jetty Treatment and Major Maintenance Program - Infrastructure CapEx	\$21,576	\$21,576	-	0%
E11602	Inf - John Tonkin Interpretation Node Project (Carpark). CapEx	\$10,788	\$11,788	6,665	57%
E11704	Inf - John Tonkin Power Upgrade	\$161,819	\$166,819	37,137	22%
E11687	Inf - Swimming Areas - Foreshore Erosion Control - CapEx	\$474,067	\$474,067	420,235	89%
	Swan River Foreshore Infrastructure Sub-Total	\$668,250	\$674,250	464,037	69%
E11700	Inf - East Fremantle Croquet Courts Upgrade	\$16,182	\$11,182	-	
E11701	Inf - Henry Jeffrey Cricket Nets	\$34,669	\$41,122	-	0%
E11702	Inf - EF Oval - Irrigation Upgrade - Ring Main	\$43,152	\$47,152	46,566	99%
E11703	Inf - EF Oval - Irrigation Upgrade - Bore Pump	\$43,151	\$31,151	28,375	91%
E11696	Inf - Bicentennial Falls Retaining Walls - CapEx	\$11,435	\$12,835	1,750	14%
E11697	Inf - I.G Hancock Reserve Stage 2 - CapEx	\$5,349	\$5,891	-	0%
E11705	Inf - Merv Cowan Pedestrian Bridge	\$6,934	\$6,934	5,480	79%
E11712	INF - Glasson Park - Bore Replacement	\$0	\$21,500	-	0%
E11713	INF - Parks/ Reserve Sign Replacement	\$0	\$16,500	-	0%
E12761	Inf - Drainage - Realignment of Drainage - Merv Cowan Park - CapEx	\$17,335	\$9,335	-	0%
	Clubs/Parks Infrastructure Sub-Total	\$178,207	\$203,602	\$82,171	40%
E12789	Infr - Footpath Renewal - Allen Street - Marmion to Fletcher Street - Eastern Side (322m)	\$37,558	\$38,632	-	0%
E12790	Infr - Footpath Renewal - Canning H'way - Town Centre to Old Post Office	\$79,740	\$91,082	-	0%
E12791	Infr - Footpath Renewal - Fortescue Street - Marmion Street to Fletcher Street - Western Side	\$46,226	\$42,163	33,512	79%
E12792	Infr - Footpath Renewal - Marmion Street - Hubble Street to Sewell Street - Northern Side	\$13,289	\$20,346	-	0%
E12793	Infr - Footpath Renewal - Oakover Street - Millenden Street to Canning H'way - Western Side	\$4,623	\$24,817	23,388	94%
E12794	Infr - Footpath Renewal - Peshurst Street - Pier Street to View Terrace - Eastern Side	\$13,289	\$2,346	-	0%
E12795	Infr - Footpath Renewal - Petra Street (slabs) - Fraser Street to View Terrace - Western Side	\$34,669	\$36,122	36,895	102%
E12796	Infr - Footpath Renewal - St. Peters Road - Sewell Street to King Street - Southern Side	\$28,891	\$24,102	-	0%
E12797	Infr - Footpath Renewal - Walter Street - Canning H'way to Fraser Street - Western Side	\$46,226	\$37,163	27,617	74%
E12798	Infr - Footpath Renewal - Windsor Road - Canning H'Way to Fraser Street - Eastern Side	\$40,445	\$38,143	32,838	86%
	Footpath Infrastructure Sub-Total	\$344,956	\$354,916	\$154,251	43%
E12776	Inf - Roads - Reconstruct Pavement - Aldgate Place	\$9,245	\$1,633	-	0%
E12777	Inf - Roads - Road Resurfacing - Andrews Road	\$29,794	\$33,262	24,186	73%
E12778	Inf - Roads - Road Resurfacing - Clayton Street	\$24,269	\$27,786	24,901	90%
E12747	Inf - Roads - Parking Machines	\$75,000	\$0	-	
E12779	Inf - Roads - Road Resurfacing - Fletcher Street	\$62,405	\$47,021	40,927	87%
E12780	Inf - Roads - Road Resurfacing - George Street	\$19,461	\$19,437	16,840	87%
E12781	Inf - Roads - Road Resurfacing - King Street	\$60,094	\$47,613	-	0%
E12782	Inf - Roads - Road Resurfacing - Moss Street	\$14,303	\$17,025	18,237	107%
E12783	Inf - Roads - Road Resurfacing - Munro Street	\$19,617	\$20,464	16,975	83%
E12784	Inf - Roads - Road Resurfacing - Riverside Road Carpark 7	\$19,345	\$22,917	12,571	55%
E12785	Inf - Roads - Road Resurfacing - Silas Street	\$17,335	\$20,561	-	0%
E12786	Inf - Roads - Road Resurfacing - View Terrace	\$17,335	\$18,061	15,000	83%
E12787	Inf - Roads - Road Resurfacing - Wolsely Road	\$17,335	\$19,561	16,607	85%
E12788	Inf - Roads - Road Resurfacing - Woodhouse Road	\$83,206	\$41,693	26,308	63%
E11603	Inf - East Fremantle Tennis Club - Court Resurfacing	\$49,624	\$49,624	-	0%
E12799	Inf - Town Depot Car Park Resurface	\$12,195	\$15,153	7,602	50%
E12800	Inf - Road Resurfacing - Eastern Street	\$12,143	\$12,644	10,508	83%
E12807	INF - View Terrace Bus Stop	\$0	\$10,000	-	0%
E12808	INFR - Footpath Renewal - May St (Adjacent Car Park)	\$0	\$13,000	-	0%
E12809	INF - Release Retention Money - Prior Year Roadworks	\$0	\$30,000	-	0%
E12805	Inf - New Town Entry Statement	\$86,673	\$40,431	1,044	3%
	Road Infrastructure Sub-Total	\$629,379	\$507,886	\$231,706	46%

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		Infrastructure Assets Total	\$1,820,792	\$1,740,654	992,185	54%
		Total All Capital Works	\$4,451,849	\$4,478,849	3,070,792.070	69%
		RESERVE - TRANSFERS				
000217	TRANSFER TO LEGAL FUNDS RESERVE		\$3,470	\$3,470	-	0%
000221	TRANSFER TO PLANT RESERVE		\$6,312	\$6,312	-	0%
000224	TRANSFER TO STRATEGIC PLAN AND INFRASTRUCTURE RESERVE		\$163,753	\$163,753	-	0%
000225	TRANSFER TO STAFF LEAVE RESERVE		\$9,929	\$9,929	-	0%
000226	TRANSFER TO OFFICE RESERVE		\$1,850	\$1,850	-	0%
000228	TRANSFER TO CIVIC BUILDING RESERVE		\$15,360	\$15,360	-	0%
000229	TRANSFER TO HACC RESERVE		\$5,286	\$5,286	-	0%
000251	TRANSFER TO ARTS & SCULPTURE RESERVE		\$48,579	\$48,579	-	0%
000341	TRANSFER FROM STRATEGIC PLAN AND INFRASTRUCTURE RESERVE		-\$460,000	-\$460,000	-	0%
000343	TRANSFER FROM OFFICE RESERVE		-\$149,842	-\$149,842	-	0%
000344	TRANSFER FROM UNSPENT GRANTS RESERVE		-\$186,251	-\$186,251	186,251	100%
000350	TRANSFER FROM CIVIC BUILDING RESERVE		-\$1,244,169	-\$1,244,169	-	0%
		NET TRANSFER TO / (FROM) RESERVES	-\$1,785,723	-\$1,785,723	186,251	10%

**RATES BALANCES
31 MARCH 2018**

31-March-2018	Levied	GST	Receipts	Balance
Rates - Current	7,569,246.67	0.00	6,851,030.96	718,215.71
Rates - Arrears	221,007.27	0.00	125,074.57	95,932.70
Interest	53,980.75		22,919.02	31,061.73
Legal Costs - Current	9,228.40	0.00	696.17	8,532.23
Excess Receipts	0.00	0.00	34,201.06	-34,201.06
Back Rates 13/14	9.14		0.00	9.14
Back Rates 16/17	3,007.41		3,007.41	0.00
Additional Recycling Bin	2,250.00	0.00	2,250.00	0.00
Additional Refuse Bin	8,800.69		8,467.13	333.56
Additional Refuse - Arrears	650.38	0.00	404.38	246.00
ESL Penalty Current	3,418.70	0.00	1,502.93	1,915.77
ESL Penalty Arrears	2,864.26	0.00	1,344.67	1,519.59
Instalment Admin Fee Current	41,613.00		41,613.00	0.00
Instalment Interest Current	40,279.06	0.00	40,279.06	0.00
Refuse & Recycling Service	85,500.00		85,000.00	500.00
Refuse & Recycling Service	491.00	0.00	491.00	0.00
Swimming Pool	8,210.84		8,076.44	134.40
Swimming Pool - Arrears	119.89		105.49	14.40
Emergency Services Levy - Current	1,245,084.26	0.00	1,136,678.69	108,405.57
Emergency Services Levy - Arrears	22,887.47	0.00	11,409.87	11,477.60
3288 Properties	9,318,649.19	0.00	8,374,551.85	944,097.34
Less Deferred Rates - GL Account 10001070				-52,576.76
Less Deferred ESL - GL Account 10001070				-4,861.06
BALANCE OF COLLECTIBLE RATES AS AT 31 MARCH 2018				886,659.52
TOTAL GRV VALUATIONS AS AT 31 MARCH 2018			107674015	
TOTAL % OF COLLECTIBLE OUTSTANDING RATES AS AT 31 MARCH 2018			9.51	

GL Balances

RATES CONTROL ACCOUNT	10001060	802,334.30
ESL CONTROL ACCOUNT	10001110	118,526.28
EXCESS RATES	10001240	-34,201.06
DEFERRED RATES	10001070	57,437.82
GL TOTAL		944,097.34
LESS RATES TRIAL BALANCE		944,097.34
VARIANCE		0.00

MONTHLY ADVICE OF DEBTS WRITTEN OFF

133
PARKING INFRINGEMENTS WRITTEN OFF FOR THE MONTH OF MARCH 2018

- Current Infringements deemed uncollectable	\$2,054.25
- Interstate/overseas Infringements deemed uncollectable	\$700.00
	\$2,754.25

NOTES TO AND FORMING PART OF THE STATEMENT OF FINANCIAL ACTIVITY

For the Period 1 July to 31 March 2018

NET CURRENT ASSETS

Composition of Estimated Net Current Asset Position	YTD Actual \$	2017/18 Budget \$
Cash - Unrestricted	1,746,869	538,968
Cash - Restricted Reserves	3,304,891	1,470,550
Receivables	1,068,918	-
	6,120,679	2,009,518
LESS: CURRENT LIABILITIES		
Payables and Provisions	(831,999)	(936,141)
NET CURRENT ASSET POSITION	5,288,680	1,073,377
Less: Cash - Restricted	(3,304,891)	(1,470,550)
Add: CashBacked Leave Reserve	397,173	397,173
ESTIMATED SURPLUS/(DEFICIENCY) C/FWD	2,380,961	(0)
 Restricted Cash Breakup		
Plant Replacement Reserve	256,852	258,792
Staff Leave Reserve	404,051	407,102
Office Reserve	150,554	0
Legal Costs Reserve	141,216	142,282
HACC Reserve	215,112	216,737
Strategic Plan Reserve	559,661	253,888
Civic Buildings Reserve	1,250,087	0
Unspent Grants	181,708	0
Arts & Sculpture Reserve	145,650	191,749
	3,304,891	1,470,550

12.2.2 Accounts for Payment – March 2018

File ref	F/FNS2
Prepared by	Natalie McGill, Acting Manager Finance & Administration
Supervised by	Peter Kocian, Acting Executive Manager Corporate Services
Meeting Date	17 April 2018
Voting requirements	Simple Majority
Documents tabled	Nil
Attachments	1. Monthly List of Payments – March 2018

Purpose

For Council to receive the monthly list of accounts paid.

Executive Summary

To endorse the list of payments made under delegated authority for the month of March 2018.

It is therefore recommended that Council receives the Lists of Accounts paid for the period 1 March to 31 March 2018, as per the summary table.

Background

The Chief Executive Officer has delegated authority to make payments from the Municipal and Trust Accounts in accordance with budget allocations.

The Town provides payments to suppliers by electronic funds transfer, cheque or credit card. Attached is an itemised list of all payments made under delegated authority during the said period.

Consultation

Nil.

Statutory Environment

Regulation 13: *Local Government (Financial Management) Regulations 1996 (as amended)*

Policy Implications

Policy F8.1 Ordering of Goods and Services.

Financial Implications

Accounts for Payment are sourced from budget allocations.

All amounts quoted in this report are inclusive of GST.

Strategic Implications

The Town of East Fremantle Strategic Community Plan 2017 – 2027 states as follows:

STRATEGIC PRIORITY 5: Leadership and Governance

A proactive, approachable Council which values community consultation, transparency and accountability.

Site Inspection

Not applicable.

Comment

The attached itemised list of payments is prepared in accordance with Regulation 13 of the amended *Local Government (Financial Management) Regulations 1996*.

12.2.2 OFFICER RECOMMENDATION

That the list of accounts paid for the period 1 March to 31 March 2018 be received, as per the following summary table:

MARCH 2018		
Voucher No	Account	Amount
5140 – 5145	Municipal (Cheques)	398.30
EFT25483 – EFT25648	Electronic Transfer Funds	\$1,261,825.63
Payroll	Electronic Transfer Funds	\$245,806.37
Superannuation	Electronic Transfer Funds	\$38,344.29
Credit Card	Corporate Credit Card	\$3,172.01
	Total Payments	\$1,549,546.60

TOWN OF EAST FREMANTLE					
List of Accounts paid by the Chief Executive for March 2017 & submitted for the information of the Council Meeting to be held on 17 April 2018					
Cheque	Payment Date	Supplier	Description	Inv Amount	Cheque
CHEQUES				\$	\$
5140	02/03/2018	TOWN OF EAST FREMANTLE	RESPITE CENTRE PETTY CASH RECOUP 20/02/18	488.85	488.85
5141	07/03/2018	EAST FREQO FARM INC	COMMUNITY ASSISTANCE GRANT	300.00	300.00
5142	07/03/2018	BAFC SETTLEMENTS	RATES REFUND	411.86	411.86
5143	21/03/2018	TOWN OF EAST FREMANTLE	ADMIN PETTY CASH RECOUP 28/02/18	182.30	182.30
5144	21/03/2018	TOWN OF EAST FREMANTLE	RESPITE CENTRE PETTY CASH RECOUP 12/03/18	180.00	180.00
5145	21/03/2018	BRAD BLANCHARD	REFUND OF OVERPAYMENT OF PARKING FEES - LAUNCHING RAMP CAR PARK	36.00	36.00
			CHEQUE TOTAL	\$ 398.30	\$ 398.30
EFTs		Supplier	Description	Inv Amount	EFT
EFT25483	02/03/2018	INDUSTRIAL ROADPAVERS (WA) PTY LTD	ROADWORKS AS PER RFT03-2017/18 VARIOUS LOCATIONS THROUGHOUT THE TOWN	154,744.32	154,744.32
EFT25484	02/03/2018	SUEZ RECYCLING & RECOVERY PTY LTD	COMMERCIAL REFUSE, COMMERCIAL RECYCLING, DOMESTIC RECYCLING, DOMESTIC REFUSE, LITTER BINS COLLECTION AS PER RFT05-17-18 - DECEMBER 2017	29,240.93	29,240.93
EFT25485	07/03/2018	ASHA SELVENDRA	BOND REFUND	304.00	304.00
EFT25486	07/03/2018	MICHAEL BISHAW	BOND REFUND	1,500.00	1,500.00
EFT25487	07/03/2018	ATO	GST PAYABLE FEBRUARY 18	7,404.00	7,404.00
EFT25488	07/03/2018	AUSTRALIAN SERVICES UNION	PAYROLL DEDUCTIONS FEBRUARY 18	54.90	54.90
EFT25489	07/03/2018	CHILD SUPPORT AGENCY	PAYROLL DEDUCTIONS FEBRUARY 18	661.58	661.58
EFT25490	07/03/2018	BUNNINGS	VARIOUS HARDWARE ITEMS	755.16	755.16
EFT25491	07/03/2018	OFFICEMAX AUSTRALIA	ADMIN STATIONERY - ORDERED 14 FEB 2018	457.88	457.88
EFT25492	07/03/2018	BOC LIMITED	GAS BOTTLE FEES DEC - JAN 18	34.05	34.05
EFT25493	07/03/2018	CITY OF COCKBURN	TIP PASSES MONTH OF JAN 2018 - 36 PASSES	1,980.00	1,980.00
EFT25494	07/03/2018	CITY OF FREMANTLE	INITIAL CONCEPT -JOHN TONKIN RESERVE PARKING, DESIGN WORKS FOR DUKE STREET PARKING	8,547.00	8,547.00
EFT25495	07/03/2018	EAST FREMANTLE YACHT CLUB	ROOM HIRE/ CATERING MEETINGS JANUARY/FEBRUARY 2108	1,905.40	1,905.40
EFT25496	07/03/2018	EAST FREMANTLE BOWLING CLUB	2017/18 SPONSORSHIP EAST FREMANTLE BOWLING CLUB - SECOND CONTRIBUTION	5,500.00	5,500.00
EFT25497	07/03/2018	MCLEODS	LOCAL GOVERNMENT RESPONSE TO "WHADJUK" AND "SWAN RIVER PEOPLE 2" NATIVE TITLE CLAIMS - FEES SPLIT BETWEEN 23 LOCAL GOVERNMENTS	223.23	223.23
EFT25498	07/03/2018	OPTUS	MOBILE PHONE USE 22/01/18 - 21/02/18	303.35	303.35
EFT25499	07/03/2018	MAYOR JIM O'NEILL	SITTING FEES, ICT ALLOWANCE & MAYORAL ALLOWANCE FOR MARCH 2018	3,633.00	3,633.00
EFT25500	07/03/2018	TELSTRA	TOWN HALL PHONE LINES	74.15	
			RESPITE CENTRE PHONE	131.00	
			CEO MOBILE PHONE USE 16/01/18 - 15/02/18	114.95	320.10
EFT25501	07/03/2018	WA FIRE PROTECTION	6 MONTHLY FIRE EQUIPMENT CHECKS AT TRICOLORE CENTRE	771.21	771.21
EFT25502	07/03/2018	SYNERGY	POWER SUPPLY VARIOUS LOCATIONS	2,874.15	2,874.15
EFT25503	07/03/2018	FASTA COURIERS	COURIER COSTS 0102/18 - 15/02/18	55.63	55.63
EFT25504	07/03/2018	POOLEGRAVE ENGRAVERS WA	ENGRAVING OF METAL STRIPS FOR COUNCIL HONOUR BOARD	55.00	55.00
EFT25505	07/03/2018	TOTAL PACKAGING (WA) PTY	15 CARTONS (60 BOXES) OF CANINE BAGS	1,761.76	1,761.76
EFT25506	07/03/2018	ALSCO PTY LTD	SANITARY SERVICES FOR DOVENBY, OLD POLICE STATION & DEPOT	28.57	28.57
EFT25507	07/03/2018	KOOL LINE ELECTRICAL & REFRIGERATION	EAST FREMANTLE FESTIVAL 2017 - 5 X GENSET / 9 X SITE BOARDS & LEADS	5,975.00	5,975.00
EFT25508	07/03/2018	SOUTHERN METROPOLITAN REGIONAL COUNCIL	MSW GATE FEES FOR FEBRUARY 18 - 01/02/18 - 11/02/18	18,547.26	18,547.26
EFT25509	07/03/2018	HAVILAH LEGAL	DEBT RECOVERY - GENERAL PROCEDURE CLAIM	233.20	233.20
EFT25510	07/03/2018	WESTERN AUSTRALIA LOCAL GOVERNMENT ASSOCIATION	TRAINING FOR RANGER -ELEARNING (A) EMERGENCY MANAGEMENT FUNDAMENTALS	215.00	215.00
EFT25511	07/03/2018	WATERLOGIC AUSTRALIA	EQUIPMENT MAINTENANCE 01/03/18 - 31/05/18 - DEPOT & DOVENBY HOUSE	357.50	357.50
EFT25512	07/03/2018	KENNARDS HIRE	GENERATOR HIRE - 4KVA INVERTER: 25/02/18	150.00	
			GENERATOR HIRE - 6.5KVA INVERTER: 15/02/18	189.55	339.55
EFT25513	07/03/2018	DEPARTMENT OF FIRE AND EMERGENCY SERVICES	2017/18 ESL QUARTER 3 CONTRIBUTION OPTION B AGREEMENT	373,177.67	373,177.67

EFT25514	07/03/2018	CR. JENNY HARRINGTON	SITTING FEES & ICT ALLOWANCE FOR MARCH 2018	1,542.00	1,542.00
EFT25515	07/03/2018	NORTH LAKE ELECTRICAL	REPAIRS TO PUMP	11,458.76	
			CHECK FAULT BORE PUMP TRANSFORMER	1,122.00	12,580.76
EFT25516	07/03/2018	WOOLWORTHS	WEEKLY SHOPPING FOR RESPITE CENTRE 19/02/18	125.13	
			WEEKLY SHOPPING FOR RESPITE CENTRE 26/02/18	286.06	411.19
EFT25517	07/03/2018	CYNTHIA WILLIAMSON - HEART INSPIRED EVENTS	EVENT MANAGEMENT - POST EVENT PAYMENT (50%)	4,400.00	4,400.00
EFT25518	07/03/2018	CR. CLIFF COLLINSON	SITTING FEES FOR MARCH 2018	1,292.00	1,292.00
EFT25519	07/03/2018	DAVID GRAY & CO. PTY LTD	30 x MGB WHEELS	154.00	
			30 DARK GREEN BINS AND LIDS, 30 YELLOW BIN LIDS, 30 MGB LID HINGES	1,506.78	1,660.78
EFT25520	07/03/2018	MARQUEE MAGIC	VARIOUS EQUIPMENT HIRE - EAST FREMANTLE FESTIVAL 2017	5,555.00	5,555.00
EFT25521	07/03/2018	CR. DEAN NARDI	SITTING FEES & ICT ALLOWANCE FOR MARCH 2018	1,542.00	1,542.00
EFT25522	07/03/2018	TRADEWINDS HOTEL	ELECTORS MEETING 30/1/18 (ROOM HIRE AND REFRESHMENTS)	500.00	500.00
EFT25523	07/03/2018	FOLEY BURGE CONVEYANCING	RATES REFUND	571.54	571.54
EFT25524	07/03/2018	SPICE DIGITAL IMAGING	EAST FREMANTLE FESTIVAL 2017 - ARTISAN STALLS SIGNAGE	299.20	299.20
EFT25525	07/03/2018	COMM-LINK ENTERPRISES	SERVICE SHED ROLLER DOORS AND SUPPLY NEW GATE REMOTES	1,639.00	1,639.00
EFT25526	07/03/2018	KONICA MINOLTA BUSINESS SOLUTIONS	KONICA MINOLTA BIZHUB C658 - COPY CHARGES 13/01/18 - 12/02/18	526.09	
			RELOCATION OF BIZHUBC658 COPIER FROM OLD POLICE STATION TO TOWN HALL	275.00	801.09
EFT25527	07/03/2018	SUNNY SIGN COMPANY PTY LTD	STREET SIGNS AS REQUESTED	297.00	297.00
EFT25528	07/03/2018	DEPARTMENT OF TRANSPORT	VEHICLE SEARCH FEES - JANUARY 18 - 161 SUCCESSFUL & 6 UNSUCCESSFUL	559.45	559.45
EFT25529	07/03/2018	FOCUS NETWORKS	3X HRS PROJECT NETWORK LABOUR A/H - SATURDAY 10TH OF FEB, ATTEND SITE WITH CABLING CONTRACTORS TO ASIST WITH FIBRE RE-TERMINATIONS IN ADMIN & DOVENBY. ENSURE SWITCHES ARE OPERATING WITH REDUNDANT FIBRE LINK. REPLACE OLD POWER BOARD WITH RACK MOUNT PDU, 1X RACK MOUNT 8 WAY HORIZONTAL POWER UNIT (PDU)	789.25	
			PROVISION VIRTUAL PC WITH 80GB STORAGE /4GB, DESKTOP BUILD - EXISTING IMAGE	467.50	
			DESKTOP BUILD - EXISTING IMAGE - MAYOR COMPUTER HP DESKTOP PRO G600	286.00	
			OFFICE RELOCATION PROJECT - ONSITE POST MIGRATION SUPPORT 4 HOURS BUSINESS HOURS, OFFICE RELOCATION PROJECT - 2 TECHNICIANS ONSITE SATURDAY 24-25/2/18 FOR PATCHING, RECONNECTING AND TESTING, OFFICE RELOCATION PROJECT - CAT6 PATCH CORD SLIM BOOT 0.5M PURPLE, OFFICE RELOCATION PROJECT - CAT6 PATCH CORD SLIM BOOT 0.5M BLUE, OFFICE RELOCATION PROJECT - CAT6 UTP PATCHCORD 1.0M BLUE, OFFICE RELOCATION PROJECT - CAT6 UTP PATCHCORD 2.0M BLUE, OFFICE RELOCATION PROJECT - CAT6 UTP PATCHCORD 3.0M BLUE	4,851.00	6,393.75
EFT25530	07/03/2018	TYREPOWER BOORAGOON	WHEEL ALIGNMENT, WHEEL ROTATION AND BALANCING - RANGER VEHICLE	129.00	129.00
EFT25531	07/03/2018	METRO CONCRETE	LAY AND SUPPLY NEW MOUNTABLE KERB GLYDE STREET	4,202.00	
			REMOVE AND REPLACE LIMESTONE FOOTPATH SEWELL STREET	2,904.00	7,106.00
EFT25532	07/03/2018	CANDACE WILLIAMSON	EAST FREMANTLE FESTIVAL 2017 - EVENT STAFF (13 HOURS)	390.00	390.00
EFT25533	07/03/2018	ZEPHYR CAFE & KIOSK	FOOD TRUCK TRIAL 2018, USE OF JOHN TONKIN / ZEPHYRS TOILETS ON THURSDAY'S 1, 8, 15 & 22 FEBRUARY	1,000.00	1,000.00
EFT25534	07/03/2018	NORTHSTAR ASSET TRUST T/AS ARTISTRALIA	MOVIE LICENCES: FRIDAY 9 MARCH 2018 "TROLLS" AND SATURDAY 10 MARCH 2018 "DIRTY DANCING"	1,870.00	1,870.00
EFT25535	07/03/2018	LANDGATE	GRV INTERIM VALUATIONS DATED 27/01/18 - 09/02/18 AND 10/02/18 - 23/02/18	96.24	96.24
EFT25536	07/03/2018	THE INFORMATION MANAGEMENT GROUP (TIMG)	OFFSITE TAPE STORAGE ARCHIVE 01/02/18 - 28/02/18	153.48	153.48
EFT25537	07/03/2018	CR. MICHAEL MCPHAIL	SITTING FEES, ICT ALLOWANCE & DEPUTY MAYORAL ALLOWANCE FOR MARCH 2018	1,867.00	1,867.00
EFT25538	07/03/2018	CR. TONY WATKINS	SITTING FEES & ICT ALLOWANCE FOR MARCH 2018	1,542.00	1,542.00
EFT25539	07/03/2018	HORIZON WEST LANDSCAPE & IRRIGATION PL	REPAIR ELECTRICAL FAULT AT WAUHOP PARK	1,459.65	1,459.65
EFT25540	07/03/2018	PALMYRA VETERINARY HOSPITAL	BOARDING & VETERINARY CARE FOR FELINE 02/02/18 to 10/02/18	335.83	
			FELINE VACCINATION FOR IMPOUNDED CAT	119.00	454.83
EFT25541	07/03/2018	BREADBOX MARKETING	SOCIAL MEDIA MANAGEMENT - JANUARY 2018	1,374.98	1,374.98
EFT25542	07/03/2018	BRYCE WILLIAMSON	EAST FREMANTLE FESTIVAL 2017 - EVENT ASSISTANCE (6 HOURS)	180.00	180.00
EFT25543	07/03/2018	VOCUS COMMUNICATIONS	UNLIMITED INTERNET SERVICE STANDARD FIBRE 4 MBPS - 59 ALLEN STREET 01/04/18 - 30/04/18,	701.25	
			UNLIMITED INTERNET SERVICE ENHANCED FIBRE 20MBPS - 135 CANNING HWY - 01/04/18 - 30/04/18,	1,163.25	1,864.50
EFT25544	07/03/2018	CR. ANDREW MCPHAIL	SITTING FEES & ICT ALLOWANCE FOR MARCH 2018	1,542.00	1,542.00
EFT25545	07/03/2018	CR. ANDREW WHITE	SITTING FEES & ICT ALLOWANCE FOR MARCH 2018	1,542.00	1,542.00

