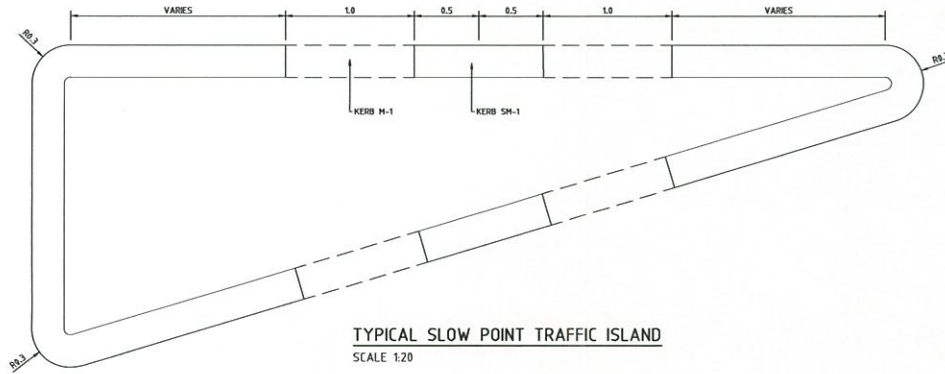
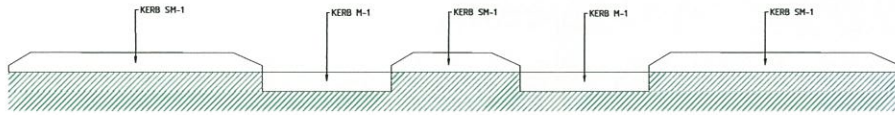


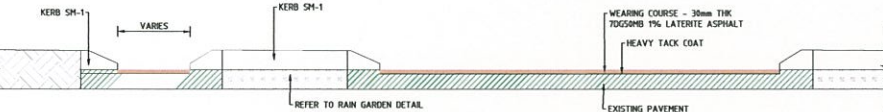
ATTACHMENT NO. 11



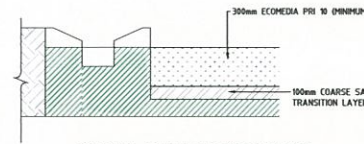
TYPICAL SLOW POINT TRAFFIC ISLAND
SCALE 1:20



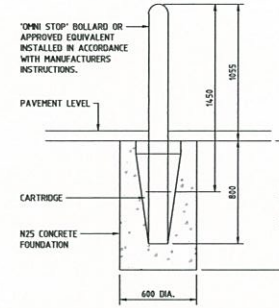
KERBED TRAFFIC ISLAND WITH FLUSH KERB CHANNEL
SCALE 1:20



KERBED TRAFFIC ISLAND WITH FLUSH KERB CHANNEL
SCALE 1:20



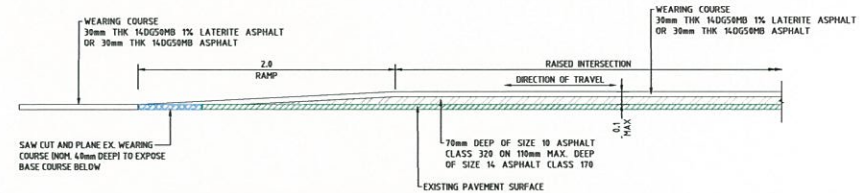
TYPICAL RAIN GARDEN DETAIL
SCALE 1:20



TYPICAL 'OMNI STOP' BOLLARD DETAIL
N.T.S.

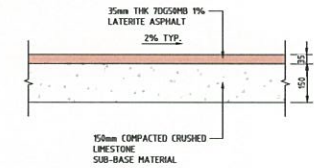


EXAMPLE OF CONCRETE CYCLING RAMP
N.T.S.

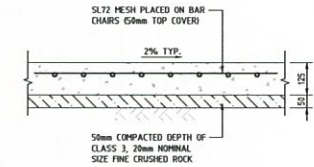


ASPHALT RAISED THRESHOLD TYPICAL SECTION
APPLICABLE FOR RAISED INTERSECTIONS AND SPEED HUMPS
SCALE 1:20

PLANTS SPECIES		
OPTION 1	SCAEVOLA "FLAT FRED"	4 PER M ²
OPTION 2	CONDYLYS CANDICANS	6 PER M ²
OPTION 3	HIBBERTIA SCANDENS	3 PER M ²
OPTION 4	CALOTHAMNUS HIRSUTUS	3 PER M ²
OPTION 5	GREVILLEA GINER GEM	3 PER M ²

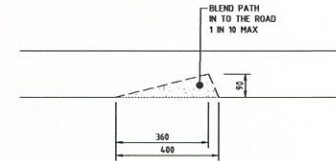


TYPICAL SHARED PATH DETAIL
N.T.S.



TYPICAL CONCRETE FOOTPATH DETAIL
N.T.S.

NOTE:
1. CONCRETE STRENGTH OF 25MPa AT 28 DAYS
2. FOOTPATH DETAILS AS PER CITY OF VINCENT STANDARD.
3. JOINT DETAILS AS PER CITY OF VINCENT STANDARD.



TYPICAL CONCRETE CYCLING RAMP DETAIL
N.T.S.



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SURVEY	101526de-001a.dwg
DESIGN	S. PEDRETTI
DRAWN	S. PEDRETTI
CHECKED	S.H. WU
APPROVED	T.M. JUDO
HORIZONTAL SCALE	1:250
VERTICAL SCALE	

DRAWING NAME	TOWN OF BASSENDEAN WHITFIELD ST SAFE ACTIVE STREET DESIGN CIVIL DETAILS
DRAWING NUMBER	W1290410-702
SHT.	41 of 41
REV.	T1

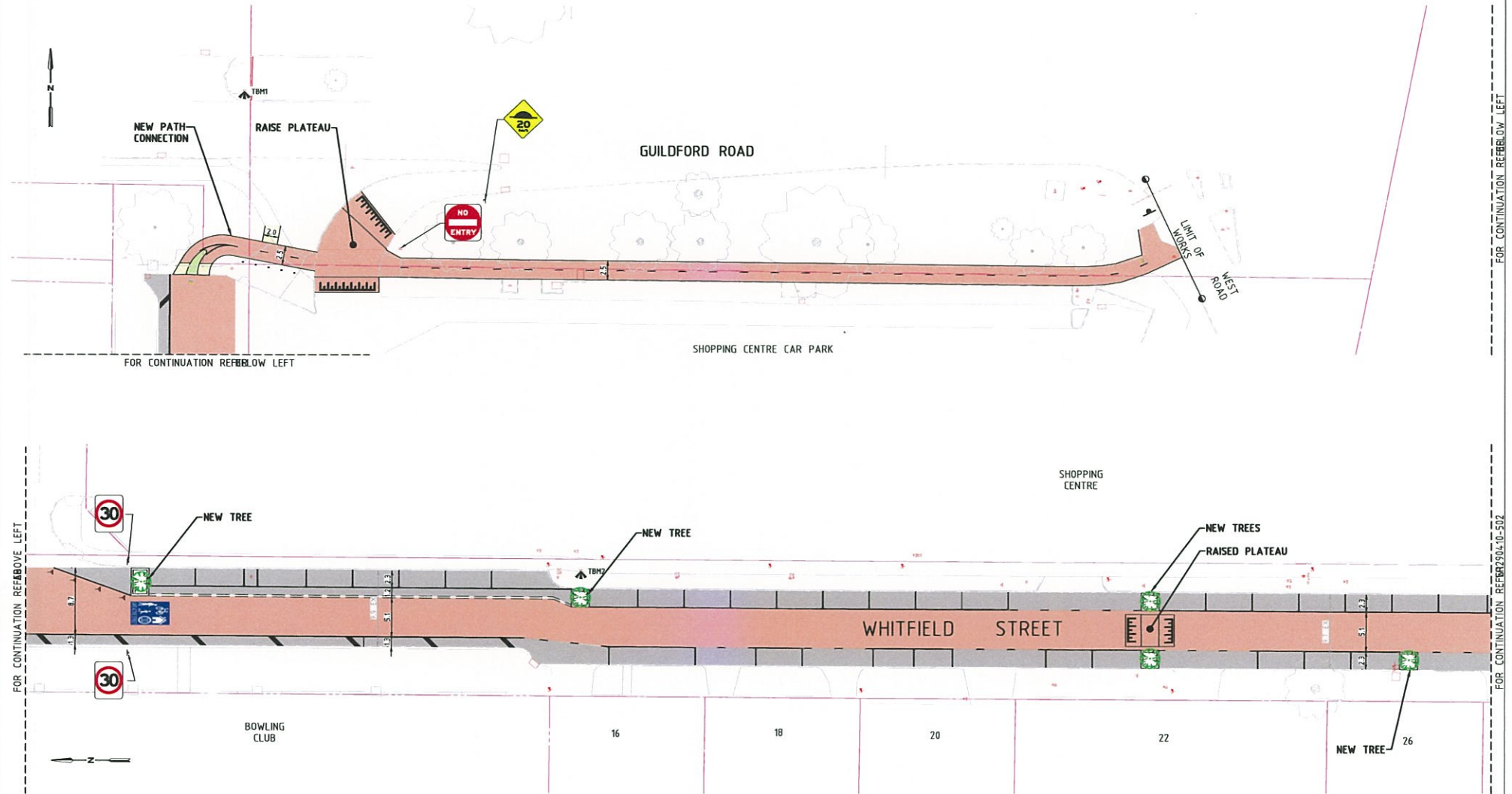


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LOCAL CAPITAL WORKS PROJECTS/CAPITAL WORKS/18-WHITFIELD ST SAFE ACTIVE STREET DESIGN.DWG - PLOTTED BY NICOLE BAXTER ON 05/07/2019 AT 11:18

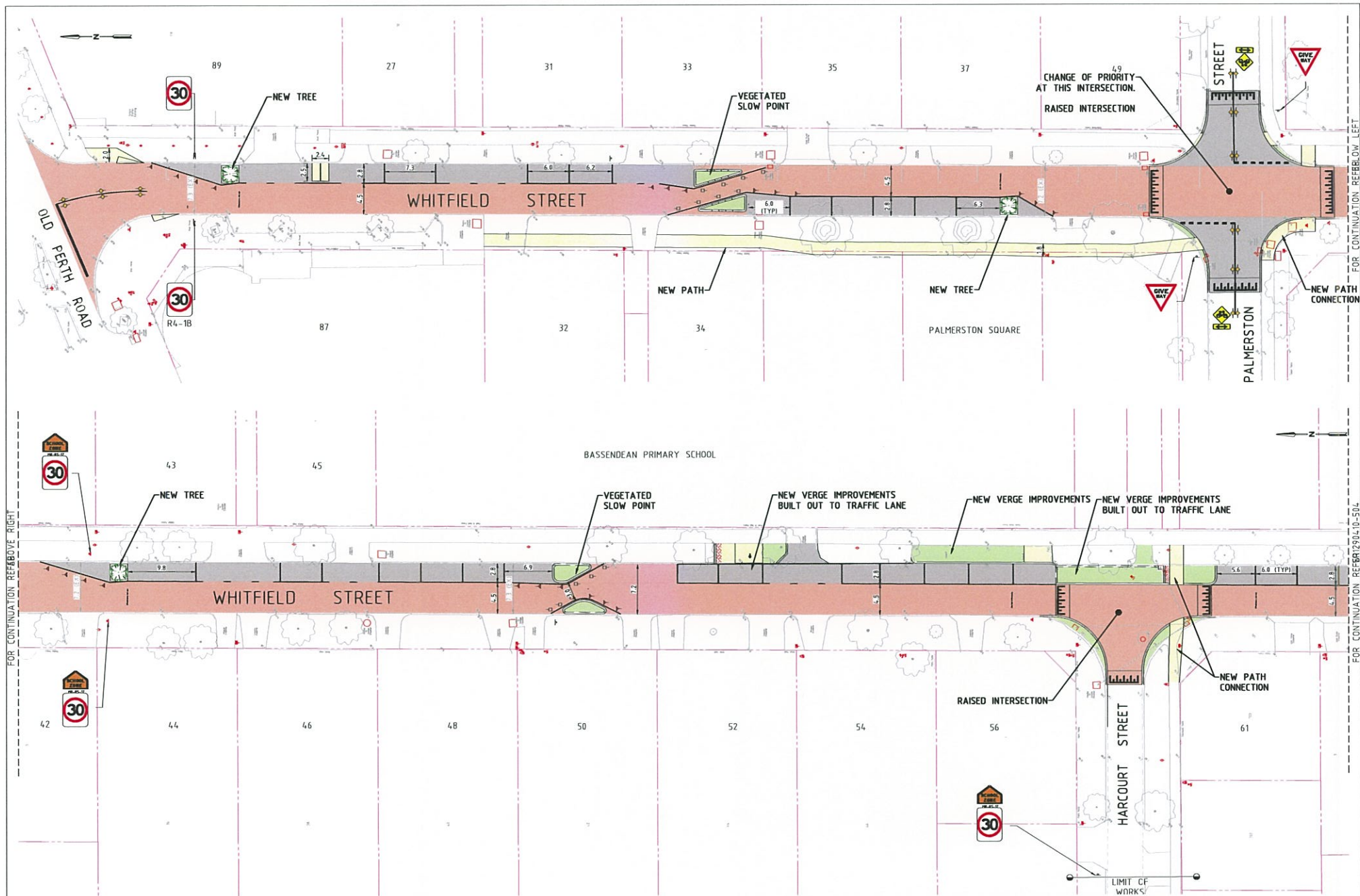


TOWN OF BASSENDEAN
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REVISIONS	
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TOWN OF BASSENDEAN
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REVISIONS	
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AT1	TENDER ISSUE
	28.06.2019



SURVEY	101526de-001a.dwg	FIELD BOOK
DESIGN	S. PEDRETTI	CAD DRAWING
DRAWN	S. PEDRETTI	W51720-503-507-T1 - Cop
CHECKED	S.H. WU	DATE
APPROVED	TIM JUDD	DATE
HORIZONTAL SCALE	1:250	VERTICAL SCALE

DRAWING NAME
TOWN OF BASSENDEAN
WHITFIELD ST SAFE ACTIVE STREET DESIGN
DESIGN DRAWINGS
SHEET 3 OF 9

DRAWING NUMBER

SHT. REV.

