



Minutes

Ordinary Council Meeting

Thursday 14 April 2016

**Ordinary Council – 14 April 2016
Table of Contents**

1.	ATTENDANCES.....	1
2.	ABSENT	1
3.	RESPONSE TO PREVIOUS PUBLIC QUESTIONS TAKEN ON NOTICE.....	1
4.	PUBLIC QUESTION TIME.....	1
5.	PETITIONS AND APPROVED DEPUTATIONS.....	1
6.	CONFIRMATION OF MINUTES	2
6.1	Ordinary Council Meeting – 24 March 2016.....	2
7.	ANNOUNCEMENTS BY THE PRESIDING MEMBER.....	2
8.	ANNOUNCEMENTS BY ELECTED MEMBERS.....	2
9.	ACKNOWLEDGEMENT OF RECEIPT OF DISCLOSURE OF INTERESTS (BY PRESIDING MEMBER).....	3
10.	RECEPTION OF MINUTES AND RECOMMENDATIONS OF COMMITTEES HELD SINCE PREVIOUS MEETING OF COUNCIL	3
11.	REPORTS OF CHIEF EXECUTIVE OFFICER AND OFFICERS.....	3
	Planning and Sustainability	3
11.1	Horticultural Local Planning Policy	3
11.2	Application for Planning Approval – Proposed Cross Monument – Lot 519 (No 480) Stock Road, Stake Hill.....	10
	Corporate Governance	16
	Recreation and Community Development	17
	Technical Services.....	18
11.3	Forrest Highway – Naming of New Access Roads and Renaming of a Portion of Birchmont Road.....	18
11.4	Ten (10) Year Plant Replacement Program.....	23
11.5	Ten (10) Year Civil Works Program.....	26
11.6	Ten (10) Year Parks Works Program 2016/17 to 2025/26.....	31
11.7	Ten (10) Year Pathway Program.....	34
	Items for Information	37
11.8	Delegated Decisions of Development Applications for March 2016.....	37
12.	BUSINESS LEFT OVER FROM THE PREVIOUS MEETING.....	37
13.	ELECTED MEMBERS MOTIONS OF WHICH PREVIOUS NOTICE HAS BEEN GIVEN.	37
14.	NOTICE OF MOTIONS FOR CONSIDERATION AT THE FOLLOWING MEETING	37
15.	NEW BUSINESS OF AN URGENT NATURE APPROVED BY THE PERSON PRESIDING OR BY DECISION OF THE MEETING	37
16.	MEETING CLOSED TO THE PUBLIC (CONFIDENTIAL BUSINESS).....	37
16.1	Chief Executive Officer Annual Performance Review	37
17.	CLOSURE OF MEETING.....	38



Minutes of the Ordinary Meeting of Council held at the Murray Shire Council, 1915 Pinjarra Road, Pinjarra on Thursday 14 April 2016.

The Presiding Member **Cr M Reid** declared the meeting open the time being 9.00am.

1. ATTENDANCES

Cr M Reid	Shire President
Cr S Lee	Deputy Shire President
Cr W Barrett	Councillor
Cr C Thompson	Councillor
Cr A Rogers	Councillor
Cr C Rose (arrived at 9:01am)	Councillor
Cr D Bolt	Councillor
Cr P Briggs	Councillor
Cr A Black	Councillor
Mr D Unsworth	Chief Executive Officer
Mr R Peake	Director Planning and Sustainability
Mrs J Burton	Director Corporate and Community Development
Mr A Smith	Director Technical Services
Mrs K Semple	Executive Assistant
Mrs F Hide	Coordinator Executive Services

There was one member of the public, two members of staff and one member of the press in attendance at this time.

2. ABSENT

Nil

3. RESPONSE TO PREVIOUS PUBLIC QUESTIONS TAKEN ON NOTICE

Nil

4. PUBLIC QUESTION TIME

Nil

5. PETITIONS AND APPROVED DEPUTATIONS

Nil

6. CONFIRMATION OF MINUTES

6.1 Ordinary Council Meeting – 24 March 2016

OFFICER RECOMMENDATION/COUNCIL DECISION:**OCM16/066****Moved: Cr P Briggs****Seconded: Cr S Lee**

That the Minutes of the Ordinary Council Meeting held on Thursday 24 March 2016 be confirmed as a true and correct record.

CARRIED UNANIMOUSLY 9:0

7. ANNOUNCEMENTS BY THE PRESIDING MEMBER

On Thursday 31 March the Director Planning and Sustainability, Manager Planning and Environment Services and the Senior Planning Officer and I attended the 2016 WA Heritage Awards in Perth.

On Saturday 2 April I attended and officially opened the art exhibition “French Connection” held at Liveringa in the Edenvale Homestead.

On Monday 4 April I attended the official opening of the MZI Resources Keysbrook Mineral Sands Project.

Later that evening I attended the Peel Regional Cabinet Meeting hosted by the Hon. Colin Barnett held at the Mandurah Offshore Fishing and Sailing Club.

On Wednesday 6 April I attended a workshop held by the Department of Sport and Recreation with Shire officers Mitchell Green and Maddie Flynnne held at the Yunderup Sport and Recreation Club.

On Friday 8 April I attended an Employment Forum held by the Minister for Employment Hon. Michaelia Cash and Mr Andrew Hastie MP held at the Mandurah Performing Arts Centre.

Later that afternoon I attended a photo shoot with Peel Harvey Catchment Council held at the George Robinson Gardens, Tuckey Street, Mandurah.

Later that afternoon the Chief Executive Officer, Director Technical Services, Director Planning and Sustainability and I met with Murray Cowper MLA to discuss road upgrades for Pinjarra Road / Murray Street.

On Tuesday 12 April I presided over the Australian Citizenship Ceremony where we welcomed seven new Australian citizens to the Shire of Murray.

On Wednesday 13 April all Councillors attended a workshop with Mike Fitz Gerald from Fitz Gerald Strategies held at the Shire of Murray.

8. ANNOUNCEMENTS BY ELECTED MEMBERS

Nil

9. ACKNOWLEDGEMENT OF RECEIPT OF DISCLOSURE OF INTERESTS (BY PRESIDING MEMBER)

Cr C Rose declared a Proximity Interest in Item 11.3 Forrest Highway - Naming of New Access Roads and Renaming of Birchmont Road due to proximity of her property to Birchmont Road and also a friend of an affected landowner.

10. RECEPTION OF MINUTES AND RECOMMENDATIONS OF COMMITTEES HELD SINCE PREVIOUS MEETING OF COUNCIL

Nil

Cr C Rose arrived at this point the time being 9:01am

11. REPORTS OF CHIEF EXECUTIVE OFFICER AND OFFICERS

Planning and Sustainability

11.1 Horticultural Local Planning Policy

File Ref: 5/6019
Previous Items Nil
Author and Title: Cherryll Oldham, Senior Planning Officer

Appendices 1 and 2

Purpose

Council is requested to consider preparing a local planning policy which is intended to clarify development requirements for horticultural proposals and provide guidance to the Shire in the assessment of applications.

Background

The Shire has experienced increased interest from commercial market garden operators seeking to establish in the district. The growing attraction of Murray and the broader Peel region as a preferred location is considered primarily due to water constraints in other rural areas such as Myalup and Gingin and because of the region's close proximity to Perth Metropolitan markets.

Whilst new horticultural developments have the potential to provide significant opportunities for local economic growth and employment, some forms of horticulture also has the capacity to result in detrimental impacts on the environment if not effectively managed.

Given that much of the coastal plain portion of the Peel region has poor nutrient retentive soils, a high water table and sits within the catchment of the Ramsar listed Peel Harvey Estuary, a key environmental concern for horticulture within the region is the potential for nutrient export to the Peel waterways. This is a result of substantial phosphorous and nitrogen loads from horticultural activity that potentially may leach into soils, particularly during high rainfall events and ultimately reach the Peel Harvey Estuary system.

Recognising the economic and environmental opportunities and constraints associated with horticultural activity, a number of initiatives have been identified and implemented by the Peel Regional Leaders Forum and the Peel Sustainable Agriculture Technical Working Group (of which the Shire is a part). These initiatives include:

1. 'A Guide for Investors and Growers' (brochure)

2. New Soil-Landscape Mapping for the Peel-Harvey Coastal Catchment (mapping and land capability advice)
3. Model Local Planning Policy - Horticultural Development in Local Governments of the Peel-Harvey Coastal Plain Catchment.