EFT25546	07/03/2018	APARC AUSTRALIAN PARKING & REVENUE CONTROL PTY LTD	REPAIRS TO PARKING TICKET MACHINES - CREDIT CARD READERS	1,457.50	
			MONTHLY CHARGES FOR PARKING MACHINES INCL LICENCE AND COMMUNICATION COSTS -FEB 18	165.00	1,622.50
EFT25547	07/03/2018	FREMANTLE CHAMBER OF COMMERCE	FREMANTLE CHAMBER OF COMMERCE, BUSINESS MEMBERSHIP, 01 JANUARY 2018 TO 30 JUNE 2018	285.00	285.00
EFT25548	07/03/2018	ZIRCODATA	OFFSITE STORAGE, TRANSPORTATION, LODGEMENT AND PURCHASE OF BARCODES AND BOXES 26/01/18 - 25/02/18	42.14	42.14
EFT25549	07/03/2018	CELLARBRATIONS AT EAST FREMANTLE	REFRESHMENTS PURCHASED 23/02/18	130.00	130.00
EFT25550	07/03/2018	AZCOM ELECTRICS	REPAIR OF THE FIBRE OPTIC TERMINATIONS	1,265.00	1,265.00
EFT25551	07/03/2018	SPECIALISED SECURITY SHREDDING	3 x 240 LITRE DESTRUCTION BIN SERVICE - JANUARY 18	20.24	20.24
EFT25552	07/03/2018	STOTTHOARE	MICROSOFT WINDOWS 10 PRO FOR SECURITY VIRTUAL PC	446.60	446.60
EFT25553	07/03/2018	SIMPLEPAY SOLUTIONS	SIMPLE PAY CREDIT CHARGE TRANSACTIONS FOR LEEUWIN BOAT RAMP FROM FEB 18	375.10	375.10
EFT25554	07/03/2018	BPA ENGINEERING	PROVIDE STRUCTURAL CONSULTANCY SERVICES FOR TOWN HALL REFURBISHMENT - COMPACTUS LOAD CHECK - 2 X SITE VISITS	1,870.00	1,870.00
EFT25555	07/03/2018	KEYS BROS	STORAGE OF FURNITURE FROM TOWN HALL 28/01/18 - 24/02/18	260.00	260.00
EFT25556	07/03/2018	KAREN DORE	REIMBURSEMENT OF COSTS - 2 X DVDS FOR MOVIE NIGHTS	27.95	
			MOTOR VEHICLE TRAVEL CLAIM REQUEST - 08/02/18 - 28/02/18 - 33 KMS @ 0.78C PER KM	25.74	53.69
EFT25557	07/03/2018	CR TONY NATALE	SITTING FEES & ICT ALLOWANCE FOR MARCH 2018	1,542.00	1,542.00
EFT25558	07/03/2018	ANITA DOWNES	FOOD TRUCK FEB - BUSKER RETAINER : 22 FEBRUARY 2018, 6PM TO 9PM	50.00	50.00
EFT25559	07/03/2018	COASTLINE MOWERS	6 X ROLLS OF 2.4MM BRUSHCUTTER CORD, 6 X 20-2 AUTO FEED HEADS, 6 X 20-2 AUTO FEED HEAD CAPS, 1 X 5 LITRE HP ULTRA 2 STROKE OIL, 10 LITRE OF CHAIN BAR OIL	925.70	925.70
EFT25560	07/03/2018	MITCHELL SPENCER	EAST FREMANTLE FESTIVAL 2017 - EVENT ASSISTANCE	210.00	210.00
EFT25561	07/03/2018	AUSSIE OUTDOOR CINEMAS	50% DEPOSIT PAYMENT ON 2 X MOVIE NIGHT, FRI 9 & SAT 10 MARCH 2018, PARKVIEW THEATRE PACKAGE / POPCORN MACHINE & CONSUMABLES / BEAN BAGS (10)	1,044.00	
			2 X MOVIE NIGHT, FRI 9 & SAT 10 MARCH 2018, PARKVIEW THEATRE PACKAGE / POPCORN MACHINE & CONSUMABLES / BEAN BAGS (10) - FINAL PAYMENT	1,044.00	2,088.00
EFT25562	07/03/2018	GRAVITY GROUP	EAST FREMANTLE FESTIVAL - EVENT SUPPORT HOURS (12)	360.00	360.00
EFT25563	07/03/2018	SOFTWARE SITE	ADOBE ACROBAT PRO 2017	575.00	575.00
EFT25564	07/03/2018	MANOTEL PTY LTD	RATES REFUND	9,769.53	9,769.53
EFT25565	07/03/2018	MR SIMON CARLIN	REFUND OF OVERPAYMENT OF PARKING TICKET - LEEUWIN LAUNCHING RAMP	36.00	36.00
EFT25566	07/03/2018	T & M BAILEY T/AS PICNIC TABLES HIRE	EAST FREMANTLE FESTIVAL 2017 - HIRE OF PINE PICNIC TABLES & UMBRELLAS	1,534.50	1,534.50
EFT25567	07/03/2018	VIVID ADS PTY LTD	2 X BRANDED 4FT STRETCHED TABLE THROWS - THREE SIDED OPEN BACK (WHITE PRINT ON BLACK CLOTH)	351.00	351.00
EFT25568	07/03/2018	CLEAR BRIDGE GROUP PTY LTD	BRANDED 3X3 35 SERIES MARQUEE - BLACK POLYESTER, 2 X MULTI-WALL, 2 X SOLID WALL, 1 X WHEELED BAG, 4 X WEIGHTS, 2 X LOCK BAR (4 CONNECTORS)	1,952.80	1,952.80
EFT25569	07/03/2018	ALEX BIRNIE OGG	RATES REFUND	2,536.82	2,536.82
EFT25570	07/03/2018	OCTAGON LIFTS PTY LTD	INDEPENDENT INSPECTION OF PLATFORM LIFT TOWN HALL	1,126.40	1,126.40
EFT25571	07/03/2018	KAREN REKOWSKI CONVEYANCING	RATES REFUND	350.99	350.99
EFT25572	07/03/2018	CUSTOM SETTLEMENTS	RATES REFUND	420.97	420.97
EFT25573	07/03/2018	MICHAEL HUGHES LEGAL	RATES REFUND	792.08	792.08
EFT25574	07/03/2018	KERR NASSKAU HOLDINGS	RATES REFUND	658.34	658.34
EFT25575	07/03/2018	MRS CHRISTINE SHEEHAN	REIMBURSEMENT	1,100.00	1,100.00
EFT25576	07/03/2018	ALINTA ENERGY	GAS USE JP MCKENZIE CENTRE 21/11/17 - 22/02/18,	36.55	
			GAS USE GLYDE-IN 21/11/17 - 22/02/18	46.65	83.20
EFT25577	21/03/2018	AUSTRALIA POST	POSTAGE COSTS FEBRUARY 18	2,742.08	2,742.08
EFT25578	21/03/2018	CONSTRUCTION TRAINING FUND	CONSTRUCTION TRAINING FUND COLLECTED FEBRUARY 18	435.25	435.25
EFT25579	21/03/2018	BUNNINGS	GARDENING EQUIPMENT FOR HACC	85.34	
			2 x HAZARDOUS CHEMICAL SIGN	23.76	
			VARIOUS HARDWARE	375.11	
			VARIOUS HARDWARE	182.72	666.93
EFT25580	21/03/2018	OFFICEMAX AUSTRALIA LTD	25 X WASTE BIN FOR TOWN HALL STAFF	362.18	362.18
EFT25581	21/03/2018	BOC LIMITED	GAS BOTTLE RENTAL 29/01/18 - 25/02/18	50.11	50.11
EFT25582	21/03/2018	COMMUNITY NEWSPAPERS	ADVERTISING COUNCIL ADOPTION OF LOCAL PLANNING POLICY - PERCENT FOR PUBLIC ART	141.02	
			ADVERTISING - LEASE OLD POLICE STATION/ DOVENBY HOUSE (GAZETTE 13 & 20 FEBRUARY)	282.04	423.06
EFT25583	21/03/2018	CITY OF COCKBURN	TIP FEES FEBRUARY 18 - 27 X PASSES	1,485.00	1,485.00

EFT25584	21/03/2018	CITY OF FREMANTLE	CONTRIBUTION TO THE CITY OF FREMANTLE'S LIBRARY & TOY LIBRARY OPERATIONAL COSTS FOR 2017/18 - SECOND INSTALMENT	110,000.00	110,000.00
EFT25585	21/03/2018	LANDGATE	SLIP SUBSCRIPTION SERVICES	4,477.00	4,477.00
EFT25586	21/03/2018	EAST FREMANTLE YACHT CLUB	MEETING ROOM/CATERING TP MEETING 6/3/18	250.80	250.80
EFT25587	21/03/2018	FREMANTLE HERALD	NOTICE FINAL ADOPTION WASTE AMENDMENT LOCAL LAW (SAT 10 MARCH)	115.06	115.06
EFT25588	21/03/2018	SUEZ ENVIRONMENT RECYCLING & WASTE RECOVERY	SCHEDULED WASTE COLLECTION FOR FEB 18	2,328.22	2,328.22
EFT25589	21/03/2018	STATE LAW PUBLISHER	ADVERTISING WASTE AMENDMENT LOCAL LAW IN GOVERNMENT GAZETTE 27/02/18	210.96	210.96
EFT25590	21/03/2018	SOUTH WEST GROUPS	2017/18 CONTRIBUTION TO NRM FACILITATOR POSITION	11,000.00	11,000.00
EFT25591	21/03/2018	O'CONNOR LAWNMOWER & CHAINSAW CENTRE	HONDA 21" CUTTING BLADES FOR HACC.	51.60	51.60
EFT25592	21/03/2018	TELSTRA	RESPIRE CENTRE PHONE	114.61	
			HACC MOBILE PHONE 0400046402	8.14	
			TOWN HALL PHONE LINES	77.57	200.32
EFT25593	21/03/2018	TOTAL EDEN PTY LTD	SPRINKLERS AND RETIC PARTS	1,093.93	1,093.93
EFT25594	21/03/2018	VINIDEX	P5 TELSTRA TRAFFICABLE PITS, LIDS AND EXTENSIONS	455.40	455.40
EFT25595	21/03/2018	CHEFMASTER AUSTRALIA	ONE CARTON 240 LITRE BIN LINERS	197.95	197.95
EFT25596	21/03/2018	SYNERGY	POWER SUPPLY VARIOUS LOCATIONS	27,448.60	27,448.60
EFT25597	21/03/2018	ZIPFORM PTY LTD	RATES 4TH INSTALMENTS - PRINTING & POSTING	1,927.36	1,927.36
EFT25598	21/03/2018	SMRC LOAN REPAYMENT ACCOUNT	RRRC LOAN REPAYMENT FOR MARCH 18 PRINCIPAL + INTEREST	28,492.70	28,492.70
EFT25599	21/03/2018	GHD PTY LTD	DRAINAGE INVESTIGATION RIVERSIDE ROAD - PROGRESS CLAIM NO. 7	2,835.58	2,835.58
EFT25600	21/03/2018	MCGEES NATIONAL PROPERTY CONSULTANTS	SEABED RENT, POSTAGE AND PETTIES & MANAGEMENT FEES 01/03/18 - 31/05/18	11,821.60	11,821.60
EFT25601	21/03/2018	KOOL LINE ELECTRICAL & REFRIGERATION	INSTALLATION OF SPRINKLERS AND PIPE TO PUMP WELL 34829,	1,585.00	
			REPLACEMENT GLOBES, BALLAST AND CAPACITORS	2,641.51	
			REPAIR SODIUM VAPOUR GLOBE BURN OUT	395.00	4,621.51
EFT25602	21/03/2018	SOUTHERN METROPOLITAN REGIONAL COUNCIL	OVER COMPACTION FOR FEBRUARY 18 - 01/02/18 - 28/02/18	64.68	
			GREEN WASTE GATE FEES FOR FEBRUARY 18 - 01/02/18 - 28/02/18	4,572.65	
			MRF GATE FEES FOR FEBRUARY 18 - 01/02/18 - 28/02/18	1,255.26	
			GREENWASTE GATE FEES FOR FEB18 - TRAILER PASS 01/02/18 - 28/02/18	30.00	
			MSW GATE FEES FOR FEB 18 - 12/05/18 - 28/02/18	32,610.21	38,532.80
EFT25603	21/03/2018	BUILDING COMMISSION	BUILDING SERVICES LEVY COLLECTED FEBRUARY 18	677.40	677.40
EFT25604	21/03/2018	HAVILAH LEGAL	ONCOSTING LEGAL COSTS - VARIOUS RATES RECOVERY	181.50	
			ONCOSTING LEGAL COSTS - VARIOUS RATES RECOVERY	71.50	
			ONCOSTING LEGAL COSTS - VARIOUS RATES RECOVERY	71.50	
			ONCOSTING LEGAL COSTS - VARIOUS RATES RECOVERY	264.00	588.50
EFT25605	21/03/2018	KENNARDS HIRE	EQUIPMENT HIRE - 6.5KVA INVERTER GENERATOR	314.00	314.00
EFT25606	21/03/2018	CANCELLED	EFT CANCELLED	0.00	0.00
EFT25607	21/03/2018	PETRA CLEAN	CLEANING OF DEPOT, TOWN HALL, DOVENBY HOUSE, POLICE STATION, SUMPTON GREEN, TRICOLORE FOR FEBRUARY 18 PLUS CLEANING CONSUMABLES	5,169.41	5,169.41
EFT25608	21/03/2018	FRANK GILMOUR PEST CONTROL	ANNUAL PEST CONTROL -VARIOUS LOCATIONS	6,701.20	6,701.20
EFT25609	21/03/2018	MUSEWARES	EAST FREMANTLE FESTIVAL 2017 - ENTERTAINMENT	150.00	150.00
EFT25610	21/03/2018	WOOLWORTHS	WEEKLY SHOPPING FOR RESPIRE CENTRE 06/03/18	131.13	
			WEEKLY SHOPPING FOR RESPIRE CENTRE 12/03/18	161.93	293.06
EFT25611	21/03/2018	EAST FREMANTLE CROQUET CLUB	COMMUNITY ASSISTANCE GRANT - CROQUET BALLS	925.00	925.00
EFT25612	21/03/2018	AMARE SAFETY PTY LTD	PURCHASE 3 X FIRE BLANKETS	76.73	76.73
EFT25613	21/03/2018	THE PAPER COMPANY OF AUSTRALIA	50 REAMS A4 COPY PAPER & 5 REAMS A3 COPY PAPER	239.25	239.25
EFT25614	21/03/2018	WEST COAST SHADE PTY LTD	CARRY OUT REPAIRS TO SHADE SAILS AT JOHN TONKIN RESERVE	825.00	
			REINSTALL SHADE SAIL - JOHN TONKIN RESERVE	396.00	1,221.00
EFT25615	21/03/2018	KONICA MINOLTA BUSINESS SOLUTIONS	KONICA MINOLTA PHOTOCOPIER CONTRACT 2017-2018 (4374610) - 01/01/18 - 31/01/18 and 01/02/18 - 28/02/18	18.65	
			KONICA MINOLTA BIZHUB C658 - COPY CHARGES 13/02/18 - 12/01/18	383.57	402.22
EFT25616	21/03/2018	CARINYA OF BICTON	HACC RESPIRE CENTRE MEALS 01/02/18 - 16/02/18	466.40	
			HACC RESPIRE CENTRE MEALS 17/02/18 - 28/02/18	475.20	941.60
EFT25617	21/03/2018	SUNNY SIGN COMPANY	30 x NO STOPPING ROAD OR VERGE SIGNS, & 30 x RED ARROW D/POINT SIGNS	618.75	618.75
EFT25618	21/03/2018	DEPARTMENT OF TRANSPORT	VEHICLE SEARCH FEES FEBRUARY 18 - 133 SUCCESSFUL, 4 UNSUCCESSFUL AND 1 MANUAL SEARCH	409.95	409.95
EFT25619	21/03/2018	POTHOLE MASTERS PTY LTD	FOOTPATH REPAIRS VARIOUS LOCATIONS	3,151.50	3,151.50
EFT25620	21/03/2018	ENVIRO SWEEP	SWEEPING OF DESIGNATED STREETS - OCTOBER 17	4,510.00	4,510.00

EFT25621	21/03/2018	THE TURBAN INDIAN RESTAURANT	CATERING - CONCEPT FORUM 13/03/18	286.90	286.90
EFT25622	21/03/2018	LOCAL GOVERNMENT PLANNERS ASSOCIATION	2 X STAFF ATTENDANCE @ LGPA BREAKFAST - RESHAPING OUR SUBURBS	160.00	160.00
EFT25623	21/03/2018	BARBARA STEPHENSON	ENTERTAINMENT FOR HACC CENTRE BASED DAY CARE. 23/03/18	120.00	120.00
EFT25624	21/03/2018	FUJI XEROX	RELOCATION OF FUJI XEROX COPIER SERIAL NO. 770447 FROM DOVENBY HOUSE TO TOWN HALL	302.50	
			FUJI XEROX DC5C6675T - COPY CHARGES 01/02/18 - 28/02/18	305.43	607.93
EFT25625	21/03/2018	.ID CONSULTING PTY LTD	ANNUAL SUBSCRIPTION FEE MARCH 2018 TO FEBRUARY 2019 - FORECAST ID & PROFILE ID	8,800.00	8,800.00
EFT25626	21/03/2018	VOCUS COMMUNICATIONS	INTERNET SERVICE (HACC) 01/04/18 - 01/05/18,	50.00	
			SESSION INITIATION PROTOCOL (SIP) LINES / SERVICES CHARGES FOR VOICE OVER INTERNET PROTOCOL (VOIP) 01/04/18 - 01/05/18	473.52	523.52
EFT25627	21/03/2018	CORPORATE LIVING	OFFICE FURNITURE	1,441.00	1,441.00
EFT25628	21/03/2018	PETER HUNT ARCHITECT	TOWN HALL REFURBISHMENT - STAGE 6 COMMENCEMENT OF WORK ON SITE	3,300.00	3,300.00
EFT25629	21/03/2018	ASHLEY & SHELAGH RENNEY	RATES REFUND	409.33	409.33
EFT25630	21/03/2018	PRACTICAL PRODUCTS	PURCHASE OF BAIN MARIE TROLLEY (ET23/ETP23)	1,144.00	1,144.00
EFT25631	21/03/2018	AXIIS CONTRACTING PTY LTD	SUPPLY AND CONSTRUCT FOOTPATHS, CROSSOVERS AND PEDESTRIAN KERB RAMPS - EASTON/PIER STREETS AS PER QUOTE	24,530.06	24,530.06
EFT25632	21/03/2018	PROPERTY VALUATIONS & ADVISORY (WA)	CURRENT MARKET VALUATION, (LOT 801) 22 KING STREET, EAST FREMANTLE	1,375.00	1,375.00
EFT25633	21/03/2018	ICS AUSTRALIA	TOWN HALL REFURBISHMENT CONTRACT - CERTIFICATE 07 JOB 1632	146,886.19	146,886.19
EFT25634	21/03/2018	MERGER CONTRACTING PTY LTD T/AS J & M ASPHALT	FOOTPATH WORKS AS PER RFT04 1718 ON FORTESCUE STREET	36,863.44	
			FOOTPATH WORKS PETRA STREET	2,725.80	39,589.24
EFT25635	21/03/2018	KAREN DORE	REIMBURSEMENT OF COSTS - CATERING FOR GEORGE STREET TRADERS MEETING HOSTED AT TOWN HALL	33.41	
			REIMBURSEMENT OF COSTS - SNACKS FOR "GREEN CLASS" MOVIE COMPETITION WINNERS	69.74	
			REIMBURSEMENT OF COSTS - FACEBOOK BOOTS - ADVERTISING FOR EVENTS	30.00	
			REIMBURSEMENT OF COSTS OF PURCHASING 2 X PORTABLE TABLES FOR DISPLAY PURPOSES	87.80	
			REIMBURSEMENT OF COSTS OF CATERING FOR BUSINESS PRESENTATION SERIES	51.04	271.99
EFT25636	21/03/2018	INDUSTRIAL ROADPAVERS	ROAD RESURFACING PROGRAM & VARIATIONS FLETCHER & HAMILTON; FLETCHER & ALLEN ST	4,287.05	
			ROAD RESURFACING PROGRAM PLUS VARIATIONS SOUTHERN END MOSS STREET	7,126.88	
			ROADWORKS AS PER RTF03-2017/18 ON GEORGE STREET	926.20	
			ROADWORKS AS PER RFT03-2017/18 ON FLETCHER STREET	1,149.50	
			ROADWORKS AS PER RFT03-2017/18 ON DEPOT CAR PARK	5,000.30	
			ROADWORKS AS PER RFT03-2017/18 ON DEPOT CAR PARK	3,281.25	21,771.18
EFT25637	21/03/2018	MAD HAT MEDIA PTY LTD	BUSINESS PRESENTATION SERIES FLYER - ARTWORK ONLY (2 HOURS)	242.00	
			FLYER FOR MOVIE NIGHTS - ARTWORK & PRINTING (1,000, D/S DL)	521.40	
			BIKE WEEK 2018 - DESIGN & PRINTING OF DL FLYER (1,000)	521.40	1,284.80
EFT25638	21/03/2018	BUZZ ENTERPRISES PTY LTD TRADING AS SIFTING SANDS	EMERGENCY SAND CLEAN AT JOHN TONKIN PARK	197.12	197.12
EFT25639	21/03/2018	AM & JA BYERS	RATES REFUND	592.54	592.54
EFT25640	21/03/2018	AUSSIE FENCING	DELIVER, SUPPLY AND INSTALL 16.2M OF 1.5M HIGH STANDARD FLAT TOP BLACK FENCING AS PER QUOTE	1,751.00	1,751.00
EFT25641	21/03/2018	SOUTH WEST CORRIDOR DEVELOPMENT FOUNDATION	STATE NRM PROGRAM PROJECT A17064 "REGIONAL SCALE CAT OWNER EDUCATION PROGRAM."	1,100.00	
			STATE NRM PROGRAM PROJECT A17066 "REDUCING FOX PREDATION OF NATIVE FAUNA BY BETTER TARGETING TRAPPING."	1,100.00	2,200.00
EFT25642	21/03/2018	CAROLINE ISABELLE FOLEY	RATES REFUND	168.95	168.95
EFT25643	21/03/2018	ANDREW TRAN	REFUND OF OVERPAYMENT OF PARKING FEES- LEEUWIN LAUNCHING RAMP	12.00	12.00
EFT25644	21/03/2018	SUSAN DANGEN	REIMBURSEMENT OF COSTS OF OBTAINING POLICE CLEARANCE	52.60	52.60
EFT25645	21/03/2018	D & M DIMITRIOU	RATES REFUND	2,000.00	2,000.00
EFT25646	21/03/2018	ALINTA ENERGY	GAS USE RESPITE CENTRE 28/11/17 - 01/03/18	182.20	182.20
EFT25647	21/03/2018	CALTEX AUSTRALIA	FUEL USE FEBRUARY 18	4,905.43	4,905.43
EFT25648	26/03/2018	OFFICEWORKS	TOWN PLANNING - COPYING & LAMINATING	25.95	
			DISPLAY ITEMS - FOR COUNCIL EVENTS	370.00	
			2 REAMS OF A3 PAPER	35.96	
			60X INVITATION ENVELOPES	41.82	
			20X INVITATION ENVELOPES	13.94	
			C4 ENVELOPES - PACK OF 100, TOWN PLANNING - COPYING	38.53	
			WIRELESS MOUSE & CABLES	122.79	
			DP TO HDMI CABLE	34.88	
			HIGHLIGHTERS & 2X USB, TOWN PLANNING - COPYING	28.70	
			TOWN PLANNING - COPYING	263.10	
			STAMP INK PADS - FOR RECORDS	25.52	