A1

FOR CONTINUATION REF: 2044-10-503

DESIGNED BY NUCLE-BLANKET ON 01/01/2019 AT 15:15

FOR CONTINUATION REF: 2044-10-505

DESIGNED BY NUCLE-BLANKET ON 01/01/2019 AT 15:15



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AMENDMENTS	
A.1	TENDER ISSUE
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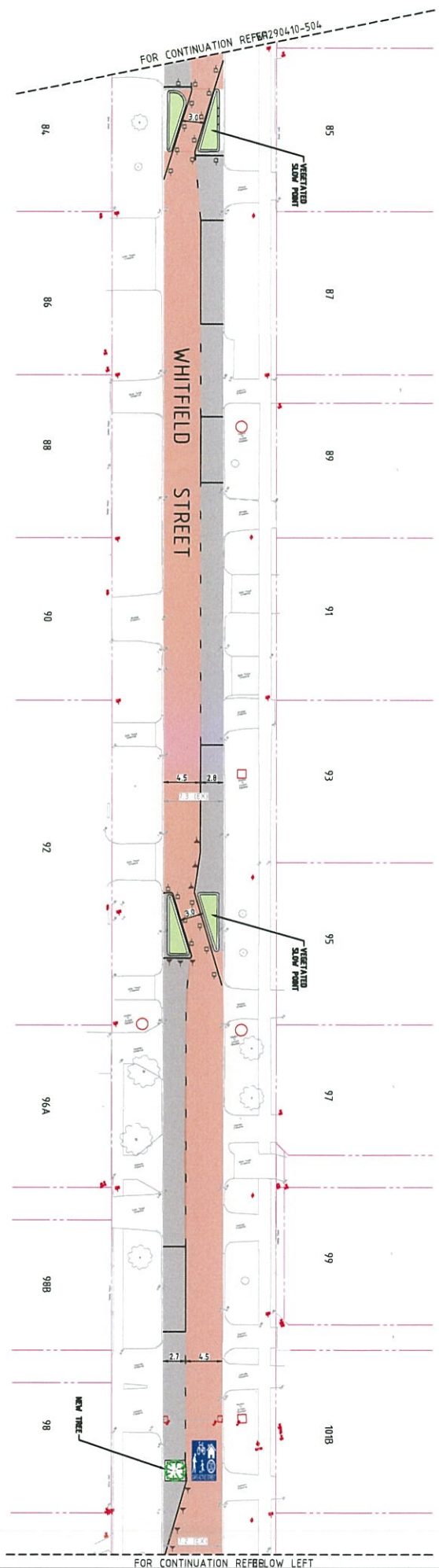
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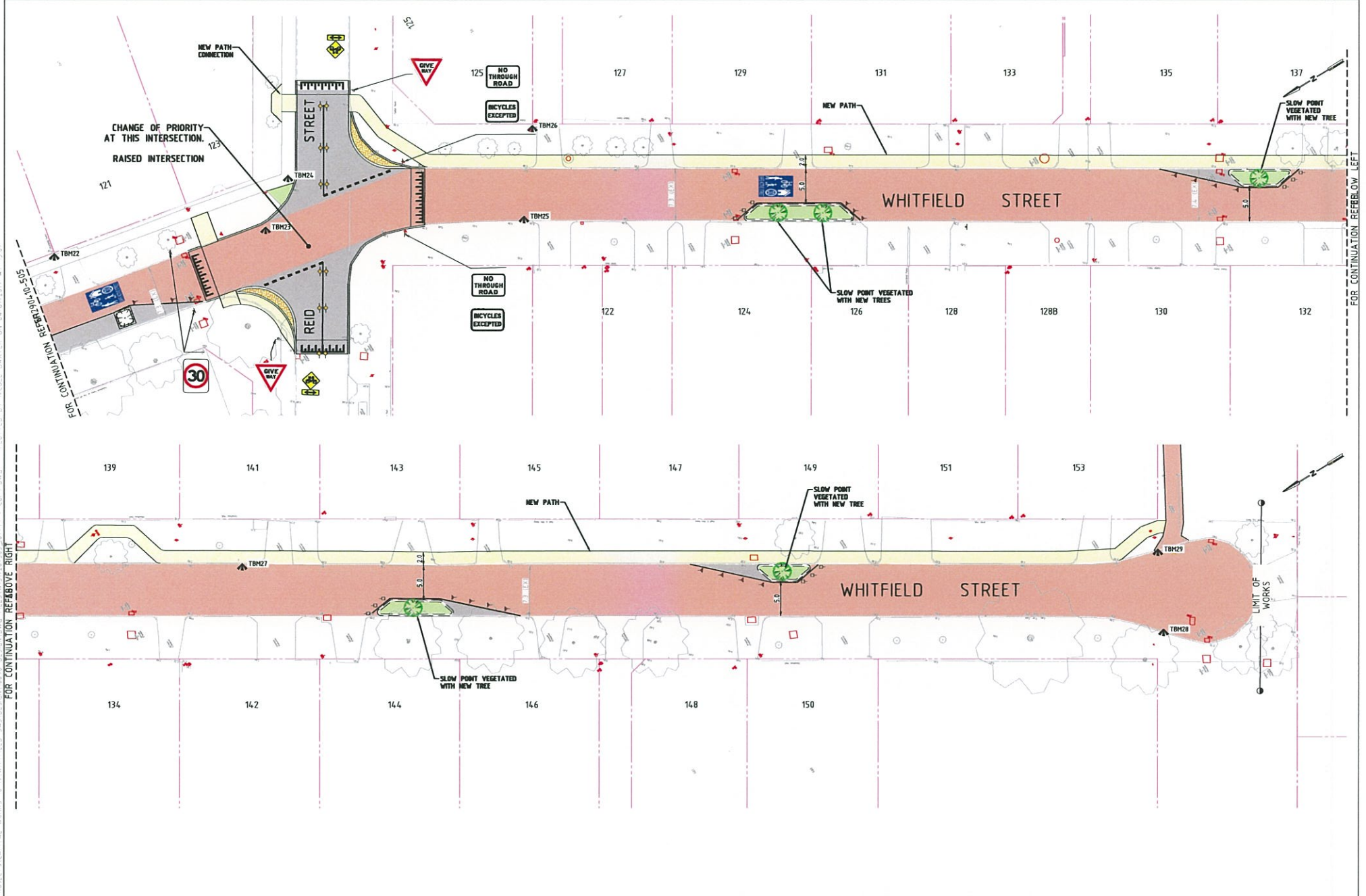


SURVEY 101526de-001a.dwg	FIELD BOOK
DESIGN S. PEDRETTI	CAD DRAWING
DRAWN S. PEDRETTI	DATE 16 JUNE 2019
CHECKED S.H. WU	DATE JUNE 2019
APPROVED TIM JUDG	DATE JUNE 2019
HORIZONTAL SCALE 1:250	VERTICAL SCALE

DRAWING NAME	
TOWN OF BASSENDEAN	
WHITFIELD ST SAFE ACTIVE STREET DESIGN	
DESIGN DRAWINGS	
SHEET 4 OF 9	
DRAWING NUMBER	SHT. REV.

A1







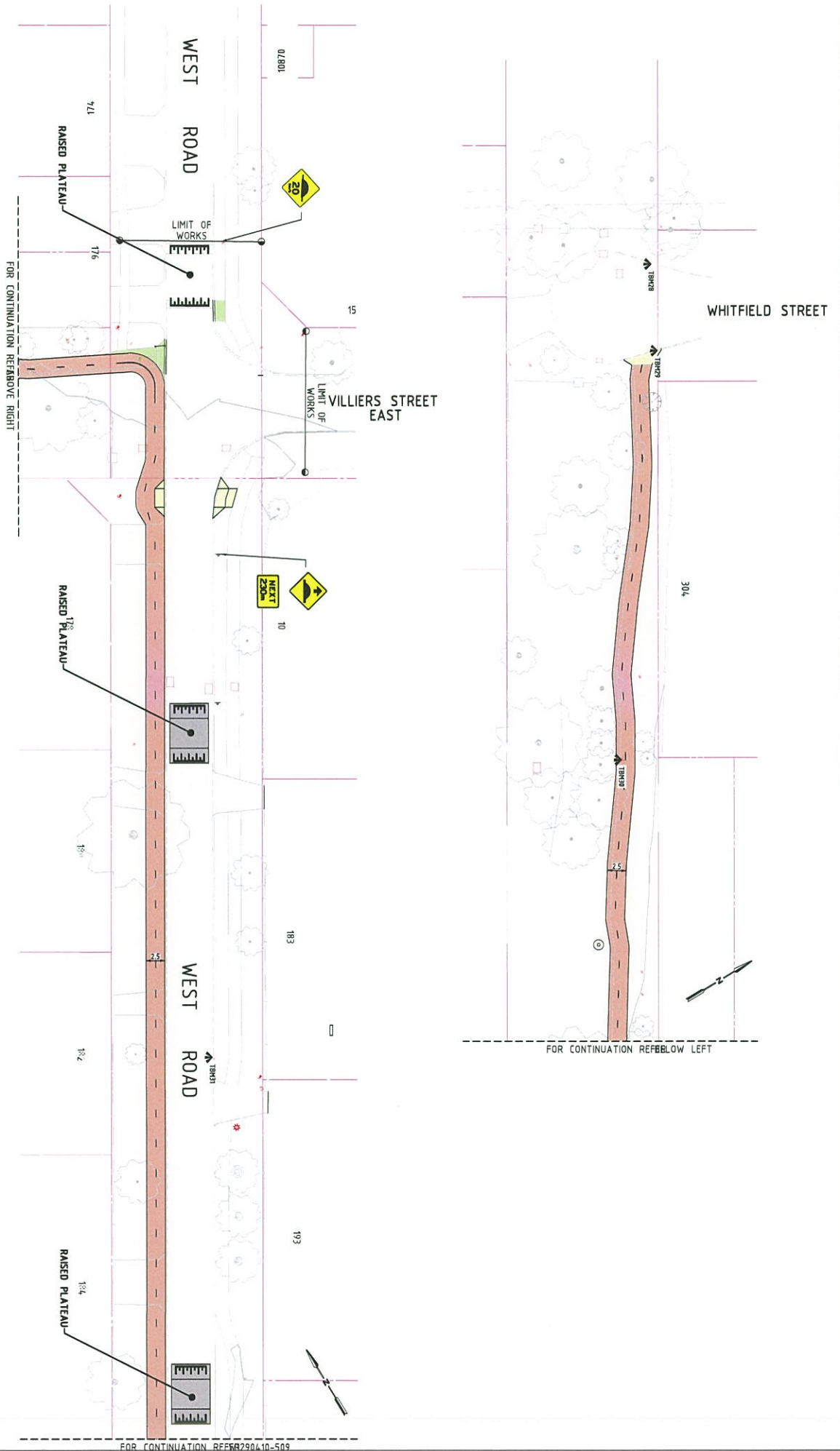
TOWN OF BASSENDEAN
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40 OLD PERRIN RD
BASSENDEAN WA 60054
Tel: (08) 9373 5516
Fax: (08) 9373 5516
www.bassendean.wa.gov.au

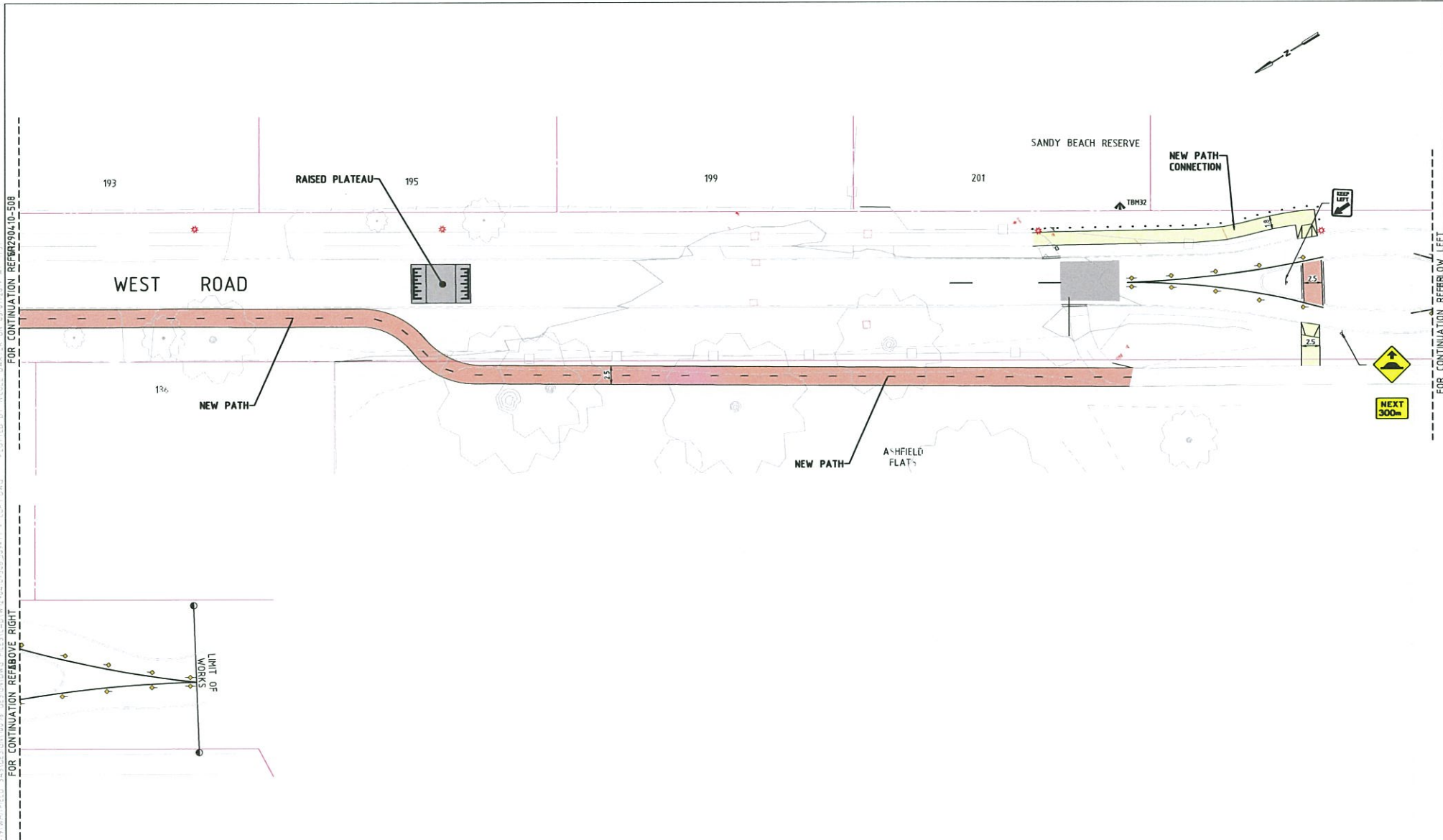
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DRAWING DATA	
PROJECT	100% DESIGN
DESIGNER	S. FREDERICK
CHECKED	S. FREDERICK
APPROVED	T. JUD
DATE	JUNE 2019
SCALE	1:250
TOWN OF BASSENDEAN	
WHITFIELD ST SAFE ACTIVE STREET DESIGN	
SHEET 8 OF 9	
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TOWN OF BASSENDEAN
ASSET SERVICES

**48 OLD PERTH RD
BASSENDEAN WA 6054
ABN 20 347 405 108**

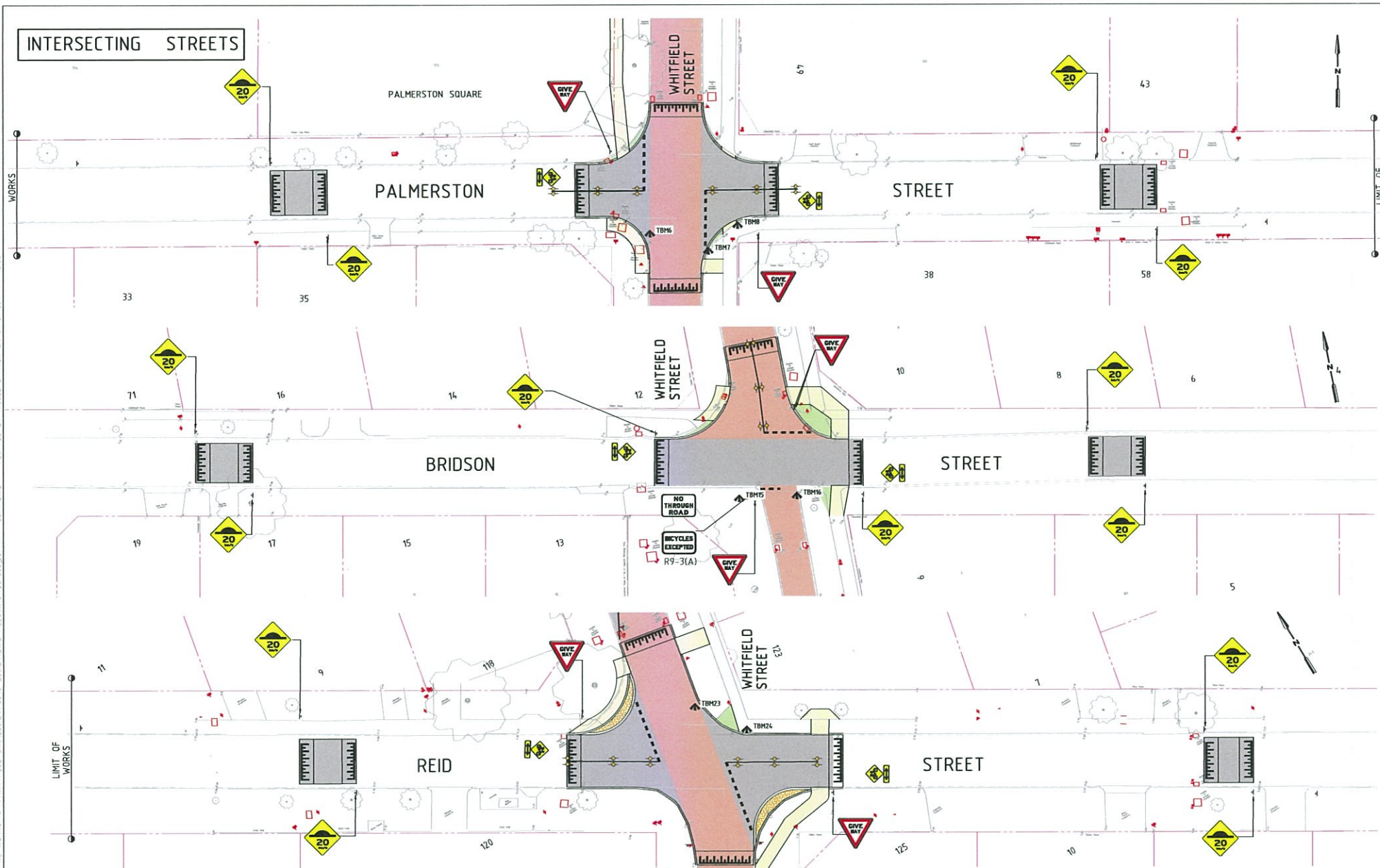
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AMENDMENTS	
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A.T1	TENDER ISSUE 28.06.2017



SURVEY 101526de-00ta.dwg		FIELD BOOK		DRAWING NAME TOWN OF BASSEDAEN HUNTHFIELD ST SAFE ACTIVE STREET DESIGN	
DESIGN S. PEDRETTI	CAD DRAWING W12904-00-508 509-11 - City	SHEET 9 OF 9			
DRAWN S. PEDRETTI	DATE 16 JUNE 2019	DESIGN DRAWINGS			
CHECKED S.H. WU	DATE JUNE 2019	SHEET 9 OF 9			
APPROVED TIM JUDD	DATE JUNE 2019	DRAWING NUMBER	SHT.	REV.	A1
HORIZONTAL SCALE 1:250		VERTICAL SCALE			

INTERSECTING	STREETS
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TOWN OF BASSENDEAN
ASSET SERVICES

48 OLD PERTH RD
BASSENDEAN WA 6054
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MEMORANDUM	
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SURVEY 101526de-001a-fd		DRAWING NAME TOWN OF BASSEDAEN	
DESIGN S. PEDRETTI		WHITFIELD ST SAFE ACTIVE STREET DESIGN	
DRAWN S. PEDRETTI		DESIGN DRAWINGS	
CHECKED S.H. WU		SHEET 7 OF 9	
APPROVED TIM JUDD		DRAWING NUMBER	
HORIZONTAL SCALE 1:250		SHT. REV.	
VERTICAL SCALE		A1	



Town of Bassendean

WHITFIELD STREET SAFE ACTIVE STREET DESIGN DEVELOPMENT SUMMARY

The Whitfield Street Safe Active Street (SAS) is being delivered by the Town of Bassendean in partnership with the Department of Transport (DoT) as part of their Safe Active Street Program to deliver safer, more people-friendly streets that support the uptake of walking and cycling.