The Guide for Investors and Growers provides high-level guidance and advice to those who may be considering establishing or expanding horticultural operations in the Peel-Harvey region. It includes important information that can assist proponents in site selection, land use and development considerations and where to source further advice in relation to proposals. The Guide was published in the Spring 2015 edition of the Vegetables WA quarterly magazine, and distributed widely to growers and industry stakeholders. A copy of the Guide can be found at **Appendix 1**.

The new Soil-Landscape Mapping has been prepared by the Department of Agriculture and Food (DAFWA) and provides regional-scale advice on the capability of sites for different types of horticulture (annual horticulture, perennial horticulture, viticulture, hydroponics and nurseries). It is a key tool in assessing the potential impact of new proposals for horticulture on catchment water quality and the Peel-Harvey Estuary. The mapping is centrally accessible on the Peel Harvey Catchment Council website, with the intent that once the policy has been adopted a link to this information will be available on the Shire's website. This mapping has been used in the preparation of the Guide.

A model Local Planning Policy has been developed by the Peel Sustainable Agriculture Technical Working Group, comprising staff of DAFWA, Department of Water, Department of Planning, Peel Development Commission, Peel-Harvey Catchment Council and Peel local governments. The model policy is based on long-established State government policies on the protection of the Peel-Harvey Estuary, improvement of catchment water quality and protection of agriculture. The standards for nutrient management contained in the model policy are those which have been in place since 1989 (Peel-Harvey Environmental Protection Policy) and adopted in the State planning system in 1992 (Statement of Planning Policy 2.1).

Primarily, the model policy has been designed to assist all local governments in the Peel-Harvey Coastal Catchment establish a consistent, technically sound approach to the assessment of new horticultural developments, with the intention being that the policy would directly inform the preparation of individual local government planning policies.

Proposal

The proposed Shire of Murray Horticultural Development within the Peel-Harvey Coastal Plain Catchment Local Planning Policy (LPP) has been prepared consistent with the objectives, intent, land use and development requirements outlined under the model policy, with only minor modifications incorporated to ensure the policy meets the format and requirements of the Shire's local planning framework.

A copy of the proposed LPP is located at **Appendix 2**.

The aim of the LPP is to encourage innovative and sustainable horticultural production in the Shire and prevent development in inappropriate locations so as to protect the water quality of the Peel-Harvey Estuary and its Catchment Area.

It is intended that the policy will assist the Shire in providing advice to prospective proponents and assessing proposals under the Town Planning Scheme (the Scheme). Whilst the policy does not remove the need for proponents to obtain the necessary approvals from State agencies, it has sought to ensure the Shire's assessment processes are better integrated with those of State agencies.

Murray 2025 Strategic Community Plan

Objective: 2	A progressive and diverse economy that maximises employment and business opportunities
Outcome: 2.1:	Increased opportunities for responsible commercial, agricultural, industrial and residential development investment and anchor businesses
Strategy : 2.1.6	Support and facilitate growth in the agriculture and food production sector

Objective: 5	A healthy and sustainable natural environment
Outcome: 5.1:	Biodiversity of our natural ecosystems are protected and enhanced
Outcome: 5.2	Waterways and water resources are protected, conserved and enhanced
Strategy : 5.1.5	Promote sustainable land management
Strategy:5.2.1	Protect, maintain and enhance the health of our waterways and wetlands

Murray 2015-2019 Corporate Business Plan

Action : 2.1.6.2	Prepare a Horticulture Local Planning Policy
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Other Strategic Links

The Peel Development Commission's Peel Region Investment Blueprint includes as 'Agriculture and Food Innovation' one of its five themes. One of the Blueprint goals is for Peel's agriculture and food production sectors to be enhanced through continued innovation, investment and research by 2050 and a key objective is to adopt sustainable and innovative practices to significantly increase the region's agriculture and food industry contribution to the State's economy. The blueprint recognises a fundamental shift in management practices is needed in order to protect the health of the Peel Harvey Estuary from the build-up of nutrients. The proposed LPP is consistent with the Blueprint in that it provides clear guidance on where and how to establish horticultural activities and encourages the use of potentially more intensive but closed loop growing systems in preference to conventional in ground systems directly on poor soils.

The draft Perth and Peel Green Growth Plan/Strategic Conservation Plan has identified a substantial package of measures to be implemented to reduce nutrient inflows into and improve water quality in the Peel-Harvey Estuary and the broader Peel-Yalgorup wetland system. These measures include a drainage nutrient intervention pilot program to be implemented in the Peel-Harvey catchment along with a review of the State Planning Policy and Environmental Protection Policy for the Peel-Harvey Coastal Plain Catchment. The draft Conservation Plan also recommends the introduction of mechanisms under the *Planning and Development Act 2005* to prevent new high nutrient export activities on soils in the coastal plain catchment with a low phosphorous retention capacity.

Implementation of the proposed LPP will strengthen the Shire's planning framework for assessment of horticultural applications and clarify the range of considerations that are to be addressed to minimize nutrient export. The proposed LPP is therefore also considered consistent with the intent of the draft Perth and Peel Green Growth Plan/Strategic Conservation Plan.

Statutory Environment

Specific objectives of the Scheme relating to this matter include:

1. to protect and foster the agricultural industry within the Scheme area; and
2. to preserve the special environment associated with the lakes and waterways within the Scheme area.

The Scheme requires Council to be guided by the objectives and policies contained in the *State Planning Policy 2.1 (Peel-Harvey Coastal Plain Catchment)* and the *Environmental Protection (Peel Inlet - Harvey Estuary) Policy*. It specifically deems intensive agriculture to be a material change of use requiring planning approval and requires that in considering applications it must:

1. take account of soil types, slope, groundwater flows, surface water drainage and proximity to the Peel-Harvey Estuary;
2. take account of the objectives of the State Planning Policy 2.1 with respect to the potential impact of the development on the environment and water quality; and
3. consult with the Department of Agriculture and the Department of Environment and take account of any advice in making its determination or defer its decision pending a formal assessment by the Environmental Protection Authority under Part IV of the Environmental Protection Act.

LPP's are adopted pursuant to the deemed provisions of the *Planning and Development (Local Planning Schemes) Regulations* (Schedule 2, Part 2, Clauses 3 and 4). Policies are to be based on sound planning principles and may address either strategic or operational considerations in relation to the matters to which the policy applies.

A local government may prepare a LPP in respect of any matter related to the planning and development of its Scheme area. A LPP may apply:

1. generally or in respect of a particular class or classes of matters specified in the policy; and
2. to the whole of the Scheme area or to part or parts of the Scheme area specified in the policy.

LPP must be consistent with the Scheme and in this case the proposed policy is considered consistent.

Policy Implications

A LPP is not part of the Scheme and does not bind Council in respect to its decision making. In determining matters under the Scheme however Council is required to have due regard to each relevant local planning policy.

The proposed LPP is considered consistent with State level policy as it contains objectives and provisions that support the intent of both the *Environmental Protection (Peel Inlet-Harvey Estuary) Policy 1992* and *Statement of Planning Policy 2.1 Peel-Harvey Coastal Plain Catchment* which are summarised below.

State Planning Policy 2.1

Since 1992, State Planning Policy 2.1 – The Peel-Harvey Coastal Plain Catchment (SPP 2.1) has specified that proposals to develop land for intensive agriculture, including horticulture, in the Peel-Harvey Coastal Plain Catchment require formal development approval from the

local government authority and require high standards of nutrient management to protect the rivers and estuary of the Peel-Harvey Catchment.