			STATIONERY & ARCHIVE BOX - FOR RECORDS, TOWN PLANNING - COPYING	30.17	
			DISPLAY ITEMS - FOR COUNCIL EVENTS	205.28	1,236.64
			EFT TOTAL	\$ 1,261,825.63	\$ 1,261,825.63
	Direct Debit	Supplier	Description	Inv Amount	EFT
	DD11101.1	CLICK SUPER	SUPER CREDITORS MARCH 18	\$19,774.89	\$19,774.89
	DD11100.1	CLICK SUPER	SUPER CREDITORS FEBRUARY 18	\$18,569.40	\$18,569.40
			DIRECT DEBIT TOTAL	\$ 38,344.29	\$ 38,344.29
	DATE	CREDIT CARD	SUPPLIER	AMOUNT	
		GARY TUFFIN	CITY OF FREMANTLE - PARKING	\$ 4.00	\$ 4.00
			SONIC HEALTH PLUS - NEW EMPLOYEE MEDICAL	\$ 220.00	\$ 220.00
			EB DIGITAL MARKETING	\$ 50.00	\$ 50.00
			SECURE PARKING SOUTH FREMANTLE	\$ 12.30	\$ 12.30
			MAYOR/CEO AIRFARES SOUTH WEST GROUP ECONOMIC TOUR	\$ 2,360.06	\$ 2,360.06
			HOST DIRECT - ROPE BARRIER TO STAIRS TOWN HALL	\$ 161.70	\$ 161.70
			ENJO PTY LTD - CLEANING PRODUCTS TOWN HALL	\$ 203.95	\$ 203.95
			ST JOHN AMBULANCE - STAFF DEFIBRILLATOR TRAINING	\$ 160.00	\$ 160.00
			CREDIT CARD TOTAL	\$ 3,172.01	\$ 3,172.01
			Description	Inv Amount	EFT
			PAYROLL P/E 13/03/18	\$ 120,866.54	\$ 120,866.54
			PAYROLL P/E 27/02/18	\$ 124,939.83	\$ 124,939.83
			PAYROLL TOTALS	\$ 245,806.37	\$ 245,806.37
			GRAND TOTAL	\$1,549,546.60	\$ 1,549,546.60

12.3 GOVERNANCE REPORTS

12.3.1 Draft Town of East Fremantle Public Health Plan

File ref	H/HDT1
Prepared by	Shelley Cocks Principal Environmental Health Officer
Supervised by	Andrew Malone Executive Manager Regulatory Services
Voting requirements	Simple Majority
Documents tabled	Nil
Attachments	<ol style="list-style-type: none">1. Draft Public Health Plan2. Health and Wellbeing Profile3. First Interim State Public Health Plan for Western Australia.

Purpose

The WA Public Health Act 2016 requires local governments to develop local Public Health Plans in order to establish an integrated health and wellbeing planning process that fits into existing frameworks and strategies within the local community. The Plan is a five year strategic document that meets the Town's legislative obligations and is intended to integrate with the Town's core functions rather than duplicate existing plans and strategies already in place.

Executive Summary

The Public Health Plan is a legislative requirement of the WA Public Health Act 2016. The vision of the Plan is *"To protect, promote and enhance the health, wellbeing and quality of life for our community"*.

The Town of East Fremantle Public Health Plan 2018-2023 comprises an introduction with the above vision and mission statements, and a series of actions divided into three key areas:

1. Healthy People and Community
"To guide and encourage our community to lead healthier lifestyles through the provision of lifestyle and educational opportunities."
2. Healthy Places and Spaces
"To provide healthy places and spaces to encourage and support healthy lifestyle opportunities."
3. Healthy Partnerships
"To develop collaborative partnerships with community, business, government, non-government and key stakeholders to improve health and wellbeing."

Background

As mentioned, the WA Public Health Act 2016 requires local governments to develop local Public Health Plans in order to establish an integrated health and wellbeing planning process that fits into existing frameworks and strategies within the local community. Although the requirement for public health planning will not come into effect until Part 5 of the Public Health Act 2016 is implemented in approximately three years time, a number of proactive local governments are producing public health plans and are being encouraged and supported to do so by the Public Health Division of the Department of Health.

Accordingly, the first interim State Public Health Plan has been released for the first stage of consultation across Western Australia.

This plan includes:

- Part 1: A health status report for Western Australia which documents public health trends in WA and identifies areas of inequalities in particular population sub-groups;

- Part 2. Objectives and policy priorities 2017-2021 to address the issues arising in Part 1.

Western Australia (WA) has a high standard of health. Life expectancy is increasing, infant mortality is low and trending downwards, and there have been sustained declines in the prevalence of smoking over the past decade. However health status varies considerably across different population groups. For example WA's Aboriginal population have demonstrably poorer health outcomes than the non-Aboriginal population. Health outcomes are significantly poorer in country and remote WA.

On the other hand, the Town of East Fremantle is the most advantaged of the local government authorities within the South Metropolitan Health Service. The Town has a SEIFA Index of Relative Socio-Economic Disadvantage score of 1088. This score is made up of four indices which summarise a variety of social and economic variables such as income, educational attainment, employment and number of unskilled workers. They are based on a national average of 1000 and areas with the lowest scores are the most disadvantaged.

Nevertheless, the Town shares many common problems with the rest of the State. Obesity and chronic disease have emerged as significant public health challenges overall. The burden of chronic disease is likely to increase over the next decade, due to an ageing population and the time lag associated with chronic conditions which often reflect the cumulative influence of risk factors across the life course. In that regard, the importance of health promotion and health education cannot be overstated.

Consultation

The following Town of East Fremantle documents have been used to inform and/or complement this Plan:

- Strategic Community Plan 2017-2027,
- Corporate Business Plan 2015-2019
- Recreation and Community Facilities Strategy 2016
- Foreshore Master Plan 2016
- Disability Access and Inclusion Plan 2016-2020
- Public Art Strategy 2017

The Plan has been developed following research and utilising the outcomes of community consultation which have taken place within the Town such as community forums and the Catalyse community scorecard. Consultation with Council staff, the Fremantle Local Public Health Advisory Group and the Metropolitan Environmental Health Manager's Group has been extensively undertaken over the last 12 months. The Plan has been examined and workshopped by Council's Executive Management Group

Once the draft public health plan is received by Council, it will be advertised to residents and the community for 30 days. Any relevant feedback or suggestions can be incorporated into the final plan.

Statutory Environment

WA Public Health Act 2016

Policy Implications
Healthy Eating Policy

Financial Implications

There are no particular financial implications other than existing budget item E07218 Public Health Program which is used to implement public health initiatives such as drug education and a falls prevention program. The 2017/18 budgeted amount was \$5,500.

Strategic Implications

The Public Health Plan most closely aligns with the objectives outlined in:

Strategic Priority 1: Social. "A socially connected inclusive and safe community":

- 1.1 Facilitate appropriate local services for the health and wellbeing of the community.
- 1.2 Inviting open spaces, meeting places and recreational facilities,
- 1.3 Strong community connection within a safe and vibrant lifestyle.

Site Inspection

Not applicable

Comment

The Town aims to enhance the health, wellbeing and quality of life for the community through:

1. assessing, reviewing and responding to current and future public health and wellbeing needs, issues and emerging trends based on best practice, sustainability and evidence based decision making processes.
2. developing collaborative partnerships with internal and external key stakeholders.
3. integrating public health and wellbeing into existing services and programs.
4. facilitating the vision for a healthy and sustainable community through greater community participation and development on health issues.
5. aligning with and providing strategic links and relationships with local, state and national strategic plans and policies that impact on health and well being.

Council's Principal Environmental Health Officer, in conjunction with the officers from the Fremantle Local Public Health Advisory Group which comprises the City of Fremantle, the Town of East Fremantle and the South Metropolitan Population Health Service have been developing a public health plan for the Town of East Fremantle over the past 12 months.

The Plan aligns with and builds upon the foundations of the Integrated Planning and Reporting Framework and operates as an informing strategy to the Town's Strategic Community Plan 2017-27.

12.3.1 OFFICER RECOMMENDATION

That Council receives the draft Town of East Fremantle Public Health Plan 2018-23 to allow advertising for public comment for a 30 day period.

Town of East Fremantle Public Health Plan 2018 – 2022

This Plan is a living document amended at any relevant time in line with changes to legislation, policy and any supporting documents.

Document control: Final Version as at 9 April 2018.

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INTRODUCTION

The Town of East Fremantle recognises that good health is the cornerstone of a happy and connected community and is committed to creating an environment where it is easy for people to lead safe, happy and healthy lives.

The Plan is a five year strategic document that meets the Town’s legislative obligations for the development of a local Public Health Plan under the WA Public Health Act 2016. This plan is intended to integrate with and ‘value-add’ to the Town’s core functions rather than duplicate existing plans and strategies across the organisation.

Vision

To protect, promote and enhance the health, wellbeing and quality of life of our community.

Mission

The Town aims to enhance the health, wellbeing and quality of life for the community through:

- Assessing, reviewing and responding to current and future public health and wellbeing needs, issues and emerging trends, based on best practice, sustainability and evidence based decision making processes.
- Developing collaborative partnerships with internal and external key stakeholders.
- Integrating public health and wellbeing into existing services and programs.
- Facilitating the vision for a healthy and sustainable community through greater community participation and development on health issues.
- Aligning with and providing strategic links and relationships with local, state and national strategic plans and policies that impact on health and wellbeing.

The approach adopted in developing this Plan has been guided by the ‘Pathway to a Healthy Community’, Department of Health 2017, *Pathway to a Healthy community: a guide for councillors and local government*, South Metropolitan Health Service, Perth, and recognises local government as the tier of government closest to the community in supporting and influencing the health and wellbeing outcomes. It promotes the range of services delivered by the Town which help to establish many of the necessary conditions upon which good health and wellbeing is determined, see Figure 1 below.

Figure 1: How local government can make a difference in health and wellbeing



Source: Improvement and Development Agency. The social determinants of health and the role of local government, UK 2010.

ABOUT THE PLAN

This Plan meets the Town’s legislative obligations under the WA Public Health Act 2016, which aims to establish an integrated health and wellbeing planning process that fits into existing planning frameworks and strategies within local government and can support a wider local vision for healthier community.

The Plan aims to identify the health and wellbeing needs of the community and establish priorities and strategies for a five year period with a focus on the following key areas:

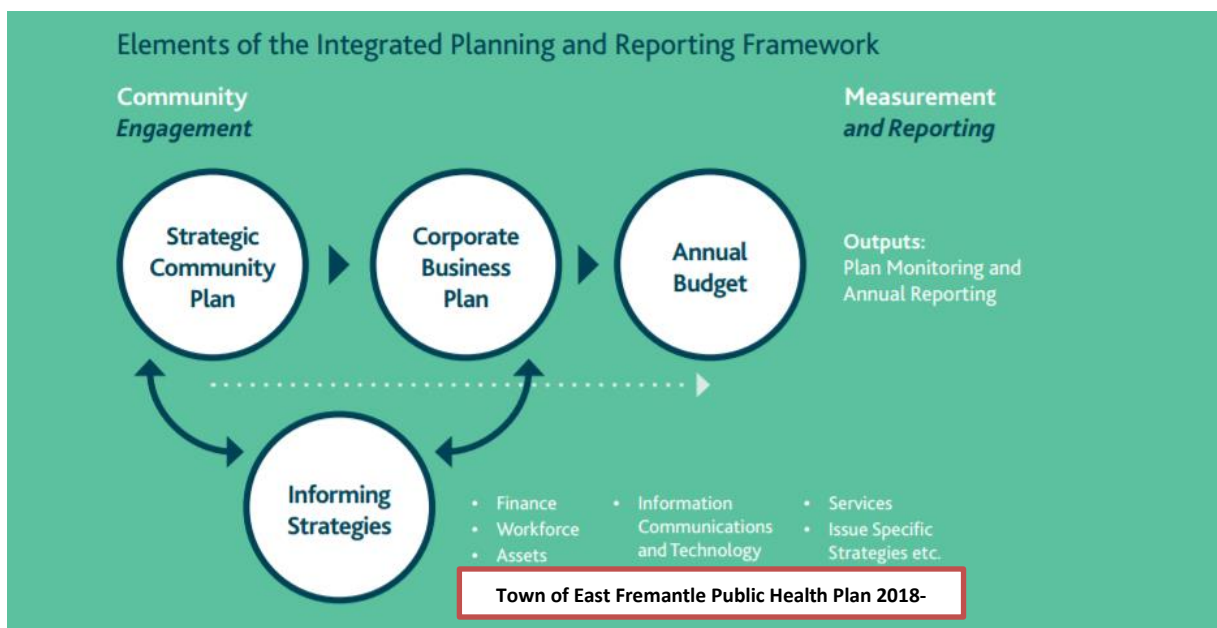
Key Areas

- 1. HEALTHY PEOPLE AND COMMUNITY:**
 To guide and encourage our community to lead healthier lifestyles through the provision of lifestyle and educational opportunities.
- 2. HEALTHY PLACES AND SPACES:**
 To provide healthy places and spaces to encourage and support healthy lifestyle opportunities.
- 3. HEALTHY PARTNERSHIPS:**
 To develop collaborative partnerships with community, business, government, non-government and key stakeholders to improve health and wellbeing.

Corporate Planning Framework

The Plan aligns with and builds on, the foundations of the **Integrated Planning and Reporting Framework**, as shown in the image below, and will operate as an informing strategy to the Town’s **Strategic Community Plan 2017-27**. This plan is intended to integrate with and ‘value-add’ to the Town’s core functions rather than duplicate existing plans and strategies across the organisation, see Figure 2 below.

Figure 2: Integrated Planning and Reporting Framework



Community Engagement

This Plan has been informed by the ideas and feedback gathered from the community, service providers, local organisations, businesses and government agencies.

The Plan has been developed following research, and taking into account the outcomes of community forums, community questionnaire and community scorecard (via CATALYSE Pty Ltd). Consultation between the SMHS, local health service providers and Town staff including the PEHO, Planning and Building Services, Community Development and Special Projects Officer and Operational Services took place in 2017 to identify opportunities to optimise the health and wellbeing of the TOEF community.

The Plan provides a framework for an integrated and collaborative approach that will support and enhance the community's ability to lead healthy, active and rewarding lives. It is designed to complement rather than duplicate Council's existing planning frameworks and strategies.

The following documents have been used to inform and/or complement this plan:

- TOEF Strategic Community Plan 2017-2027
- TOEF Corporate Business Plan 2015-2019
- Recreation and Community Facilities Strategy 2016
- Foreshore Master Plan 2016
- Disability Access and Inclusion Plan 2016-2020
- TOEF Public Art Strategy 2017

HEALTH PROFILE

Population Overview

The Town of East Fremantle LGA covers an area of 3.2 square kilometres bordering the Swan River. Since 2004, our community has experienced steady population growth. Currently, our population is estimated at 7,831 with the Department of Planning projecting that we will grow to 8,600 by 2026. If the Department's infill target for 900 additional dwellings in East Fremantle is met, population growth will be approximately 800 higher than this estimate.

Socio-Economic Status

The socio-economic indexes for areas (SEIFA) scores are made up of four indices which summarise a variety of social and economic variables such as income, educational attainment, employment and number of unskilled workers. SEIFA scores are based on a national average of 1000 and areas with the lowest scores are the most disadvantaged. Based on 2011 Census data, the Town of East Fremantle had a SEIFA Index of Disadvantage score of 1088. The range of scores for this SEIFA index for LGAs within the South Metropolitan Health Service was 948 to 1088.

Health and Wellbeing Snapshot

Health is impacted by a number of factors, often outside the control of the individual. These factors are referred to as the social determinants of health and include socio-economic status, employment, income, education, housing, social support, access to health care, drug addiction, transport, food security and community safety.

From a community perspective, the health and wellbeing of the population contributes to social interaction and the vitality of the community. For example, it enables participation in sports, volunteering, arts, culture and other activities that bring the community together. By contrast, poor health and wellbeing reduces this participation and brings with it the high costs of medical care and other community services.

The *Town of East Fremantle Health and Wellbeing Profile 2017*, published by the Western Australian Department of Health's South Metropolitan Health Promotion Service, [2017] has identified specific areas of public health relating to persons (aged 16 years and over) in the Town of East Fremantle community from 2002-2015.

This profile is the latest in a series of profiles prepared by the South Metropolitan Health Promotion Service (SMHPS) since 2012. It provides an update on the self-reported measures of the health and wellbeing in the Town of East Fremantle with data from the Western Australian Health and Wellbeing Surveillance System (HWSS). This information is based on responses from 200 adults within the Town of East Fremantle LGA (aged 16 years and older), who were surveyed over the period March 2002 to December 2015. The data collected is weighted to represent the age and sex distribution of the WA population using the 2014 Estimated Resident Population.

Chronic diseases

Many of the health conditions included in the HWSS are chronic diseases which usually have a number of contributing factors, develop gradually and have long lasting effects. Diseases such as cardiovascular disease, type 2 diabetes, respiratory diseases and some cancers contribute significantly to the burden of illness and injury in the community. Considerable potential exists to reduce the burden of disease. It is estimated that in WA in 2011, 435,000 years of healthy life were lost to premature death or living with a disability due to a chronic disease or injury. Injuries are also an important cause of death and disability and strategies to prevent chronic disease are often linked with injury prevention.

Lifestyle and physiological risk factors

There are many factors that can influence a person's health, including genetics, lifestyle, age, environmental and social factors. Many chronic diseases and injuries are associated with a common set of modifiable lifestyle risk factors which can have either a positive effect on health, such as a high consumption of fruit and vegetables, or a negative effect, such as smoking, alcohol use and physical inactivity. These lifestyle risk factors also impact on the physiological risk factors such as high cholesterol, high blood pressure, and being overweight which are also related to chronic disease and potentially modifiable.

Table 1: Prevalence of physiological risk factors for adults (aged 16 years and over), Town of East Fremantle LGA, Western Australia and South Metropolitan Health Region 2002–2015

Risk factors	East Fremantle LGA		South Metropolitan
	Persons (%)	Estimated population	Persons (%)
Current high blood pressure ((as a proportion of adults who reported having been measured) 2003 onwards 25 years+)	14.7	810	20.1
Current high cholesterol (as a proportion of adults who reported having been measured)	14.0	770	20.3
Overweight (BMI 25<30)	42.2	2,676	39.7
Obese (BMI 30+)	15.0	954	25.7
Risk condition			
Injury (in the last twelve months requiring treatment)	25.9	1,641	23.0

Source: Western Australian Health and Wellbeing Surveillance System, WA Department of Health: Town of East Fremantle self-reported measures of health and wellbeing for adults 2002–2015.

Table 2: Prevalence of lifestyle risk factors for adults (aged 16 years and over), Town of East Fremantle LGA, Western Australia and South Metropolitan Health Region 2002–2015

Behaviour / Risk factor	LGA %	LGA (estimated population)	WA (%)	South Metropolitan (%)
Currently smokes	12.2	771	16.4	15.0
Never smoked (or smokes less than <100 cigarettes)	58.6	3,719	54.6	55.6
Eats less than two serves of fruit daily	41.8	2,649	48.2	47.8
Eats less than five serves of vegetables daily	86.9	5,510	87.3	86.9
Eats meals from fast food outlets at least weekly (2010 onwards)	30.3	1,920	30.4	44.4
Risky/high risk drinking for long term harm (a)	35.8	2,269	34.5	33.0
Risky/ high risk drinking for short term harm (b)	18	1,139	15.2	14.1
Completes less than 150 minutes of physical activity per week (adults plus 18 years)	31.8	1,962	38.9	38.4
(a) Drinks more than 2 standard drinks on any day. (b) Drinks more than 4 standard drinks on any day. Any alcohol consumption by persons 16 or 17 is considered high risk.				

Source: Western Australian Health and Wellbeing Surveillance System, WA Department of Health: Town of East Fremantle self-reported measures of health and wellbeing for adults 2002–2015.

Immunisation

Immunisations help to prevent and limit the spread of a range of vaccine preventable diseases (VPDs). Vaccine preventable diseases are administered to certain cohorts as part of the national immunisation schedule and are carefully monitored through the Western Australian Vaccine Safety Surveillance (WAVSS) system, and nationally through AusVaxSafety and the Therapeutic Goods Administration.

During 2016, Table 4 below shows the annual immunisation data for 1 year-olds, 2 year-olds and 5 year-olds in the Town of East Fremantle. An immunisation coverage rate of 90% or more is considered the benchmark in Australia, noting that this rate is proposed to rise to 95% and above in future. **The immunisation coverage for children in the 1 year, 2 year and 5 year age groups is below the 90% benchmark set for all metropolitan local governments.**

Table 4 Percentage of children up to date in each age cohort in the Town of East Fremantle in 2016.

Age	No. of fully vaccinated children in the Town of East Fremantle	Total children in the Town of East Fremantle	Town of East Fremantle Immunisation coverage
1 year	67	72	93.1
2 years	57	70	81.4
5 years	79	90	87.8

EVALUATION OF THE PLAN, REVIEW AND REPORTING

The Town's staff will review the Plan annually or as required in accordance with the *WA Public Health Act 2016* to ensure it continues to respond to the needs of the community, and that it remains current.

The Town's staff will coordinate the annual review in partnership with the South Metropolitan Health Service.

An evaluation will occur at the end of the Plan cycle, in 2023, consisting of:

- Assessment of progress against outcomes for each goal within the Plan;
- Assessment of performance measures for each priority area;
- Review of key data for the Town including the social profile, health status, health risk factors, health behaviours and population risk groups; and
- Review of implementation mechanisms for the Plan including partnership terms and arrangements with key stakeholders.

The Town's staff will prepare and submit an annual report on progress and evaluation findings to the Chief Health Officer of the Western Australian Department of Health.

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APPENDIX 1

Public Health Action Plan

Key Area 1: HEALTHY PEOPLE AND COMMUNITY

Objective: To guide and encourage our community to lead healthier lifestyles through the provision of lifestyle and educational opportunities.

What the community want?	What we will do?	When?					Responsible Department
		2018-2019	2019-2020	2020-2021	2021-2022	2022-2023	
Programs, events and facilities that support and promote a physically active lifestyle	Deliver and support facilities and programs that encourage the uptake of physically active lifestyles.	√	√	√	√	√	Community Development
	Conduct and support festivals and events throughout the Town that promote active living.	√	√	√	√	√	Community Development
Reduced alcohol related harm in the community.	Provide a safe environment for patrons and community through the Fremantle Alcohol Accord.	√	√	√	√	√	Environmental Health Services
	Support low alcohol and no alcohol events and activities both internally and in conjunction with event organisers.	√	√	√	√	√	Community Development
Reduced exposure to tobacco smoke in public areas.	Consider the creation of more smoke free precincts in the Town.	√	√	√	√	√	Operations Services
	Maintain no smoking signage at Town facilities, playgrounds and beaches.	√	√	√	√	√	Operation Services
	Develop initiatives to reduce tobacco related litter in public places.	√	√	√	√	√	Operations Services
Access to safe, sustainable and healthy food.	Create opportunities that support businesses to offer healthy food options.	√	√	√	√	√	Environmental Health Services
	Investigate actions to reduce the availability of sugar-sweetened beverages at Town facilities and events.	√	√	√	√	√	Environmental Health Services
	Provide safe, healthy, good quality and culturally unique food at unique locations	√	√	√	√	√	Environmental Health Services
	Support and promote the establishment of community gardens.	√	√	√	√	√	Operations Services
	Investigate urban agriculture initiatives to support planting of edible gardens (fruit trees and vegetables) in the community.	√	√	√	√	√	Operations Services
	Support local food festivals, trails and recipe books that promote the local area, cultural heritage and tourism precincts.	√	√	√	√	√	Community Development

Improved mental health	Encourage active, sociable, meaningful lives to promote positive mental health and wellbeing.	√	√	√	√	√	Community Development
	Facilitate a partnership with Act, Belong and Commit	√	√	√	√	√	Community Development
A resilient, inclusive and happy community.	Facilitate programs and services for young people that promote inclusiveness, participation and recognition within the community.	√	√	√	√	√	Community Development
	Support and celebrate Aboriginal heritage.	√	√	√	√	√	Community Development
	Deliver programs that support disability access and inclusiveness	√	√	√	√	√	Community Development
	Deliver programs for seniors and promote senior focused events.	√	√	√	√	√	HACC services
	Investigate options to deal with and facilitate support for the homeless.	√	√	√	√	√	Community Development
	Support the delivery and promotion of volunteers in East Fremantle.	√	√	√	√	√	Community Development and HACC Services
Reduced preventable communicable diseases	Promote strategies to prevent and manage the spread of preventable notifiable diseases.	√	√	√	√	√	Environmental Health Services
	Support and promote the WA Immunisation Schedule to increase vaccination rates for children.	√	√	√	√	√	Environmental Health Services

Key Area 2: HEALTHY PLACES AND SPACES

Objective: To provide healthy places and spaces to encourage and support healthy lifestyle opportunities.