Community consultation on the Whitfield Street SAS was undertaken in February-March 2018, when the concept design of the SAS was presented to the community. The feedback received from the community showed that 71% of respondents were generally supportive of the project.

The Concept Design and a detailed Consultation Report are available on the Your Say project page at www.yoursay.bassendean.wa.gov.au/whitfield-st-safe-active-street.

This summary provides an outline of how suggestions, concerns and questions raised in the consultation and subsequent engagement activities have been addressed through the responsive detailed design development.

1. Concern: Issues associated with the proposed cul-de-sac treatment along Whitfield Street, between Palmerston and Old Perth Road.

Concept design: Respondents were concerned that the access for delivery vehicles will be restricted, limited kerbside space for bin collection, issues for weekly collection of bin waste.

Detailed Design: Following analysis of the required vehicle movement for service vehicle such as a rubbish truck, the proposed cul-de-sac has not been implemented in the detailed design. However, slow point speed

restrictions and the narrower traffic lanes have been incorporated into the detailed design to discourage heavy vehicles and through traffic from using Whitfield Street south of Old Perth Road. These treatments will still allow for kerbside bin collection.

2. Suggestion: Continuation of red asphalt treatment through raised intersections where the safe active street has priority.

Concept design: The concept design did not show the continuation of the red asphalt treatment through intersections where Whitfield Street has priority.

Detailed Design: The red asphalt treatment is

For more information

yoursay.bassendean.wa.gov.au mail@bassendean.wa.gov.au 9377 8000



WHITFIELD STREET SAFE ACTIVE STREET DESIGN DEVELOPMENT SUMMARY



continued through the intersections where Whitfield Street has priority.

3. Suggestion: Introduction of slow points or raised plateaus on other streets that intersect the safe active street.

Concept design: Raised plateaus were only proposed on the approach to the safe active street route from all intersecting streets where there is proposed to be a change in priority (i.e. Palmerston and Reid).

Detailed Design: All intersecting streets along the SAS route have raised intersection plateaus except Old Perth Road where the speed limit is 40km/h. Approach raised plateaus have been incorporated in to the design for Palmerston St, Bridson St and Reid St.

4. Concern: Safety issues relating to the Old Perth Road and Whitfield Street intersection

Concept design: Respondents noted poor visibility for all road users at this intersection and restricted sightlines caused by the trees in the median island. A number of respondents proposed realignment of Old Perth Road to improve visibility.

Detailed Design: Realigning Old Perth Road is out of the scope of this project. The functioning of the intersection will continue to be monitored as part of local transport and traffic management planning.

5. Suggestion: Widen the proposed shared path route between Old Perth Road and the Midland Railway Principal Shared Path (PSP), particularly adjacent to Bassendean Shopping Centre.

Concept design: Proposed a 2.5 metre wide share path.

Detailed Design: Due to infrastructure and

verge trees in the area, a wider shared path could not be incorporated. Wheel stops will be installed at parking bays adjacent to the path to prevent overhanging and ensure maintenance of an affective path width of 2.5 metres.

6. Suggestion: Widen the proposed shared path route between the southern end of Whitfield Street and Sandy Beach Reserve.

Concept design: Proposed a 2.5 metre wide shared path width.

Detailed Design: Due to infrastructure and verge trees in the area, a wider shared path could not be incorporated.

7. Suggestion: Proposed re-routing of the shared path connection between Old Perth Road and Guildford Road via West Road and a shared path along the front of Bassendean Shopping Centre.

Concept design: The route included a connection between Old Perth Road and Guildford Road via Whitfield Street.

Detailed design: The route includes the connection between Old Perth Road and Guildford Road via Whitfield Street, which is consistent with the Town's Local Bike Plan. This route avoids crossing the primary access to the shopping centre car parking, which has high volumes of traffic and could present safety concerns.

8. Suggestion: Proposed re-routing of the shared path connection between Reid Street and Ashfield Flats via an off-street shared path along Reid Street and down West Road. Some residents on Whitfield Street, south of Reid Street, were concerned that additional people walking and riding along that section on the safe active street could increase anti-social behaviour and/or issues with movements of vehicles in and out of residential crossovers (driveways) .

Concept design: The route included an on-street treatment on Whitfield Street south of Reid Street.

Detailed design: The route still includes an on-street treatment on Whitfield Street south of

WHITFIELD STREET SAFE ACTIVE STREET DESIGN DEVELOPMENT SUMMARY

Reid Street. Research suggests that increased pedestrian and cyclist activity in an area reduces anti-social behaviour and criminal activity due to passive surveillance provided by those walking and cycling along the street. Regarding entering and exiting residential crossovers, due care and attention should always be taken as per the road rules contained in the relevant Western Australian Acts and Regulations. Drive Safe and Ride Safe Handbook are available at www.transport.wa.gov.au/licensing/rules-of-the-road.asp.

The suggested off-street treatments along Reid St and West Road were considered unsuitable for people walking and riding in this location for the following reasons:

- The proposed route provides priority for the safe active street corridor across Reid Street. The suggested alternative route would not allow for Whitfield St to have priority across Reid Street.
- This route would require combined pedestrian and bike crossings of Reid Street and West Road.
- The location of the combined pedestrian and bike crossings would be close to the Reid and West Road intersection. The restricted sightlines within the vicinity of the intersection would make it difficult to install crossings in locations that have clear sightlines.

The detailed design includes the construction of a footpath on Whitfield Street south of Reid Street (which is currently the only section of Whitfield Street without a footpath on the verge). The footpath will provide users that are less comfortable or able to share the road with vehicles and other users with an uninterrupted access way.

9. Concern: Impact on the concept design of regular localised flooding at the corner of Bridson Street and Whitfield Street.

Concept design: The concept design did not include this level of detail.

Detailed design: Water Sensitive Urban Design



(WSUD) has been incorporated into the SAS design (e.g. tree pits, vegetated slow points) to minimise the stormwater run off from asphalted areas into the Town's stormwater drainage system. The localised flooding at Bridson and Whitfield Street is not in the scope of this project but is on the Town's radar for mitigations measures.

10. Concern: Consideration in relation to the design of slow points treatments along Whitfield Street either side of Bassendean Primary School. A number of respondents noted that single lane slow points could lead to people riding being delayed for an extended time during peak school drop-off / pick-up times, if they do not feel comfortable attempting to take priority through the slow point treatment.

Concept design: Proposed single lane slow point treatments either side of Bassendean Primary School.

Detailed design: Single lane slow points will still be included in the design. Kerbside bike bypass lanes are not recommended for less confident cyclists in a high traffic environment (such as pick-up and drop-off times) as, even if they can bypass the slow point, they will have to afterwards merge into the traffic on the road. This situation is likely to be more challenging than negotiating entrance into the slow point with a vehicle coming from the opposite direction.

11. Suggestion: Proposed use of "Local Traffic Only" signs along the safe active street route.

Concept design: No "Local Traffic Only" signs were proposed.

Detailed Design: Main Roads Western Australia (MRWA), the authority responsible for line marking and signage, does not support the use of "Local Traffic Only" signs.

WHITFIELD STREET SAFE ACTIVE STREET DESIGN DEVELOPMENT SUMMARY

12. Question: Will additional street furniture be added along the corridor as part of this project?

Concept design: Included no proposals for additional street furniture.

Detailed design: The detailed design does not include street furniture, however it may be considered as part of the activation of the project.

13. Question: Location of slow point treatments along Whitfield Street and their impact on residents towing larger items such as trailers, boats and caravans.

Concept design: Suggested multiple slow point treatment along the route.

Detailed design: The detailed design has been developed to ensure the location of slow points will not adversely impact the access on adjacent crossovers/driveways of larger items, such as trailers, boats and caravans. In some instances, the manoeuvres of entering or exiting the private property might need to change, but access of larger vehicles (trailer, boats and caravans) will not be restricted.

14. Concern: Impact of reduction of the amount of car parking bays along the route.

Concept design: The proposed concept design showed changes to parking along the route, including changes to marked/unmarked bays and separation of bays using buildouts/vegetation.

Detailed design: The number and layout of parking bays will be impacted by the project

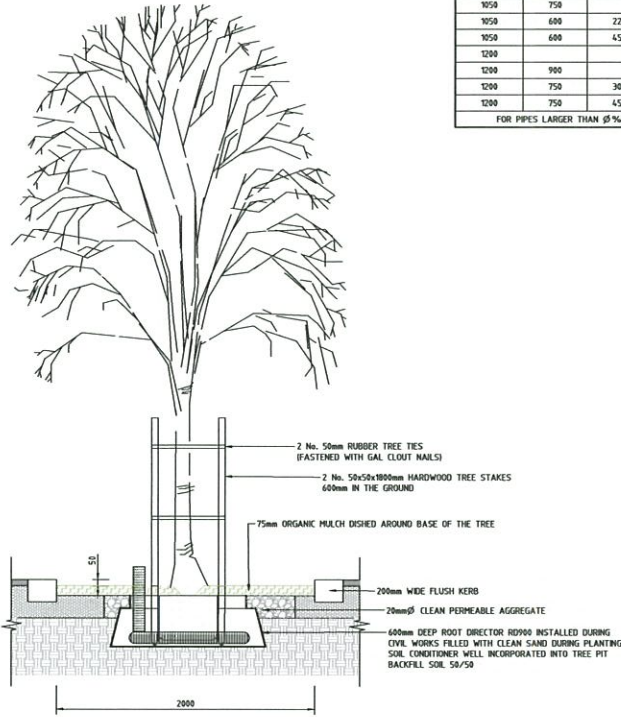
- a detailed table is provided below. As part of the design process, a number of audits have been completed, including: An April 2017 audit of parking bay occupancy, which showed an average weekly parking bay occupancy rate of 18.8%.
- An May 2019 audit of the total number of existing bays along Whitfield Street (from Guildford Road to Bridson Street), including a count of the total number of existing bays that would be lost if all bays were line-marked to bring them up to existing standards.

Section of Whitfield St	No. of existing on-street parking bays	No. of on-street car parking bays after implementation of SAS	No. of on-street parking bays with no works carried out except re-line marking to current standards
Guildford Rd to Old Perth Road	70	68	70
Old Perth Road to Palmerston St	19	12 2 motorcycle bays	15
Palmerston St to Harcourt St	17	14	16
Harcourt St to Bridson St	23	20	22
Totals:	129	114 +2 motorcycle	123

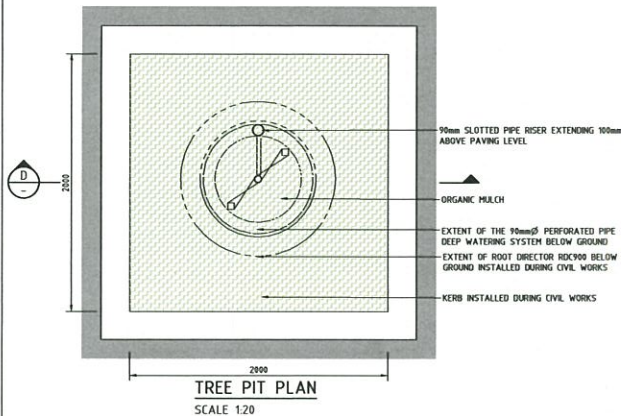
Whitfield Street Parking Review

Section of Whitfield St	No. of existing on-street parking bays	No. of on-street parking bays originally proposed after SAS construction	No. of on-street parking bays re-line marking to current standards	Comments	No. of on street parking bays on review following council Workshop 9 July
Guildford Rd to Old Perth Road	70	68	70	On review there is no opportunity to provide additional car parking bays to the current on street parking standard. Note there is a loss of 2 car bays to accommodate 6 trees within road	68 car bays
Old Perth Road to Palmerston St	19	12	15	On review there is no opportunity to provide additional car parking bays to the current on street parking standards however it has been identified 2 additional Motorcycle parking bays can be installed. Note there is a loss of 3 car bays to accommodate the vegetated Slow Point and 2 trees. An addition of 2 motorcycle bays has been identified.	12 car bays 2 motorcycle bays
Palmerston St to Harcourt St	17	8	16	On review of this section there is opportunity to gain 6 car bays at the peak times of school "drop off" and "pick up" by allowing parking in the "Bus Only Bay" at drop-off and pickup times only then have as bus bay during school hours this will result in an additional 4 bays. There is also opportunity to convert the verge build out opposite house numbers 52 and 54 this will allow for an additional 2 parking bays (originally proposed to allow for a bike fixing station but as there has been one installed at the intersection of Old Perth Rd and Whitfield St as part of the "Your Move" Project less than 300m away) there is no need for one at this location. The loss of 2 parking bays will accommodate a tree and vegetated slow point.	14 car bays
Harcourt St to Bridson St	23	19	22	On review There is opportunity to gain 1 parking bays by allowing parking adjacent to school oval access gate as it is accessed infrequently. The loss of 2 parking bays will accommodate 2 trees and 2 vegetated slow point	20 car bays
Totals:	129	107	123		114 car bays 2 motorcycle bays

TREE SPECIES	
OPTION 1	PYRUS CHANTICLEER
OPTION 2	JACARANDA HYDROPHILA
OPTION 3	DELONIX REGIA



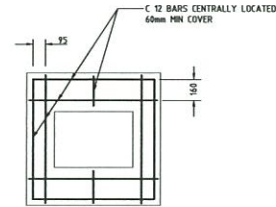
SECTION D
SCALE 1:20



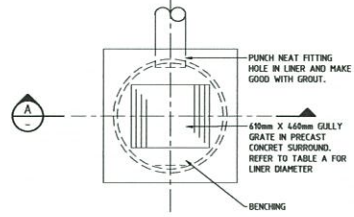
TREE PIT PLAN
SCALE 1:20

TABLE A			
PIT DIAMETER (mm)	PIPE A (mm)	PIPE B (mm)	PIPE C (mm)
1050			600
1050			750
1050	750		750
1050	600	225	750
1050	600	450	600
1200			900
1200	900		900
1200	750	300	900
1200	750	450	750

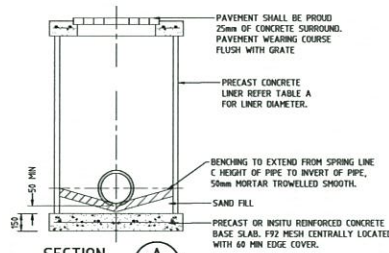
FOR PIPES LARGER THAN 95% 900 USE BRICK CHAMBER MANHOLE TO SUIT.