Specifically in relation to intensive agriculture, SPP 2.1 states:

- *Land used for intensive agriculture, which is likely to drain towards the Peel-Harvey Estuarine System shall be managed to reduce or eliminate nutrient export from the land (clause 5.3).*
- *In consideration of applications for the use of land or a rezoning for intensive agriculture, a local authority shall take account of the environmental advice of the EPA and land suitability advice from the Department of Agriculture (clause 6.6.2).*
- *The responsible authority (i.e. local government) will take account of soil types, slope and groundwater flows and surface water drainage and proximity to the Estuary in considering the suitability of land for intensive agriculture use. Generally only land on the foothills of the Darling Scarp or deep yellow Spearwood soils on the Western edge of the catchment have suitable qualities to sustain intensive agriculture apart from such uses which rely on hydroponics and thereby do not result in contamination of groundwater or surface drainage, or include red mud, or other suitable soil amendment, at rates recommended by the Department of Agriculture. (Clause 6.6.3).*
- *Proposals which would provide additional direct drainage to the Estuary, its tributaries or Water Authority drainage systems will not be permitted without appropriate nutrient reduction measures (clause 6.6.4).*
- *That specific provisions referring to SPP 2.1 be included in local planning schemes, which include the Peel-Harvey Coastal Plain Catchment Policy Area (clause 7.3).*
- *In the (insert local government name), Intensive Agriculture (including horticulture) is defined as an 'AA' (change as appropriate to local government) use in the rural zone (change as appropriate), meaning that it is a discretionary use.*

Environmental Protection (Peel Inlet- Harvey Estuary) Policy 1992

The purpose of this policy is to:

- a) set out environmental quality objectives for the Estuary which if achieved will rehabilitate the Estuary and protect the Estuary from further degradation; and
- b) outline the means by which the environmental quality objectives for the Estuary are to be achieved and maintained.

Sustainability and Risk Considerations

Economic - (Financial impact to the community)

The policy supports sustainable horticultural development and will make it easier for proponents to identify and plan environmentally sustainable horticultural developments in the Shire. In the longer-term the policy should streamline the assessment processes for new compliant horticultural proposals.

Conversely, the policy discourages proposals in inappropriate locations and avoids private and public investment in areas where there are significant constraints to development or higher than normal capital and operating costs.

The policy also protects existing sustainable horticultural operators and future horticultural development potential of lands suitable for horticulture.

Social - (Quality of life to community and/or affected landowners)

The policy also deals with a range of matters in addition to environmental protection that will ensure amenity implications of horticultural developments are properly considered. This includes matters such as odour, noise, visual and transport impacts.

Environment – (Impact on environment's sustainability)

A key policy aim is to improve catchment water quality and in the longer-term, the condition of waterways, groundwater and the Peel-Harvey Estuary.

Horticultural developments in locations with unsuitable soils and landscapes lead to excessive nutrient loss and a decline in the condition of waterways and the Peel-Harvey Estuary. The proposed policy is designed to prevent such development.

The policy also includes a checklist to ensure other environmental considerations, such as bushland and wetland protection are considered in the development assessment process.

Governance – (Policy implications)

Local governments across the Peel region face a significant challenge to shift future horticultural production from in-ground systems to closed loop systems to reduce nutrient export levels to those required to meet catchment water quality improvement targets. The objectives of the policy are to ensure new horticultural enterprises are located in relatively high capability areas, to encourage high-standards in horticultural management practices and pose a low risk to catchment water quality.

Overall Risk Management Consideration

The intent of the policy is to minimise the potential risks associated with horticultural activities within the Peel Harvey Catchment area, specifically the extreme consequences associated with nutrient export and the resultant environmental damage that may result which is irreversible and will result in a breach of legislation.

Consultation

The deemed provisions of the *Planning and Development (Local Planning Schemes) Regulations* require the Shire to place a notice advertising details of the proposed policy in a newspaper circulating in the Shire and also to give notice of the proposed policy in other ways considered appropriate by the local government. Notices are to seek submissions on the proposed policy and provide at least 21 days for this to occur.

Where the proposed policy is considered to be inconsistent with a State Planning Policy, the Shire is also to give notice of the proposed policy to the Western Australian Planning Commission.

Resource Implications

Financial

\$15,000 from Peel local governments via the Peel Regional Leaders Forum and a further \$15,000 from the Peel Harvey Catchment Council funded the development of the horticulture brochure and the model LPP.

Workforce

Nil

Options

Council has the option of:

1. resolving to prepare and advertise a LPP either in the form recommended or another form; or
2. resolving not to prepare the policy.

Conclusion/Justification of Officer Recommendation

The policy creates a clear and technically sound approach to encourage new, sustainable horticultural development in the Shire. This policy will ensure horticultural activities will continue to have economic, environmental and social benefit to the Shire community and the Peel-Harvey region.

The policy assists the Shire and proponents to comply with relevant State government policies, specifically the Peel-Harvey EPP and SPP 2.1, improve catchment water quality and protect the Peel-Harvey Estuary. Compliance with these two State policies has posed a major challenge up until now for all stakeholders, including State and local government.

For horticultural investors and growers, the policy should assist them to understand the range of considerations necessary for horticultural proposals in the Shire, in investing more strategically in the region and to avoid uncertainty and unnecessary time-delays related to approval processes.

In the longer-term, the policy should help build a high-value, diversified horticultural sector in the Shire and region that is environmentally sustainable.

Voting Requirements

Simple Majority

OFFICER RECOMMENDATION/COUNCIL DECISION:

OCM16/067

Moved: Cr A Rogers

Seconded: Cr C Thompson

That Council pursuant to the requirements of the deemed provisions set out in Schedule 2, Part 2, Clauses 3 and 4 of the *Planning and Development (Local Planning Schemes) Regulations*:

1. **prepares and advertises the proposed Horticultural Development within the Peel Harvey Coastal Plain Catchment Local Planning Policy as set out in Appendix 2; and**
2. **forwards a copy of the draft policy to Vegetables WA and Department of Agriculture and Food WA for comment during the public advertising period.**

CARRIED UNANIMOUSLY 9:0

11.2 Application for Planning Approval – Proposed Cross Monument – Lot 519 (No 480) Stock Road, Stake Hill

File Ref: ST01/519
 Previous Items: OCM Jun 12 Item 11.7.2 (OCM12/128)
 Applicant: Nick Smargiassi
 Author and Title: Jan Strijdom, Planning Officer

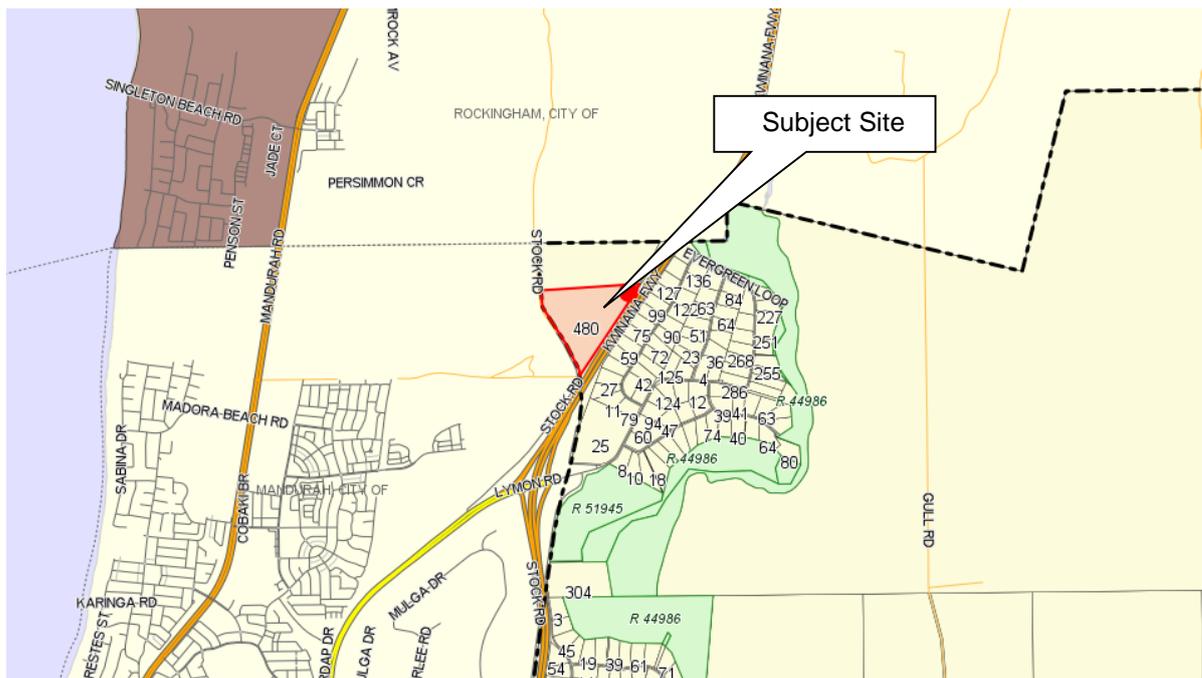
Appendices 3, 4 and 5

Purpose

Council is requested to consider an application for Planning Approval for a Cross Monument proposed to be erected at Lot 519 (480) Stock Road, Stake Hill.