What the community want?	What we will do?	When?					Responsible Department
		2018-2019	2019-2020	2020-2021	2021-2022	2022-2023	
Create great spaces for people through innovative urban and suburban design	Investigate the viability of a retail/commercial CCTV network	√	√	√	√	√	Operations Services
	Promote and participate in eWatch. Maintain information about eWatch on the Town's website.	√	√	√	√	√	Communication Services
Continue to improve asset management practices.	Identify, develop and improve the built environment and facilities to support active lifestyles for pedestrians, cyclists and public transport users. This includes the footpath and cycleway connectivity plan and John Tonkin Interpretative Node.	√	√	√	√	√	Operations Services
Conserve, maintain and enhance the Town's open spaces.	Implement the Recommendations within the Recreation and Community Facilities Strategy adopted December 2016.	√	√	√	√	√	Operations Services
	Partner with stakeholders to actively protect, conserve and maintain the Swan River Foreshore. Plan for improved streetscapes, parks and reserves.	√	√	√	√	√	Operations Services
A safer community	Provide initiatives to deliver increased safety and security within Town.	√	√	√	√	√	Operations Services
	Provide regular surveillance patrols by Rangers in daylight hours	√	√	√	√	√	Operations Services
	Ensure the Town is appropriately prepared to mitigate any local community emergencies through the Local Emergency Management Committee (LEMC).	√	√	√	√	√	Environmental Health Services
Acknowledge the change in our climate and understand the impact of these changes	Maintain street planting, utilise thermal imaging data to address less hot spots and develop Urban Forest Strategy.	√	√	√	√	√	Environmental Health Services

	Become a Waterwise Council.	√	√	√	√	√	Environmental Health Services
	Improve recycling rates and reduce landfill rates to reduce greenhouse gas emissions.	√	√	√	√	√	Environmental Health Services
A diverse and friendly community	Foster a diverse and family friendly inner Town environment and in particular the night time economy.	√	√	√	√	√	Community Development
Protect and enhance environmental health	Implement environmental health strategies and relevant legislation to protect and enhance the health of our community.	√	√	√	√	√	Environmental Health Services

Key Area 3: HEALTHY PARTNERSHIPS

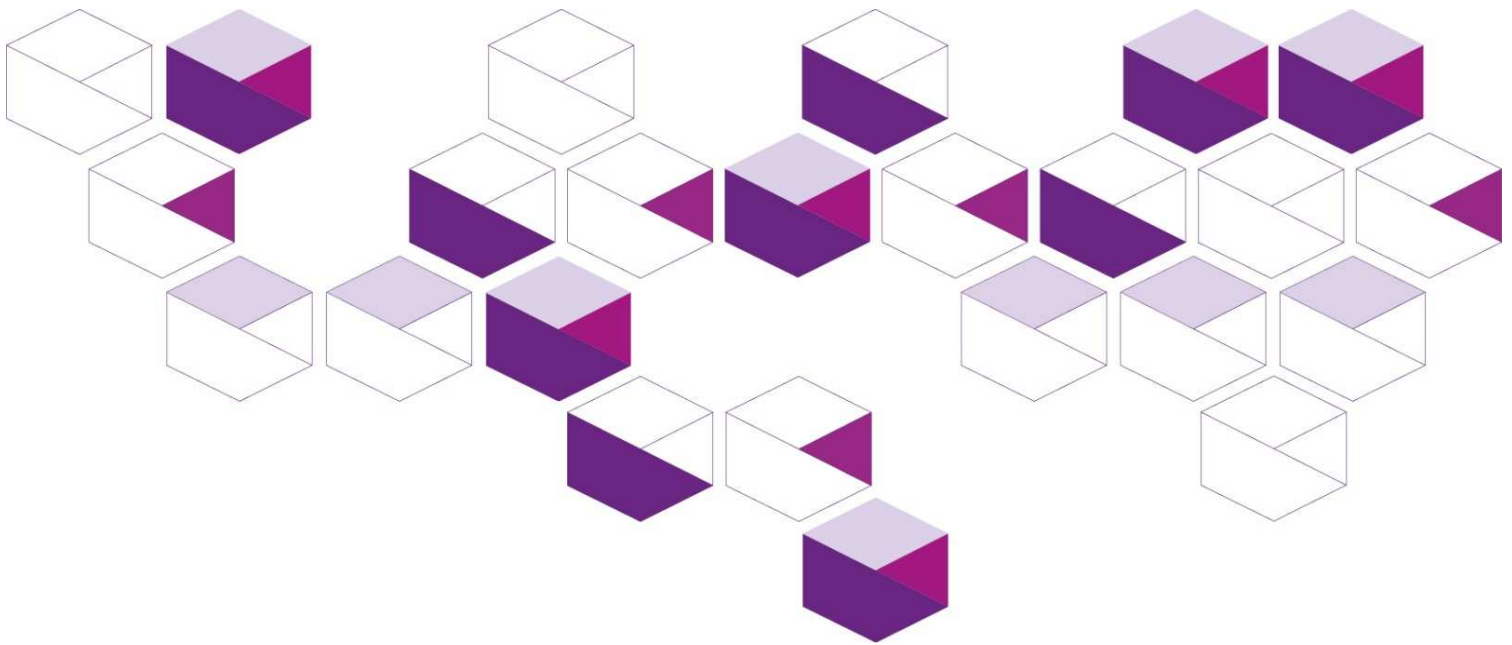
Objective: To develop collaborative partnerships with community, business, government, non-government and key stakeholders to improve health and wellbeing.

What the community want?	What we will do?	When?					Responsible Department
		2018-2019	2019-2020	2020-2021	2021-2022	2022-2023	
Collaborative partnerships with businesses, government and service providers.	Support a local network of service providers to encourage greater collaboration and partnerships for continued growth, economic prosperity and health.	√	√	√	√	√	All Departments
A healthy workplace	Provide a full package of support, training and engagement mechanisms to foster staff development by 2020 and to support equality in the workplace.	√	√	√	√	√	All Departments
A sustainable local economy	Provide a broad range of support and incentive mechanisms to support new and existing local business including forums, development of hubs and shared office space.	√	√	√	√	√	All Departments
Strong leadership and good governance	Provide strong leadership through good governance to ensure health and wellbeing is central to the Town's organisational culture.	√	√	√	√	√	All Departments



Town of East Fremantle Health and Wellbeing Profile 2017

Lifestyle and Physiological Risk Factors



Background

The purpose of this summary is to support the Town of East Fremantle with public health planning. This profile is the latest in a series of profiles prepared by the South Metropolitan Health Promotion Service (SMHPS) since 2012. It provides an update on the self-reported measures of the health and wellbeing in the Town of East Fremantle with data from the Western Australian Health and Wellbeing Surveillance System (HWSS). This information is based on responses from 200 adults within the Town of East Fremantle LGA (aged 16 years and older), who were surveyed over the period March 2002 to December 2015. The data collected is weighted to represent the age and sex distribution of the WA population using the 2014 Estimated Resident Population.

Chronic diseases

Many of the health conditions included in the HWSS are chronic diseases which usually have a number of contributing factors, develop gradually and have long lasting effects. Diseases such as cardiovascular disease, type 2 diabetes, respiratory diseases and some cancers contribute significantly to the burden of illness and injury in the community. Considerable potential exists to reduce the burden of disease.¹ It is estimated that in WA in 2011, 435,000 years of healthy life were lost to premature death or living with a disability due to a chronic disease or injury. Injuries are also an important cause of death and disability and strategies to prevent chronic disease are often linked with injury prevention.

Lifestyle and physiological risk factors

There are many factors that can influence a person's health, including genetics, lifestyle, age, environmental and social factors. Many chronic diseases and injuries are associated with a common set of modifiable lifestyle risk factors which can have either a positive effect on health, such as a high consumption of fruit and vegetables, or a negative effect, such as smoking, alcohol use and physical inactivity. These lifestyle risk factors also impact on the physiological risk factors such as high cholesterol, high blood pressure, and overweight which are also related to chronic disease and potentially modifiable.

Table 1: Prevalence of physiological risk factors for adults (aged 16 years and over), Town of East Fremantle LGA, Western Australia and South Metropolitan Health Region 2002–2015

Risk factors	East Fremantle LGA		South Metropolitan
	Persons (%)	Estimated population	Persons (%)
Current high blood pressure (as a proportion of adults who reported having been measured) 2003 onwards 25 years+)	14.7	810	20.1
Current high cholesterol (as a proportion of adults who reported having been measured)	14.0	770	20.3
Overweight (BMI 25<30)	42.2	2,676	39.7
Obese (BMI 30+)	15.0	954	25.7
Risk condition			
Injury (in the last twelve months requiring treatment)	25.9	1,641	23.0

Source: Western Australian Health and Wellbeing Surveillance System, WA Department of Health: Town of East Fremantle self-reported measures of health and wellbeing for adults 2002–2015.

Table 2: Prevalence of lifestyle risk factors for adults (aged 16 years and over), Town of East Fremantle LGA, Western Australia and South Metropolitan Health Region 2002–2015

Behaviour / Risk factor	LGA %	LGA (estimated population)	WA (%)	South Metropolitan (%)
Currently smokes	12.2	771	16.4	15.0
Never smoked (or smokes less than <100 cigarettes)	58.6	3,719	54.6	55.6
Eats less than two serves of fruit daily	41.8	2,649	48.2	47.8
Eats less than five serves of vegetables daily	86.9	5,510	87.3	86.9
Eats meals from fast food outlets at least weekly (2010 onwards)	30.3	1,920	30.4	44.4
Risky/high risk drinking for long term harm (a)	35.8	2,269	34.5	33.0
Risky/ high risk drinking for short term harm (b)	18	1,139	15.2	14.1
Completes less than 150 minutes of physical activity per week (adults plus 18 years)	31.8	1,962	38.9	38.4
(a) Drinks more than 2 standard drinks on any day.				
(b) Drinks more than 4 standard drinks on any day.				
Any alcohol consumption by persons 16 or 17 is considered high risk.				

Source: Western Australian Health and Wellbeing Surveillance System, WA Department of Health: Town of East Fremantle self-reported measures of health and wellbeing for adults 2002–2015.

1. Chronic Disease Prevention Directorate. Western Australian Health Promotion Strategic Framework 2017–2021. Perth: Department of Health, Western Australia; 2017.



Prevalence of lifestyle and psychosocial behaviours and risk factors for Town of East Fremantle



Note: "Estimates are presented for persons aged 16 years and over except for physical activity where estimates are presented for persons aged 18 years and over."

Source: Western Australian Health and Wellbeing Surveillance System, WA Department of Health: Town of East Fremantle self-reported measures of health and wellbeing for adults 2002–2015.

WA Health and Wellbeing Surveillance System

The HWSS is managed by the Health Survey Unit in the Epidemiology Branch at the Department of Health Western Australia. Householders are selected at random to participate in a computer-assisted telephone interview. Questions are asked on a range of indicators related to health and wellbeing. Topics include lifestyle and physiological risk factors.

Since 2002, the HWSS has captured self-reported health and wellbeing data from over 6,000 Western Australians each year. Information from the survey is used to:

- monitor the health status of all Western Australians
- inform and evaluate health promotion programs
- support health policy development
- identify emerging trends.

Limitations of the data

It is important to be cautious when comparing the HWSS data in this profile to that in the previous profile because:

- Changes could be due to a change in the demographic mix of the population, particularly as there have been some minor revisions to LGA boundaries over time and the data is weighted using a different Estimated Resident Population.
- For some LGAs, the number of people surveyed is small, which makes it difficult to show statistically significant changes over time.
- There are only two time points to compare, so it is difficult to determine whether any increase or decrease is due to a trend, or to random variability.

For these reasons, it is important not to overstate any perceived differences between this, and the last profile.

Results are also not comparable between LGAs because, for each LGA, the minimum number of years necessary to make up a sufficient sample has been used. This means that the time period for other LGAs may differ.

Data can be considered representative of the general population, but will not be representative of small or specific groups such as Aboriginal people or people from non-English speaking backgrounds.

This document can be made available in alternative formats on request.

South Metropolitan Health Promotion Service

Fremantle Hospital

Level 2, D5, Alma Street, FREMANTLE WA 6160

Postal address: PO Box 480, FREMANTLE WA 6959

T: 9431 0200 | F: 9431 0227

E: southmetropolitanhealthpromotion@health.wa.gov.au

www.southmetropolitan.health.wa.gov.au

www.fh.health.wa.gov.au

Compiled: South Metropolitan Health Service, 2017

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First Interim State Public Health Plan for Western Australia



This resource was prepared by:

Public Health Division
Department of Health of Western Australia

PO Box 8172
Perth Business Centre WA 6849

Tel: (08) 9388 4999
Email: publichealthact@health.wa.gov.au
Web: www.health.wa.gov.au

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Acknowledgements

The Department of Health would like to thank the people and organisations who contributed time and expertise to the development of the First Interim State Public Health Plan.

Feedback

Any feedback related to this document should be emailed to publichealthact@health.wa.gov.au

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The WA Department of Health acknowledges the Aboriginal people of the many traditional lands and language groups of Western Australia.

We acknowledge the wisdom of Aboriginal Elders past and present and pay respect to Aboriginal communities of today.



Message from the Chief Health Officer of Western Australia

I am pleased to release the First Interim State Public Health Plan for the first stage of consultation across Western Australia (WA). This document includes:

Part 1: A health status report for Western Australians This section aims to examine public health trends in WA and identify areas of inequalities in particular population sub-groups.

Part 2: Objectives and policy priorities 2017 - 2021 This section outlines the proposed public health objectives and policy priorities for WA for the next 5 years.

I would like to engage with interested stakeholders across WA and seek feedback on this document, as well as gather ideas on how the WA Department of Health can work with our many partners into the future. I will review and consider all feedback and may put out a Second Interim State Public Health Plan at a later stage.

Although the requirement for public health planning will not come into effect until Part 5 of the *Public Health Act 2016* (Public Health Act) is implemented in approximately four years' time, I am aware that a number of local governments advocated for public health planning and are producing local public health plans (Local PH Plans) in anticipation of the commencement of Part 5 of the Public Health Act. To support local governments that want to continue to be proactive in developing their Local PH Plans, I have published the First Interim State PH Plan as a guide for local governments that seek to be consistent with the current objectives and policy priorities of the WA Department of Health in the development of their Local PH Plans. I support this initiative and encourage local governments to commence or continue the process of developing their Local PH Plans if they wish to do so.

The First Interim State PH Plan can also be used to guide and support our many partners in public health including non-government organisations, State Government departments, industry and the general public.

Once Part 5 of the Public Health Act is enacted I will release the first State PH Plan. I commit to working closely with local government, the public and other key stakeholders in the development of this plan.



Prof Tarun Weeramanthri
Chief Health Officer
Public Health Division | Department of Health Western Australia
14 July 2017



Part 1: A health status report for Western Australians



Executive summary

Western Australia (WA) has a high standard of health compared with other countries. Life expectancy is increasing, infant mortality is low and trending downwards, and there have been sustained declines in the prevalence of smoking over the past decade.

However, while most Western Australians are doing well, there is evidence that health status varies considerably across different population groups.

For example, WA's Aboriginal population have demonstrably poorer health outcomes than the non-Aboriginal population including a significantly higher prevalence of obesity and diabetes, an increased incidence of most infectious diseases, higher hospitalisation rates for assault and intentional self-harm and higher mortality rates, both overall and from specific chronic diseases.

Health outcomes are also significantly poorer in country WA, particularly in the remote regions, with a higher prevalence of risky behaviours including smoking and alcohol consumption as well as increased rates of sexually transmissible infections (STIs), youth suicide, potentially preventable hospitalisations and mortality.

Social and economic disadvantage is also associated with poorer health outcomes, with some social gradients emerging prior to birth. For example, smoking during pregnancy among mothers from the most disadvantaged socioeconomic quintile in WA is over four times the prevalence found among mothers from the least disadvantaged quintile. Social inequity continues throughout the life course with similar disparities evident for infant mortality, developmental delays and the prevalence of chronic disease in adulthood.

Obesity and chronic disease have also emerged as significant public health challenges for the population overall. The burden of chronic disease is likely to increase over the next decade, due to an ageing population and the lag time associated with chronic conditions which often reflect the cumulative influence of risk factors across the life course.

Part 1: A health status report for Western Australians presents a range of information about the health status of the WA population, examines trends over time and identifies inequalities in health for Aboriginal people and other high risk and vulnerable communities and population groups.

In developing this document, the Chief Health Officer provides evidence to support the need for public health programs across the three priority areas as identified in the First Interim State Public Health Plan:

1. Empowering and enabling people to make healthy lifestyle choices
2. Providing health protection for the community
3. Improving Aboriginal health.

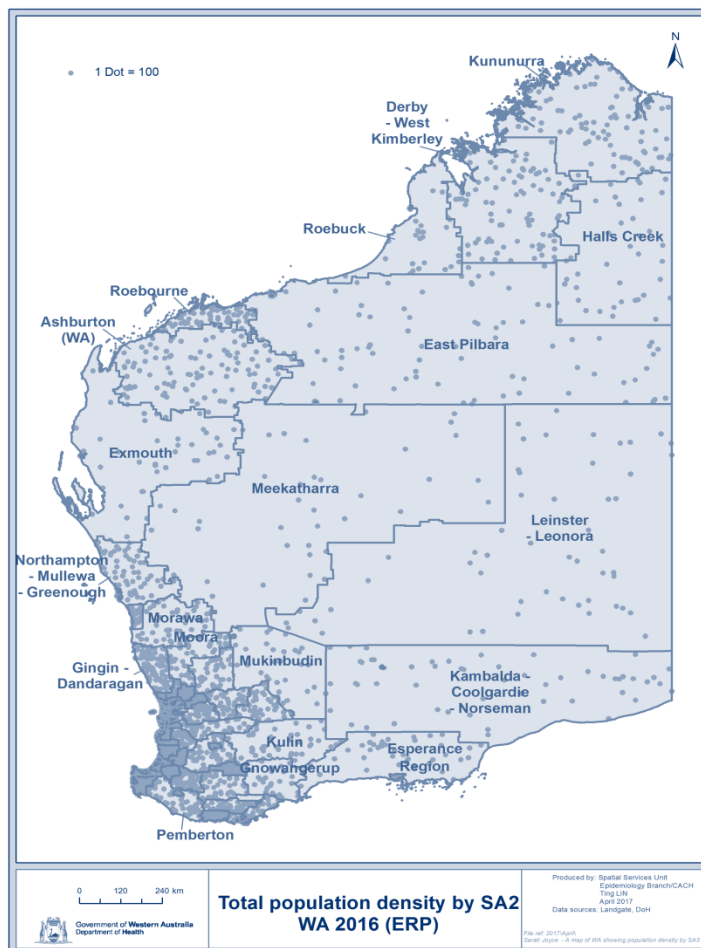
This First Interim State Public Health Plan may be used by all agencies with an interest in protecting, promoting and improving the health and wellbeing of Western Australians and helping to reduce the incidence of preventable illness, in some way.

Population of Western Australia

It is important to have an understanding of the population context of WA to help determine both current and future needs of the population, understand disparities in health between population groups, and ensure that health services are designed appropriately to meet these needs.

As at 30 June 2016 WA had an estimated resident population of approximately 2.6 million people.¹ The majority of the population (79%) reside in the Perth metropolitan region which is also experiencing the State’s largest population growth (1.3% from 2015 to 2016). The rest of WA has seen a small population decline (-0.1%) during the same period, with regional areas such as Leinster - Leonora (-6.1%) and Meekatharra (-5.1%) particularly affected.² Rural and remote WA has a population density of only 0.2 people per square kilometre which has implications for the number and range of health services that are available in these areas. Access to health services can be further limited by the long distances of travel required for the non-metropolitan population. Figure 1 demonstrates the total population distributions across WA.

Figure 1: Total population density by SA2, Western Australia 2016



¹ Australian Bureau of Statistics, 2016. Australian Demographic Statistics, June Quarter 2016. Cat. No. 3101.0 Canberra: ABS

² Australian Bureau of Statistics, 2017. Regional Population Growth, Australia, 2015-16. Cat. No. 3218.0 Canberra: ABS

In 2015, life expectancy at birth in WA was 80.5 years for males and 85.0 years for females. This compares well nationally, with males in WA having the third highest life expectancy and females in WA having the second highest life expectancy.³

While life expectancy has been increasing in WA, the fertility rate has been in decline. Since 1975, the total fertility rate in WA has decreased from 2.1 babies per woman to 1.8 babies per woman in 2015.⁴

Sustained low fertility leading to proportionately fewer children and increasing life expectancy resulting in proportionately older people has changed the age structure of the population. In the past year, the proportion of the WA population aged 65 years and over increased by 4 per cent.⁵ By 2061, it is estimated that one in five Western Australians will be over 65 years of age.⁶ The anticipated increase in the population aged 65 years and over will have a significant impact on the demand for health services into the future.

Overseas migration also contributes to shifts in population structures, and in 2014-15, a little over 14,000 people from overseas arrived in WA.⁷ Overall, almost four in ten people in WA were born overseas. Residents born overseas are likely to have different health profiles and may also be less likely to access health services, factors which should be considered when determining the health needs of the population.

In general, Western Australians enjoy some of the highest incomes and levels of affluence in Australia. However, there are also pockets of social and economic disadvantage. It is important to look at a broad range of characteristics when identifying areas of socioeconomic disadvantage as income viewed in isolation can be misleading.

For example, East Pilbara has the fourth highest median income in Australia, driven largely by the high incomes of the local mining community, but it also contains a significant population with low education levels, unskilled occupations, and low incomes.

Aboriginal Western Australians

Aboriginal Western Australians comprise 3.1 per cent of the State's population, and have a younger age structure than the non-Aboriginal population with almost half the population under the age of twenty.

The Aboriginal population of WA is projected to grow by 65 per cent by 2031, a rate of growth that exceeds estimates for the non-Aboriginal population and would see the proportion of Aboriginal people in the population increase to 5.2 per cent. At the same time, the age structure of the Aboriginal population is also expected to change due to the fall in infant and child mortality rates; subsequently there will be a shift to an older Aboriginal population and this has potential implications for the burden of chronic disease among this population.

Reference: Biddle N, 2013. CAEPR Indigenous Population Project 2011 Census Papers. Paper 14: Population Projections. Canberra: Centre for Aboriginal Economic Policy Research, Australian National University

³ Australian Bureau of Statistics, 2016. Life Tables, States, Territories and Australia, 2013-2015. Cat. No. 3302.0.55.001 Canberra: ABS

⁴ Australian Bureau of Statistics, 2016. Births, Australia, 2015. Cat. No. 3301.0 Canberra: ABS

⁵ Australian Bureau of Statistics, 2016. Australian Demographic Statistics, June Quarter 2016. Cat. No. 3101.0 Canberra: ABS

⁶ Australian Bureau of Statistics, 2013. Population Projections, Australia, 2012 (base) to 2101. Cat. No. 3222.0 Canberra: ABS

⁷ Australian Bureau of Statistics, 2016. Migration, Australia, 2014-15. Cat. No. 3412.0 Canberra: ABS

Ten most disadvantaged areas in WA

1. *Halls Creek*
2. *Roebuck*
3. *Derby-West Kimberley*
4. *East Pilbara*
5. *Leinster-Leonora*
6. *Meekatharra*
7. *Balga-Mirrabooka*
8. *Mandurah*
9. *Kununurra*
10. *Girrawheen*

Socio-economic indexes for areas (SEIFA) are measures that summarise the characteristics of a population using a range of information collected during the Census and then rank areas across Australia. The 2011 Census identified that seven of the ten most disadvantaged areas in WA are located in the northern and remote regions, with the most disadvantaged places often containing a sizeable Aboriginal population.⁸ The most disadvantaged area in Western Australia is Halls Creek, which is also ranked in the bottom 0.1 per cent of Australia's population for disadvantage.

This backdrop of social and economic disadvantage provides a unique challenge for public health service delivery in these regions.