TOP SLAB
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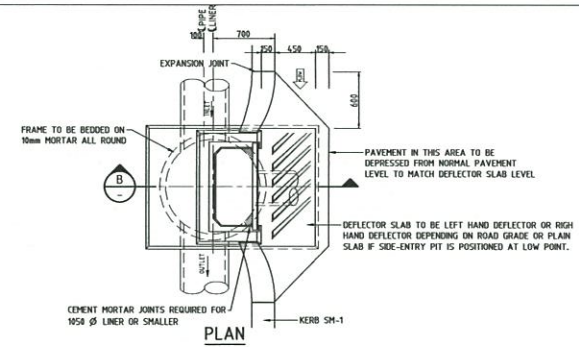


PLAN
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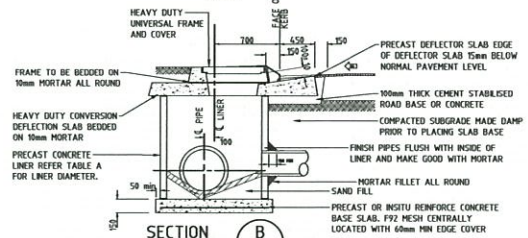


SECTION A
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GULLY PIT DETAIL
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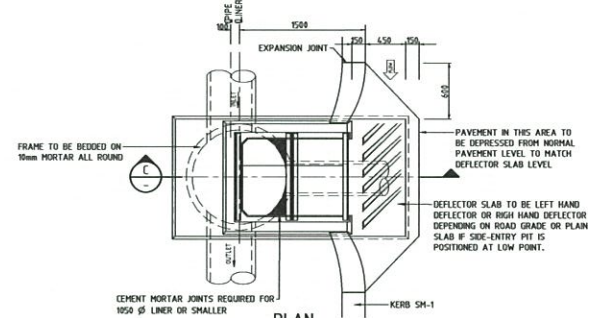
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 - CONCRETE TO BE 20mm NOM. AGGREGATE AND HAVE A MINIMUM STRENGTH AT 28 DAYS OF: INSTU BASE: 20MPa PRECAST UNIT: 40MPa
 - GROUT PORTLAND TO BE 4. SAND - 1 CEMENT.
 - WHERE LINER DEPTH EXCEEDS 2.0m BOLT ON GALVANISED DOUBLE STEP IRONS AT 350mm CENTRES. LINER TO BE MADE GOOD EXTERNALLY USING CEMENT MORTAR FOLLOWING STEP IRON INSTALLATION.
 - SUBGRADE TO BASE OF PRECAST LINER TO BE COMPACTED TO 7 BLOWS PER 300mm WITH A STANDARD PERTH PENETROMETER.
 - BACKFILL TO FIT TO BE COMPACTED TO 7 BLOWS PER 300mm WITH A STANDARD PERTH PENETROMETER.



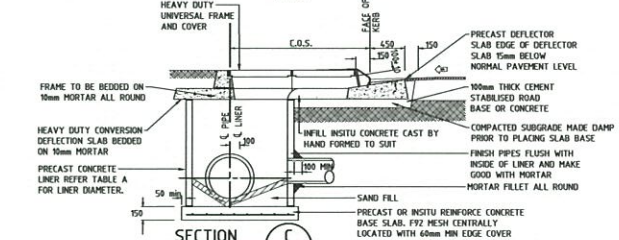
PLAN
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SECTION B
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SIDE ENTRY PIT DETAIL
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PLAN
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SECTION C
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SPECIAL SIDE ENTRY PIT DETAIL
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WARNING
BEWARE OF UNDERGROUND SERVICES
THE LOCATION OF UNDERGROUND SERVICES ARE INDICATED ON THIS DRAWING. IT IS THE RESPONSIBILITY OF THE USER TO VERIFY THE LOCATION OF UNDERGROUND SERVICES PRIOR TO ANY WORK.

FOR TENDER



ASSET SERVICES

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REV	DESCRIPTION	DATE
1	TENDER ISSUE	28.06.2019



SURVEY	101526de-001a.dwg	FIELD BOOK
DESIGN	S. PEDRETTI	CAO DRAWING
DRAWN	S. PEDRETTI	DATE
CHECKED	S.H. WU	DATE
APPROVED	T.M. JUD	DATE
HORIZONTAL SCALE	1:250	VERTICAL SCALE

DRAWING NAME
TOWN OF BASSENDEAN
WHITEFIELD ST SAFE ACTIVE STREET DESIGN
CIVIL DETAILS

DRAWING NUMBER
W1290410-701

SHT. REV.
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ATTACHMENT NO. 12



Success Hill to Railway Parade Principal Shared Path Community Consultation Project Stakeholders Report

Finalised 14 June 2019.

1. Background:

Once complete, the Midland Railway Principal Shared Path (PSP) a continuous 14km active travel connection from the Perth CBD to Midland. There is currently a 230-metre missing link in the route between Success Hill Railway Station and the new PSP, eastbound, from the cul-de-sac at the eastern end of Railway Parade. Given the local and state government objective to provide connected and inclusive community infrastructure that serves the active transport needs of people of all ages and abilities, construction to close this gap is a key project in the PSP expansion program.

The project is being delivered in partnership between the Department of Transport (DoT), Main Roads Western Australia (MRWA) and the Town of Bassendean.

An initial alignment plan for this project was developed by MRWA in 2016 and early community feedback indicated that respondents preferred a verge alignment over alignments that would require road narrowing along Railway Parade. A concept design was developed in 2017 and put out for community consultation in January 2018. Feedback was gathered through a Your Say Bassendean project page and community workshop and showed that a verge alignment was still preferred to a road narrowing option provided impact of the verge vegetation could be minimised.

Following this consultation, a detailed report of the consultation findings and a reviewed design was provided to Town of Bassendean Council for consideration at their meeting on 27 February 2018. The project was endorsed on the condition that the detailed design addressed concerns about loss of vegetation.

A detailed design was developed in 2018 and a site walk-through took place with community and project stakeholders in November 2018. During and after the walk-through a significant number of requests were received asking project deliverers to look at the feasibility of other alignment options that would use more of the road space and minimise tree and vegetation loss. Given that this represented a significant shift in feedback, the project stakeholders agreed to develop and consult on two additional alignment options that would use more of the road space.

Following the site walk-through requests were also received for on-road options, such as safe active street (bike boulevard) or bike lane treatments. These options were deemed unsuitable given that they would involve interrupting the continuity of the principal shared path route and would not adequately meet the needs of people of all ages and abilities.

2. May 2019 Consultation Overview:

In May 2019 the DoT, MRWA and the Town of Bassendean ran a consultation seeking feedback on three alignment options for the Success Hill to Railway Parade PSP. These options were:

- Option 1 – the verge alignment developed to detail design in 2018
- Option 2 – a mixed verge/road space alignment that narrows the road outside the railway station
- Option 3 – a mixed verge/road alignment that narrows the road along the majority of the missing link

The consultation program ran from 1-20th May 2019 and consisted of an overview of the project (brochure format), the three alignment options, and a survey. Each option contained a description along with an artist's impression of how the option may look if constructed. The survey asked respondents to rank the three alignment options by order of preference and comment boxes were made available for comments and questions.

The consultation materials and survey were published online on the Town's Your Say [project page](#) and made available in paper format from the Town's Customer Service Centre located at 35 Old Perth Road, Bassendean.

Queries during the consultation were directed to the DoT's primary contact (Fiona Goodbody) via cycling@transport.wa.gov.au or 6551 6626. These details were made publicly available.

The Town's Councillors were notified ahead of time via their weekly Councillors Bulletin and provided with the consultation materials and survey.

The consultation program was promoted via several channels, including:

- Direct email correspondence to the project email database;
- Direct letter drop to residents of Railway Parade and sections of adjacent streets;
- The Facebook platforms of the Town and DoT;
- WestCycle's Facebook and website platforms; and
- The Town's website.

See *Appendix 1 Consultation materials*, including:

1. Screen capture of Your Say Bassendean project page
2. Consultation brochure
3. Survey
4. Letter to residents
5. Facebook and website screen captures from the Town, DoT and WestCycle

3. Summary of Engagements:

An overview of the responses and communications received during the consultation are outlined in Table 1.

Table 1: Success Hill PSP consultation activity	
Activity	Response summary
Your Say Bassendean platform	Your Say was the primary platform for active engagements and had 664 total visits, with 75 engaged visitors who completed the survey. See <i>Appendix 2: Your Say Bassendean campaign summary</i> .
Correspondence received direct to DoT via phone and/or email	Two phone calls were received by Fiona Goodbody during the consultation from residents: <ol style="list-style-type: none"> i. Received 02/05/19 from resident requesting the consultation period be extended. This was then submitted in writing via email. DoT response was that the consultation period would not be extended. See Appendix 3. ii. Received 07/05/19 from resident seeking to submit their feedback via phone. The feedback was that they preferred Option 3, A follow up email was sent by Fiona Goodbody on 07/05/19 outlining the

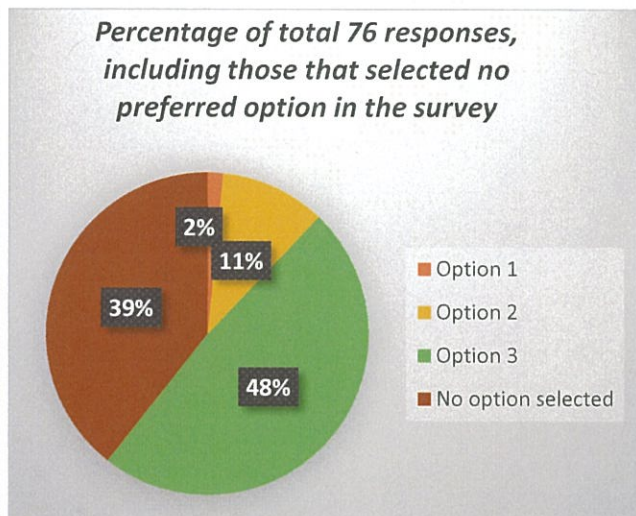
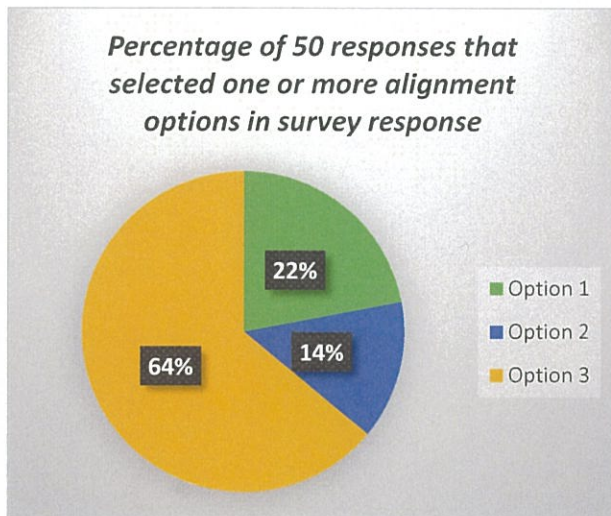
	<p>details of the call and the resident responded on 08/05/19 confirming this account.</p> <p>A direct email was received by Fiona Goodbody on 17/05/19 from a resident outlining their views on the consultation program and alignment options.</p> <p>An email with letter attachment was submitted by the Success Hill Action Group to the DoT Director General on 17/05/19 with the Minister for Transport and Fiona Goodbody copied. A response was provided on 12 June 2019. See <i>Appendix 3: Letter to DoT DG</i></p>
Correspondence received direct to the Town via phone or email	DoT was informed on 07/05/19 that the Town had received a request from a resident to provide options for people who don't have internet access. Copies of the consultation materials and survey were provided in hardcopy format to the Town on the same day and made available at their Customer Service Centre.
Facebook engagements	<ul style="list-style-type: none"> ▪ <u>DoT Facebook post</u>: Published 9 May 2019. The post reached 12,977 people, had 2,315 post clicks, 103 link clicks, and 157 engagements. ▪ <u>Town Facebook post</u>: Published 1 May 2019. Received 16 comments. ▪ <u>WestCycle Facebook post</u>: Published 16 May 2019. Received 1 comment. <p>See <i>Appendix 4: Facebook posts</i></p>

4. Survey results:

76 total survey responses were received. 75 were submitted online via the Your Say Bassendean project page and 1 was submitted by phone. Of these responses:

- 50 selected one or more alignment preferences
- 37 completed the survey and ranked all three alignments by preference
- 26 did not select any alignment preference
- **Option 3 (the road alignment) was the most preferred option**

Table 2 Survey response snapshot (see Appendix 5 for detailed [deidentified] survey results)			
Total # responses		76	
Totals of 50 responses that selected one or more alignment options in survey response			
Alignments:	Preference 1	Preference 2	Preference 3
Option 1	11 (22%)	11	21
Option 2	7 (14%)	18	13
Option 3	32 (64%)	8	3
Totals of 7 responses, including those that did not complete the survey			
Alignments:	Preference 1	Preference 2	Preference 3
Option 1	11 (14%)**	11	21
Option 2	7 (9%)**	18	13
Option 3	32 (42%)**	8	3
No option selected	26 (34%)**	na	na



5. Recommendations:

Based on the survey results, the Department of Transport recommends that Option 3 is progressed and that the following steps are taken:

- A Consultation Stakeholders Report is provided to the Town and MRWA and a summary included in the Town's Councillor's Bulletin on 31 May 2019.
- The consultation outcomes are presented to Council at the 18 June 2019 briefing and Option 3 is recommended for endorsement.

Pending Council endorsement of Option 3 at the June 25th Council Meeting it is recommended that:

- Direct responses are provided by DoT to survey respondents who raised questions and provided contact details.
- A media release and/or public statement is published summarising the outcome of the consultation and Council decision. This would be accompanied by an Engagement Summary and FAQs sheet being published online.
- Detailed design and construction of the selected option is to be undertaken expediently, with construction works aiming to be completed by March 2020. Ongoing revegetation would then occur over winter 2020.
- Activation planning for the route commences in September 2019, including planning for the Green Routes Initiative and greening along the broader Midland Railway PSP route within Bassendean.

6. Key learnings:

- For future consultations, direct promotion should be broader to ensure that a wider range of community members are informed and engaged and representative/advocacy groups for users with different needs are directly engaged.
- The use of colour visualisations is helpful for community members to interpret technical drawings and should be considered on future infrastructure project consultations.

Home » Success Hill to Railway Parade Principal Shared Path

Success Hill to Railway Parade Principal Shared Path

Consultation has concluded

20 May 2019

The Department of Transport (DoT) aims to make WA a place where riding is a safe, connected, convenient and widely-accepted form of transport.

Due to their versatility, Principal Shared Paths (PSPs) are vital to encouraging people of all ages and abilities to give riding a go. The paths can be used for long trips, but they are also suitable for less experienced riders and short trips, as well as for other path users including people walking, scootering and using mobility aids. Expanding the PSP network is a key action of the Western Australian Bicycle Network Plan. The priority PSPs are expected to be built before 2023 and will be within a 15 kilometre radius of the Perth CBD with a particular emphasis along freeway and railway corridors, due to high commuter demand.



DoT, Main Roads WA and the Town of Bassendean are seeking community feedback on three proposed alignments for the **Success Hill to Railway Parade PSP**. The feedback period will be open until **Monday 20 May 2019**, after which responses to the community surveys will be collated and used to inform the implementation of this project.

Please take the time to review the details of the three proposed alignment options and complete the survey below to indicate which one you prefer. Each option contains a description along with an artist's impression of how the option may look if constructed. Following the feedback period, the responses will be collated and used to inform the final design of this project.

To view the three proposed alignment options, please click [here](#)

[SURVEYS & FORMS](#)

CLOSED: This survey has concluded.

[Success Hill to Railway Parade Principal Shared Path community survey](#)

Consultation has concluded

Key Dates

Consultation closes
20 May 2019

Document Library

 Success-Railway Path Alignment V3 (3.08 MB) (pdf)

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Department of
Transport

Success Hill to Railway Parade PSP Path Alignment Options



Success Hill to Railway Parade PSP Path Alignment Options

OPTION 1 OVERVIEW 4

OPTION 2 OVERVIEW 6

OPTION 3 OVERVIEW 8

Cover image: Option 1: Viewpoint 1 Station entrance



“An aim of the Department of Transport is to make WA a place where riding is a safe, connected, convenient and widely-accepted form of transport. Due to their versatility, Principal Shared Paths are vital to encouraging the people of all ages and abilities to give riding a go.”