Background

The subject property is zoned 'Rural' under the Shire of Murray Town Planning Scheme No. 4 (the Scheme). The subject lot is approximately 31 hectares in area and is heavily vegetated. The lot abuts land zoned 'Rural' to the north. The Kwinana Freeway abuts the south-eastern boundary of the subject site. Land to the west and south west of the property is within the municipal area of the City of Mandurah. A site plan indicating the location of the subject lot is shown below.



A similar application for the subject site was refused by Council in June 2012. Refusal of the application primarily related to the proposal being considered inconsistent with the *Kwinana Freeway/Forrest Highway Third Party Advertising Signs Local Planning Policy* which was rescinded by Council upon the adoption of the *Main Roads Third Party Advertising Signs Local Planning Policy* in March 2015.

In November of 2015 the State Administrative Tribunal upheld a decision by Council to refuse third party signage adjacent to the Kwinana Freeway on Lot 602 Seaeagle Court, Stakehill {2015, WASAT 130}. In consideration of the matter the SAT concluded (amongst a range of reasons) that the proposed signage would conflict with the objectives under the scheme and the Shire's third party signage local planning policy because of the proposed height and size of the proposed signage and the adverse impact the development would have on the amenity of the site and the locality.

Proposal

The proposed monument represents the Christian cross (referenced in the application as *'a representation of the instrument of the crucifixion of Jesus Christ'*).

The monument is in the form of a cross constructed in steel, with the horizontal arm of the cross inscribed with the phrase "GOD BLESS YOU ON THE FREEWAY". The proposed height of the monument is 10m, with a horizontal arm total length of 7 m. The inscribed message is proposed at a height of 860mm. A figurine is intended to be attached to the cross monument.

The applicant proposes to locate the cross in the north eastern corner of the property, 2.5 metres from both the northern and eastern property boundaries and orientated towards the Kwinana Freeway.

The proposed site and elevation plans can be viewed at **Appendix 3**.

The application has been assessed as advertising signage. The term 'advertisement' is not defined under the Scheme. Under the deemed provisions of the *Planning and Development (Local Planning Schemes) Regulations 2015* 'advertisement' is defined as:

"any word, letter, model, sign, placard, board, notice, device or representation, whether illuminated or not, that is used wholly or partly for the purposes of advertisement, announcing or directing".

As the subject of the advertising does not relate specifically to the use of the subject site, the proposal is considered 'third party' advertising signage.

Murray 2025 Strategic Community Plan

Objective 4:	Well planned, integrated and active places that embrace and respect our rural lifestyle, built and natural environment and heritage
Outcome 4.2:	Town centres are welcoming, well presented and developed to enhance their character and value
Strategy 4.2.3	Identify and protect sensitive landscape features and the Shire's unique rural character and identity.

Other Strategic Links

Nil

Statutory Environment

Clause 7.5.1 of the Scheme states that *"the erection, placement and display of advertisements and the use of land and buildings for that purpose is development within the definition of the Act requiring...the prior approval of the Council."*

Further, cl 7.5.3 of the Scheme states that *"without limiting the generality of the matters which may be taken into account when making decisions upon an application for planning approval to erect, place or display an advertisement, Council shall examine each such application in the light of the objectives of the Scheme and with particular reference to the character and amenity of the locality within which it is to be displayed, including its historic or landscape significance and traffic safety, and the amenity of the adjacent areas which may be effected."*

Policy Implications

The Shire's *Main Roads Third Party Advertising Signs Local Planning Policy* relates to this application.

The purpose of the policy is to provide a framework for a limited number of high quality third party signs on land adjacent to main roads within the Shire. Primarily the policy is intended to achieve signage that is focussed on the Peel region, located in a carefully controlled manner to minimise impact on driver safety, the environment and the rural landscape character and amenity of the locality and avoid a proliferation or visual repetition of signage caused by too many closely spaced signs.

The policy outlines a range of requirements (provisions). Requirements 1, 3, 4 and 6 are considered most relevant to the proposal, each of which are outlined below:

1. *Third party signs are only to be contained within the 'General Signage Zone' as shown on the Signage Plan attached to this policy. This is in order to provide a reasonable spread of signs, avoid visual clutter and to exclude signs from areas sensitive to driver distraction or from potential environmental, development or road environment constraints. This will also provide reasonable protection of strategic locations for public tourism or directional signage. Third party signs are not to be located within either the 'Signage Exclusion Zone' or 'Shire of Murray Signage Zone' as shown on the Plan.*
3. *Notwithstanding Requirements 1 and 2 (*requirement 2 is not considered relevant to the proposal), the Shire may consider on a case by case basis additional third party signs for developments considered to be of special strategic significance to the Shire by way of its size, provision of facilities or employment significance provided such signage can be placed in a manner that meets the objectives and requirements of this policy.*
4. *Signs are to be sensitively designed and located so that they do not dominate or protrude above the skyline and are to be spaced so that any two signs cannot readily be seen from the same point.*
6. *Signs are to be consistently designed to a maximum size of approximately 20 square metres.*

A full copy of the *Main Roads Third Party Advertising Signs Local Planning Policy* is located within **Appendix 4**.

Sustainability and Risk Considerations

Economic - (Financial impact to the community)

Nil

Social - (Quality of life to community and/or affected landowners)

Nil. The Applicant contends that the signage promotes a safe driver message and is therefore of commuter benefit.

Environment – (Impact on environment's sustainability)

The cross is intended to be erected in an existing cleared area adjacent to the existing firebreak within the subject property which would result in minimal vegetation being removed at the proposed site. The site is accessible via existing firebreaks and therefore no vegetation would need to be removed for vehicular access.

The scale and size of the proposed development will however be highly visible within the existing landscape which is heavily vegetated and is likely to have a detrimental visual impact on the local visual environmental attributes of the site.

Consultation

As the subject property abuts the Kwinana Freeway Road Reserve, the application was referred to Main Roads Western Australia (MRWA) for comment. Main Roads provided a range of interim comments which included advice that if it was the intent for the sign message to be readable to the passing traffic that lettering would need to be a minimum height of 860 mm so that text was legible and easily read by passing motorists. In response to MRWA's interim comments the applicant subsequently lodged revised plans consistent with MRWA's advice.

The revised plans were referred to MRWA for comment on 1 April 2016. At the time of preparing the report MRWA's comments had not been received.

Given that the subject property also contains Declared Rare Flora, the proposal was also referred to the Department of Environment Regulation (DER) for comment. The DER advised that any clearing of vegetation in Western Australia is prohibited, unless the clearing is authorised by a clearing permit obtained in accordance with the Environmental Protection Act 1986.

The applicant has consulted with Shire officers on multiple occasions in relation to this proposal since the initial application was refused in 2012. He has consistently advised of the Shire's policy framework which does not support the proposal.

Resource Implications

Financial

The applicant has paid the administrative fee relevant to the application.

Workforce

The application has been processed within the scope of the Planning and Sustainability officer workload.

Options

Council has the option of either:

1. Approving the planning application with or without conditions; or
2. Refusing the planning application with reasons.

Conclusion/Justification of Officer Recommendation

The Shire has experienced significant pressure for third party signage along the Kwinana Freeway/Forrest Highway since it opened to traffic in 2009. To minimise the proliferation of signage, loss of amenity, rural character and driver distraction caused by too many closely spaced signs along this key travel route and others within the Shire, Council adopted the *Main Roads Third Party Advertising Signs Local Planning Policy* which is intended to provide a clear framework for the assessment of proposals.

The policy states that third party signs are only to be contained within the 'General Signage Zone' shown on the policy plan. The intention for this requirement is to ensure general signage does not result in the factors outlined above and to provide reasonable protection of strategic locations for public tourism or directional signage.