Empowering and enabling people to make healthy lifestyle choices

In 2011, Western Australians lost more than 435,000 years of healthy life due to premature death and living with disease and injury. Cancers, mental disorders and cardiovascular diseases together accounted for almost half (45%) of the total health loss in WA.⁹

It is estimated that almost one-third of the total burden of disease in Australia is potentially avoidable, either through preventing problems before they occur or finding problems early and treating them.¹⁰

Over half of all deaths in Western Australians aged under 75 years could potentially have been avoided across 2011 to 2015, with chronic conditions and cancer the leading conditions contributing to avoidable deaths. Ischaemic heart disease was responsible for the highest proportion of deaths (19.6%), with chronic obstructive pulmonary disorder (5.8%) and type 2 diabetes (5.0%) also featuring in the top ten leading causes.¹¹

While the degree to which a condition can be prevented varies, chronic conditions have a number of modifiable behavioural risk factors in common, including dietary factors, obesity, physical activity, tobacco use and excess consumption of alcohol. A focus on prevention and the promotion of healthy lifestyle choices and the creation of health-promoting environments is therefore very important to reduce the future impact of chronic disease.

⁸ Australian Bureau of Statistics, 2013. Socio-economic Indexes for Areas (SEIFA), Data Cube only, 2011. Cat. No. 2033.0.55.001 Canberra: ABS

⁹ Epidemiology Branch, 2016. Overview of the burden of disease in Western Australia, 2011. Perth: WA Department of Health.

¹⁰ Australian Institute of Health and Welfare, 2016. Australian Burden of Disease Study: impact and causes of illness and death in Australia 2011. Australian Burden of Disease Study series no. 3. BOD 4. Canberra: AIHW

¹¹ WA Department of Health. Top fifteen causes of avoidable death for Western Australia State residents (aged 0-74 years). Epidemiology Branch in collaboration with the Cooperative Research Centre for Spatial Information. Perth: WA Department of Health, accessed 28 April 2017



Healthy eating

A balanced and nutritious diet is essential for the growth and development of children and contributes significantly to healthy weight, quality of life, optimal oral health, resistance to infection and protection against chronic disease and premature death throughout the life course.

Most Western Australians are not meeting the minimum recommended serves for the five major food groups – vegetables, fruit, grain (cereal) foods, milk and meat or their alternatives.¹² Intake of fruit and vegetables has not changed over time and remain consistently lower than what national dietary guidelines recommend. Although consumption of fast food is declining, with four in ten WA adults reporting that they never eat meals from fast food outlets in 2015 compared with three in ten in 2009, dietary surveys found that foods high in saturated fat, salt, sugar or alcohol contributes more than a third of total energy intake among the WA adult population.¹³

Food insecurity

Food insecurity, which relates to restricted food availability, access and use, can have a detrimental impact on a population's health and contributes to the disadvantage experienced by Aboriginal Western Australians.

In 2012-13, over one-quarter (27%) of Aboriginal people aged 15 years or over in WA lived in a household that experienced food insecurity in the past 12 months. This compares with 3.5 per cent of the non-Aboriginal population.

Reference: Australian Institute of Health and Welfare, 2015. Aboriginal and Torres Strait Islander Health Performance Framework 2014. Online data tables. Canberra: AIHW

At a population level, it is essential to promote healthy food environments to help support people make better lifestyle and dietary choices.

A nutrition survey of adults aged 18 to 64 years in WA illustrated that three in ten adults will purchase at least one meal from a restaurant, lunch bar, canteen or other food outlet on any given day. However, around one-quarter of WA adults felt that there were not enough healthy choices when they last purchased a meal through one of these options.¹⁴

When adults were asked about the variety of fresh fruit and vegetables available in their neighbourhood, adults in metropolitan Perth were significantly more likely to strongly agree that there was a large selection of fruit and vegetables available compared with adults in rural and remote regions (56.4% compared with 42.2%).

This correlates with the results from the 2013 Food Access Cost Survey which found that access to fresh, good quality, affordable food in WA was highly dependent on where people lived. The cost of food was substantially higher in remote areas, and this gap had increased from 20.8 per cent in 2010 to 26.1 per cent in 2013. In particular, fruit cost 37.9 per cent more in remote areas compared to Perth.¹⁵

¹² Australian Bureau of Statistics, 2015. Australian Health Survey: Nutrition – State and Territory results, 2011-12. Cat. No. 4364.0.55.009 Canberra: ABS

¹³ Tomlin S, Joyce S and Radomiljac A, 2016. Health and Wellbeing of Adults in Western Australia 2015, Overview and Trends. Perth: WA Department of Health; Australian Bureau of Statistics, 2015. Australian Health Survey: Nutrition – State and Territory results, 2011-12. Cat. No. 4364.0.55.009 Canberra: ABS

¹⁴ Source: Nutrition Monitoring Survey Series 2015 (unpublished)

¹⁵ Pollard CM, Savage V, Landrigan T, Hanbury A, & Kerr D 2015, Food Access and Cost Survey. Perth: WA Department of Health

Families on low income or welfare were also identified as needing to spend a greater proportion of their disposable income to buy healthy food than families earning an average income.

A more active WA

Physical activity is an important modifiable risk factor that is associated with several potentially preventable chronic diseases including cardiovascular disease, cancer, stroke, hypertension and diabetes. Physical inactivity was responsible for 4.6 per cent of the total burden of disease and injury in WA in 2011, ranking fifth across all risk factors.¹⁶

Physical activity among males and females

Boys were 1.7 times more likely than girls to meet the recommended physical activity guidelines and this disparity was sustained into adulthood where men were still 1.1 times more likely than women to meet the guidelines.

References: Tomlin S, Joyce S and Radomiljac A, 2016. Health and Wellbeing of Children in Western Australia in 2015, Overview and Trends. Perth: WA Department of Health

Tomlin S, Joyce S and Radomiljac A, 2016. Health and Wellbeing of Adults in Western Australia 2015, Overview and Trends. Perth: WA Department of Health

Almost two-thirds of Western Australian adults (63.8%) were sufficiently active for good health in 2015 and this was a significant increase from 2007 (56.2%).¹⁷ Unfortunately, the opposite trend was evident among children, with only 38.4 per cent meeting the physical activity recommendations, the lowest level observed in a decade.¹⁸

As well as increasing participation in leisure time physical activity, it is important to decrease sedentary time during occupational and domestic activities. Research has suggested that there is an association between sitting and the risk of developing diabetes, heart disease and other conditions.¹⁹

In 2015 around four in ten Western Australian adults reported that they spent most of their day sitting. Prevalence was significantly higher in the least disadvantaged SEIFA quintile (50.1%) compared with the most disadvantaged quintile (35.5%).²⁰

¹⁶ Australian Institute of Health and Welfare (AIHW) analysis of the Australian Burden of Disease 2011 database (unpublished)

¹⁷ Tomlin S, Joyce S and Radomiljac A, 2016. Health and Wellbeing of Adults in Western Australia 2015, Overview and Trends. Perth: Department of Health

¹⁸ Tomlin S, Joyce S and Radomiljac A, 2016. Health and Wellbeing of Children in Western Australia in 2015, Overview and Trends. Perth: WA Department of Health

¹⁹ Sjogren P, Fisher R, Kallings L, Svenson U, Roos G, Hellenius M, 2014. Stand up for health – avoiding sedentary behaviour might lengthen your telomeres: secondary outcomes from a physical activity RCT in older people. *British Journal of Sports Medicine*, 48:1407-1409; Matthews C, George S, Moore S *et al*, 2012. Amount of time spent in sedentary behaviours and cause-specific mortality in US adults. *American Journal of Clinical Nutrition*, 95(2):437-445; Ford E & Caspersen C, 2012. Sedentary behaviour and cardiovascular disease: a review of prospective studies. *International Journal of Epidemiology*, 41(5):1338-1353.

²⁰ Tomlin S, Joyce S and Radomiljac A, 2016. Health and Wellbeing of Adults in Western Australia 2015, Overview and Trends. Perth: WA Department of Health

Curbing the rise in overweight and obesity

Obesity is associated with type 2 diabetes, cardiovascular disease, and some cancers. Excess body mass contributed to 5.3 per cent of all disease and injury in WA in 2011, ranking third across all risk factors. In particular, high body mass was responsible for 53 per cent of the diabetes burden, 39 per cent of the chronic kidney disease burden and 18 per cent of the stroke burden.²¹

Approximately two-thirds of Western Australian adults (67.1%) reported height and weight measurements in 2015 that classified them as overweight or obese. Prevalence was significantly higher in inner regional (73.2%), remote (73.7%) and very remote areas (80.3%) of WA.²²

There has been a significant increase in the prevalence of obesity in Western Australian adults from 21.3 per cent in 2002 to 27.0 per cent in 2015, although there are signs that this trend is now plateauing.²³ Approximately one in five children in WA were classified as overweight or obese in 2015.²⁴

In 2011 over 62,000 inpatient separations and 8,655 emergency department presentations in WA were attributed to excess body mass. This was estimated to cost the acute hospital system \$241.0 million and, assuming obesity levels remain the same, projected hospital costs for acute hospitalisations in 2021 are estimated to be \$488.4 million.²⁵

Obesity by Aboriginal status

Aboriginal adults are 1.6 times more likely than non-Aboriginal Australians to be obese.

Aboriginal children aged 10 to 14 are twice as likely as non-Aboriginal children of the same age to be obese.

Reference: Australian Bureau of Statistics, 2014. Australian Aboriginal and Torres Strait Islander Health Survey: Biomedical Results, 2012-13. Cat. No. 4727.0.55.003. Canberra: ABS

Perceptions of weight

The majority of people under-estimate their weight class which may contribute to a lack of participation in health promotion initiatives established to help people achieve a healthy weight. In 2015, over half (54.8%) of Western Australian adults with a BMI that classified them as overweight perceived their weight to be normal and three-quarters (75.2%) of people with a BMI that classified them as obese perceived their weight to be overweight instead.

Among children with a BMI that classified them as overweight or obese, the majority of parents (69.6%) perceived their child's weight to be normal.

References: Tomlin S, Joyce S and Radomiljac A, 2016. Health and Wellbeing of Adults in Western Australia 2015, Overview and Trends. Perth: WA Department of Health

Tomlin S, Joyce S and Radomiljac A, 2016. Health and Wellbeing of Children in Western Australia 2015, Overview and Trends. Perth: WA Department of Health

²¹ Australian Institute of Health and Welfare (AIHW) analysis of the Australian Burden of Disease 2011 database (unpublished)

²² Tomlin S, Joyce S and Radomiljac A, 2016. Health and Wellbeing of Adults in Western Australia 2015, Overview and Trends. Perth: WA Department of Health

²³ Ibid

²⁴ Tomlin S, Joyce S and Radomiljac A, 2016. Health and Wellbeing of Children in Western Australia in 2015, Overview and Trends. Perth: WA Department of Health

²⁵ Scalley B, Xiao J and Somerford P, 2013. The cost of excess body mass to the acute hospital system in Western Australia: 2011. Perth: WA Department of Health

Drive down smoking rates in the community

Tobacco smoking is one of the largest preventable causes of death and disease in Australia. Tobacco use, including past and current use as well as exposure to second-hand smoke, was responsible for 7.9 per cent of the total burden of disease and injury in WA in 2011 making it the most burdensome risk factor.²⁶ In particular, tobacco use was responsible for 79 per cent of the lung cancer burden and 73 per cent of the Chronic Obstructive Pulmonary Disorder (COPD) burden.

The rates of current daily smokers in WA have decreased from 17.7 per cent in 2011-12 to 14.3 per cent in 2014-15.²⁷ However, the proportion of Aboriginal people in WA who were current daily smokers remained the same from 2008 to 2014-15 (41%).²⁸

Among Western Australian youth, smoking prevalence also continues to decline and is more than two-thirds less than that recorded in 1993 (4.8% in 2014 compared to 16.9% in 1993).²⁹

Smoking during pregnancy

Smoking during pregnancy is the most common preventable risk factor for pregnancy complications and adverse perinatal outcomes and is associated with poorer health outcomes for the baby throughout life especially cardiovascular disease.

In 2013 nearly half (48.7%) of Aboriginal women in WA reported smoking during pregnancy. This was more than five times the proportion of non-Aboriginal women (8.7%).

The prevalence of smoking during pregnancy was highest among women who lived in the country, both for Aboriginal women (51.2%) and non-Aboriginal women (13.7%).

Reference: Hutchinson, M and Joyce, A. 2016. Western Australia's Mothers and Babies 2013: 3First Annual Report of the Western Australian Midwives' Notification System, Perth: WA Department of Health

²⁶ Australian Institute of Health and Welfare (AIHW) analysis of the Australian Burden of Disease 2011 database (unpublished)

²⁷ Australian Bureau of Statistics, 2016. National Health Survey: First Results, 2014-15, Cat. No. 4364.0.55.001. Canberra: ABS

²⁸ Australian Bureau of Statistics, 2016. What does the 2014-15 NATSISS tell us about Western Australia? National Aboriginal and Torres Strait Islander Social Survey, 2014-15, Cat no. 4714.0. Canberra: ABS

²⁹ WA Department of Health, 2016. Australian Secondary Students' Alcohol and Drug Survey 2014: Western Australian Results: Tobacco. Perth: Chronic Disease Prevention Directorate, Public Health Division, WA Department of Health

Reducing harmful alcohol use

Harmful alcohol consumption contributes to disease risk such as cancer and cardiovascular disease which arises from lifetime drinking patterns, as well as to the risk of alcohol-related injury associated with excess consumption on a single occasion. In addition, there can be significant adverse economic and social effects of excessive alcohol consumption.

Alcohol use was the second leading risk factor causing disease burden in WA in 2011 (5.6%).

Alcohol use was responsible for 21 per cent of the burden from suicide and self-inflicted injuries and 27 per cent of the burden from motor vehicle road traffic injuries in WA. It was also responsible for 5 per cent of coronary heart disease burden and 12 per cent of stroke burden in WA.³⁰

Approximately one-third of people aged 16 to 44 years drink at levels considered to be risky for long-term harm, and males are significantly more likely than females to report drinking at risky levels across all age groups.³¹

Alcohol consumption by remoteness

Consumption of alcohol at risky levels for long-term harm was 1.8 times higher in very remote areas of WA compared with major cities.

Reference: Tomlin S, Joyce S and Radomiljac A, 2016. Health and Wellbeing of Adults in Western Australia 2015, Overview and Trends. Perth: WA Department of Health

Across Australia, WA had the highest proportion of adults who consumed more than two standard drinks per day on average.

Reference: Australian Bureau of Statistics, 2015. National Health Survey First Results: Australia 2014-15. Catalogue No. 4364.0.55.001. Canberra: ABS

Alcohol consumption among Western Australian youth has declined over the past three decades with 13.9 per cent of students reporting drinking in the past week in 2014 compared with 33.5 per cent of students in 1984. The proportion of students reporting that they have never drunk alcohol has more than tripled across the same time period, increasing from 9.0 per cent to 31.5 per cent. However, of those students who did report drinking in the past week, there has been an increase in the proportion who consumed more than four standard drinks on any one day (16.1% in 1984 compared with 29.8% in 2014).³²

³⁰ Australian Institute of Health and Welfare (AIHW) analysis of the Australian Burden of Disease 2011 database (unpublished)

³¹ Tomlin S, Joyce S and Radomiljac A, 2016. Health and Wellbeing of Adults in Western Australia 2015, Overview and Trends. Perth: WA Department of Health

³² Mental Health Commission, 2016. Alcohol trends in Western Australia: Australian school students alcohol and drug survey. Perth: Mental Health Commission

Prevent injuries and promote safer communities

Injury is one of the leading causes of total burden of disease in WA ranking fifth overall. It is responsible for 14 per cent of the burden among males and 6 per cent of the burden among females.³³ Notably, 82 per cent of the burden from injuries is due to early death.

Leading causes of injury deaths and hospitalisations in WA include injury from falls, interpersonal violence, suicide, transport accidents, poisoning, burns and drowning.

Males had a higher rate of injury events than females and were more likely to die or be hospitalised for all injury types except falls. Areas of high socioeconomic disadvantage also have higher rates of injuries, with deaths 2.3 times more likely and hospitalisation 1.6 times more likely compared to areas of low socioeconomic disadvantage. Aboriginal people are three times more likely than non-Aboriginal people to be hospitalised for an injury and two times more likely to die due to an injury.³⁴

Injuries incur a significant cost on the health system including both the acute sector as well as costs related to longer-term care needs, but there are also substantial costs to the economy due to loss of paid productivity as well as the quality of life costs borne mainly by the individual and their family. In 2012, the cost of injury in WA was estimated at \$9.6 billion.³⁵

Suicide in Western Australia

More than 300 people take their own life each year in WA and over 2,500 more people are admitted to hospital from deliberate self-harm. Rates of death from suicide are highest among adults aged 25 to 29 years. Males are three times more likely than females to die due to suicide and Aboriginal people in WA are 2.8 times more likely than non-Aboriginal people to die due to suicide. Residents of very remote WA have a 40 per cent increased risk of suicide.

References: Ballestas T, Xiao J, McEvoy S and Somerford P, 2011. The Epidemiology of Injury in Western Australia, 2000-2008. Perth: WA Department of Health; Australian Institute of Health and Welfare, 2015. Aboriginal and Torres Strait Islander Health Performance Framework 2014. Online data tables. Canberra: AIHW

³³ Epidemiology Branch, Public Health Division, 2016. Overview of the burden of disease in Western Australia, 2011. Perth: Department of Health

³⁴ Hendrie D, Miller TR, Randall S, Brameld K, Moorin RE, 2015. Incidence and costs of injury in Western Australia 2012. Report prepared for the Chronic Disease Prevention Directorate, WA Department of Health

³⁵ Ibid

Providing health protection for the community

Public health aims to improve community health through the delivery of a suite of essential services and regulatory programs including organised immunisation programs, regulation of food safety, waste-water management, infectious disease surveillance and outbreak response, control of disease vectors such as mosquitoes and disaster management.

Administer and enforce public health regulatory regimes

Since 1881, life expectancy at birth for Western Australians has increased by over 30 years.³⁶ Much of this increase has been driven by public health actions to improve and regulate living conditions including the provision of clean drinking water and safe food, and the elimination of occupational, environmental and worksite hazards.

The success of an effective public health regulatory system which supports public health legislation is evident in the low burden of disease attributed to these hazards now. In 2011 it was estimated that 2.4 per cent of the total burden of disease and injury in WA was due to occupational exposures and hazards.³⁷

Example of public health regulation

The *Food Act 2008* is a key piece of legislation intended to govern the production and sale of food in WA and provides important powers to government bodies to investigate suspected or known food-borne disease outbreaks.

Food-borne illness is an example of a common yet largely preventable public health problem which is caused by the consumption of contaminated foods. It often results in gastroenteritis (symptoms of which can include diarrhoea, fever, nausea and vomiting). There are significant economic costs associated with food-borne illnesses including loss of productivity and medical expenses.

Campylobacteriosis and salmonellosis are two of the most common causes of bacterial gastroenteritis, with 3,424 and 1,961 notifications respectively in WA in 2016. This represented an increase of 78 per cent and 67.5 per cent from 2012 although this may be partially due to the introduction of more sensitive testing.

Reference: WA Department of Health, 2017. Notifiable Infectious Disease Reports: Campylobacteriosis notifications in Western Australia. Perth: WA Department of Health; WA Department of Health, 2017. Notifiable Infectious Disease Reports: Salmonellosis notifications in Western Australia. Perth: WA Department of Health

³⁶ Australian Bureau of Statistics, 2014. Australian Historical Population Statistics, 2014. Catalogue no. 3105.0.65.001. Canberra: ABS

³⁷ Australian Institute of Health and Welfare (AIHW) analysis of the Australian Burden of Disease 2011 database (unpublished)

Mitigate the impact of public health emergencies on the community

It is important that governments and communities are prepared to prevent, respond to, and rapidly recover from public health emergencies which will likely involve multiple casualties or cause significant disruption to patient care. These can include severe weather events, natural disasters such as floods and bushfires, infectious disease epidemics or pandemics, man-made emergencies such as a major transport accidents, and chemical or radiation emergencies.

Support immunisation

Immunisation is widely recognised as one of the most successful and cost effective public health interventions available. A comprehensive immunisation program, with high levels of uptake, can protect both individuals and the community from a range of infectious diseases which can cause hospitalisation, serious ongoing health conditions and sometimes death.³⁸

WA has high rates of childhood immunisation, with coverage rates among one and five-year olds consistently above 90 per cent since 2014.³⁹ However, there is still room for improvement with these rates somewhat lower than most other jurisdictions in Australia.

The national human papillomavirus (HPV) vaccination program was introduced on 1 April 2007 to reduce the mortality and morbidity related to infection with this virus. The vaccine protects against the two high-risk HPV types (types 16 and 18), which cause 70 per cent of cervical cancers in women and 90 per cent of all HPV-related cancers in men. It also protects against two low-risk HPV types (types 6 and 11), which cause 90 per cent of genital warts.⁴⁰ Research studies have demonstrated early signs of the vaccine's success including a 77 per cent reduction in the two HPV types and a 90 per cent reduction in genital warts in heterosexual men and women less than 21 years of age.⁴¹

Example of a public health emergency

Heatwaves have caused more deaths in Australia in the past 200 years than any other natural hazard.

In WA between 2006 and 2013, a total of 246 inpatient admissions due to excess heat were recorded and inpatient admissions and ED presentations were significantly increased during heatwave events.

Reference: Scalley B, Spicer T, Jian L *et al.* 2015. Responding to heatwave intensity: Excess Heat Factor is a superior predictor of health service utilisation and trigger for heatwave plans. *Australian and New Zealand Journal of Public Health*. Vol 39(6): 582-587.

³⁸ Commonwealth of Australia, 2013. National Immunisation Strategy for Australia 2013-2018. Canberra: Commonwealth Department of Health

³⁹ Prevention and Control Program, 2016. Western Australian Immunisation Strategy 2016-2020. Perth: WA Department of Health

⁴⁰ National HPV Vaccination Program Register 2016, National (Australia) HPV 3 dose vaccination coverage for females turning 15 years of age in 2015

⁴¹ Tabrizi SN, Brotherton JML, Kaldor JM *et al.*, 2012. Fall in human papillomavirus prevalence following a national vaccination program. *Journal of Infectious Disease*, 206:1645-1651; Ali H, Donovan B, Wand H *et al.*, 2013. Genital warts in young Australians five years into national human papillomavirus vaccination program: national surveillance data. *British Medical Journal*, 346:f2032

In WA, approximately three-quarters (74.4%) of females turning 15 years of age in 2015 are fully vaccinated against HPV, which is slightly lower than the national average (77.4%). Among males, 63.4 per cent are fully vaccinated, which again is slightly lower than the national average (67.1%).⁴²

Vaccination during pregnancy

Pertussis vaccination during pregnancy helps protect the mother and newborn from catching whooping cough, a highly contagious bacterial disease which can cause breathing problems, pneumonia and sometimes death. In 2015 just over 70 per cent of pregnant women in WA reported being immunised with pertussis vaccine.

Pregnant women are also encouraged to get vaccinated against the flu (influenza). In 2015 it was estimated that 56 per cent of pregnant women in WA were immunised against seasonal influenza. This is 2.5 times the rate observed in 2012 (22%).

Reference: Prevention and Control Program, 2016. Western Australian Immunisation Strategy 2016-2020. Perth: WA Department of Health

Prevention and control of communicable diseases

Communicable diseases are a significant public health priority for WA with a particular focus on preventing and responding to new or emerging infectious diseases.

State-wide surveillance is therefore essential to facilitate effective and appropriate identification of and responses to sporadic cases and outbreaks of communicable diseases and minimise further transmission in the community. In WA, medical practitioners, nurse practitioners and pathologists are required to report around 70 communicable diseases to the WA Department of Health. Some examples of these notifiable diseases include chlamydia, cryptosporidiosis, measles, meningococcal disease, Ross River virus infection, Salmonella gastroenteritis and viral hepatitis.

Sexually transmitted infections (STIs) and blood-borne viruses (BBVs) represent a significant burden of disease in WA, particularly among specific population cohorts such as young people and Aboriginal people.

Unsafe sex accounted for 0.4 per cent of the total burden of disease and injury in WA in 2011. However it was responsible for the entire disease burden due to cervical cancer and STIs, and 90 per cent of the burden due to HIV/AIDS.⁴³

High levels of STIs continue to occur in WA. Chlamydia was the most commonly notified disease in WA in 2015 with 11,220 notifications. The crude notification rate was 41 per cent

⁴² National HPV Vaccination Program Register 2016, National (Australia) HPV 3 dose vaccination coverage for males turning 15 years of age in 2015

⁴³ Australian Institute of Health and Welfare (AIHW) analysis of the Australian Burden of Disease 2011 database (unpublished)

higher than the national rate and was the second highest in Australia. The notification rate among Aboriginal people was almost four times higher than that of non-Aboriginal people.⁴⁴

Gonorrhoea was the second most commonly notified STI in WA with 2,266 notifications in 2015. This represented a ten-year high in notifications; however this is partially attributed to an increase in testing. The notification rate among Aboriginal people was 13 times higher than non-Aboriginal people.⁴⁵

The Kimberley health region had the highest rate of notifications for chlamydia and gonorrhoea in 2015.

While AIDS notifications and deaths among HIV-infected persons have remained low since the late 1990s, the annual number of HIV notifications in WA has increased by 71 per cent in the last decade.⁴⁶

Hepatitis is a blood-borne virus which can lead to serious liver disease. In 2015, there were 576 notifications of hepatitis B and 1,110 notifications of hepatitis C in WA.