BACKGROUND

The Principal Shared Path Expansion Program

An aim of the Department of Transport (DoT) is to make WA a place where riding is a safe, connected, convenient and widely-accepted form of transport. Due to their versatility, Principal Shared Paths (PSPs) are vital to encouraging the people of all ages and abilities to give riding a go. The paths can be used for long trips, but they are also suitable for less experienced riders and short trips, as well as for other path users including people walking, scootering and using mobility aids.

Expanding the PSP network is a key action of the Western Australian Bicycle Network Plan. The priority PSPs are expected to be built before 2023 and will be within a 15 kilometre radius of the Perth CBD with a particular emphasis along freeway and railway corridors, due to high commuter demand. PSPs will also be constructed along other routes as part of large infrastructure projects such as NorthLink WA.

A map of the proposed expansion project can be found online at <https://www.transport.wa.gov.au/activetransport/principal-shared-path-expansion-program.asp>

Midland Railway PSP

The Midland Railway PSP currently contains a 230 metre missing link between Success Hill and Railway Parade. The construction to close this gap is a key project in the PSP expansion.

Community feedback on the concept design was gathered in January 2016 and a detailed report of the consultation findings and a reviewed design was provided to Town of Bassendean Council for consideration at their meeting on 27 February 2018. The project was endorsed on the condition that the detailed design addressed concerns about tree loss.

A detailed design was developed in 2018 and a site walk-through took place with community and project stakeholders in November 2018. During and following the walk-through a number

of requests were made to look at the feasibility of other alignment options that would use more of the road space. As a result of these requests, three alignment options for the PSP have been developed and are outlined in this document, accompanied by visual simulations. Feedback on the three alignment options will guide the final decision on the alignment for the Success Hill PSP route.

Please note: A fourth option of a safe active street (previously known as a bike boulevard) was requested, however as the purpose of the PSP network is to create a continuous off road facility that caters for people of all abilities and confidence levels, moving people from the PSP onto an on-road facility and back again over a short distance is not seen as a viable alternative to completing the missing link.

An overview of the consultation process is available at https://www.transport.wa.gov.au/mediaFiles/active-transport/AT_P_PSP_MidlandRailwayPSPTimeline.pdf

CURRENT CONSULTATION

DoT, Main Roads WA and the Town of Bassendean are seeking community feedback on three proposed alignments for the Success Hill to Railway Parade PSP. The feedback period will be open until Monday 20 May 2019, after which responses to the questions below will be collated and used to inform the implementation of this project.

Please take the time to review the details of the three proposed alignment options and complete the survey to indicate which one you prefer. Each option contains a description along with an artist's impression of how the option may look if constructed. Following the feedback period, the responses will be collated and used to inform the final design of this project.

If you would like more information please contact the DoT cycling team via email to cycling@transport.wa.gov.au.

OPTION 1 OVERVIEW

Option 1 is the alignment that was selected and endorsed by Town of Bassendean Council following the initial consultation program in January 2018.

This alignment is already designed to 100% and would be ready for immediate construction following the current consultation program.

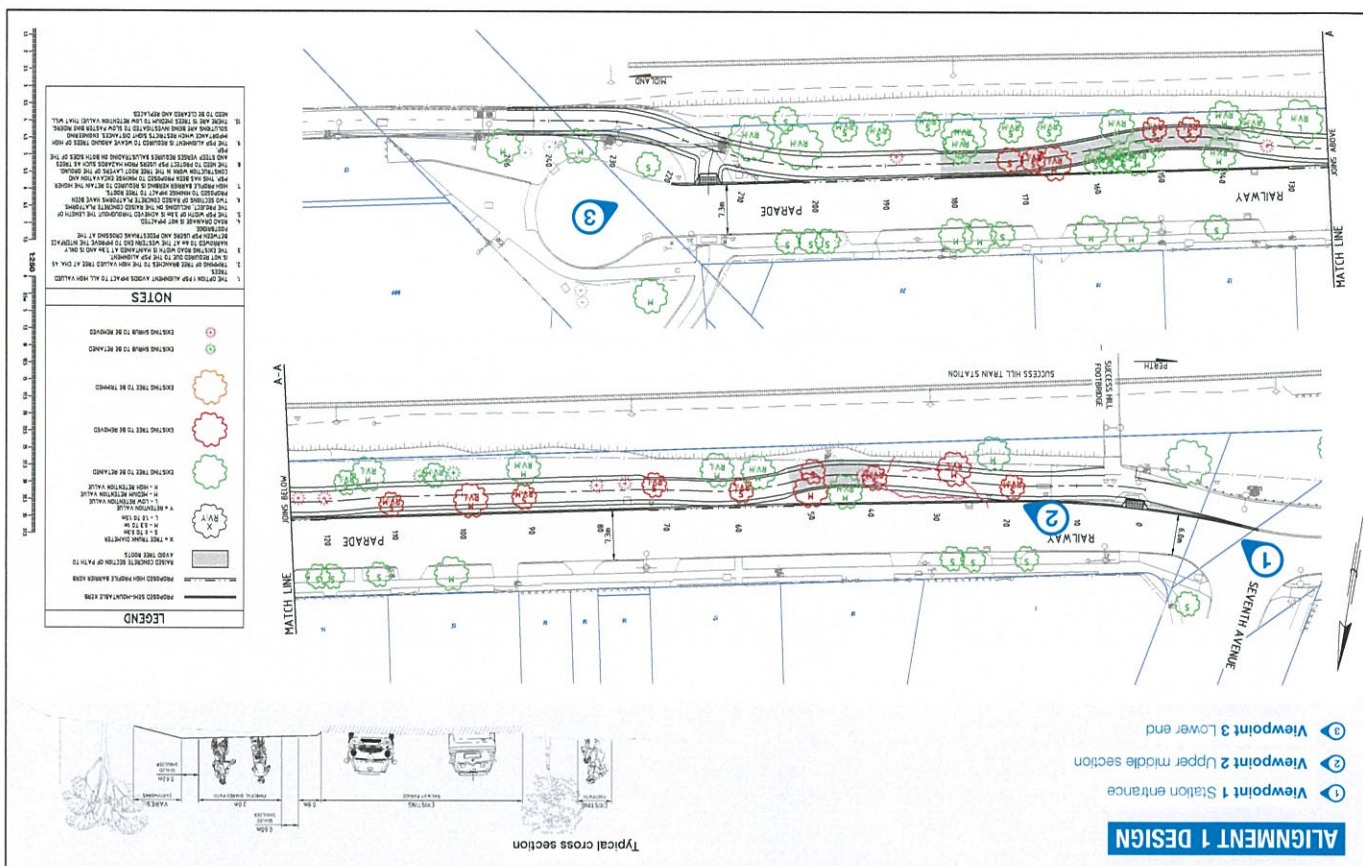
Details:

- The PSP will be 3 metres wide for the full length of the project.
- The alignment has been designed to ensure there is no impact to any high value trees and to minimise the impact on other trees and shrubs while still keeping the path fully in the existing verge space. Trees flagged for removal are highlighted in red in the design. The grey sections in the design represent raised platforms, which would be used to allow the tree roots to remain undisturbed.
- Each tree removed will be replaced with three trees or shrubs. Planting will be prioritised along this section, however may occur elsewhere due to space constraints.
- Balustrades will be included along sections close to retained trees to protect path users and vegetation.
- Several treatments will be considered for the entry to the train station footbridge, including pavement markings, path widening and surface colour changes.
- Street width and parking will not be affected.
- The path will be fully lit for the full section.

Type of Tree	Loss
Large Trees (1-1.5m in diameter)	0
Medium Trees (0.3-1m in diameter)	4
Small Trees (0-0.3m in diameter)	11

Note: These are visual simulations of what the alignment may look like and while they are closely based on the proposed alignment and relevant changes, the physical outcome may differ.





OPTION 2 OVERVIEW

Option 2 narrows an 80 metre section of the road at the top end of the path to accommodate the PSP, retain trees, and allow for additional planting in the top section outside the station entrance.

Details:

- This alignment responds directly to community concerns about the lack of vegetation in the top section that would occur with Option 1. Overall tree and shrub loss is less in comparison to Option 1. Trees flagged for removal are highlighted in red in the design.
- With this alignment there is a risk to two trees at chainage 55 where the close proximity of the path to be constructed may impact tree health. These trees are highlighted with an orange border on the design. The grey sections in the design represent raised platforms, which would be used to allow the tree roots to remain undisturbed.
- Balustrades will be included along sections close to the road and established trees to protect path users and vegetation.
- The turning circles onto the street and in/out of driveways have been checked to ensure people will be able to manoeuvre their vehicles safely.
- The PSP would narrow to 2.5 metres wide at approximately chainage 65. Generally PSPs are a minimum of 3 metres wide, however in this instance the sight lines have been deemed adequate to allow for the narrower width.
- Several treatments will be considered for the conflict zone outside the train station footbridge, including pavement markings, path widening, surface colour changes and behavioural interventions. This alignment will also create more space for people moving on and off the footbridge.
- This option would result in no on-street parking in this area at any time.
- The path will be fully lit for the full section.
- Detailed design of this concept would need to be completed to determine the cost and all potential construction timeframes

Type of Tree	Loss
Large Trees (1-1.5m in diameter)	0
Medium Trees (0.3-1m in diameter)	2
Small Trees (0-0.3m in diameter)	6

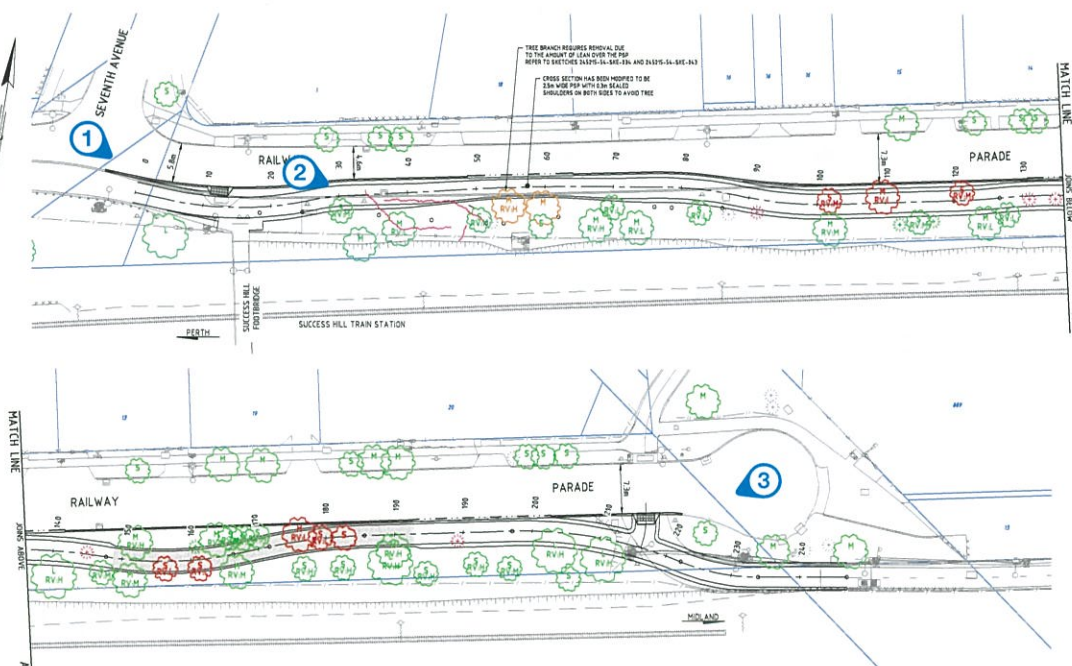
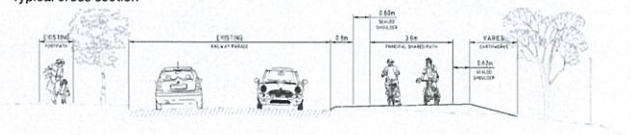
Note: These are visual simulations of what the alignment may look like and while they are closely based on the proposed alignment and relevant changes, the physical outcome may differ.



ALIGNMENT 2 DESIGN

- ① Viewpoint 1 Station entrance
- ② Viewpoint 2 Upper middle section
- ③ Viewpoint 3 Lower end

Typical cross section



LEGEND	
	PROPOSED SEMI-MOUNTABLE KERB
	PROPOSED HIGH-PROFILE BARRIER KERB
	PROPOSED CONCRETE SECTION OF PATH TO AVOID TREE ROOTS
	X = TREE TRUNK DIAMETER S = 8 TO 10m P = 10 TO 15m Y = RETENTION VALUE
	L = LOW RETENTION VALUE P = MEDIUM RETENTION VALUE H = HIGH RETENTION VALUE
	EXISTING TREE TO BE RETAINED
	EXISTING TREE TO BE REMOVED
	EXISTING TREE SAVED WITH MODIFIED CROSS SECTIONS
	EXISTING SHRUB TO BE RETAINED
	EXISTING SHRUB TO BE REMOVED

- NOTES**
1. THE OPTION 2 ALIGNMENT UNDERGOES A NEW SECTION OF ROAD TO ACCOMMODATE THE PSP AND RETAIN TREES ALONG THE RAIL FENCE LINE. IT ALSO PROVIDES AN AREA FOR PLANTING TREE PLANTINGS IN THIS SPACE.
 2. THE HIGH VALUED TREE AT CHA 161 WILL REQUIRE BRANCH REMOVAL DUE TO THE LEAN ACROSS THE PSP.
 3. THE PSP WIDTH IS USUALLY NARROWED DOWN TO 2.5m WIDE TO AVOID REMOVING THE HIGH VALUED TREE CHA 161.
 4. THE NARROWED SECTION OF PSP AT CHA 161 IS ALSO THE STEEPEST LOCATION FROM ALONG THE LENGTH OF PSP.
 5. THE NARROWED SECTION OF ROAD IS REDUCED DOWN TO 1.5m WITH THE NEED FOR HIGH-PROFILE BARRIER FENCE. RETAINMENT PUT OF DRIVEWAYS WILL BE DIFFICULT.
 6. ROAD DRAINAGE WILL BE IMPACTED WITH NARROWING THE ROAD.
 7. THE USE OF HIGH-PROFILE BARRIER AND A SECTION OF RAISED CONCRETE PAVEMENT WILL BE REQUIRED TO MINIMIZE IMPACT TO TREE ROOTS.
 8. BARRIER WALLS WILL BE REQUIRED ALONG THE PSP DUE TO THE STOP FENCES AND FENCE. GRASS PLANTINGS TO THE PSP RETAINMENT WALLS ARE NOT REQUIRED ALONG THE RAIL FENCE WITH THE PSP ALIGNMENT.
 9. THERE ARE 8 TREES DUE TO LOW RETENTION VALUE THAT WILL NEED TO BE CLEARED AND REPLACED.

OPTION 3 OVERVIEW

Option 3 involves reducing the road width for the length of the project to minimise use of the verge space and impact on existing vegetation.

Details:

- This alignment responds directly to community requests for more road space to be used for the path rather than verge space. The road would be narrowed to 4.6 metres for the length of the project.
- With this alignment there is a risk to six trees (four medium and two small) where the close proximity of the path to be constructed may impact tree health. These trees are highlighted with an orange border on the design. The grey sections in the design represent raised platforms, which would be used to allow the tree roots to remain undisturbed.
- The PSP would narrow to 2.5 metres wide at two locations in order to retain trees (approximately chainages 65 and 170). Generally PSPs are a minimum of 3 metres wide, however in this instance the sight lines and use of balustrades allow for the narrower width to be safe.
- Several treatments will be considered for the entry to the train station footbridge, including pavement markings, path widening and surface colour changes. This alignment will also create more space for people moving on and off the footbridge.
- Narrowing of the street will require no on-street parking in this area at any time.
- The path would be fully lit for the full section.
- Detailed design of this concept would need to be completed to determine the and all potential construction timeframes and impacts, such as the relocation of street drains.