The proposed signage is located approximately 9 km from the nearest 'General Signage Zone'. Furthermore, it falls within a defined 'Signage Exclusion Zone'. When preparing the policy the intent of the signage exclusion zone in this location reflected the fact that there was already a number of private, third party, tourism, Shire entry and Main Roads directional signs in this area, which was already resulting in a level of proliferation with resultant impacts on character, amenity and safety in the lead up to a key freeway exit (Mandjoogoordap Drive) which has and would continue to come under pressure for third party signage. Approval of this proposal will add to an already significant number of signs within the locality, contrary to the objectives and provisions of the Shire's policy.

As reflected in **Appendix 5** the proposal is of a height and scale that will be highly visible from Kwinana Freeway and the broader locality and will extend well beyond the level of the skyline which will dominate the existing rural character of the landscape. The proposal is also not designed consistently with other signs as is the policy intention.

Notwithstanding the above, requirement 5 of the policy provides Council with the ability to consider proposals on a case by case basis in circumstances where it is considered there is 'special strategic significance' by way of size, the provision of facilities or employment significance. This was intended to enable promotion of areas of special strategic significance such as key employment or public recreation nodes (such as the proposed Nambeelup or Pinjarra Industrial areas or the proposed Point Grey marina) on a case by case basis with an added level of flexibility. The proposal does not reflect the circumstances outlined above.

Approval of the proposal would require the setting aside and/or involve a significant departure from the Shire's *Main Roads Third Party Advertising Signs Local Planning Policy*. It is considered that there are no distinguishing or extenuating circumstances associated with the proposal to support a fundamental departure from the objectives, intent and provisions of the policy. Should approval be granted to the proposal it is considered that there is an unacceptable risk that a precedent may be established for other subsequent, undistinguishable applications that seek fundamental departures from the established policy framework. To enable a level of control to be maintained over third party advertising signs it is particularly important that decisions are made within an approved policy framework. This will avoid an unintended and progressive proliferation of signs with the consequential character, amenity, safety impacts that such a proliferation will eventually bring.

Given the above considerations, it is recommended that Council refuse the application based on the reasons outlined within the officer recommendation.

Voting Requirements

Simple Majority

OFFICER RECOMMENDATION/COUNCIL DECISION:

OCM16/068

Moved: Cr C Thompson

Seconded: Cr W Barrett

That Council refuses the application for Planning Approval for the proposed Cross Monument at Lot 519 (480) Stock Road, Stake Hill, for the following reasons:

- 1. the proposal is inconsistent with the objectives and requirements of the Shire's Main Roads Third Party Advertising Signs Local Planning Policy and it is not considered that there are any distinguishing or extenuating circumstances associated with the proposal that would justify a fundamental departure from the objectives, intent and provisions of the policy;**

- 2. given the scale of development proposed and its proximity to a range of existing private, third party, tourism, directional and other signage, the development as proposed will result in an unacceptable visible impact on the character and amenity of the locality; and**
- 3. approval of the development will create an undesirable precedent for other subsequent, undistinguishable applications that seek fundamental departures from the Shire's established planning framework.**
- 4. approval of the proposal would be contrary to the principles of orderly and proper planning.**

CARRIED UNANIMOUSLY 9:0

Corporate Governance

Nil

Recreation and Community Development

Nil

Technical Services

11.3 Forrest Highway – Naming of New Access Roads and Renaming of a Portion of Birchmont Road

File Ref:	BI03/1346		
Previous Items:	OCM Feb 16	Item 12.19	(OCM16/038)
	OCM May 15	Item 12.10	(OCM15/096)
	OCM Sep 15	Item 12.9	(OCM15/241)
Author and Title:	Alan Smith, Director Technical Services		

Appendices 6 and 7

Cr C Rose declared a Proximity Interest in Item 11.3 Forrest Highway - Naming of New Access Roads and Renaming of Birchmont Road due to the proximity of her property to Birchmont Road and also a friend with an affected landowner.

Cr C Rose withdrew from the meeting at this point the time being 9.03am

Purpose

The property owner affected by the renaming of Birchmont Road has requested a reconsideration with the preference for the eastern portion of Birchmont Road to remain and the western portion being renamed.

Background

Following the construction of the Forrest Highway, Birchmont Road was essentially cut in half and had been allowed to be used for temporary vehicle access to the Forrest Highway. Signage was placed on-site from the opening of the Forrest Highway to highlight to local traffic that the access to the highway from Birchmont Road was temporary only and eventually it would be closed to traffic when alternative arrangements are made.

The next phase of the works have progressed with Main Roads reaching agreement with the affected landowner to establish alternative road access to Mills Road from Birchmont Road to negate the requirement for Birchmont Road to have direct access to the Forrest Highway.

After reviewing the Shire of Murray Reserved Road Names Register, officers liaised with the Geographic Names Committee and also researched local history "*The Murray District of Western Australia – A History by Ronald Richards*" to ascertain if any names on the register and within the text of the local history that can be applied to these two (2) new roads and the renaming of the eastern portion of Birchmont Road.

On page 448 of *The Murray District of Western Australia – A History* identified a number of early settlers from Coolup and West Coolup and it was deemed appropriate to prioritise any new road names from those settlers from West Coolup as the area is more relevant.

A number of names were listed and following review of the Road Name Register and confirmation through Landgate the following names were available for selection:

- Purselove
- Sloan
- Pring
- McCutcher
- Kiesewetter
- Tapper

In September 2015 Council resolved the following in relation to this matter:

“That Council:

1. *supports the road names McCutcher, Kiesewetter, Tapper, Purselove, Sloan and Pring to be considered for allocation to the two (2) new roads being constructed to provide alternative access to Birchmont Road and for the renaming of the eastern portion of Birchmont Road; and*
2. *approves for public consultation through the community and adjacent landowners for the review of the proposed road names; and*
3. *receives a report back following the closure of the public consultation period to consider submissions received, if any and determine the final road name allocation”*

Following this recommendation from Council, Shire Officers wrote to individual property owners within proximity of the proposal seeking their feedback on the proposed road names and their preferences.

In February 2016 Council resolved the following in relation to the allocation of names:

“That Council approve the road names Tapper, Sloan and Pring to be allocated to the two (2) new roads being constructed to provide alternative access to Birchmont Road and for the renaming of the eastern portion of Birchmont Road...”

Proposal

The property owner affected has been in contact with the Department of Lands to pursue the option of the eastern portion of Birchmont Road being retained and the western portion being renamed in opposition to the Council resolution. The primary reason is the protection of the “Goodale Sanctuary” that has been established for over 30 years and has an affinity with Birchmont Road.

Comment from the Department of Lands highlights that they review the number of properties affected by the renaming and then prioritise, they highlight that they were not aware of the final number of impacted properties and with further review their comment is detailed below:

“Geographic Names was aware of only one address on the eastern portion of Birchmont. In light of this new information we now strongly recommend that the western portion of Birchmont Road be renamed. The decision behind this, is when renaming a portion of road it is important that the least amount of residents are affected. Therefore if there is only one address on the western side and two addresses on the eastern portion then it is logical to rename the western portion of Birchmont Road.”

The primary reason for the retention of Birchmont Road for the western portion was through advice that the original Birchmont Homestead is located on the now western side of the Forrest Highway, therefore the road name was to reflect the original homestead.

Through further investigation the Birchmont Homestead is located in Reading Place within the locality of Birchmont (**Appendix 6**) some distance away from Birchmont Road. Therefore further review of the road naming can be considered with the current understanding of the actual location of the Birchmont Homestead and the knowledge of the impacts for the eastern portion of Birchmont Road.

Murray 2025 Strategic Community Plan

Objective 4:	Well planned, integrated and active places that embrace and respect our rural lifestyle, built and natural environment and heritage.
Outcome 4.5:	Plan and build for facilities and infrastructure that will meet the needs of a growing community.
Strategy 4.5.1:	Effectively manage infrastructure through its lifecycle

Other Strategic Links

Nil

Statutory Environment

Section 56 of the Land Administration Act 1997.

Policy Implications

Nil

Sustainability & Risk Considerations

Economic - (Financial impact to the community)

Nil

Social - (Quality of life to community and/or affected landowners)

Any resident that utilises Birchmont Road will be affected by the new road names.

Environment – (Impact on environment’s sustainability)

Nil

Governance – (Policy implications)

Nil

Overall Risk Management Consideration

Requirements have been met to undertake consultation to ensure engagement with the community during the road naming process to manage any reputation and operational risks.