Hepatitis B is vaccine preventable and WA has had high rates of childhood vaccination against the disease through the national childhood vaccination program.⁴⁷ Rates of hepatitis B have also generally been decreasing among Aboriginal people.⁴⁸

There is no vaccine against hepatitis C and at-risk populations include people who inject drugs and people in, or who have recently exited, custodial settings. Notification rates for newly acquired (within 24 months prior to diagnosis) and unspecified (infections of unknown duration) hepatitis C were highest in the 20 to 24 and 35 to 39 year age groups respectively.⁴⁹

Mosquito-borne disease

Ross River virus and Barmah Forest virus are the two most common mosquito-borne viruses in WA. No vaccine or specific antiviral treatment is available for these viruses; therefore prevention and control is the best strategy. Both infectious conditions are notifiable to ensure that appropriate public health actions can be taken, including the implementation of mosquito control programs and issuing public warnings. The number and rate of Ross River virus notifications has been decreasing since 2012, with 476 notifications recorded in 2016 at a rate of 18.0 per 100,000.

Reference: WA Department of Health, 2017. Notifiable Infectious Disease Reports: Ross River virus notifications in Western Australia. Perth: WA Department of Health

⁴⁴ Communicable Disease Control Directorate, 2016. The Epidemiology of Notifiable Sexually Transmitted Infections and Blood-Borne Viruses in Western Australia 2015. Perth: WA Department of Health

⁴⁵ Communicable Disease Control Directorate, 2016. The Epidemiology of Notifiable Sexually Transmitted Infections and Blood-Borne Viruses in Western Australia 2015. Perth: WA Department of Health

⁴⁶ Ibid

⁴⁷ Immunise Australia Program, 2017. Childhood immunisation 12-<15 months by State. Canberra: Commonwealth Department of Health

⁴⁸ Communicable Disease Control Directorate, 2016. The Epidemiology of Notifiable Sexually Transmitted Infections and Blood-Borne Viruses in Western Australia 2015. Perth: WA Department of Health

⁴⁹ Ibid

Promote oral health improvement

Good oral health is important for general health and wellbeing. Tooth decay, gum disease and oral cancers are the major oral diseases, but are mostly preventable.

While there have been substantial improvements in oral health over the past 20-30 years, more than three in ten children in WA experience tooth decay⁵⁰ and one in four adults have untreated tooth decay.⁵¹

Oral disease shares a number of risk factors with other chronic diseases including poor nutrition and consumption of alcohol and tobacco; and public health interventions around these lifestyle behaviours will also contribute to improved oral health. In addition, fluoridation of community water supplies is recognised by the National Health and Medical Research Council as one of the most cost-effective and equitable public health strategies to prevent dental caries.⁵² In WA, approximately 92 per cent of the population has access to fluoridated drinking water.

Higher rates of untreated tooth decay are experienced by Aboriginal people, regional and remote residents and people on lower incomes



⁵⁰ Ha D, Amarasena N, Crocombe L, 2013. The dental health of Australia's children by remoteness: Child Dental Health Survey 2009. Dental statistics and research series no. 63. Cat. No. DEN 225. Canberra: AIHW

⁵¹ Australian Institute of Health and Welfare, 2008. Australia's dental generations: the national survey of adult oral health 2004-06: Western Australia. Dental statistics and research series no. 46. Cat. No. DEN 182. Canberra: AIHW

⁵² National Health and Medical Research Council, 2007. A systematic review of the efficacy and safety of fluoridation. Canberra: NHMRC, Australian Government

Improving Aboriginal health

The greatest relative difference in health status in WA is between Aboriginal and non-Aboriginal Western Australians, culminating in a life expectancy that is 15.1 years lower for Aboriginal men and 13.5 years lower for Aboriginal women compared with non-Aboriginal Western Australians.⁵³

Reduce the incidence of chronic disease and injuries for Aboriginal people

A major contributor to this gap is chronic disease, which is estimated to account for around two-thirds of all premature deaths among Aboriginal Australians.⁵⁴ When compared with the non-Aboriginal population, Aboriginal Australians are more than three times as likely to have diabetes, twice as likely to have signs of chronic kidney disease and more likely to have more than one chronic condition.⁵⁵ In addition, Aboriginal adults are more likely to experience chronic conditions at an earlier age, with a recent study suggesting that they experience diabetes 20 years earlier than non-Aboriginal Australians.⁵⁶

The gap is even worse in remote areas of Australia.

Aboriginal people in remote areas are more than five times as likely as non-Aboriginal Australians in remote areas to have diabetes and four times as likely to have kidney disease.

Injury, including suicide and self-inflicted injuries, is the leading cause of the total disease burden among Aboriginal Western Australians, accounting for 19 per cent. In addition, it is the second leading contributor to the gap in total burden between Aboriginal and non-Aboriginal people in WA, contributing 17 per cent.⁵⁷

Improve environmental health conditions in remote communities

Poor environmental health conditions in some remote Aboriginal communities also contribute to ill-health among this population group.

It is widely acknowledged that poor environmental health conditions, including overcrowding, passive smoking and poor sanitation, are linked to a number of adverse health outcomes, including respiratory infections, gastroenteritis, trachoma, hearing loss, and skin diseases.

Infectious disease prevalence is disproportionately high among Aboriginal children, particularly in remote regions. In WA, respiratory and gastrointestinal infections accounted for the majority of all hospital admissions among children under the age of fifteen and were

⁵³ Holman CDJ, Joyce SJ, 2014. A Promising Future: WA Aboriginal Health Programs. Review of performance with recommendations for consolidation and advance. December 2014. Perth: WA Department of Health

⁵⁴ Australian Institute of Health and Welfare 2016. Australian Burden of Disease Study: Impact and causes of illness and death in Aboriginal and Torres Strait Island people 2011. Australian Burden of Disease Study series no. 6. Cat. No. BOD 7. Canberra: AIHW

⁵⁵ Australian Bureau of Statistics 2014. Australian Aboriginal and Torres Strait Islander Health Survey: Biomedical Results, 2012-13. Cat no. 4727.0.55.003. Canberra: ABS

⁵⁶ Ibid

⁵⁷ Australian Institute of Health and Welfare 2016. Australian Burden of Disease Study: Impact and causes of illness and death in Aboriginal and Torres Strait Island people 2011. Australian Burden of Disease Study series no. 6. Cat. No. BOD 7. Canberra: AIHW

Overcrowding

The effects of overcrowding occur in combination with other environmental health factors such as poor water quality and sanitation, which are associated with increased risk of transferring infectious diseases, and the recurrence or exacerbation of chronic infections such as otitis media.

Aboriginal Western Australians were over eight times more likely to live in overcrowded households compared with non-Aboriginals.

Reference: Australian Institute of Health and Welfare, 2015. Aboriginal and Torres Strait Islander Health Performance Framework 2014. Online data tables. Canberra: AIHW

significantly higher than in non-Aboriginal children, with the rate of hospitalisation for influenza and pneumonia almost 5 times the rate in non-Aboriginal children.⁵⁸

In 2014-15, the National Aboriginal and Torres Strait Islander Social Survey found that 13 per cent of Aboriginal children aged 4-14 years had eye or sight problems, up from 9 per cent in 2008.⁵⁹ Trachoma is an infectious eye disease caused by poor environmental conditions that can lead to blindness if it is not detected and treated. Australia is the only developed country in the world where trachoma is endemic, with several known at-risk regions located in northern Western Australia. The WA Trachoma Program has successfully reduced rates of trachoma infection in rural and remote Aboriginal communities from 15 per cent in 2007 to 2.6 per cent in 2015.⁶⁰ This indicates that targeted public health programs have the potential to improve health conditions in specific communities of need.

Otitis media is the predominant ear disease among Aboriginal children and repeated occurrences can lead to hearing loss, and consequently poorer educational outcomes and employment opportunities.⁶¹ Prevalence of the disease varies widely between communities in WA, with some studies observing estimates between 20 and 55 per cent⁶², rates that far exceed the 4 per cent prevalence defined by the World Health Organization as a major public health problem.⁶³

⁵⁸ WA Department of Health. Aboriginal and non-Aboriginal comparisons. Epidemiology Branch in collaboration with the Cooperative Research Centre for Spatial Information. Perth: WA Department of Health, accessed 27 April 2017

⁵⁹ Australian Bureau of Statistics, 2016. National Aboriginal and Torres Strait Islander Social Survey, 2014-15. Cat. No. 4714.0. Canberra: ABS

⁶⁰ Kirby Institute, 2016. 2015 Australian Trachoma Surveillance Preliminary Report. Prepared for the 20th Annual Meeting of the WHO Alliance for the Global Elimination of Trachoma by 2020 and National stakeholders workshop, Sydney April 2016

⁶¹ Closing the Gap Clearinghouse (AIHW & AIFS), 2014. Ear disease in Aboriginal and Torres Strait Islander children. Resource sheet no. 35. Produced by the Closing the Gap Clearinghouse. Canberra: Australian Institute of Health and Welfare & Melbourne: Australian Institute of Family Studies.

⁶² Zubrick SR, Lawrence DM, Silburn SR et al, 2004. The Western Australian Aboriginal Child Health Survey: the health of Aboriginal children and young people. Perth: Telethon Kids Institute; Williams CJ, Coates HL, Pascoe EM *et al*, 2009. Middle ear disease in Aboriginal children in Perth: analysis of hearing screening data, 1998-2004, *Medical Journal of Australia* 190(10):598-600; Lehmann D, Weeks S, Jacoby P *et al*, 2008. Absent otoacoustic emissions predict otitis media in young Aboriginal children: a birth cohort study in Aboriginal and non-Aboriginal children in an arid zone of Western Australia. *BMC Paediatrics* 8:32.

⁶³ World Health Organisation, 1998. WHO/CIBA Foundation Workshop report: Prevention of hearing impairment from chronic otitis media. Geneva: WHO

Reduce the incidence and prevalence of STIs and BBVs among Aboriginal people

Rates of notifiable STIs and BBVs are noticeably higher among Aboriginal people in WA compared with non-Aboriginal people.

Rates of chlamydia are almost four times higher, those for gonorrhoea 13 times and infectious syphilis are 10 times higher. A syphilis outbreak among Aboriginal people in Northern Australia and increasing syphilis notifications among 'men who have sex with men' contributed to a 75 per cent increase in infectious syphilis notifications in 2015 (n=166) compared to 2014 (n=95).

New diagnoses of hepatitis C have also increased among Aboriginal people in WA over the past ten years. In comparison, there has been a decrease in diagnoses among non-Aboriginal people over the same time period resulting in rates among Aboriginal people that are almost 25 times those seen in non-Aboriginal people in 2015.⁶⁴

Reduce the incidence of vaccine preventable diseases among Aboriginal people

Data from the Australian Childhood Immunisation Register indicates that there is a disparity in immunisation coverage for Aboriginal children in WA in the early years of life with coverage approximately seven per cent lower than that for non-Aboriginal children at one year of age, and four per cent lower at two years of age.

Aboriginal children in WA under the age of five years also continue to have higher rates of vaccine preventable disease including influenza (3.4 times higher), invasive pneumococcal disease (9.5 times higher) and pertussis (2 times higher).⁶⁵

By five years of age immunisation coverage among Aboriginal children exceeds that of their non-Aboriginal counterparts, however the challenge for public health agencies is to boost coverage at the earlier time points.



⁶⁴ Communicable Disease Control Directorate, 2016. The Epidemiology of Notifiable Sexually Transmitted Infections and Blood-Borne Viruses in Western Australia 2015. Perth: WA Department of Health

⁶⁵ Prevention and Control Program, 2016. Western Australian Immunisation Strategy 2016-2020. Perth: WA Department of Health

Part 2: Objectives and policy priorities 2017 – 2021



Requirements of the *Public Health Act 2016*

Part 5 of the Public Health Act requires the preparation of two types of public health plans:

1. A State PH Plan prepared by the Chief Health Officer (CHO) and
2. A Local PH Plan prepared by each local government.

The purpose of public health planning is to identify the public health needs of the State and each local government district by examining data on the health status and health determinants of the population. This information is used to establish objectives and public health priorities for:

- the promotion, improvement and protection of public health and
- the development and delivery of public health services for the State and each local government district.

The relationship between the State PH Plan and Local PH Plans and some key elements of public health planning required under the Public Health Act are summarised below:

Public Health Planning			
State public health plan	Identifies public health needs		Local public health plans
	Examines health status and health determinants		
	Establishes objectives and policy priorities for:		
	Promotion, improvement and protection of public health	Development and delivery of public health services	
	Establishes a framework for identifying and responding to public health risks		
	Ensures continuous review, replacement and reporting of the plan		

The Public Health Act states that a Local PH Plan must be *consistent* with the State PH Plan. This provides an opportunity for local government to align with the State Government and establish locally based objectives and policy priorities that are consistent with those of the State, whenever they may be applicable and relevant to their local government district.

The Public Health Act also enables Local PH Plans to be prepared in conjunction with the plan for the future required under section 5.56 (1) of the [Local Government Act 1995](#) to minimise the number of strategic planning processes required by local government.

The first State PH Plan is not required to be produced until one year after Part 5 of the Public Health Act is enacted, which is still 4 years away. Local governments are not required to produce their Local PH Plans until two years after Part 5 is enacted. This means that the development of the State or a Local PH Plan is not yet legally required. The Chief Health Officer has decided to publish this document as an interim measure until Part 5 comes into effect.

This First Interim State PH Plan has been developed by the Chief Health Officer and the Public Health Division of the WA Department of Health, by assessing the health status and health determinants data summarised in **Part 1: A health status report for Western Australians**. The information from the health status report, which examines the public health trends in WA and identifies areas of inequalities in particular population sub-groups, such as Aboriginal people, has been invaluable in affirming the current objectives and policy priorities documented in this First Interim State PH Plan.

The Chief Health Officer would like to seek feedback on the objectives and policy priorities outlined in the First Interim State Public Health Plan.

It is important to note that this First Interim State PH Plan does not adhere to all the requirements specified in Part 5, section 43 of the Public Health Act. In particular it does not address:

Section 43(e) describe how the Chief Health Officer proposes to work with local governments and other bodies undertaking public health initiatives, projects and programmes to achieve the objectives and policy priorities referred to in paragraph (c)

Section 43(f) include a strategic framework for the identification, evaluation and management of public health risks in the State and any other matters relating to public health risks in the State —

- (i) that the Chief Health Officer considers appropriate to include in the plan; or*
- (ii) that are required to be included in the plan by the regulations.*

Section 43(3) The Chief Health Officer must review the State public health plan each year and may amend or replace it at any time.

Due to the significant amount of work that is currently being undertaken by the Department to prepare for the various stages of implementation of the Public Health Act, the Chief Health Officer would like to ensure that the Department's resources are focused on meeting this work demand. Accordingly, the First Interim State PH Plan is the first step towards complying with section 43 of the Public Health Act.

The Chief Health Officer acknowledges that governments at all levels can work more effectively together to help to influence many of the determinants of health, the conditions that influence a person's opportunity to be healthy, their risk of illness and life expectancy. The Department has already partnered with numerous agencies that deliver a range of health programs and services required to maintain and improve the health of the community, and who provide invaluable support for the acute public health care sector. There is now an opportunity to strengthen our partnerships with the many other agencies that play a role in influencing the determinants of health in some way.

Vision, mission, goals

Vision

In WA, it is easy to be healthy

Mission

To protect, promote and improve the health and wellbeing of the public of Western Australia and to reduce the incidence of preventable illness.

Goals

- Promote and improve public health**
- Protect against public health risks**
- Promote information about public health risks**
- Encourage healthy environments**
- Provide for prevention or early detection of public health risks**
- Support public health programs**
- Facilitate information flow to decision makers**
- Ensure certain public health information is collected and used effectively**
- Reduce public health inequalities**
- Ensure State and local governments perform public health functions**

We want the people of WA to experience the best possible health, wellbeing and quality of life because they are empowered as individuals and within their communities to make healthy decisions.

It is important that Western Australians can actively participate in community life and that the places and spaces where they live, learn, work and play are safe, clean, green and accessible.

Public health objectives for Western Australians 2017 – 2021

The following objectives represent the State's public health priorities. By focusing action and investing resources on these priority areas, we can aim to achieve the biggest gains in minimising deaths, burden of disease and improving the quality of life for people living in WA.



Objective 1: Empowering and enabling people to make healthy lifestyle choices

Western Australians need to feel empowered and enabled to make healthy choices in their daily lives, from eating the right foods and taking action to keep active. Our responsibility is to educate Western Australians to make healthy lifestyle choices and ensure that individuals and families have access to the right information and services to stay healthy. An important part of this is fostering health-promoting environments.



Policy priorities	How we aim to achieve this
1.1 Healthy eating*	<ol style="list-style-type: none"> 1. Foster environments that promote and support healthy eating patterns 2. Increase availability and accessibility of quality, affordable, nutritious food 3. Increase the knowledge and skills necessary to choose a healthy diet
1.2 A more active WA*	<ol style="list-style-type: none"> 1. Promote environments that support physical activity and reduced sedentary behaviour 2. Reduce barriers and increase opportunities for physical activity across all populations 3. Increase understanding of the benefits of physical activity and encourage increased activity at all stages of life 4. Motivate lifestyle changes to reduce sedentary behaviour
1.3 Curbing the rise in overweight and obesity*	<ol style="list-style-type: none"> 1. Promote environments that support people to achieve and maintain a healthy weight 2. Prevent and reverse childhood overweight and obesity 3. Motivate behaviour to achieve and maintain a healthy weight among adults
1.4 Making smoking history*	<ol style="list-style-type: none"> 1. Continue efforts to lower smoking rates 2. Eliminate exposure to second-hand smoke in places where the health of others can be affected 3. Reduce smoking in groups with higher smoking rates 4. Improve regulation of contents, product disclosure and supply 5. Monitor emerging products and trends
1.5 Reducing harmful alcohol use	<ol style="list-style-type: none"> 1. Change community attitudes towards alcohol use 2. Influence the supply of alcohol in accordance with the <i>Liquor Control Act 1998</i> 3. Reduce demand for alcohol

Policy priorities	How we aim to achieve this
<p>1.6 Prevent injuries and promote safer communities*</p>	<ol style="list-style-type: none"> 1. Protect children from injury 2. Prevent falls in older people 3. Reduce road crashes and road trauma 4. Improve safety in, on and around water 5. Reduce interpersonal violence 6. Develop the injury prevention and safe communities sector 7. Monitor emerging issues in injury prevention

*Refer to the [Western Australian Health Promotion Strategic Framework 2017-2021](#) for a detailed examination of Objective 1.



Objective 2: Providing health protection for the community

As WA's population grows across the State it is important that we not only manage traditional public health risks, but are ready to respond to new and emerging risks that may pose harmful impacts on the community.

Although public health has had numerous successes over the previous decades in helping to prevent, reduce or even eliminate the prevalence of many diseases and health risks, it is important that we do not become complacent in the areas we manage well. The enforcement of regulatory programs continues to be an important priority for the State.



Policy priorities	How we aim to achieve this
2.1 Administer and enforce public health regulatory regimes	<ol style="list-style-type: none"> 1. Continue to enforce and provide policy support for health legislative programs. These include the: <ol style="list-style-type: none"> a. <i>Public Health Act 2016</i> b. <i>Health (Miscellaneous Provisions) Act 1911</i> and subsidiary legislation c. <i>Food Act 2008</i> d. <i>Medicines and Poisons Act 2014</i> e. <i>Tobacco Products Control Act 2006</i> f. <i>Health Services Act 2016</i>
2.2 Mitigate the impact of public health emergencies on the community	<ol style="list-style-type: none"> 1. Ensure public health emergencies are included in emergency and disaster planning 2. Continuous improvement in the response to public health emergencies
2.3 Support immunisation**	<ol style="list-style-type: none"> 1. Improve immunisation rates among children entering school and in geographic areas with low vaccination rates 2. Improve immunisation rates among Aboriginal populations 3. Expand access to immunisation services by increasing the capacity of existing health care providers to vaccinate 4. Improve the immunisation education and consent process throughout WA 5. Sustain mechanisms to ensure robust surveillance and follow-up of suspected adverse events following immunisation 6. Enhance surveillance for vaccine-preventable diseases 7. Ensure stakeholder involvement in immunisation planning 8. Coordinate school-based immunisation programs

2.4 Prevention and control of communicable diseases***

1. Undertake state-wide surveillance and disease control response to sporadic cases and outbreaks of communicable diseases
2. Maximise ongoing community engagement with health programs by eliminating stigma and discrimination amongst priority populations
3. Continue to enhance access to needle and syringe programs and safe disposal of used injecting equipment
4. Continue to support and enhance STI and BBV prevention and education programs and access to health hardware for priority populations
5. Enable access to HIV pre-exposure prophylaxis for populations vulnerable to HIV
6. Improve access to STI testing, treatment and management in primary health care
7. Support workforce development to enable HIV, hepatitis C and B testing and management in primary health care settings
8. Support and enable the delivery of sexual health and relationship education in school-based settings

2.5 Promote oral health improvement****

1. Support the promotion of the public health initiatives outlined in the Oral Health Plan 2016 - 2020

** Refer to the [WA Immunisation Strategy 2016-2020](#) for a detailed examination of immunisation priorities

*** Refer to the [WA Sexual Health and Blood-borne Virus Strategies 2015-2018](#)

**** Refer to the [State Oral Health Plan 2016-2020](#)



Objective 3: Improving Aboriginal health

We have a responsibility to work closely with other agencies across the State to manage a range of projects and programs to address public health issues for Aboriginal people.



Policy Priorities	How we aim to achieve this
3.1 Improve environmental health conditions in remote communities	<ol style="list-style-type: none"> 1. Ensure Aboriginal people living in remote communities have access to quality environmental health programs
3.2 Reduce the incidence of chronic disease and injuries for Aboriginal people	<ol style="list-style-type: none"> 1. Complement population approaches with targeted programs that are culturally-secure and meet the needs of Aboriginal people 2. Support communities and stakeholders to adopt local policies that will support healthier lifestyle behaviours 3. Provide guidance to Local Governments to develop Local Public Health Plans that support healthier lifestyle behaviours
3.3 Reduce the incidence and prevalence of STIs and BBVs among Aboriginal people living in WA	<ol style="list-style-type: none"> 1. Increase awareness and knowledge of STIs and BBV prevention, testing and treatment 2. Increase access to health-hardware such as condoms and lubricant, needles and syringes and safe disposal of used equipment 3. Increase testing, treatment and management of STI and BBVs in primary care settings 4. Enhance the capacity Aboriginal health workers, nurses and general practitioners through workforce development and culturally secure service delivery
3.4 Reduce the incidence of vaccine preventable diseases among Aboriginal people	<ol style="list-style-type: none"> 1. Assess vaccination rates among Aboriginal populations to identify potential subsets which may benefit from additional immunisations services 2. Develop and implement systems to follow-up Aboriginal children identified as overdue for vaccinations 3. Work closely with Aboriginal community controlled health services, Area Health Services, WA Primary Health Alliance (WAPHA) and other stakeholders to develop culturally appropriate, community-based programs in areas needing improvement 4. Resolve legal barriers to vaccination by Aboriginal health workers (AHWs) and train and empower AHWs to vaccinate through expansion of the current AHW Immunisation Competency Training Program 5. Support efforts by WA Health to recruit and retain more AHWs in the government workforce



Supporting strategies

This Interim State PH Plan is not designed to incorporate every public health issue or concern, or to replace already existing plans, strategies, policies or programs designed to protect or improve public health. Rather, this Interim State PH Plan highlights areas of most public health significance for WA.

Together we can make it
easy to be healthy in
WA.

This Interim State PH Plan complements and links with existing plans. Other strategies produced by the WA Department of Health that support this strategy include:

- [WA Health Promotion Strategic Framework 2017 - 2021](#)
- [WA Sexually Transmissible Infections Strategy 2015–2018](#)
- [WA Hepatitis B Strategy 2015-2018](#)
- [WA Hepatitis C Strategy 2015-2018](#)
- [WA Human Immunodeficiency Virus Strategy 2015-2018](#)
- [WA Aboriginal Sexual Health and Blood-borne Viruses Strategy 2015-2018](#)
- [WA Immunisation Strategy 2016-2020](#)
- [WA Health Strategic Intent 2015-2020](#)
- [WA Aboriginal Health and Wellbeing Framework 2015-2030](#)
- [State Oral Health Plan 2016–2020](#)

Partnerships

The Chief Health Officer recognises that health and wellbeing is a shared responsibility, and that partnerships must be strengthened with the many bodies undertaking public health initiatives, projects and programs to achieve the objectives and policy priorities of this plan.

Although the key focus of this Interim State PH Plan is to support local governments in the development of their Local PH Plans, this plan may also be used by all agencies and organisations with an interest in protecting, promoting and improving the health and wellbeing of Western Australians and helping to reduce the incidence of preventable illness.

Making it easy to be healthy in WA will require the involvement of many partners, including:

- State government departments and agencies
- local government
- non-government organisations
- health professionals
- industry groups
- educational bodies
- community groups and
- the general public.

Each of these groups has the opportunity to initiate public health initiatives, projects and programs to help to achieve the objectives and policy priorities outlined in this Interim State PH Plan. In particular, local governments, a major partner in public health, already provide a number of services that have public health benefits for their local community.

Although it may not be possible to address all the objectives and policy priorities, this Interim State PH Plan will help to identify areas of need for a local government district.