Type of Tree	Loss
Large Trees (1-1.5m in diameter)	0
Medium Trees (0.3-1m in diameter)	2
Small Trees (0-0.3m in diameter)	0

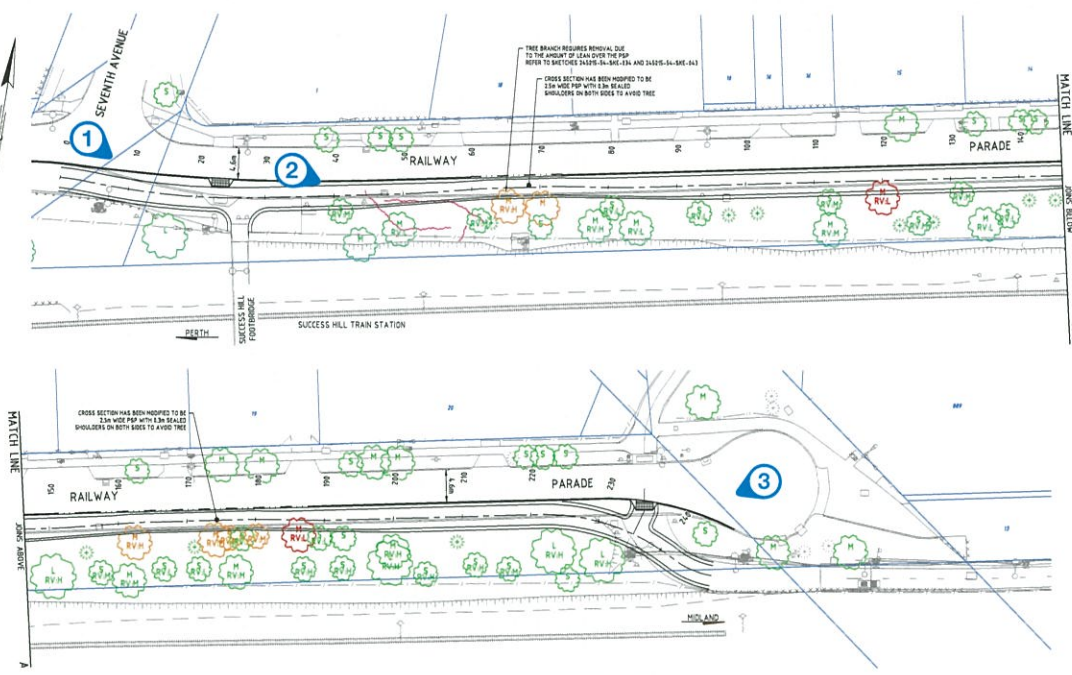
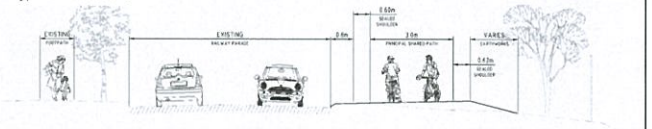
Note: These are visual simulations of what the alignment may look like and while they are closely based on the proposed alignment and relevant changes, the physical outcome may differ.



ALIGNMENT 3 DESIGN

- ① Viewpoint 1 Station entrance
- ② Viewpoint 2 Upper middle section
- ③ Viewpoint 3 Lower end

Typical cross section



LEGEND	
—	PROPOSED HIGH-PROFILE BARRIER KERB
X	TREE TRUNK DIAMETER S - 1 TO 30m P - 33 TO 50m L - 50 TO 100m
Y	RETENTION VALUE L - LOW RETENTION VALUE M - MEDIUM RETENTION VALUE H - HIGH RETENTION VALUE
○	EXISTING TREE TO BE RETAINED
○	EXISTING TREE TO BE REMOVED
○	EXISTING TREE SAVED WITH MODIFIED PMP WIDTH
○	EXISTING SHRUB TO BE RETAINED
○	EXISTING SHRUB TO BE REMOVED

NOTES	
1.	THE OPTION 3 ALIGNMENT NARROWS THE ROAD WIDTH DOWN TO 4.5m TO PROVIDE THE PMP AGAINST THE NEW SECTION WIDE SIDE.
2.	THE ROAD WIDTH IS NARROWER FOR A TWO-WAY LOCAL STREET. THE ROAD WIDTH IS REQUIRED TO BE REDUCED DOWN TO 3.5m WIDE IN ORDER TO AVOID THE HIGH VALUED TREES AT CHA 18 AND 19. THE NARROWED SECTION OF PMP AT CHA 18 IS ALSO THE STEEPEST LOCATION PLANT ALONG THE LENGTH OF PMP.
3.	THE HIGH VALUED TREE AT CHA 13 WILL REQUIRE BRANCH REMOVAL DUE TO THE LEAN ACROSS THE PMP.
4.	BRANCHES ALONG THE LENGTH OF THE ROAD WILL BE IMPACTED. RAISED CONCRETE PLATFORMS ARE UNLIKELY TO BE REQUIRED. HOWEVER, HIGH PROFILE BARRIERS ARE REQUIRED TO LIFT THE PMP PAVEMENT ABOVE TREE ROOSTS.
5.	RAILSTAKEWAYS WILL BE REQUIRED ALONG THE PMP DUE TO THE STEEP SLOPES AND VERTICAL DROPS ADJACENT TO THE PMP.
6.	RETAINING WALLS ARE NOT REQUIRED ALONG THE RAIL FENCE WITH THIS PMP ALIGNMENT.
7.	THREE IS EXPECTED TO BE 1 TREE LOW RETENTION VALUE THAT WILL NEED TO BE CLEARED AND REPLACED.

CONTACT

Department of Transport
140 William Street
Perth WA 6000
Telephone: (08) 6551 6000
Website: www.transport.wa.gov.au

The information contained in this publication is provided in good faith and believed to be accurate at time of publication.
The State shall in no way be liable for any loss sustained or incurred by anyone relying on the information. 100913



Success Hill to Railway Parade Principal Shared Path community survey

DoT, Main Roads WA and the Town of Bassendean are seeking community feedback on three proposed alignments for the **Success Hill to Railway Parade PSP**. The feedback period will be open until **Monday 20 May 2019**, after which responses to the community surveys will be collated and used to inform the implementation of this project.

Please take the time to review the details of the three proposed alignment options and complete the survey below to indicate which one you prefer. Each option contains a description along with an artist's impression of how the option may look if constructed.

Queries during the consultation can be directed to the Department of Transport's Cycling Team via cycling@transport.wa.gov.au or 6551 6626.

1. Please rank the alignment option below in order of your preference, with 1 being the most preferred and 3 being the least preferred.

- Alignment Option 1 ☐
- Alignment Option 2 ☐
- Alignment Option 3 ☐

2. Do you have any further comments on the proposed alignments?

3. Details

Name:

Phone number:

Address:



To the resident

Success Hill to Railway Parade Principal Shared Path – Community Survey

Dear Resident,

This letter is to inform you that the Department of Transport, Main Roads WA and the Town of Bassendean are seeking community feedback on three proposed alignments for the Success Hill to Railway Parade principal shared path (PSP).

The feedback period will be open until **Monday 20 May 2019**, after which responses to the community surveys will be collated and used to inform the implementation of this project.

You can view the three proposed alignment options and complete the online survey at www.yoursay.bassendean.wa.gov.au/success-hill-to-railway-parade-principal-shared-path.

Alternatively, paper copies of the alignment options and survey are available at the Town of Bassendean Customer Service Centre located at 35 Old Perth Road, Bassendean.

If you have any questions regarding the project or consultation, please contact Fiona Goodbody via cycling@transport.wa.gov.au or 6551 6626.

Yours sincerely,

Ashley McCormick
Manager Cycling, Department of Transport

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SUCCESS HILL PSP CONSULTATION – Bassendean

CONSULTATION

13
MAY

0

Success Hill to Railway Parade Principal Shared Path Consultation – Feedback closes 20 May 2019

The Department of Transport, Main Roads WA and the Town of Bassendean are seeking community feedback on three proposed alignments for the Success Hill to Railway Parade PSP. The feedback period will be open until **Monday 20 May 2019**, after which responses to the community surveys will be collated and used to inform the implementation of this project.



There are three proposed alignment options to review and feedback is sought so you can indicate which design you prefer. Each design option contains a description along with an artist's impression of how the option may look if constructed. Following the feedback period, the responses will be collated and used to inform the final design of this project.

The feedback period will be open until **Monday 20 May 2019**.

For more information and to complete the survey:

<https://www.yoursay.bassendean.wa.gov.au/success-hill-to-railway-parade-principal-shared-path>

Contact:

Department of Transport Cycling Team


Email: cycling@transport.wa.gov.au


Phone: 6551 6000


Disclaimer – Please use this information as a guide and check the project website for up-to-date information

If you would like to receive these updates in your inbox, please visit <https://westcycle.org.au/subscribe/> and check the "Major Works & Updates" box

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FROM THE BLOG



**RACE REPORT- HENK VOGELS
CYCLING FOUNDATION PEEL
JUNIOR TOUR AND PEEL WOMENS
TOUR**

The 2019 Henk Vogels Cycling Foundation Peel Junior Tour and Peel Womens Tour was held on Saturday 18th May 2019.



**JOONDALUP DR PATH DIVERSION
- Wanneroo**

The Joondalup Dr Path Diversion project is a proposed new path from the Joondalup Dr Path to the Wanneroo Path.




**REID HWY UNDERPASS
PROPOSED CLOSURE
CONSULTATION - Caversham**


The Reid Hwy Underpass Proposed Closure Consultation is a proposed new path from the Reid Hwy Underpass to the Caversham Path.

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 info@westcycle.org.au

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Goodbody, Fiona

From: Deanie Carbon <dcarbon@bassendean.wa.gov.au>
Sent: Tuesday, 21 May 2019 1:58 PM
To: Goodbody, Fiona
Subject: FW: Summary of your campaign, Success Hill to Railway Parade Principal Shared Path

Follow Up Flag: Follow up
Flag Status: Flagged

Warm regards

Deanie Carbon
Corporate Communications Coordinator
Town of Bassendean
Ph:0409615542

From: EngagementHQ <campaigns@engagementhq.com>
Sent: Tuesday, 21 May 2019 1:09 PM
To: dcarbon@bassendean.wa.gov.au; mkinshela@bassendean.wa.gov.au; lwilson@bassendean.wa.gov.au
Subject: Summary of your campaign, Success Hill to Railway Parade Principal Shared Path



Login

Success Hill to Railway Parade
Principal Shared Path

Project Archived

PUBLISHED ON **30** APR
2019

ARCHIVED ON **21** MAY
2019

OPEN FOR **22** Days

ARCHIVAL MESSAGE

Consultation has concluded

Visitors Statistics

AWARE 488

INFORMED 362

ENGAGED 75

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Engagement Tools Summary

SURVEYS Success Hill
to Railway Parade
Principal Shared Path
community survey

Open for 22 days

75 responses

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Information Widget Summary

1 Documents 1 Key Dates 2
404 Views
Downloads

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c/- Emma Darby
Secretary
18 Anzac Terrace
Bassendean WA 6054
Tel: 6162 3100

16 May 2019

Mr Richard Sellars
Director General Transport
GPO Box C102
Perth WA 6839

By email

Dear Mr Sellars

Re: **Success Hill to Railway Parade PSP**

On behalf of the SHAG membership I would like to invite you to meet us on-site to discuss the above and the recent options provided by the Department. Members and residents are extremely worried that the Department are bulldozing the community into options that are not agreeable to the majority in regard to the bike path.

As stated in the Department's 2017-2018 Annual Report under Strategic Direction:

1. Customer Focussed We keep the customer at the centre of service delivery and decision-making
We have been in discussion with the Department and feel as though we are not being listened to.
2. Sustainable Transport System We deliver integrated, safe, efficient transport solutions.
We have safety concerns about this bike path especially around the train station's entrance and exit.
3. Innovative Solutions We innovate to optimise our service delivery and infrastructure.
4. Planning and Prioritisation We plan holistically for a growing State.
5. Optimising Investment We maximise the benefits of every transport dollar.
We believe the amount of \$1.2m is far too excessive to be spent on this short 230m section, the money could be used more efficiently elsewhere.
6. Collaborative Culture We embrace collaboration to achieve better outcomes
We agree.

Look forward to hearing from you in regard to the above.

Yours sincerely

**Emma Darby
Secretary
Success Hill Action Group (Inc)**

cc Rita Saffioti MLA
Fiona Goodbody Planning Officer/Integrated Transport Planning



Emma Darby
Success Hill Action Group Inc.
18 Anzac Terrace
Bassendean
WA 6054

Dear Emma

Success Hill to Railway Parade PSP

Thank you for your letter regarding the Success Hill to Railway Parade PSP. There have been numerous design approaches explored to develop this missing link with several different designs undertaken over 2016 and 2017. Main Roads Western Australia (MRWA) sought initial feedback from relevant stakeholders in late 2016 which indicated the residents along Railway Parade did not support narrowing the existing road space to accommodate this connection.

Based on this feedback MRWA and advice from the Public Transport Authority that they did not support the connection being made within the rail reservation, MRWA looked to align the PSP within the existing verge of the road reservation, noting that this alignment required the removal of a significant number of trees.

The concept design for the verge alignment was released for public comment in January 2018 and feedback was gathered through an online survey hosted on the Town of Bassendean website as well as through direct correspondence, stakeholder meetings, and a community workshop. The results of this consultation program showed that tree retention was a major factor for the community and that further work was needed to ensure as many trees as possible were retained.

Following this feedback, the design was further developed to minimize tree loss and protect the root systems of the existing trees. During this design process a number of residents contacted DoT directly with requests for more information and to express concerns about the environmental impact of the project. These concerns were raised in person during a site walk-through held on Wednesday 28th November organised by DoT and Main Roads WA and attended by Town of Bassendean staff, adjacent residents, local community members, Councilor Kathryn Hamilton and cycling advocates.

It was clear at the walk-through that there were still significant community concerns about the proposed path alignment. DoT subsequently requested written feedback with comments and concerns and as a result of this feedback the Town and DoT agreed to develop two alternative concept designs to be published for feedback along with the original design. This consultation ran from the 1 to 20 May 2019.

The two alternative concepts (options 2 and 3 in the last consultation), have been designed specifically to respond to the feedback received in the consultation throughout 2018, including the on-site meeting in November 2018. At that site meeting, and in subsequent direct correspondence to the Success Hill Action Group as well as the wider community, it has been explained that safe active street (bike boulevard) or bike lane options are not viable for this route given it is a priority route used by many different types of users of all ages and abilities. Likewise, the 'do nothing' approach does not meet the basic requirements of active travelers of all ages and abilities and does not support the planned development and increased density within this area.

The Department has received positive feedback on the ongoing engagement undertaken for this project and efforts to incorporate and balance individual concerns and requests with the need to provide a priority route that meets the needs of a diverse range of users.

Given the fact that numerous platforms have been made available to allow the community to provide feedback, including previous site visits, and requests for viable alternatives that meet community needs adequately investigated and presented, it has been determined that no further site meetings are required.

DoT will be providing a results summary back to the community in late June 2019, however initial analysis of the consultation feedback shows a majority support for option 3.

If you require further information, please contact Ms Michelle Prior, Director Active Transport and Safety, on (08) 6551 6169 or Michelle.Prior@transport.wa.gov.au.

Yours Sincerely



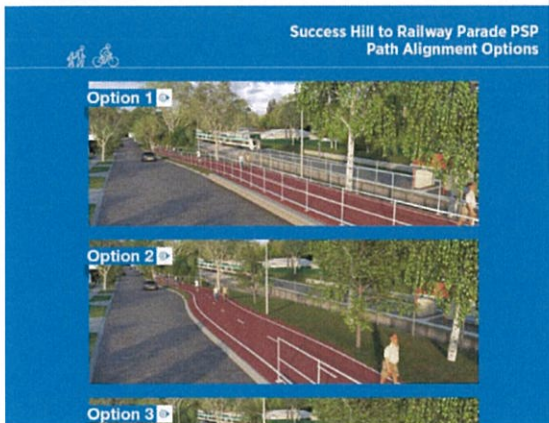
Richard Sellers
Director General

11/16/2019

Success Hill to Railway Parade principal shared path (PSP) extension 🚲🚶🚗

Together with **Main Roads Western Australia** and **Town of Bassendean**, we are seeking community feedback on three design options for the PSP connection.

Let us know your preferred design option, visit <http://bit.ly/2LrraAK>



📷 Write a comment... GIF 😊

Success Hill to Railway Parade Principal Shared Path Consultation – Feedback closes 20 May 2019.

The Department of Transport, Main Roads WA and the Town of Bassendean are seeking community feedback on three proposed alignments for the Success Hill to Railway Parade PSP. The feedback period will be open until Monday 20 May 2019, after which responses to the community surveys will be collated and used to inform the implementation of this project.

<https://westcycle.org.au/success-hill-psp-consultation-2019/>



👍 Like 💬 Comment ➦ Share

👍 3

Write a comment... GIF 😊

Alignment options for the Success Hill to Railway Parade PSP

After a consultation phase in 2018, three options for the alignment of the planned Success Hill to Railway Parade Principal Shared Path (PSP) have been developed by the Department of Transport and your comment is invited.