Consultation

Main Roads Western Australia

Geographic Names Committee Western Australia

Resource Implications

Financial

There will be no cost to the Shire of Murray, as the works proposed are being coordinated and funded by Main Roads Western Australia.

Workforce

Nil

Options

Council has the option of:

1. Renaming the western portion of Birchmont Road to Pring Road and retaining Birchmont Road for the eastern portion.
2. Maintaining Birchmont Road for the western portion and Pring Road on the eastern portion.

Conclusion/Justification of Officer Recommendation

The knowledge that the original Birchmont Homestead is not in proximity of the current road renaming and that the “Goodale Sanctuary” has an established affinity with Birchmont Road justifies the opportunity to revisit the naming proposal to enable the renaming of the western portion of Birchmont Road and then retain Birchmont Road on the eastern portion to reflect both the comment from the Department of Lands (Geographic Names) and reinforce the location of “Goodale Sanctuary” as per **Appendix 7**.

Voting Requirements

Absolute Majority

As this recommendation is a rescission motion, it will require the support of three (3) Councillors.

OFFICER RECOMMENDATION/COUNCIL DECISION:

OCM16/069

Moved: Cr C Thompson

Seconded: Cr S Lee

Third Support: Cr P Briggs

That Council by Absolute Majority rescinds resolution OCM16/038 made at the Ordinary Council Meeting on the 25 February 2016 that states the following:

That Council approve that road names Tapper, Sloan and Pring to be allocated to the two (2) new roads being constructed to provide alternative access to Birchmont Road and for the renaming of the eastern portion of Birchmont Road as detailed in Appendix 26.

CARRIED UNANIMOUSLY 8:0

Voting Requirements

Simple Majority

OFFICER RECOMMENDATION/COUNCIL DECISION:

OCM16/070

Moved: Cr C Thompson

Seconded: Cr S Lee

That Council approve the road names Tapper, Sloan and Pring to be allocated to the two (2) new roads being constructed to provide alternative access to Birchmont Road and for the renaming of the western portion of Birchmont Road as detailed in Appendix 7.

CARRIED UNANIMOUSLY 8:0

Cr C Rose rejoined the meeting at 9:04am.

11.4 Ten (10) Year Plant Replacement Program

File Ref: 6101 & 6/6860
 Author and Title: Chris Pretorius, Manager Operations
 Claire Ward, Waste and Fleet Officer

Appendix 8

The Chief Executive Officer withdrew from the meeting during discussion of this item the time being 9.05am.

The Chief Executive Officer rejoined the meeting at 9.06am.

Purpose

The Ten (10) Year Plant Replacement Program is presented annually to Council to allow for budget planning and to detail the level of expenditure against the Plant Replacement Reserve.

Background

In September 2015 the Shire engaged Uniqco International Vehicle Management to undertake a review of the plant and light fleet and to recommend any changes and improvements to the management process. The main points assessed within the review were utilisation, optimum replacement points and whole of life costs.

The resulting report contained several recommendations which have been considered against current practice.

The recommendation regarding optimum replacement suggested an extension to our current changeover point and this has been adopted.

The Ten (10) Year Plant Replacement Program is based on the extended changeover at the current (2015/16) usage rates/hours for each item of plant/vehicle.

Proposal

A Plant Replacement Reserve is in place to allow for the replacement of plant that contributes to the reserve through operational requirements. Where additional plant is required that cannot be funded via the reserve these will be listed separately and must be funded utilising Municipal funds. A copy of the program is attached (**Appendix 8**).

The 2016/17 financial year includes the following items for changeovers:

- Tow Behind Mower Howard Stealth or Pegasus
- Town Site Maintenance Truck (including HIAB)
- 360 Multipurpose Diesel Mower
- Zero Turn Mowers
- Trailer Refurbishment – Medium Trailers
- Light Fleet

Murray 2025 Strategic Community Plan

Objective 4:	Well planned, integrated and active places that embrace and respect our rural lifestyle, built and natural environment and heritage.
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Outcome 4.5:	Plan for and build facilities and infrastructure that will meet the needs of a growing community
Strategy 4.5.1:	Effectively manage infrastructure through its lifecycle.
Murray 2015-2019 Corporate Business Plan	
Action : 4.5.1.5	Review annually Council's 10 Year Infrastructure Plans.

Other Strategic Links

Nil

Statutory Environment

Not applicable

Policy Implications

Nil

Sustainability & Risk Considerations

Economic - (Financial impact to the community)

There are significant financial implications to fund ongoing ten (10) year programs that are considered at the annual budget deliberations. The program accounts for optimum changeover of the plant and fleet which ensures cost effective outcomes.

Social - (Quality of life to community and/or affected landowners)

Not Applicable

Environment – (Impact on environment's sustainability)

The program has minimal impact on the environment however newer technology may create reduced emissions.

Governance – (Policy implications)

Nil

Overall Risk Management Consideration

Overall level of risk is low in considering the program while ensuring that effective changeover of plant items is undertaken to best manage fleet standards.

Consultation

- Site visits and networking with other Councils
- Suppliers and Second Hand Dealers

Resource Implications

Financial

The program shows that a net figure of \$411,430 is required for the Plant and Light Fleet Replacement Program in the 2016/17 financial year. The Long Term Financial Plan provides for a fully funded asset renewal being allocated from municipal funds each year to fund the Plant and Light Fleet Replacement Program.

Workforce

Incorporated within the scope of the Manager Operations and Coordinator Waste and Fleet officer roles.

Options

Council has the option of:

1. approving the Ten (10) Year Plant Replacement Program with Year One (1) being listed for consideration in the 2016/17 financial budget.
2. amending the Ten (10) Year Plant Replacement Program.

Conclusion/Justification of Officer Recommendation

All plant and light fleet is reassessed and prioritised for replacement each year with the first year of the program then being listed for consideration in the next annual budget.

The Chief Executive Officer left the meeting, the time being 9:05am.

The Chief Executive Officer returned to the meeting, the time being 9:07am.

Voting Requirements

Simple Majority

OFFICER RECOMMENDATION/COUNCIL DECISION:**OCM16/071****Moved: Cr P Briggs****Seconded: Cr S Lee**

That Council adopts the Ten (10) Year Plant Replacement Program (2016/17–2025/26) and Year One (1) be listed for consideration in the 2016/17 financial budget.

CARRIED UNANIMOUSLY 9:0

11.5 Ten (10) Year Civil Works Program

File Ref: 6101-06
Previous Items: OCM.Apr15 Item 12.10 (OCM15/080)
Author and Title: Martin Harrop, Manager Engineering

Appendix 9

Purpose

Council are requested to review and adopt the Ten (10) Year Civil Works Program (2016/17-2025/26) and Year One (1) be listed for consideration in the 2016/17 budget as appended as **Appendix 9**.

Background

Annually the Ten (10) Year Civil Works Programs that incorporates roads, drainage and kerbing is reviewed and presented to Council to allow for budget planning enabling consideration in the forthcoming budget.

The Ten (10) Year Civil Works Program incorporates all funding avenues from works funded by Municipal funds to works funded from Roads to Recovery, Regional Road Grants and Black Spot funds.

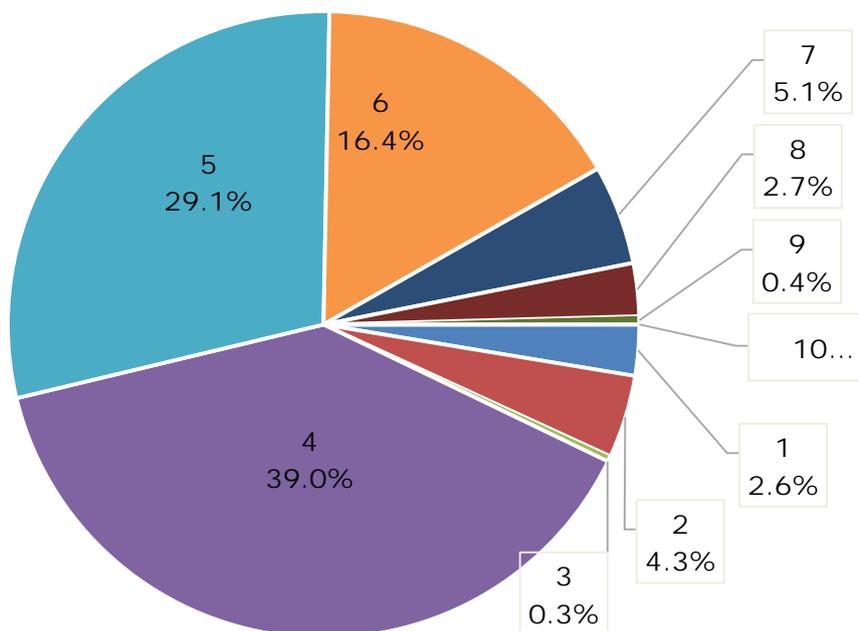
Proposal

Road asset condition data was undertaken by independent asset management consultants Talis Consulting in December 2015. The road condition audit is undertaken on a 3 year cycle as part of the Integrated Planning Framework for Local Government and the requirement to fair value shire assets like roads for long term financial planning.