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12.3.2 Appointment of Public Art Panel

File ref	A/ART1
Prepared by	Karen Dore Economic & Community Development Officer
Supervised by	Peter Kocian, Acting Executive Manager Corporate Services
Meeting Date:	17 April 2018
Voting requirements	Simple Majority
Documents tabled	Nil
Attachments	1. Nominations Received.

Purpose

To appoint external members to Council's newly formed Public Art Panel.

Executive Summary

Although Council's October 2017 resolution sought the appointment of three external members to this Panel, given there could be possible conflicts of interest regarding art pieces selected and Council has received four nominations for these voluntary positions, it is recommended that the four applications be accepted.

Background

The Town of East Fremantle Public Art Strategy was adopted on 18 September 2017, with the Public Art Policy and the Public Art Panel Policy both adopted 17 October 2017.

An outcome of these adoptions included the directive that a Public Art Panel to be formed to replace the existing 'Arts Acquisition Panel'. The newly formed Public Art Panel would be required to comprise of up to six (6) representatives:

- two (2) Elected Members;
- CEO (or representative);
- Public Art Practitioner; and
- two (2) specialists (ie artist, curator, art historian, academic)

At the Special Council Meeting held on 24 October 2017 Mayor O'Neill and Cr Harrington were appointed as the elected member representatives to this Panel.

Consultation

Advertising was undertaken throughout January 2018 seeking applications from interested persons with relevant qualifications and expertise wishing to serve as a member of the Public Art Panel.

At the closing date (25 January 2018) no applications had been received.

The Town of East Fremantle Administration then directly contacted several locally known practitioners / specialists whom they felt may have the relevant skills.

Four (4) individuals (Barry Scotland, Carmel O'Neill, Olga Cironis and Tony Jones) submitted their *Curriculum Vitae* for consideration.

Statutory Environment

Nil.

Policy Implications

Public Art Policy
Public Art Panel Policy

Financial Implications

Nil.

Strategic Implications

Strategic Priority 1: Social. "A socially connected inclusive and safe community"

- 1.2 Inviting open spaces, meeting places and recreational facilities,
- 1.3 Strong community connection within a safe and vibrant lifestyle.

Site Inspection

Not applicable

Comment

A summary of submissions is as follows:

	Barry Scotland	Carmel O'Neill	Olga Cironis	Tony Jones OAM
Public Art Practitioner	N/A	Yes.	N/A	N/A
Area of Specialisation	Creative Design & Advertising	Practising Artist & Educator	Practising Artist & Exhibitor / Lecturer Workshop Facilitator	Practising Artist / Lecturer
Advisory Experience	Relevant skills	Practising Art Advisor	Lecturing and workshop skills	Lecturing / teaching skills
Relevant Career Length	45 years	45 years	32 years	54 years
Locale	East Fremantle	White Gum Valley	Unknown, presume local	East Fremantle

12.3.2 OFFICER RECOMMENDATION

That

1. the wording of "Section 2 Membership" of Council's Public Art Panel Policy be amended to reflect membership of up to seven persons and with three other specialists
2. Olga Cironis, Tony Jones, Barry Scotland and Carmel O'Neill be appointed to Council's Public Art Panel.

**OLGA CIRONIS CURRICULUM VITAE 2017**

Mob: + 61 041 9940429

Email: ocironis@iinet.net.au www.olgacironis.com

ACADEMIC AND OTHER QUALIFICATIONS

2012 Cert IV in Training and Assessment TAE40110 Inspire Education Australia
 2009 Book Binding Central Institute of Technology WA
 1999 Graduate Diploma of Education (Sec) Edith Cowan University WA
 1996 Master of Visual Arts University of Sydney (SCA) NSW
 1994 Metal Casting Sydney Technical College NSW
 1992 Post Graduate Visual Arts Sydney University (SCA) NSW
 1992 TIG Welding Sydney TAFE NSW
 1990 Bachelor Visual Arts Sydney University (SCA) NSW
 1988 MIG Welding Sydney TAFE NSW

SOLO EXHIBITIONS

2016 Mountain of Words performance @ Sculpture Conference Opera House NSW
 2015 Listening Under Water, Thessaloniki Municipality Art Gallery, Thessaloniki Greece
 Blue Sky, Bunbury Regional Art Gallery WA
 Into the Woods Alone, Geraldton Regional Art Gallery, Geraldton WA
 2014 Listening Under Water, Perth Centre for Photography, Perth WA
 2013 Into the Woods Alone, Turner Galleries, Perth WA
 Fajr, Bunbury Regional Art Gallery, Bunbury WA
 2012 The weight of their voices echo in the black sand, Ephemeral Public Art City of Subiaco WA
 2011 Fajr, Fremantle Art Centre, Fremantle WA
 Transart, Help me be like you, City of Perth Public Art Project, Perth WA
 2010 Today I am what you want me to be, Turner Galleries, Perth WA
 Blue Sky, Installation Bunbury City Council and BRAG WA
 2008 Handle Me Gently, Turner Galleries, Perth WA
 Cover Up/Tilt, Heathcote Museum and Art Gallery, Applecross WA
 2007 Behind Each Look, Fremantle Arts Centre, Fremantle WA
 The Horizon of Your Eyes, Brigitte Braun Art Dealer @45 Downstairs Melbourne
 2006 Under Cover 2, Moores Contemporary Art Gallery, Fremantle WA
 2003 Under Cover, Artplace Gallery, Northbridge WA
 2000 Lovers Pillows Artplace with Millionchino WA
 1999 Blow, Aherns Installation Art Exhibition, Perth WA
 Human, Soapbox Gallery, Brisbane QLD
 1998 Tertium Non Data, Artplace Gallery, Claremont WA
 1997 Intercido, Artplace Gallery, Claremont WA
 1996 Touch of Fluff, First Draft Gallery, Sydney NSW
 Intercido, Bunbury Regional Art Galleries, Bunbury WA
 1996 System Error, Biennale of Sydney, First Draft Gallery NSW
 Wedding Tomb, Selenium Gallery, Sydney NSW
 1995 Lick, Zitlip Gallery, Sydney NSW
 1994 Red Dog, Tin Sheds Gallery, University of Sydney NSW
 Great that you are here (feather Dress) SCA University of Sydney NSW
 1992 Sorry Salt Bed, First Draft West Gallery, Leichardt NSW

SELECTED GROUP EXHIBITIONS

2017 Storm over Port, Winner Inaugural Perth Royal Art Prize WA
 Finalist/Brisbane Art Prize Queensland
 ANTIDOTE/Moving Nations, Collab Gallery Chippendale NSW
 SPAN/Perth International Arts Festival - Mountain of Words: performance, Fremantle Art Centre WA
 Finalist/Mid West Art Award, Geraldton Art Gallery WA
 Falling, SxS Cottesloe WA
 Director's Cut 30th Anniversary, Bunbury Regional Art Gallery WA
 Finalist/Bunbury Biennale, Bunbury Regional Art Gallery WA
 ECU Sculpture by the Sea Exhibition, Gallery 25 Edith Cowan University WA
 SCENE Nyisztor Contemporary Art Gallery, Melville WA
 PCWK9 (Pure Contemplation Without Knowledge) Nyisztor Contemporary Art Gallery, Melville WA
 2016 Sappers and Shrapnel, Contemporary Art and the Art of the Trenches, Art Gallery of South Australia SA
 Dead Centre, Spectrum Project Space, Edith Cowan University WA
 Migration and Settlement, Mundaring Art Centre, WA
 Material Interface, Art Collective Gallery, Subiaco WA
 Home, Turner Gallery, Northbridge WA
 Lines that Define, Paper Mountain Art Gallery, Northbridge WA

GROUP EXHIBITIONS (continue)

2016 Finalist/Brisbane Art Prize, Queensland

- 2015
 Main of Words, SxS Cottesloe WA and Sydney NSW
 The Basement Presents, Basement Gallery, Kalgoorlie WA
 Keeping the Faith, Take all that belongs to you, Mid West Invitation Art Award Geraldton Art Gallery, WA
 High Tide, PCWK 7EAVEN R Nysztor Contemporary Art Gallery WA
 Chorta, SCENE, R Nysztor Contemporary Art Gallery, WA
 Lemnos: The Greek Dimension in the Anzac Centenary Exhibition Greek Embassy Canberra
 I am, You are, We are, Chapter House Lane Gallery, Melbourne Victoria.
- 2014
 Alexandra Thessaly, X 2 Pure Contemplation Without Knowledge 6, Nysztor Art Gallery Melville, WA
 Untitled, Finalist/Lands Clip Award Perth Centre for Photography, WA
 Yes You're So Very Special, Florid Turner Galleries, WA
 Grab at the Last Pearl/Beautiful Vermin, Central Gallery Central Institute of Technology Perth, WA
 You Can Never Have My Children, Iris Art Award (Finalist) Perth Centre for Photography, WA
 Yes You're So Very Special, Florid 45 Downstairs Melbourne, Victoria
 Whispering Night Owl, BankWest Art Award finalist, Perth, WA
 Home Grown, Blending Past & Present Fringe World Festival Moores Contemporary Art Gallery, Fremantle, WA
 Our Place, Installation/performance SxS, Cottesloe, WA
- 2013
 Flight, Alchemy Ingredients of a Woman Melody Smith Gallery Carlisle, WA
 Into The Woods Alone, Mid West Invitation Art Prize 2013 (Finalist) Geraldton Art Gallery Geraldton, WA
 Stitch Journal. Into the Woods Alone by Maggie Baxter gopikanathstitchjournal.blogspot.com
 Home Grown, Fisher's Ghost Art Award (Finalist) Campbelltown Art's Centre, NSW
 Take it All, 2 Star Bunbury Regional Art Gallery Bunbury, WA
 On Mondays He Gets Down on His Knees, PCWK5 Nysztor Art Gallery Melville, WA
 Born Black, Iris Art Award (Finalist) Perth Centre for Photography, WA
- 2012
 Take it All, Mid West Invitation Art Prize Winner (Highly Commended Award) Geraldton Art Gallery, WA
 Take it All, Joondalup Invitation Art Award (finalist) Joondalup Lakeside City of Joondalup, WA
 Chester Hill to Blacktown, Perth Institute of Contemporary Arts, WA
 Ambition, PCWK 4 2012 Nysztor Studio/Gallery Melville, WA
 Bell Jar, Conservatorium Fringe World Festival Paper Mountain Gallery Northbridge, WA
 Take it All, Star Depot II Gallery 2 Danks Street Sydney, NSW
 Water Bearer, Deakin University Contemporary Small Sculpture Award, Victoria
 NEW, 20 years On Brigitte Braun Art Dealer 20 McIlwrick Street Windsor, Victoria
 Fools Gold, Sculpture by the Sea Cottesloe, WA
- 2011
 Take it All, Mid West Art Prize 2011 (finalist) Geraldton Art Gallery Geraldton, WA
 Together Apart, Fremantle Print Award Finalist Fremantle Art Centre, WA
 Touch me, The Artist Has Entered The Building Fremantle Art Centre Fremantle, WA
 Remember Me, Of Spears and Pruning Hooks Junction Gallery Midland, WA
 Albatross and the Lioness, Re: a Prefix Textile Exchange Project West Australian Museum, WA
 Wife beater, Re: a Prefix Textile Exchange Project Hyogo Prefectural Museum of Art Kobe, Japan
 Sound Waves, Celebrating Women in Fremantle (finalist) Fremantle Art Centre Fremantle, WA
- 2010
 Untitled, Sir Charles Gardner Hospital Biennial Art Award Perth, WA
- 2009
 Image, Creative Industries Central Institute of Technology Central Gallery Perth, WA
 Play Time, Studio Showing PICA (Perth Institute of Contemporary Art), WA
 Prey, Joondalup Invitation Art Award Joondalup: City of Joondalup, WA
 Untitled, Minnawarra Art Award Armadale, WA
 Handle Me Gently, Turbulent Terrain Latrobe Regional Gallery (travelling exhibition), Victoria
 Flight, Bunbury Biennale 09 Winner Bunbury Regional Art Gallery Bunbury, WA
- 2008
 Ache Bitch, Big Names No Blanket Central Gallery Central Institute of Technology Perth, WA
 Intercido, FOCA Closet Circuit (Horn Collection) Bunbury Regional Art Gallery Bunbury, WA
 Knotted Up, Sir Charles Gardner Hospital 2008 Biennial Art Award Central Gallery Perth, WA
 Interpretation, Art in Bloom Art Gallery of Western Australia, WA
 Street Scape, City in Bloom, City of Perth, WA
 How You Took Your Shoes off to Walk Through the River, Joondalup Invitation Art Award Joondalup, WA
 Still Looking, Mine Own Executioner Mundaring Art Centre Mundaring, WA
 Tertium Non Data, Present Tense 6 Decades-City of Bunbury Art Collection Bunbury Regional Art Gallery, WA
 Old Man, Field Day II Ellenbrook Art Gallery and Ballidu Lodge Art Gallery, WA
- 2007
 Essence, BankWest Invitation Art Award Winner Perth Institute of Contemporary Art Perth, WA
 Flight, Bunbury Biennale Bunbury Regional Art Gallery, WA
 Orange, Shelter SXS Cottesloe Beach, WA
- 2006
 Molyposh, BankWest Invitation Art Award Institute of Contemporary Art, WA
 Gold Gold, South Forest Sculpture Walk Ephemeral Nature Installation Northcliffe, WA
 Sticks and Stones, Sensation West Aust School of Art & Design Gallery, WA
 Untitled, Finalist - Joondalup Invitation Art Award Joondalup, WA
 Laugh Baby Laugh, Sculpture Walk at Piney Lakes Melville, WA

GROUP EXHIBITIONS (continue)

- 2006
 Under Cover 2, Exclaim Moores Building Contemporary Art Gallery Fremantle, WA
 Soul Scape, with AncientTArts (curator) Fremantle Art Centre Fremantle, WA
- 2005
 WET, SXS Cottesloe Beach, WA
- 2005
 Sure Thing, Joondalup Invitation Art Award Joondalup, WA

- 2004 Susst at Leighton 2, Links 2 West Aust School of Art & Design Gallery, WA
 If you can't cut it don't come, Sex Artrage Festival of Perth Bread Box Art Gallery Northbridge, WA
 To Keep a Secret, Bankwest Contemporary Art Prize Perth Institute of Contemporary Art, WA
 Blue Outlook, Vasse Felix Margaret River, WA
 Fence who in, Sculpture by the Lake Joondalup, WA
 Mixed, Artplace Xmas Show Artplace, WA
- 2003 Untitled 4, Joondalup Invitation Art Award Joondalup, WA
 Shell Invitation Fremantle Print Award Fremantle, WA
 Untitled 2, Decolague Bunbury Regional Art Gallery Bunbury, WA
 Sure Thing, Bunbury Biennale Bunbury Regional Art Gallery Bunbury, WA
- 2002 No Going Back to You Babe, Melbourne Artfair 02 Artplace, Victoria
 Kicked, Kurb Kurb Gallery Northbridge, WA
- 2001 Intercido, Bunbury Biennale Bunbury Regional Art Gallery, WA
 Seeing Red, The Second West Aust International Artist Workshop Curtin University & Wallpole, WA
- 1999 Pink Elephant, Persuasive Humour Mosman Art Galleries, NSW
 Who with What, Arts 99 Artfair, WA
 Transition, Sir Charles Gardener Hospital, WA
 Resilience, Bunbury Art Galleries, WA
- 1997 Myalup, Bunbury Biennale Bunbury Regional Art Gallery, WA
 Red Places, Difficult Territories Artspace, NSW
 Comfort, Firstdraft Gallery Sydney, NSW
- 1996 Touch Me, System Error Biennale of Sydney First Draft Gallery, NSW
- 1995 Fem, Critical Spaces Artspace Gallery, NSW
- 1994 Red Dog, The Blake Prize (travelling), NSW
 Memory of Flesh, Selenium Gallery, NSW
 Desire, Cyberspace Gallery Sydney, NSW
 Skirt of Prey, Artfull Park Centennial Park, NSW
 Elemental Journey, Tin Sheds Gallery Sydney University, NSW
 If You Can't Cut It Don't Come, Australian Embassy, Singapore
- 1993 Come to Mother, Sculpture in Fanny Bay Darwin, NT
- 1992 Wedding Tomb, University of Sydney Balmain Campus, NSW
- 1991 Bland Baby, Aus Glass Exhibition University of Sydney, NSW
- 1990 Bozena, University of Sydney Balmain Campus, NSW
- 1989 Class of Glass, University of Sydney, NSW
- 1986 City Scape, Woman War and Peace Art Exhibition Pier 3 and 4 Sydney, NSW

SELECTED PUBLICATIONS/LINKS

- 2017 Antidote. Online platform at the intersection of art and social change/www.antidote.org.au
<https://www.artlink.com.au/articles/4560/sappers-26-shrapnel-contemporary-art-and-the-art-of/>
 Textile Fibre Forum Magazine, Issue#, September 2017
<http://cruthersartfoundation.com/blog/2017/10/4/fierce-women-in-perth>
www.abc.net.au/arts/ArtXWest/video/Olga-Cironis-Embodiment-140808/default.htm
<https://visualarts.net.au/artist-files/2016/olga-cironis/>
 William Yeoman, Spans that link our borders, The West Australian Feb 4-5 2017
 John McDonald Perth Festival Art, Sydney Morning Herald 4th march 2017
- 2016 Sappers and Shrapnel Contemporary Art and the Art of the Trenches Published Art Gallery of South Aust
 Oz Arts Magazine Issue 9-Spring, www.ozarts.net.au
 Artlink Magazine, Elspeth Pitt, Sappers and Shrapnel, Contemporary Art & the art of the trenches, December
 Laetitia Wilson, Cultural fabric laid bare, West Australian 1- 2 July
 Laetitia Wilson, Huge audience enjoys melting pot, 12 -13 March
 Stephen Bevis. Thinking art is a winner. West Australian, 5 May
- 2015 Laetitia Wilson, Poet Blood. The Weekend West, 23 May
 Lisa Slade, Trench Art. Artlink, Issue 35:1 March
- 2014 Laetitia Wilson, New Dimensions in art prize, The Weekend West December 6 -7
 Laetitia Wilson, Portraits tell of tension, inequality The Weekend West October 11-12
 Paola Anselmi, Listening Under Water Catalogue ISBN: 978-0-9941741-0-9
 Stephen Bevis, Getting Arty is Good For You (Push for holistic approach to health around art) West Australian
 Laetitia Wilson, SXS Artlink Vol 34 No 2
 Perdita Phillips, Beautiful Vermin Artlink Vol 34 No 2
 Jude Van Der Merwe, Florid Artlink Vol 34 No 3
 Laetitia Wilson, Just Add Water SxS Review The West Australian 15 – 16, March

SELECTED PUBLICATIONS (Continue)

- 2013 Stephen Bevis, Shore is Full of Surprises The West Australian 7, March
 Laetitia Wilson, Turner serves up prized flavours West Australian 17-18, August
- 2013 Thea Constantino, Into the Woods Alone Artlink Vol 33 No 3
 Paola Anselmi, Into the Woods Alone Catalogue ISBN: 978-0-9941741-1-6
 Louise Morrison, Wog Bitch Artsource Newsletter December 2013 – March
 Laetitia Wilson, Variations on clichés of femininity The West Australian Visual Arts
 Stephen Bevis, Portrait faces its many facets (Iris Award) The West Australian August 10

	Reedna Phillips, Insite Stories of the South West Art Monthly Art Notes June
	Stephen Bevis, Artwork in Subi Laneway The West Australian Visual Arts March 20
2013	South West History an inspiration for artists, South Western Times May 30
	South West Stories Put Art On Historic Sites au.arthub.com
	Feathers Tell a Story of Note, Post Newspaper March 2
	Rhys Dickinson, Art to Explore Fears, Margaret River Times March 5
2012	Paola Anselmi, Star Exhibition Catalogue Dank Street Gallery, Sydney NSW ISBN: 978-0-646-58431-7
	Take it All, Fremantle Gazette January 25
	Art program Challenges remote kids' creativity, Northern Guardian August 15
2012	Prayer rugs tell tales of love and sorrow, South Western Times July 19
	How the Arts is Making a Difference to Community Cohesion Social Wellbeing and Rural Revitalisation in WA, Health Arts Government of WA Department of Culture & Arts
2011	Steven Bevis, Double Barrel Exhibition The West Australian March 11 th
2011	Dot Dot Dash Magazine Tri-Annual Summer
	The Blake Book www.blakeprize.com.au
	Guardian Express, Art Raises Environmental issue 12th July
	Northern Guardian Art creates celebrity 31 August
	Re:a prefix catalogue Australia and Japan August
2011	Remote students awed by 15 minutes of fame, Northern Guardian 7 Sept
	Andre Lipscome, Fajr, Exhibition Catalogue Fremantle Art Centre WA
2010	Stephen Bevis, Good vibrations trigger excitations in 400 teacups, The West Australian Dec 8
	Paola Anselmi, Today I am What You Want Me To Be Exhibition Catalogue ISBN: 978-0-9941741-2-3
	Home Is Where The Art Is, Northern Guardian August 11
	Andrew Nicholls, Wrapped Attention Aust Art Review Issue 23/ May
2010	Nien Schwarz, Art Monthly Review Issue 228 April
	Jennifer Pitch, Perth Art May
	Guardian Express April
	Sunday Times April 18
2009	Thelma John, Big Name No Blanket Gallery Sheet Central Gallery WA
2008	Ric Spencer, A Modern Encounter The West Australian Visual Arts Friday 17 October
	Nyanda Smith, Responding to society's idea of madness through art West Australian 25 th Sep
	Outer Space, Bunbury Regional Art Gallery (educational video)
	My Own Executioner, Catalogue Mundaring Art Centre WA
	Paola Anselmi, Handle me Gently Artlink Magazine vol 28.2
	Amanda Lewis, Wall Art Perth Habitat Magazine (Autumn)
2007	Ric Spencer, Horsing Around The West Australian 9 Nov
	Ric Spencer, Beach Shapes & Splash Hit The West Australian 17 March
2006	G Cameron Sensation Taipei + Perth Artist Exchange Program School of Art & Design WA
	Ancien T'Arts Catalogue Paola Anselmi Fremantle Art Centre WA
	Thelma John, Northcliff Sculpture Walk Artlink Magazine Vol 27 no 1
	Retrospective WA Artist's Chronicle No 109 July
	SCAfold Under Cover in WA The University of Sydney Magazine Nov
2005	Robyn Taylor, Links 2 School of Art & Design (catalogue)
2004	Juliette Peers, How Much is that Artwork in the Window? Artlink Magazine Vol 24 No 2
2004	Taking Collecting to New Level Australian Art Collector Oct-Dec
2003	Simon Blond, Vision of Loss and Redemption The West Australian 22 nd Feb
	Andrew Nicholls, Under Cover Artplace (catalogue)
2000	David Bromfield, On Show The West Australian 3 rd June
1999	Ted Snell, Aherns Installation Art Exhibition Catalogue
1998	David Bromfield, Dedicated Flowers of Fashion The West Aust 30 th Oct Art Monthly (review)
	Robert Cook, Shop Front for Whimsy The West Australian 16 th June
	Lavinia Rian, Artlink Magazine 18:2 Reviews
	David Bromfield, Walls Play Host to Imagery The West Australian
	Jacqueline Millner, Taking Comfort Real Time, 23 Feb - March
	David Bromfield, Difficult Territory The West Australian 8 th Feb
	Kristen Elsby, Difficult Territory (Exhibition catalogue) Artspace Sydney NSW
1996	Bruce James, The Sydney Morning Herald Aug 2

COLLECTION DETAILS

Art Gallery of Western Australia WA, King Edward Memorial Hospital WA, BankWest WA, Janet Holmes a Court WA, Shire of Mundaring Art Collection WA, Sir Claude Hotckin Royal Perth Hospital Collection WA, City of Fremantle Art Collection WA, City of Melville Art Collection WA, Bunbury Regional Art Gallery WA, City of Bunbury Art Collection WA, John Stringer Art Collection WA, Geraldton Art Gallery Collection WA, Turner Galleries Art Angels Acquisition WA, Brigitte Braun Artplace Victoria, Central Institute of Technology WA, The Horn Art Collection WA, Royal Perth Hospital Art Collection WA, Fremantle Hospital Art Collection WA, Princess Margaret Hospital Art Collection WA, St John of God Murdoch Hospital Art Collection, The L Hughes Art Collection WA, Fiona Stanley Hospital Public Art WA, Housing Foundation Percent for Art Public Art Northbridge WA, University of Thessaly Volos, Greece, Thessaloniki Art Collection Greece, Ministry for Culture and the Arts and other private collections.