To view the three alignment options and let the Department of Transport, Main Roads and the Town of Bassendean know your thoughts, go to www.yoursay.bassendean.wa.gov.au/success-hill-to-railway-parade-principal-shared-path

The feedback period is open until Monday 20 May 2019. Queries during the consultation can be directed to Fiona Goodbody via cycling@transport.wa.gov.au or 6551 6626.



📷 Write a comment... GIF 😊

Success Hill Train Station, Railway Parade

Principal Shared Path



Road Safety Audit

Stage 1 - Feasibility Design

Audit Ref: W1290423

Prepared for:

Department of Transport

By:

Tim Judd/Brad Brooksby

GTA Consultants (WA) Pty Ltd

Report Issue Date: **17/07/2019**

Safety Audit Document Control Sheet

Project Location:	Success Hill Train Station, Railway Parade
Project Proposal:	Principal Shared Path (PSP)
Audit Stage:	Stage 1 - Feasibility Design
Prepared for:	Department of Transport
Prepared by 1:	Tim Judd/Brad Brooksby
Prepared by 2:	GTA Consultants (WA) Pty Ltd
Audit Team Leader:	Tim Judd
Audit Team Leader Organisation:	GTA Consultants (WA) Pty Ltd
Audit Reference:	W1290423
Report Issue Date:	17/07/2019

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1. INTRODUCTION

1.1 Scope of Audit

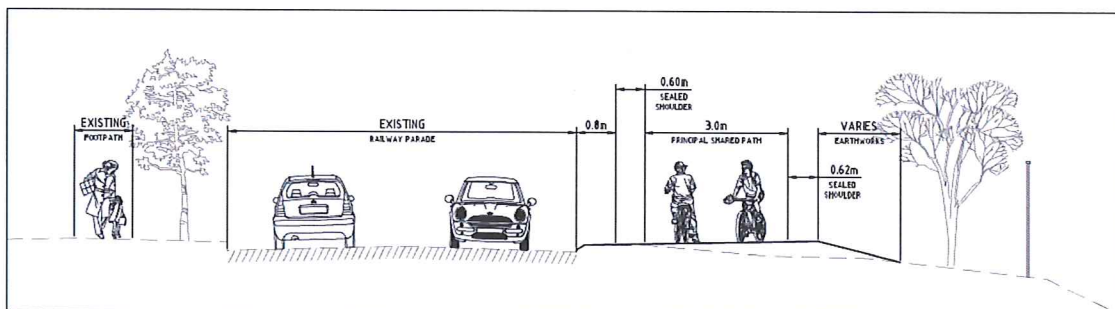
A Road Safety Audit is a formal, systematic, assessment of the potential road safety risks associated with a new road project or road improvement project conducted by an independent qualified audit team. The assessment considers all road users and suggests measures to eliminate or mitigate any risks identified by the audit team.

This Road Safety Audit has been conducted following the general principles detailed in *Austrroads Guide to Road Safety Part 6: Road Safety Audit* and in accordance with the requirements contained in the Main Roads Western Australia Policy and Guidelines for Road Safety Audit.

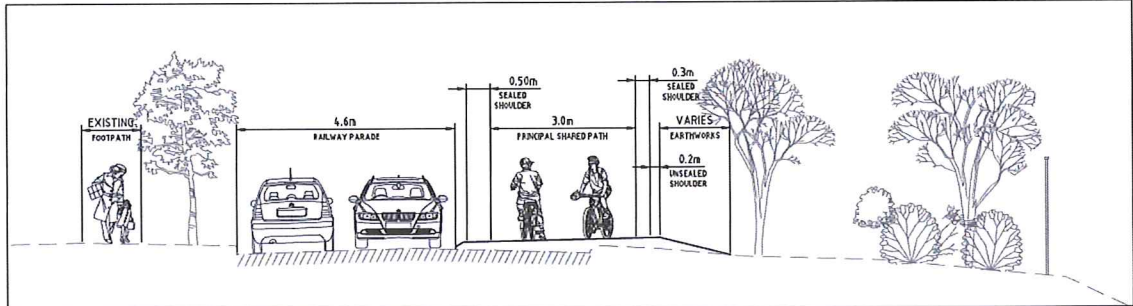
This report results from a Stage 1 - Feasibility Design Road Safety Audit carried out on the proposed Principal Shared Path (PSP) at the Success Hill Train Station, Railway Parade.

The background and objective of the proposed project is to construct a new section of PSP parallel to Railway Parade. The last remaining missing link in the PSP network connecting Midland to Perth. Department of Transport have asked for three design options to be reviewed as part of this RSA along with the existing situation whereby the PSP terminates and requires pedestrians and cyclists to either cross the road to access the existing footpath or use the road. The details of each design option are as follows:

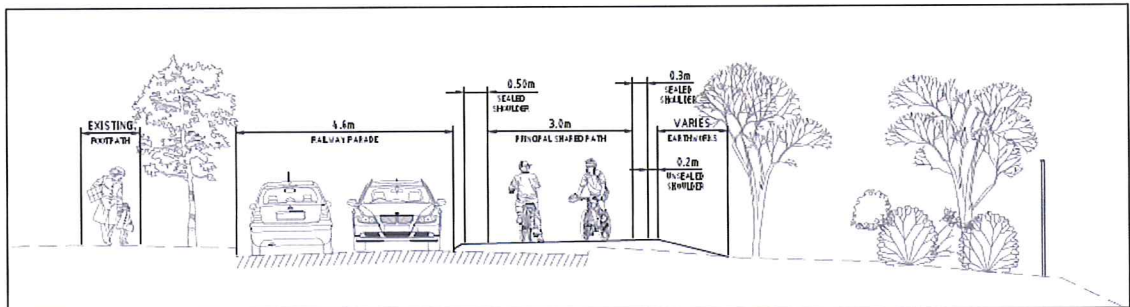
- 3.0m shared path, 0.6m sealed shoulder, existing Railway Parade cross-section



- 3.0m shared path, 0.5m and a 0.3m sealed shoulder, Railway Parade reduced to 4.6m cross-section.



- 3.0m shared path, 0.5m and a 0.3m sealed shoulder, Railway Parade reduced to 4.6m cross-section.



The alignment for each of the three options differs slightly, with each option avoiding different numbers of the existing trees.

The Audit was undertaken by Tim Judd of GTA Consultants (WA) Pty Ltd and Brad Brooksby of Brad Brooksby Consulting with reference to the details provided in the Audit Brief meeting with DoT.

The audit comprised an examination of the drawings and other information supplied by Department of Transport as listed in Appendix D.

All the findings described in Section 2 of this report are considered by the audit team to require action in order to improve the safety of the proposed project and to minimise the risk of crash occurrence and reduce potential crash severity.

The audit team has examined and reported only on the road safety implications of the project as presented and has not examined or verified the compliance of the design to any other criteria.

1.2 The Audit Team

Auditor No.	Name	Role	Organisation
275(S)	Tim Judd	Audit Team Leader	GTA Consultants (WA) Pty Ltd
158 (S)(R)	Brad Brooksby	Audit Team Member	Brad Brooksby Consulting

The audit team visited the site on 12th July 2019 at approximately 15:00PM. At the time of the site visit the weather was fine and the existing road surface was dry.

A night-time site visit was undertaken on 13th July at 19.30.

1.3 Specialist Advisors

Name	Role	Organisation
David Dwyer	Project Manager (LGA)	Town of Bassendean

1.3.1 Safe System Findings

The aim of Safe System Findings is to focus the Road Safety Audit process on considering safe speeds and by providing forgiving roads and roadsides. This is to be delivered through the Road Safety Audit process by accepting that people will always make mistakes and by considering the known limits to crash forces the human body can tolerate. This is to be achieved by focusing the Road Safety Audit on particular crash types that are known to result in higher severity outcomes at relatively lower speed environments to reduce the risk of fatal and serious injury crashes.

The additional annotation **"IMPORTANT"** shall be used to provide emphasis to any road safety audit finding that has the potential to result in fatal or serious injury or findings that are likely to result in the following crash types above the related speed environment: head-on (>70 km/h), right angle (>50 km/h), run off road impact object (>40 km/h), and crashes involving vulnerable road users (>30 km/h), as these crash types are known to result in higher severity outcomes at relatively lower speed environments.

The exposure and likelihood of crash occurrence shall then be considered for all findings deemed **"IMPORTANT"** and evaluated based on an auditor's professional judgement. Auditors should consider factors such as, traffic volumes and movements, speed environment, crash history and the road environment, and apply road safety engineering and crash investigation experience to determine the likelihood of crash occurrence. The likelihood of crash occurrence shall be considered either **"VERY**

HIGH", **"HIGH"**, **"MODERATE"** or **"LOW"** and this additional annotation shall be displayed following the **"IMPORTANT"** annotation on applicable findings.

1.4 Previous Safety Audits

No previous stage audit was undertaken for this proposed new project.

1.5 Background Data

1.5.1 Crash History

A review of the most recent available five-year crash data from the Main Roads WA Crash Analysis Reporting System (CARS), 2014 to 2018, notes that there have been 2 crashes recorded along Railway Parade. Both crashes occurred during the day, a vehicle travelling from Seventh Avenue north colliding with a cycle travelling from west to east along Railway Parade at the intersection of Seventh Avenue and Railway Parade. The second crash involved a vehicle to vehicle crash (out of control vehicle colliding with a parked vehicle) midblock along Railway Parade.

The crash involving the cyclist resulted in medical treatment being required. The midblock vehicle crash resulted in Property Damage Only.

There have been no reported incidents (as far as DoT are aware) between pedestrians and cyclists at the entrance to the Success Hill railway station.

1.5.2 Traffic and Speed Data

No traffic volume or speed data is available for Railway Parade. Due to Railway Parade being a road with a cul-de-sac at either end, with approximately 15 properties boarding the northern side of the road and the Midland railway line bordering the southern side of the road the traffic volumes are estimated to be very low.

There is no cycle or pedestrian volume data for this section of Railway Parade or PSP either. However, the Midland PSP is the second highest performer for number of cyclists and as such, a higher demand for cycling is expected.

Success Hill Station has the lowest daily boardings of all the stations along the Midland line, an average of 156 daily boardings (during 2017). During peak periods only every second Midland rail service stops at Success Hill Station. The Station is accessible for walking and cycling; there are no formal bus or car access facilities. However, there is a bus service (route 340) that runs along Lord Street about 400m from the station.

1.5.3 Appendices

- Appendix A – Audit Findings Location Plan
- Appendix B – Audit Photographs
- Appendix C – Crash Reports
- Appendix D – List of Documents Provided for the Audit
- Appendix E – Corrective Action Report (CAR)

2. ITEMS RAISED IN THIS STAGE 1 - FEASIBILITY DESIGN AUDIT

2.1 Finding – Vulnerable Road Users utilising the road

During the site assessment a number of both cyclists and pedestrians were observed cycling or walking along Railway Parade, rather than using the existing narrow footpath to the north of Railway Parade.

The proposed three PSP options presented will provide separation for cyclists and pedestrians away from vehicle traffic.



Justification of the finding:

In accordance with Safe System any road safety audit finding that has the potential to result in fatal or serious injury or findings that are likely to result in the following crash types above the related speed environment: head-on (>70 km/h), right angle (>50 km/h), run off road impact object (>40 km/h), and **crashes involving vulnerable road users (>30 km/h)**, as these crash types are known to result in higher severity outcomes at relatively lower speed environments.

Railway Parade is currently 7.3m wide and is subject to the default 50km/h speed limit. The distance between Seventh Avenue and the eastern end of Railway Parade is approximately 250m. While the traffic volumes are low, due to the gap in the PSP adjacent to Success Hill Station, cyclists and pedestrians are using the roadway, exposing them to potential conflict with vehicles potentially travelling at 50km/h.

Of the two crashes recorded along Railway Parade within the last 5 years period (2014 to 2018) one involved a cyclist which resulted in medical treatment being required.

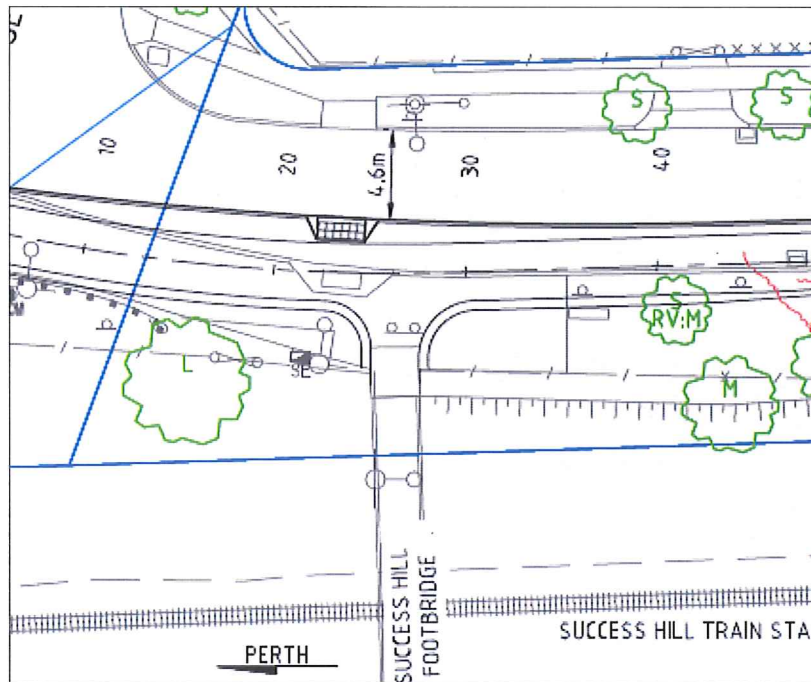
Recommendation

Provide physical separation between vulnerable road users and vehicles through provision of an off-road path or redesign the road to reduce the operating speed to 30km/h or less.

[IMPORTANT | HIGH]

2.2 Finding – Interaction between pedestrians and cyclists at the Success Hill Station bridge entrance

Common to all three options will be the potential interaction between pedestrians walking to and from the Success Hill Station bridge entrance and cyclists travelling along the PSP past the front of the bridge entrance.



Justification of the finding:

The PSP is designed to accommodate all cyclist types, including those faster moving (approximately 30km/h) cyclists. There is a risk of potential conflict between higher speed cyclists and pedestrians. A VicWalks report in *Shared Paths – the issues* (2015) notes the conflict between pedestrians and higher speed cyclists noting that available literature indicates that cycling is not a significant cause of pedestrian fatalities, nonetheless a potential for injury, especially for pedestrians, in collisions between cyclists and walkers.

Reducing cyclist speed at areas of high pedestrian intersection, especially when travelling in opposing directions should be adopted. A reduction in cyclist speed results in reduced kinetic energy reducing the severity of any cyclist/pedestrian crash.

Recommendation

Ensure the design of the PSP outside the Success Hill Station bridge entrance is sufficient to slow cycle speeds and warn both cyclists and pedestrians that they are entering a shared zone. A good example of this is Bayswater Station PSP which includes a change in the PSP colour, rumble strips, pedestrians crossing and signage.

[IMPORTANT | MODERATE]

2.3 Finding – Service Lids in PSP surface

Service pit lids that are not appropriately designed can be a hazard for cyclists and pedestrians with prams or in wheelchairs due to wheels being caught in the lid or being a trip hazard.



Justification of the finding:

All three PSP design options have some service pit lids (drainage or cable) that will be within the PSP surface itself requiring cyclists and pedestrians with prams or in wheelchairs needing to traverse over them. Austroads Guide to Road Design: Part 5 Drainage notes Pit Lids should be designed so they do not trap wheels in the grates (cycle or wheelchair wheels) or be a trip hazard to pedestrians.

Recommendation

Ensure the design of any Pit Lids that are within the PSP are traversable for the wheels of cycles, wheelchairs etc and do not present a trip hazard to pedestrians.

2.4 Finding – Option One PSP Weaving

The design of option one requires the PSP to weave around the important high value trees that are to remain. Weaving between trees presents potential sight lines issues for cyclists and pedestrians.

Justification of the finding:

Adequate approach sight distance ensures cyclists traversing the PSP can have sufficient view of oncoming cyclists and pedestrians reducing potential head on conflict risk. It will be important to ensure sufficient sight line distance or reduce the speed for the potential higher travel speeds of some cyclists.

Recommendation

Consider an option that requires less weaving around trees, or, increase approach sight distance.

2.5 Finding – High Profile Barrier Kerb

For all three options there is the requirement for high profile barrier kerb (400mm) due to the change in levels. High profile barrier kerb is a hazard to road users.