The local road network asset condition is assessed on a 0-10 scale with the adopted intervention (treatment) level for seals being Condition 7. This intervention level is considered to be less for the regional road network due to increased significance of these roads.

The current road condition audit shows that approximately 8.2% of the seal network is at or above the set intervention level of 7 which is composed of 10% asphalt and 90% chip seal. The previous audit condition assessment in 2011 showed approximately 11% of the seal network at or above the set intervention level of 7 which is composed of 6% asphalt and 94% chip seal. The results of road condition audits show current management practices are targeting roads requiring intervention with an reduction overall of 3.8% between condition audits.

Current Road Network Seal Condition - All Seal Types



The current assessment management planning highlights the ongoing improvement and renewal of the network to provide roads of good condition. To provide roads in good condition in the long term it necessary to direct expenditure towards renewal versus discretionary expenditure to maintain the network over the long term in good condition. This approach also needs to be balanced by practical requirements to provide a regional and local road network capable of servicing current and future traffic projections and vehicle movement types to service a growing Shire facing changing land use activities.

Projects listed in the program for the first year (2016/17) are listed below:

Rehabilitation or Improvements (Reconstruction) Projects

- Banksiadale Road – (present condition 6 - Improvement works to urban standard including kerb, drainage and asphalt)
- Culeenup Road (West) – (present condition 8 - Reconstruction of damaged paving and kerb to new kerb and asphalt)
- Harts Road -(present condition 8 - Reconstruction of damaged paving and widen pavement to current standards

The revised Ten (10) Year Civil Works Program has deferred works on particular roads including Curtis Lane until detailed design and land acquisition has progressed to stage to enable works to proceed.

Regional Road Network

The Shire of Murray have a rolling 5 year construction plan which is detailed in the 10 year civil works program and shows the priority of the following roads:

- Del Park Road (present condition 6)
- East Coolup Road (present condition 6)
- Lakes Road (present condition various 4-8)

- Hopelands Road (present condition various 4-6)

Roads to Recovery

This program has increased funding allocation from the average financial year and continues to be utilised for significant construction works, projects proposed include:

- Herron Point Road (present condition various 6-8)
- Resheeting projects (present condition various 7-8)
- Resealing projects (present condition various 7-8)

Black Spot Program

These roads have been identified and approved for funding in the 2016-17 program and include:

- Del Park (State Program) (present condition various 4-8)
- Paterson Road (State Program) (present condition 6)

A copy of the program is attached at **Appendix 9**.

Murray 2025 Strategic Community Plan

Objective 4	Well planned, integrated and active places that embraces and respects our rural lifestyle, built and natural environment and heritage.
Outcome 4.5	Plan for and build facilities and infrastructure that will meet the needs of a growing community.
Strategy 4.5.1	Effectively manage infrastructure through its lifecycle.
Strategy 4.5.3	Build infrastructure in line with the findings of the Community Infrastructure Plan.

Murray 2015-2019 Corporate Business Plan

Action 4.5.1.5	Review annually Council's 10 Year Infrastructure Plans.
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Other Strategic Links

Nil

Statutory Environment

Nil

Policy Implications

Nil

Sustainability & Risk Considerations

Economic - (Financial impact to the community)

There are significant financial implications to fund ongoing 10 year programs that are considered at the annual budget deliberations.

Decisions around the replacement of assets will have an effect on rate increases. It is generally accepted that the costs of assets should be spread over their lifecycle and that the

current generation should fund their part of the consumption. This would support any recommendation not to fully fund the backlog of renewal in a short period. Asset management promotes the most efficient use of an asset with the lowest possible cost. Proactive treatment of seals is the most economic method of maintaining road pavement and avoiding the requirement of full reconstructions.

Social - (Quality of life to community and/or affected landowners)

Road networks provide an integral link for the community and require ongoing maintenance, rehabilitation and improvement to manage the infrastructure.

Environment – (Impact on environment's sustainability)

Where road projects impact on environmental sensitive areas due consideration is given to minimise or eliminate those impacts.

Governance – (Policy implications)

This program lists various projects that have policy and risk management requirements, through design the policy implications are managed and through construction managing associated responsibilities through Job Safety Analysis awareness.

Overall Risk Management Consideration

Not applicable

Consultation

Nil

Resource Implications

Financial

The development of the 10 Year plans run in parallel with the ongoing review of the 10 year finance plan to provide improved planning of infrastructure.

Workforce

Road upgrade works will be maintained utilizing the Shires Operation Staff and funding budgeted for as part of the Shires annual budget. The 10 Year plan is to be reviewed to align with labour, material and contracts during budget preparation.

Options

Council has the option of:

1. Approving the Ten (10) Year Civil Works Program and Year One (1) be listed for consideration in the 2016/17 financial budget.
2. Amending the Ten (10) Year Civil Program

Conclusion/Justification of Officer Recommendation

The program has been formulated using Council's road standard policies and data from the Asset Management database. Condition assessments were undertaken in December 2015.

Updated asset management programs have enabled increased assessment and information to review and better manage our road infrastructure to prioritise road condition and more importantly maintenance programs.

Voting Requirements

Simple Majority

OFFICER RECOMMENDATION/COUNCIL DECISION:**OCM16/072****Moved: Cr C Thompson****Seconded: Cr S Lee**

That Council adopts the Ten (10) Year Civil Works Program (2016/17-2025/26) and Year One (1) be listed for consideration in the 2016/17 draft budget as shown in Appendix 9.

CARRIED UNANIMOUSLY 9:0

11.6 Ten (10) Year Parks Works Program 2016/17 to 2025/26

File Ref: 8102-02
 Previous Items: OCM15/081 Item 12.11
 Author and Title: Grant Bilton, Coordinator Parks Development and Waterways

Appendix 10**Purpose**

Council is requested to review and adopt the Ten (10) Year Park Program (2016/17 – 2025/26) and Year one (1) be listed for consideration in the 2016/2017 draft budget as appended as **Appendix 10**.

Background

The provision of quality open space that incorporates both active space and interactive playground equipment within residential areas is an important function of local government, quality open space is vital for healthy communities and vibrant suburbs.

As part of the annual budget process the Technical Services Department submits a Ten (10) Year Parks Program for Council consideration. Each year this program is reviewed and updated to be considered by council as a building block for the formulation of the following financial year's budget.

The provision of infrastructure and landscaping within the Parks works Program will provide both immediate and lasting benefits to communities including;

- Reducing the heat island affect attributed to climate change and urban expansion
- Contributing to safer communities by encouraging people to be out and about.
- Create vibrant communities where people want to live.

Proposal

To assist Councillors in the process a short precis of some of the main projects listed in year 1 is set out below.

- Furnissdale Foreshore
- Moore Street (Dwellingup)
- Kingfisher Park
- North Dandalup

Murray 2025 Strategic Community Plan

Objective 4:	Well planned, integrated and active places that embrace and respect our rural lifestyle, built and natural environment and heritage.
Outcome 4.3:	Public open space, recreation areas and facilities are accessible and well utilized.
Strategy 4.3.1:	Plan, provide and manage recreation infrastructure to meet the needs of our community

Murray 2015-2019 Corporate Business Plan

Action : 4.3.1.3	Maintain and develop parks and recreation areas to increase activity.
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Statutory Environment

Nil

Policy Implications

Nil

Sustainability & Risk Considerations

Economic - (Financial impact to the community)

There are significant financial implications to fund ongoing ten (10) year programs that are considered at the annual budget deliberations.