AWARDS/GRANTS/RESIDENCIES

2017	Central TAFE Artist in Residence, North Metropolitan TAFE WA (May) Winner. Inaugural Perth Royal Art Prize, Perth WA
2016	WA Sculpture Scholarship-SxS Sculpture by the Sea Bondi Australian Artist invite/prize Creative Development, Department of Culture and Arts, WA
2014	Development Grant, Australian Council of the Arts Whispering Night Owl, BankWest Art Award finalist WA Ignite Development Initiative, Artsource and BHP Billiton Grant WA Yes you're so very special, Iris Art Award finalist Perth Centre for Photography WA
2013	Last Words, Telethon and City of Perth Public Art Foundation Commission WA Our Place, NAB WA Art Award SxS Cottesloe WA Home Grown, Fisher's Ghost Art Award finalist Campbelltown Art's Centre NSW
2012	Mid Career Fellowship, Department of Culture and the Arts WA Born Black, Iris Art Award finalist Perth Centre for Photography WA Fools Gold, NAB WA Art Award SXS Cottesloe Ephemeral Installation Cottesloe WA Mid West Art Prize Highly Commended Award, Take it All, Geraldton Regional Art Gallery WA Remix Awesome, Gascoyne Junction & Burringurrah Remote Community Residency WA
2011	Creative Challenge Awesome, Gascoyne Junction & Burringurrah Remote Community Residency WA Help me be like you, Transart, City of Perth Ephemeral Public Art Project City of Perth WA Fajr, Fremantle Art Centre Artist Residency Fremantle WA Artist in Residency Grant (FAC) Department of Culture and the Arts
2010	Home Ground Awesome, Artist/Community Residency Burringurrah WA
2009	Bunbury Biennale Winner, Bunbury Regional Art Gallery WA Play Time, Perth Institute of Contemporary Arts Studio Residency (collaborative) Oct-Dec WA
2008	City in Bloom, Ephemeral Public Art at Culture Centre Perth WA Cover Up, Tilt: Art Residency at Heathcote Art Gallery Melville WA Essence, Winner BankWest Contemporary Art Award Essence PICA Perth WA
2006	Orange Cloud, NAB Ephemeral Art Grant, Sculpture by the Sea Cottesloe Beach WA Behind Each Look, Fremantle Art Centre Residency WA The Horizon of Your Eyes, Artflight Grant, Department of Culture and the Arts WA The Horizon Of Your Eyes, Fremantle Art Centre Residency, Fremantle WA
2005	WET, Ephemeral Art Grant, Sculpture By The Sea Cottesloe Beach WA
2002	Lightness of Flight, Commission for Lyn Hughes Claremont WA
2001	Sticks. Environmental Sculpture Walk International Artist Workshop Walpole and Curtin University WA
1999	Flight. Aherns Installation & Art Exhibition, Perth WA Resilience Winner Bunbury Regional Art Gallery Bunbury WA Student Teacher Scholarship, The Chamber of Minerals & Energy, WA
1997	Pink Kill. Artflight Grant ACAF.6. Department of Culture and the Arts WA Difficult Territories. National Association for the Visual Arts Grant NSW Southwest Survey Winner. Bunbury Regional Art Gallery, Bunbury WA
1994	Elemental Journey. Pat Corrigan Grant. Tin Sheds Gallery, University of Sydney NSW

COMMISSIONS/PUBLIC ART

2015	Share Stories Bentley, Victoria Park, WA
2014	Kalgoorlie Boulder Community High School Percent for Art WA with Anne Neil and Steve Tepper Banksia Grove Senior High, Percent for Art WA (artist team member)
2013	The Weight of their Voices Echo in the Black Sand, Ephemeral Public Art City of Subiaco WA Artworks for Joseph Banks Secondary College with Steve Tepper and Mark Datodi Last Words, Telethon and City of Perth Public Art Foundation Commission WA
2012	Apostolos, Artwork for Foundation Housing & CODA Architects Northbridge Perth WA Handle Me Gently, Integrated artwork for Fiona Stanley Hospital WA Fools Gold, Sculpture by the Sea. Ephemeral Sculpture Cottesloe WA
2011	Ausdance, Costume Design Commission. Grounded, Bunbury Regional Art Gallery WA TransArt, Installation-Help Me Be Like You. Ephemeral Art Commission, City of Perth WA

COMMISSIONS/PUBLIC ART (continue)

2010	Blue Sky, Contemporary Art Space Installation Commission City of Bunbury WA Laughter Amongst Clouds, Artwork for Princess Margaret Hospital Percent for Art WA
2009	The Water Dance, Team leader Anne Neil, New Perth Bunbury Highway WA
2008	Tilt: Cover Up, Heathcote Gallery Melville City Council WA
2007	Orange Cloud, SXS Ephemeral Installation Cottesloe WA
2006	Nightrider, Commission for TransPerth WA Piazza dell'Emigrante, Caramancio Italy (Public Art project) South Forest Sculpture Walk, Ephemeral Installation Northcliffe WA
2005	Wet, SXS Ephemeral installation Cottesloe WA
2004	Laugh Baby Laugh, Sculpture by the Lake Joondalup WA
1999	Aherns Installation Art Exhibition Perth WA

WORK EXPERIENCE

- 2017 KickstART Festival. Eco-Futures Photomedia project facilitator/artist PCP, WA
Art Tutor Boronia Women's prison WA
- 2016 PICA Spark Lab Sculpture Workshop Artist, WA
Artist in residence with Warnbro Senior High School and PICA, WA
Judging panel Joondalup Community Art Award, WA
Art Specialist Metropolitan Public Schools, WA
- 2015 Art Tutor Department of Corrective Services Bandyup Women's Prison, WA
- 2014 Art Tutor Department of Corrective Services Bandyup Women's Prison, WA
Artsource Mentorship Program *Ignite* (Artist mentor for artist Katie West) WA
- 2013 Project curator and mentor for South West Stories, Bunbury Regional Art Galleries, WA
Board member at Artsource, WA
- 2012 Sculpture lecturer - West Australian Central Institute of Technology Perth, WA
Photography coordinator with Yullela, Meekatharra, WA
Board member at Artsource, WA
Awesome Artist Residency, Creative Challenge, Burringurrah and Gascoyne Junction, WA
- 2011 Board member, Artsource, WA
- 2011 Costume designer for Grounded, Ausdance WA, Bunbury Regional Art Gallery, Bunbury, WA
Sculpture lecturer - West Australian Central Institute of Technology Perth, WA
Awesome Artist Residency, Creative Challenge, Burringurrah, WA
- 2010 Public Artist for Foundation Housing & CODA Architects, Northbridge, Perth, WA
Fiona Stanley Hospital, *Sean's Menagerie*, Public Art Project, WA
Awesome Artist Residency, Creative Challenge, Burringurrah, WA
Sculpture lecturer – Sculpture West Australian Central Institute of Technology, Perth, WA
- 2009 Princess Margaret Hospital, Laughter Amongst Clouds, Public Art Project, WA
New Perth Bunbury Highway, Water Dance, Public Art Project, WA
Foundation Housing & CODA Architects Public Art Project, Apostolos, Northbridge, WA
- 2006 -2008 Sculpture lecturer – West Australian Central Institute of Technology Perth, WA
Public Art Project for Perth/Bunbury Highway, *Water Dance* (team leader Anne Neil) WA
Exhibition Selection Panel, South West Survey, Bunbury Regional Art Gallery, WA
Piazza dell'Emigrante Caramancio, Italy (Public Art project for Italian Emigrants in Australia)
South Forest Sculpture Walk, Ephemeral Installation, Northcliffe, WA
Community Art Workshop facilitator, South Forest Arts Festival, Northcliffe, WA
Sculpture Lecturer - WA School of Art and Design, Perth, WA
- 2000 – 2005 Sculpture workshops Facilitator, Sculpture by the Sea, Cottesloe, WA, 2007
Public Art Project, Sculpture by the Lake, Joondalup, WA
Sculpture lecturer – Central Institute of Technology Perth, WA
- 2000 – 2005 Sculpture workshop Facilitator, at numerous High Schools in Perth Metro area, WA
Sculpture workshops Facilitator, Sculpture by the Sea, Cottesloe, WA (2005)
Teacher, Spearwood Alternative School, Spearwood, WA (2004)
Lecturer - Installation Art and Sculpture, WA School of Art and Design, Perth, WA
Art teacher, South Fremantle Senior High School, WA (2003)
Relief teacher, Kwinana Senior High School, WA (2000–2002)
Relief teacher, John Curtin College of Arts, Fremantle, WA, (2000 –2002)
- 1990 – 1998 Art Department, Sydney Theatre Company, NSW
Film sets Babe 2, Thin Red Line, Murder Call, Muolin Rouge, Doome Runners, NSW
Visiting sculpture teacher at Callrossy College, NSW
Sculpture Lecturer - Claremont School of Arts, Claremont, WA
External Assessor, Masters 3D, University of Newcastle, NSW
Lecturer 3D Studies, University of Newcastle, NSW
Sculpture Tutor, Sydney University, NSW

Tony Jones CV

Postal: 45 Bedford St, East Fremantle, WA 6158
 Studio: 15 Adams St, O'Connor, WA

Home: (08) 9339 1127
 Fax: (08) 9339 1099
 Mobile: 0409 680 401
 Email tonyjonesart@arach.net.au
<http://www.flickr.com/photos/artprojects>

Educational Qualifications

1964 Teachers Certificate Graylands Teachers College
 1975 Associateship in Art Teaching WAIT (Curtin University)

Awards

2008 Citizen of the Year WA
 2009 OAM Order of Australia Medal

Solo Exhibitions

2013 *Windward Leeward* Gunyulgup Gallery WA
 2010 *Off Shore* Gallery East, WA
 2006 *New Stories*, Gallery East, WA
 2003 *Next of Kin*, Gallery East, WA
Down South, Xanadu Gallery, WA
 2001 *Jones*, Gallery East, WA
 1999 *Jones + Jones + Jones*, Gallery East, WA
 1994 *Tony Jones, Artist and Teacher, Survey Exhibition*, Cullity Gallery, University of Western Australia, WA
 1988 Victor Mace Gallery, Brisbane, QLD
 1987 Black Swan Gallery, Fremantle, WA
 1981 Miller Gallery, WA
 Victor Mace Gallery, Brisbane, QLD
 1980 Victor Mace Gallery, Brisbane, QLD
 1979 Fremantle Arts Centre, WA

Selected Group Exhibitions

2015 *For Love of Country* AGWA
 2015 *Sculpture at Bathers* Bathers Beach Fremantle
 2014 *Animal Ark* AGWA
 2014 *Viral* Freight Gallery Fremantle
 2014 *Sculpture in the Harbour* Albany
 2013 *Sculpture at Bathers* Bathers Beach Fremantle
 2013/14 Melville Sculpture Walk
 2014/15 *Sculpture in the Harbour* Albany
 2012 /14/15 SXS Cottesloe
 Stations of the Cross Wesley Church
 Melville Sculpture walk
 2010 World Expo Shanghai Australian Pavilion (visitors centre artwork)
 2008 *Silver 25 years Artrage* PICA
 Lecturers and Graduates Nyisztor Gallery
 Fremantle City Collection Fremantle Art Centre
Field Day11 Ellenbrook and Ballidu Galleries
Closet Circus Bunbury Art Gallery
 2006 *Sensations* Central TAFE Gallery WA

2006 *Port of Call* Fremantle City Collection, Fremantle Art Centre
 2006/7/8/10 *Sculpture by the Sea* Cottesloe
 2005 *Friends and Relations* Riseborough gallery Gingin
 2005 *Kedumba Drawing Prize* NSW
 2005 *Sculpture by the Sea* Cottesloe
 2002 *Inside Out*, Central TAFE Gallery, WA
 1997 *Small is Beautiful*, Lawrence Wilson Gallery, University of Western Australia,
 WA Editions, Curtin University, WA
Fremantle 6160, Fremantle Art Centre, WA
 1996 *Subplot*, Kallya Yeedip, Midland, WA
Field Day, Ballidu, WA
 1995 *100 years of WA Sculpture*, Art Gallery of Western Australia, WA
 1993 *Life Size*, Bunbury and Lawrence Wilson Galleries, WA
 1992 *Bravo 469*, Singapore National Gallery
 1991 *Backward Glance*, Perth Institute of Contemporary Art, WA
 1990 *Sculpture Symposium*, Gomboc Gallery, WA
 1989 *Terra Incognita*, Craft Council WA
 1987 *Small Scale Sculpture*. touring WA with National Exhibitions Touring Scheme
 (NETS)
7th International Small Sculpture Exhibition, Budapest, Hungary
 1984 *Boat Show*, Praxis, WA
Seven Artists, Bloomfield Gallery, NSW
 1980 *Pederson Memorial Sculpture Prize Exhibition*, QLD
 1969 *Festival of Perth*, Contemporary Art Society of Australia, University of
 Western Australia, WA

Selected Commissions

2015 "Imaginarium" Ronald McDonald House (in progress)
 2015 Childrens Hospital Emergency (in progress)
 2015 Claremont on the Park
 2015 Ellis Silas LWP Alkimos
 2014 "Watch over You" two bronze lifesavers for Scarborough beach
 2013 "Float" The Atrium Esplanade Hotel Fremantle
 2013 "Deepwater" a sculptural UV sign for Cancer Council
 2013 "Weir Worker" and "Valve Tower" Mundaring Weir
 2013 "Freestyle" Sculpture Bicton Baths
 2013 Pearsall Primary School Sculpture series of works
 2013 "Aspire" Perry Lakes redevelopment
 2013 'Slam Dunk' Perry Lakes redevelopment
 2012 "Trinity at Alkimos" Sculpture on Marmion Avenue
 2011 Sir Charles Court Memorial Sculpture
 2011 City of Kwinana Landmark Sculpture
 2011 "Fold" Fiona Stanley Hospital
 "Flare"Town of Kwinana.
 'Trinity' Alkimos, WA Marmion Avenue
 'TIME' Centro North Plaza, Subiaco WA
 2010 "Beach House" a Sculpture for World Expo Australian Pavilion Shanghai
 2009/10 "Stand by Me" Christ Church Grammar School Sculpture
 2009/10 " My bridge" Alluvion Screens
 2009/10 "Cardinal South" Cockburn Mobile Sister City Sculpture
 2008 Kelmscott Railway Station Glass Panels
 2007 "Eliza" Crawley Baths, City of Perth
 2006 ECU New lecture Theatre Art Work
 2005 Main Roads Goldfields offices

2005 "Compass Rose" Brighton
 2005 6 7 8 Artist in Residence, Brighton series of Sculptures
 2005 "Lina" City of Stirling
 2004 Armadale Railway Station, WA
 Q Fest Fire Sculpture, WA
 New Council Courtyard, City of Stirling, WA
 2003 Aqua Jetty, Warnbro Aquatic Centre, WA
 Canning Vale RRRC, WA
 Jevoise Marker, Australian Marine Complex, WA
 Calista Beacon, Australian Marine Complex, WA
 Q Fest Fire Sculpture, WA
 2002 SMRC Canning Vale, WA
Southern Crossing, Port of Fremantle
 Carey Park, One Bunbury Project
 Q Fest Fire Sculpture, WA
 2001 Midland Workshops, WA
 Busselton Court House and Police Station, WA
 Joondalup Police Academy, WA
 Marlston Square Bunbury, WA
 2000-01 Hakea Prison, WA
 2000 City of Wanneroo, WA
 Rangeview Remand Centre, WA
 Port Hedland Court House, WA
 Inglewood Aquatic Centre, WA
 1999 *CY O'Connor*, North Coogee, WA
 Geraldton Police Station and Court House, WA
 1997 *Human Race*, North Coogee, WA
 1996 The Fisheries Department of WA
 Albany Jetty Project, Landcorp, WA
 Ballajura Community College, WA
 1995 Katanning High School, WA
 1994 East Perth Redevelopment Authority, WA
 Bunbury Art Gallery, WA

Selected Public and Private Collections

Art Gallery of Western Australia
 Artbank
 Bunbury Art Gallery, WA
 Central School of Art, WA
 City of Fremantle, WA
 St John of Gods Hospital
 Curtin University, WA
 Edith Cowan University, WA
 Epic Energy
 Holmes a Court Collection
 Ministry of Justice, WA
 Murdoch University, WA
 QLD University, QLD
 Horn Collection Bunbury

CURRICULUM VITAE

Barry Scotland

Address: 31 Allen Street, East Fremantle,
Western Australia 6158

Phone: 0407 088 727

Email: barry.scotland@bigpond.com

PERSONAL ATTRIBUTES:

Professional, well-organised, articulate, self-motivated, personable, creative, enthusiastic and adaptable.

SKILLS:

Good strategic and creative thinker.

Strong scoping and project management skills.

Excellent written and oral communication skills.

Advertising concepts & copywriting.

Confident presenter and public speaker.

Excellent media relationship skills.

GENERAL EXPERIENCE:

- Marketing communications, sales promotion and advertising campaign management for leading UK blue-chip FMCG clients including Colgate Palmolive, Gillette, Pirelli Tyres, Proctor & Gamble, Rowntree Mackintosh.
- Similarly in Australia for leading clients including Edith Cowan University, the Heineken Classic, the Australian PGA Championship, the Swan Brewery, John Deere, Bed Shed, Arcadia Group, Kenlow and a wide range of residential, commercial & industrial clients involved in major land and property projects.
- Brand management and positioning across a broad spectrum of products and services.
- Advertising - both retail and brand building campaigns spanning TV, radio, newsprint, magazines, outdoor & online.

- Media planning & negotiation.
- Direct marketing.
- Promotions -short-term tactical initiatives designed to stimulate action.
- Public Relations - corporate, brand & product representation.
- Market Research - qualitative & quantitative.
- Copywriting - advertising, press releases, brochures, etc.
- SEO content copywriting for websites and social media.
- Sponsorship - recruitment.

EMPLOYMENT HISTORY:

Date: January 2000 - present

Company: Pro-Active Advertising & Marketing Pty Ltd

Title: Owner / Managing Director

Role: Marketing, advertising, online & production consultancy services

In most instances Pro-Active acts as a marketing partner providing strategic advice across a wide range of marketing disciplines over and above traditional advertising. These include below-the-line promotions, media and public relations activities, sponsorship and event promotion activities, website development, online advertising and SEO functions, etc..

Clients experience includes:

Amana Living - retirement villages

Arcadia Group - retirement villages

Australian PGA Championship (major golf event)

Bed Shed

Betts & Betts

Clearpond - Australia & New Zealand water gardening brand

Grandwood Personal Builders (Zorzi Group)

Heineken Classic - Perth & Melbourne (major golf event)

Heritage Council of WA

Humfrey Land Developments - Bayside Estate, Geraldton

Kenlow Awnings & Blinds

Knight Frank - commercial leasing & sales division

Motorola International - Bintan Island (golf event)

Perron Group - Forrest Rise Estate, Thornlie

Perth GPO Building, Forrest Place (Historical Interpretive Signage Project)

Polo in the Valley (polo event)

Swan Brewery – Emu Export & Emu Bitter brands

Tradewinds Hotel

Water Garden World - Perth retail chain

Key achievements:

Growing the business from a zero base in 2000 to billings in excess of \$1m within 4 years.

Retaining the Heineken Classic as a client despite the event moving to Melbourne in 2002.

Creating & implementing successful multi-disciplined marketing initiatives for Arcadia Group since 2001 when it launched its first retirement village and subsequent expansion to five villages in WA.

Writing & art directing the construction and subsequent management of the Arcadia Group website – voted the best retirement village site in 2015.

Concept, planning, copywriting for Kenlow adaptive website which consistently ranks page 1 of Google's organic search results.

The development and installation of branding & interpretive signage designed to portray the rich history of the Perth GPO building.

Date: July 1999- December 1999

Company: MJB&B Advertising & Marketing

Title: Account Director

Role: Reporting to the Managing Director, I was responsible for the strategic direction, budgeting, media planning and management of the advertising for several major accounts with combined billings in excess of \$3m.

Managed a team consisting of an Account Manager and an Account Coordinator.

Date: January 1994 - June 1999

Company: Benchmark Advertising

Title: Account Director

Role: Reporting to the owner & Managing Director, I was responsible for the strategic direction, budgeting and management of the advertising for major accounts including City Arcade, Edith Cowan University, Heineken Classic, Knight Frank and Kenlow.

Additionally I was responsible for media planning and headed up the new business development team and planning & coordinating all new business pitches and presentations.

Benchmark was sold to MJB&B and the two agencies merged in 1999.

Key achievements:

Developing the strategic direction and overseeing the resulting creative execution of the advertising campaign that won the Edith Cowan University advertising account in a 3 way competitive agency pitch.

Date: July 1987 - December 1993

Company: Clemenger Perth

Title: Director of Account Service & local Board Director

Role: I was approached by the Managing Director to head up the Account Service team of 3 Account Managers and 2 Account Coordinators.

In this role I was responsible for developing brand and advertising strategies for all of the agency's major accounts and managing and training the Account Managers who administered and serviced the clients' day-to-day needs.

Major 'hands-on' client experience included: Bed Shed, Betts & Betts, John Deere Agricultural Machinery (Australia & New Zealand) Swan Brewery - Emu Export, Emu Bitter & Emu Draft.

Date: June 1986 - July 1987

Company: Gleadell Group

Title: Account Director

Role: Shortly after migrating to Australia, I was invited to join Gleadell Group to establish and run an advertising and direct marketing arm.

At the time, Gleadell Group was a successful design studio based in the Perth CBD that specialised in corporate identity and printed marketing collaterals including brochures, prospectuses & annual reports for financial institutions.

Key achievements:

Within the first three months I had developed several successful direct marketing and advertising campaigns for clients including Armstrong Jones Property Trust and Home Building Society.

Date: February 1982- March 1986

Company: Holmes & Marchant (UK)

Title: Account Director

Role: Holmes & Marchant was a leading sales promotion agency in the UK specialising in tactical promotions for many leading Fast Moving Consumer Goods (FMCG) brands.

I was approached by the Managing Director to set up and operate a specialist division for the company -'Vouchsafe' to counteract the rampant malredemption of traditional money-off FMCG branded coupons by the major grocery chains. As a result, major manufacturers were 'robbed' of one of the strongest promotional techniques to stimulate trial of their brands.

Key achievements:

Following a trial distribution of a 'Vouchsafe' booklet, I coordinated and launched a national promotion involving 10 of Britain's leading grocery brands including Maxwell House Coffee, Homepride Flour, Pedigree Petfoods, Colgate Toothpaste, Gillette Razors, Kit-Kat confectionery, OMO Washing Powder amongst others.

Without exception, every brand achieved a measurable lift in market share without the financial impost of mal-redemption by the supermarket chains.

Date: 1979-1982

Company: Donnelley Marketforce (UK)

Title: Account Manager

Role: Donnelley Marketforce was Britain's leading sales promotion services provider specialising in the delivery of monthly national letterbox promotions to over 14m homes, premium fulfilment and product sampling.

My role was to service the needs of key direct and agency clients who regularly used such services.

Key achievements:

In cooperation with 'Bounty Bag', an organisation that provided samples of non-competing baby brands to new mothers, I pioneered a new promotional strategy where we selectively

sampled 10,000 new mothers at their homes for Proctor & Gamble with their new brand of Pampers Nappies.

The success of this promotion contributed significantly to Pampers becoming the number one brand of disposable nappy in the UK.

Previous employment history:

Major Corporate Account Manager, Trust House Forte Hotels UK

Assistant Brand Manager, Colgate Palmolive

Territory Salesman, Colgate Palmolive

EDUCATION:

Allhallows Private School, Rousdon, Devon, England

Farnborough Technical College England - Diploma in Marketing 1981

REFEREES:

Rod Leembruggen: past Tournament Director - Heineken Classic. T: 0417 756 757

John Brown: Managing Director - Folda Solar Australia. T: 0408 273 337

MEMBERSHIPS:

Fremantle Chamber of Commerce

Past member Royal Fremantle Golf Club

Carmeloneill1955@gmail.com
 153 Samson St
 White Gum Valley

0427 777 542

Education

Bachelors Degree Fine Art	Curtin University	2018
Associate Degree Visual Arts	Central TAFE	2017
Grad. Cert. Community Arts and Social Development	Victorian College of the Arts	2013
Public Sector Management Program (Graduate Certificate Management)	Curtin University	2008
Cert IV Workplace Training and Assessment	Charles Darwin University	2002
Masters Degree in Education (1 st Class Hons.)	CDU/Monash University	2000
Bachelors Degree in Education	Charles Darwin University	1989
Diploma of Art Teaching	Edith Cowan University	1982
Diploma of Fine Art	Claremont Technical College	1973

Employment history

Curriculum and Assessment Adviser (Arts) Association of Independent Schools WA (AISWA)	2014-2015
Senior Secondary Visual Arts Curriculum and Assessment Adviser School Curriculum and Standards Authority (SCSA) Perth	2010-2013
Indigenous Student Pathways Coordinator NT Dept of Education and Training	2009-2010
Senior Secondary curriculum, assessment and pedagogy advisor/consultant NT Dept of Education and Training	2003-2009
VET Coordinator Certificate in Art and Design	2000 - 2003
Visual Arts teacher	1983 - 1999

Relevant experience pertinent to employment

1. Successful application for Commonwealth and DET grants

2. Successful management of the annual senior secondary visual arts exhibition, Exit Art in collaboration with the Museum and Art Gallery of the NT

management of selection committee

management of delivery to and collection from MAGNT, collation of student details, editing of student/artist statements, catalogue and all signage

carriage of ministerials, sponsorship, Merit and Excellence Awards, finance

3. Successful management of the annual Artists In Schools funding round

management and coordination of AiS committee

management of AiS website and information packs

management of granting round and finance

carriage of all ministerials and advertising

collection of acquittals

negotiation of improved funding and profile

- 13. MOTIONS OF WHICH PREVIOUS NOTICE HAS BEEN GIVEN**
- 14. NOTICE OF MOTION FOR CONSIDERATION AT THE NEXT MEETING**
- 15. QUESTIONS BY MEMBERS OF WHICH DUE NOTICE HAS BEEN GIVEN**
- 16. NEW BUSINESS OF AN URGENT NATURE**
- 17. MATTERS BEHIND CLOSED DOORS**
- 18. CLOSURE**