Social - (Quality of life to community and/or affected landowners)

Parks and Development provides an integral recreation outcome for the community and requires ongoing rehabilitation and improvement to suit the needs of the community.

Environment – (Impact on environment's sustainability)

Where park development projects impact on environmentally sensitive areas due consideration is given to minimise or eliminate those impacts.

Governance – (Policy implications)

Nil

Overall Risk Management Consideration

All playgrounds and sporting grounds have ongoing inspections to ensure relevant standards are being maintained and the risk is being managed

Consultation

Nil

Resource Implications

Financial

The development of the 10 Year plans run in parallel runs in parallel with the ongoing review of the 10 year finance plan to provide improved planning of infrastructure.

Workforce

Park upgrade works will be maintained utilizing the Shires Operational Staff and funding budgeted for as part of the Shires maintenance budget.

Options

Council has the option of:

1. Approving the Ten (10) Year Parks Program and Year One (1) is listed for consideration in the 2016/17 financial budget.
2. Amending the Ten (10) Year Parks Program.

Conclusion/Justification of Officer Recommendation

Public open space is one of the many components that give suburbs and town's character and identity and helps create healthy communities. As a Local Government it is one of our key responsibilities to provide and maintain quality open space.

Voting Requirements

Simple Majority

OFFICER RECOMMENDATION/COUNCIL DECISION:**OCM16/073****Moved: Cr P Briggs****Seconded: Cr A Rogers**

That Council adopts the Ten (10) Year Parks Program and Year one (1) is listed for consideration in the 2016/17 financial budget.

CARRIED UNANIMOUSLY 9:0

11.7 Ten (10) Year Pathway Program

File Ref: 6507
 Previous Items: OCM.Apr15 Item 12.12 (OCM15/082)
 Author and Title: Martin Harrop, Manager Engineering

Appendix 11

Purpose

Council is requested to review and adopt the Ten (10) Year Pathway Program (2016/17-2025/26) and Year One (1) be listed for consideration in the 2016/17 draft budget deliberations as shown in **Appendix 11**.

Background

The Shire reviews the Path Plan annually with consideration of development pressures and community expectations to access an improved path network. The cycling fraternity wanting direct access to the shared paths within the Freeway system requires an emphasis on a growing path and cycle network.

Proposal

The program has incorporated suggestions from the new Bike Plan Report and details ongoing path development with the priority on establishing a cycle network that will provide strategic direction when considering future development to ensure both path and cyclists are at the forefront of development activities.

A copy of the program was attached at **Appendix 11**.

Murray 2025 Strategic Community Plan

Objective 4:	Well planned, integrated and active places that embraces and respects our rural lifestyle, built and natural environment and heritage.
Outcome 4.5:	Plan for and build facilities and infrastructure that will meet the needs of a growing community.
Strategy 4.5.1:	Effectively manage infrastructure through its lifecycle.
Strategy 4.5.3	Build infrastructure in line with the findings of the Community Infrastructure Plan.

Murray 2015-2019 Corporate Business Plan

Action 4.5.1.5	Review annually Council's 10 Year Infrastructure Plans.
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Other Strategic Links

Nil

Statutory Environment

Nil

Policy Implications

Nil

Sustainability & Risk Considerations

Economic - (Financial impact to the community)

The ongoing development of the path network will be considered during budget deliberations, each year a priority cycling project is identified for funding.

Social - (Quality of life to community and/or affected landowners)

Walking and cycling contributes greatly to levels of community wellness. By linking areas with pathways the community is more likely to leave their vehicles at home and use these paths as pedestrians or cyclists. This has benefits for the community in creating a healthier lifestyle, a more interactive community as a whole and increased passive surveillance of residential areas which, in turn, assist in the reduction of crime rates.

Environment – (Impact on environment's sustainability)

By encouraging residents to leave their motor vehicle at home the environment will benefit from the reduction in Greenhouse Gases and develop increased environmental benefits for the community.

Governance – (Policy implications)

Appropriately installed pathways will reduce the risk of pedestrians and cyclists being injured with incidents less likely to happen than when using the road.

Overall Risk Management Consideration

Nil

Consultation

- Assessment of existing infrastructure
- Footpath risk assessment carried out by the Shire
- Long Term Bike Plan prepared by Donald Veal Consultants.

Resource Implications

Financial

The development of the 10 Year plans run in parallel with the ongoing review of the 10 year finance plan to provide improved planning of infrastructure.

Workforce

The majority of work will be carried out by external contractors

Options

Council has the option of:

1. Approving the Ten (10) Year Path Program and Year One (1) be listed for consideration in the 2016/17 budget deliberations.
2. Amending the Ten (10) Year Path Program and Year One (1) be listed for consideration in the 2016/17 budget deliberations.

Conclusion/Justification of Officer Recommendation

The current focus on where the extension of the network is being proposed is to better service park and/or community activity sites while providing improved pedestrian safety. A further priority will be to establish a formal cycle network that will provide long term direction for cycling planning while working to secure increased funding opportunities.

Maintenance and renewal of existing path networks should be the priority in the interim as show through the Path Asset Management Plan where a high investment into rehabilitation is warranted to ensure an improved path network and reduce risk within the public path network.

Voting Requirements

Simple Majority

OFFICER RECOMMENDATION/COUNCIL DECISION:**OCM16/074****Moved: Cr S Lee****Seconded: Cr C Rose**

That Council adopts the Ten (10) Year Pathway Program (2016/17-2025/26) and Year One (1) be listed for consideration in the 2016/17 draft budget as shown in Appendix 11.

CARRIED UNANIMOUSLY 9:0

Items for Information**11.8 Delegated Decisions of Development Applications for March 2016**

Delegated Decisions of Development Applications is attached for information.

Appendix 12

12. BUSINESS LEFT OVER FROM THE PREVIOUS MEETING

Nil

13. ELECTED MEMBERS MOTIONS OF WHICH PREVIOUS NOTICE HAS BEEN GIVEN

Nil

14. NOTICE OF MOTIONS FOR CONSIDERATION AT THE FOLLOWING MEETING

Nil

15. NEW BUSINESS OF AN URGENT NATURE APPROVED BY THE PERSON PRESIDING OR BY DECISION OF THE MEETING**16. MEETING CLOSED TO THE PUBLIC (CONFIDENTIAL BUSINESS)****16.1 Chief Executive Officer Annual Performance Review**

File Ref: P/UNS002-01
 Previous Items: OCM March 16 Item 16.1 (OCM 16/063)
 Author and Title: Dean Unsworth, Chief Executive Officer

Appendix Under Confidential Cover**Purpose**

Council is requested to go behind closed doors to consider the Chief Executive Officer Performance Review.

Background

Council discussed the Chief Executive Officer Performance Review report at the Ordinary Council meeting held 24 March 2016.

At the point of discussing the report and the performance overall, Council advised the Chief Executive Officer that it wished to workshop further the proposed Key Performance Indicators.

Some of the ideas were that some KPI's need to be more measurable around measuring and tracking the organisation's health, growing a stronger financial organisation and for ensuring ongoing community and local business engagement.

Proposal

Strategies are already in place to measure these. However rather than develop these on the run, it was agreed that the Chief Executive Officer would make a presentation to Council at 9am on Wednesday 13 April 2016 to demonstrate these strategies.

Another proposal was to be more specific and measurable with KPI's in relation to economic development. However Council was advised that it currently does not fund any resources of

significance in this area and thus it is most difficult to set a measurable KPI without any resource. This will also be raised at the workshop.

Murray 2025 Strategic Community Plan

Objective 1:	Strong and collaborative leadership which engages in effective partnerships and reflects the aspirations of our community.
Outcome 1.2:	A well informed and engaged community that actively participates.
Strategy 1.2.1:	Foster opportunities for connectivity between Council and the community.

Voting Requirements

Simple Majority

OFFICER RECOMMENDATION:

That Council proceeds behind closed doors as per Section 5.23(2) of the Local Government Act to undertake the Chief Executive Officer's Performance Review.

LAPSED

Reason for Change

Item 16.1 lapsed as this Item is being deferred to the Ordinary Council Meeting being held on 28 April 2016.

17. CLOSURE OF MEETING

There being no further business, the Presiding Member declared the meeting closed, the time being 9:20am.