Justification of the finding:

For options 2 and 3, a high-profile kerb (400 mm high) has been proposed between 60 – 70 m adjacent the high retention tree. The path is to be narrowed to reduce the impact to the tree. This results in residences likely to have difficulty reversing out of their driveway onto the narrow (4.6 m) road and hitting the high-profile kerb.

The high-profile kerb is a hazard to path users and will likely require a balustrade to prevent path users from falling off the path. A balustrade may cause cyclists to move in from the balustrade (shy line) through fear of hitting it with handlebars reducing the effective width of the PSP. The path is also narrowed at this section making it a squeeze point section of the path increasing the likelihood of path users crashing.

The path is also steep in this section, although having good sight distance, those travelling westward (uphill) may be fatigued and not looking ahead vigilantly.

The second section of high-profile kerbing is between 150 – 190 m. It also has similar issues.

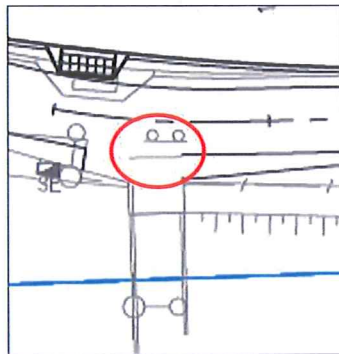
Further, on a reduced road width of 4.6m, a barrier kerb may increase the 'shy line' drivers give to the kerb reducing passing distance between two cars increasing the potential for side swipe crash types.

Recommendation

Alternative design approaches to high barrier kerb would reduce the likelihood of these identified risks occurring.

2.6 General Comments – PTA information sign

On all three design options the PTA train information sign is to remain, approximately half a meter in front of the chicane fence at the entrance to the railway bridge. This presents another visual restriction for pedestrians coming from the bridge walking onto the PSP. It also presents another hazard to cyclists when travelling in an east-west direction due to the black edge, reducing its visibility under darker conditions. In options 1 and 2 the information sign is within the PSP itself.



Ensure the PTA information sign is relocated so it does not impede on pedestrian visibility of the PSP and it does not provide a strike hazard to passing cyclists.

2.7 General Comments – Tree Branch Removal

It is observed that in Options 2 and 3 there is a note on the designs suggesting tree branch removal is required due to the amount of lean over the PSP. It is unsure as to why this has been suggested. However, it is not required to be removed for any potential road safety issues. It has sufficient clearance from cyclists.

3. AUDIT TEAM STATEMENT

I hereby certify that the audit team have examined the documents listed in Appendix D and have inspected the site in undertaking this Road Safety Audit. I also confirm that this audit has been carried out independently of the design team following the general principles detailed in *Austroads Guide to Road Safety Part 6: Road Safety Audit* and in accordance with Main Roads Policy and Guidelines for Road Safety Audit.

The audit has been carried out for the sole purpose of identifying any features of the design which could be altered or removed to improve the safety of the proposal. The identified issues have been noted in this report. The accompanying findings and recommendations are put forward for consideration by the Client for implementation.

Audit Team Leader

Tim Judd
Director
GTA Consultants (WA) Pty Ltd

Tel: 08 6169 1002
tim.judd@gta.com.au



Signature

17/07/2019

Date

Disclaimer

This report contains findings and recommendations based on examination of the site and/or relevant documentation. The report is based on the conditions viewed on the day of inspection and is relevant at the time of production of the report. Information and data contained within this report is prepared with due care by the Road Safety Audit Team. While the Road Safety Audit Team seeks to ensure accuracy of the data, it cannot guarantee its accuracy.

Readers should not solely rely on the contents of this report or draw inferences to other sites. Users must seek appropriate expert advice in relation to their own particular circumstances.

The Road Safety Audit Team does not warrant, guarantee or represent that this report is free from errors or omissions or that the information is exhaustive. Information contained within may become inaccurate without notice and may be wholly or partly incomplete or incorrect. Before relying on the information in this report, users should carefully evaluate the accuracy, completeness and relevance of the data for their purposes.

Subject to any responsibilities implied in law which cannot be excluded, the Road Safety Audit Team is not liable to any party for any losses, expenses, damages, liabilities or claims whatsoever, whether direct, indirect or consequential, arising out of or referable to the use of this report, howsoever caused whether in contract, tort, statute or otherwise.

APPENDIX A

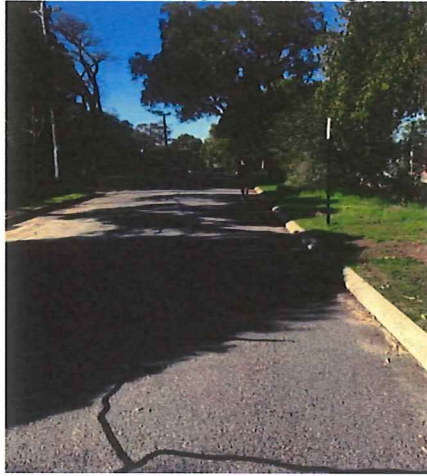
AUDIT FINDINGS LOCATION PLAN

Audit Findings included in body of report – design examples and photographs

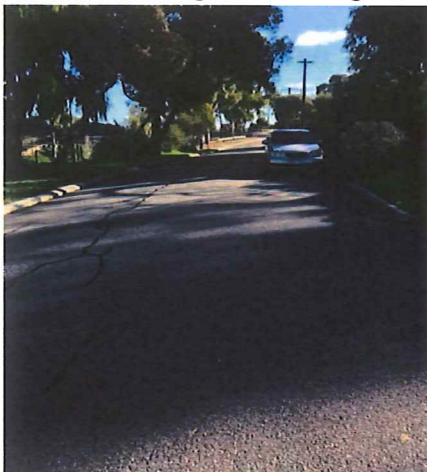
APPENDIX B

AUDIT PHOTOGRAPHS

Photograph B.1 – Looking East along Railway Parade



Photograph B.2 – Looking West along Railway Parade



Photograph B.3 – Looking East toward Success Hill Station



Photograph B.4 – Looking From Station Access Bridge



APPENDIX C

CRASH REPORTS

Detailed Crash History																										
Crash	Road Name	SE	SW	Time	Intersection	Date	City	Time	Severity	Crash No.	Type	Light	Road	Crash	Crash	Crash	Crash	Crash	Crash	Crash	Crash	Crash	Crash	Crash	Crash	
113051	Railway Pkwy	2.87	S	2.87	SEVENTH AVE (507336)	23/02/14	Windsor	17:00	Medical	201483	Intersection	Down On Quik	Dry	No Sign Or Control	3 way left (T-junction)	Straight	Right Angle	On Cuspy	\$0.00 Other	Colliding	Car	N. SEVE WITH AVE	Straight Ahead Not Out Of Control			
113051	Railway Pkwy	2.87	S	2.87	SEVENTH AVE (507334)	23/02/14	Windsor	17:00	Medical	201480	Intersection	Down On Quik	Dry	No Sign Or Control	3 way left (T-junction)	Straight	Right Angle	On Cuspy	\$0.00 Other	Target	Bicycle	W. 50th AVE	Straight Ahead Not Out Of Control			Side
113051	Railway Pkwy	3.13	S	3.13		11/02/14	Windsor	17:00	Medical	201484	Intersection	Down On Quik	Dry	No Sign Or Control	3 way left (T-junction)	Straight	Right Angle	On Cuspy	\$0.00 Other	Colliding	Car	W. 50th AVE	Straight Ahead Not Out Of Control			
113051	Railway Pkwy	3.13	S	3.13		11/02/14	Windsor	17:00	Medical	201484	Intersection	Down On Quik	Dry	No Sign Or Control	3 way left (T-junction)	Straight	Right Angle	On Cuspy	\$0.00 Other	Colliding	Car	W. 50th AVE	Straight Ahead Not Out Of Control			Side

APPENDIX D

LIST OF DOCUMENTS PROVIDED FOR THE AUDIT

[illegible]

APPENDIX E

CORRECTIVE ACTION REPORT

Corrective Action Report - Success Hill Train Station, Railway Parade Principal Shared Path
 Error! Reference source not found.Stage 1 - Feasibility Design

Findings and Recommendations	Project Manager		
	Agree / Disagree	Reason for Disagreeing	Proposed Action and Comments
2.1 – Finding – Vulnerable Road User utilising the road During the site assessment a number of both cyclists and pedestrians were observed cycling or walking along Railway Parade, rather than using the existing narrow footpath to the north of Railway Parade.	Agree		
Recommendation Provide physical separation between vulnerable road users and vehicles through provision of an off-road path or redesign the road to reduce the operating speed to 30km/h or less. [IMPORTANT HIGH]	Agree		

Findings and Recommendations	Project Manager		
	Agree / Disagree	Reason for Disagreeing	Proposed Action and Comments
<p>2.2 Finding – Interaction between pedestrians and cyclists at the Success Hill Station bridge entrance</p> <p>Common to all three options will be the potential interaction between pedestrians walking to and from the Success Hill Station bridge entrance and cyclists travelling along the PSP past the front of the bridge entrance.</p>	Agree		
<p>Recommendation</p> <p>Ensure the design of the PSP outside the Success Hill Station bridge entrance is sufficient to slow cycle speeds and warn both cyclists and pedestrians that they are entering a shared zone. A good example of this is Bayswater Station PSP which includes a change in the PSP colour, rumble strips, pedestrians crossing and signage.</p> <p>[IMPORTANT MODERATE]</p>	Agree		<p>The Department will ensure that these comments are taken on board and will incorporate these in the designs moving forward, using Bayswater Station PSP as an example.</p>

<p>2.3 – Finding - Service Lids in PSP surface</p> <p>Service pit lids that are not appropriately designed can be a hazard for cyclists and pedestrians with prams or in wheelchairs due to wheels being caught in the lid or being a trip hazard.</p>	Agree		
<p>Recommendation</p> <p>Ensure the design of any Pit Lids that are within the PSP are traversable for the wheels of cycles, wheelchairs etc and do not present a trip hazard to pedestrians.</p>	Agree		<p>The Department will ensure any pit lids that cannot be moved outside of the PSP are traversable for all users.</p>
<p>2.4 – Finding – Option One PSP Weaving</p> <p>The design of option one requires the PSP to weave around the important high value trees that are to remain. Weaving between trees presents potential sight lines issues for cyclists and pedestrians.</p>	Agree		
<p>Recommendation</p> <p>Consider an option that requires less weaving around trees, or, increase approach sight distance.</p>	Agree		<p>The Department acknowledges this and has changed the geometry in options 2 and 3 to take this into account.</p>

<p>2.5 – Finding - High Profile Barrier Kerb</p> <p>For all three options there is the requirement for high profile barrier kerb (400mm) due to the change in levels. High profile barrier kerb is a hazard to road users.</p>	<p>Agree</p>		
<p>Recommendation</p> <p>Alternative design approaches to high barrier kerb would reduce the likelihood of these identified risks occurring.</p>	<p>Agree</p>		<p>The use of the High Barrier Kerb (HBK) is based on the PSP height above the road level for the raised platforms. We are looking to have a generous clearance between the existing soil on the verge and the underside of the raised platform. This ensures that there is good air circulation for the specific trees in the zone above the root system. Consequently, with the height of the HBK exceeding 250mm we need the balustrade/fence to protect the vertical drop.</p> <p>During detailed design the Department and MRWA will investigate with the Arborist alternative solutions which may result in the removal of the HBK.</p>

<p>2.6 – Finding – General Comments – PTA Information Sign</p> <p>On all three design options the PTA train information sign is to remain, approximately half a meter in front of the chicane fence at the entrance to the railway bridge. This presents another visual restriction for pedestrians coming from the bridge walking onto the PSP. It also presents another hazard to cyclists when travelling in an east-west direction due to the black edge, reducing its visibility under darker conditions.</p>	<p>Agree</p>		
<p>Recommendation</p> <p>Ensure the PTA information sign is relocated so it does not impede on pedestrian visibility of the PSP and it does not provide a strike hazard to passing cyclists</p>	<p>Agree</p>		<p>The Department will work with the PTA to relocate this sign.</p>



<p>2.7 – Finding – General Comments – Tree Branch Removal</p> <p>It is observed that in Options 2 and 3 there is a note on the designs suggesting tree branch removal is required due to the amount of lean over the PSP.</p>	<p>Agree</p>		
<p>Recommendation</p> <p>It is not required to be removed for any potential road safety issues. It has sufficient clearance from cyclists.</p>	<p>Agree</p>		<p>These will be assessed during detailed design and will not be removed if vertical clearance from the path can be met.</p>

Corrective Action Report - Success Hill Train Station, Railway Parade
Stage 1 - Feasibility Design

NOTE:

- This Corrective Action Report is to be read in conjunction with the full Road Safety Audit Report and its findings and recommendations.
- The asset owners (PTA/MRWA and/or LGA) must be informed of these findings, recommendations and proposed actions.
- Items not under the responsibility of this project representative must be forwarded to the persons / agencies who are responsible.

These findings and recommendations have been considered, and the actions listed will be taken accordingly.

 Warren Apter	Department of Transport	Principle Shared Path Coordinator	18/07/2019
Responsible Project Representative	Company / Agency / Division	Position	Date
 David Dwyer Asset Owner Representative	Town of Basildene Company / Agency / Division	Engineering Technical Coordinator	19/07/2019 Date

ATTACHMENT NO. 13

«AddressBlock»

Dear Sir/Madam

Your rates for 2019/20

I am writing to let you know that the Town of Bassendean proposes to change the way it applies rates to your property. You are invited to provide comment online or in writing by noon, Monday 15 July 2019.

I would like to provide you with advance notice that the usual amount may change when the Town of Bassendean sends out its rates notices in August/September 2019, particularly for vacant land.

Background

In the past, Council has applied an identical rate in the dollar to all properties calculated on the Gross Rental Valuation (GRV) supplied by the Valuer-General.

Proposal

For the first time this year, Council proposes to introduce two categories of rating – one for “developed” land and one for “vacant” land. This is called Differential Rating where the Town of Bassendean applies different rates in the dollar for different land uses. The proposed rates are:

Rating category	Rate in dollar	Minimum Rates
GRV – Residential, Commercial, Industrial	7.302 cents	\$1,106
GRV - Vacant Land	14.500 cents	\$2,100

Reasons

The Statement of Objects and Reasons for the proposed Differential Rates and Minimum Rates is attached.

Have your say:

- **Online** at <https://www.yoursay.bassendean.wa.gov.au>
- **Email** to yoursay@bassendean.wa.gov.au
- **By phone** to Rates Officers on 93778000
- **In person** at 35 Old Perth Road, Bassendean
- **By mail** to PO Box 87 Bassendean WA 6054

All submissions are required to be made in writing by noon, Monday 15 July 2019.

Next steps

All feedback will be presented to the Council meeting on Tuesday 23 July 2019 for consideration.

For any questions, please contact the Town of Bassendean's Rates Officers on 93778000.

Yours sincerely



PETA MABBS
CHIEF EXECUTIVE OFFICER

21 June 2019



PROPOSED DIFFERENTIAL RATES FOR COUNCIL RATES 2019/20

Statement of Objects and Reasons for the proposed Differential Rates & Minimum Rates

In accordance with the provisions of Section 6.33 and 6.36 of the Local Government Act 1995, the Town is proposing a differential rate and minimum rates on rateable properties consistent with key values of fairness, equity and transparency.

Rates are a primary source of revenue for the Town of Bassendean and are levied each financial year on all ratepayers, in a manner that is deemed to be fair and equitable so as to meet the Town's annual budget requirements.

Taking into account the Town's strategic community, corporate and long-term financial plans, a general rate increase of 1% is proposed on the general rate in the dollar and minimum rate.

For all vacant land, a new differential rate is proposed of 14.5 cents in the dollar and a minimum rate of \$2,100.

Objectivity

For properties within the Town, land on which differential rating is proposed is rated according to the following characteristics:

- Land use; and
- Vacant land.

The table below details the proposed differential rates for the 2019/20 financial year:

Rating Category	Rate in dollar	Minimum rates
GRV - Residential, Commercial, Industrial	7.3020	\$1106
GRV - Vacant Land	14.50	\$2,100

Differential Rating

Properties in the Town of Bassendean are rated by applying the rate in the dollar to the Gross Rental Value (GRV) of each property.

The following reflects the Objects and Reasons for each differential rating category:

Residential, Commercial & Industrial Category (GRV)

CHARACTERISTICS

The differential rate in this category imposes a differential general rate on land valued on a gross rental basis, which is zoned under the Town Planning Scheme for the purpose of residential, commercial or industrial and having improvements erected on it.

Town of Bassendean

PROPOSED DIFFERENTIAL RATES FOR COUNCIL RATES 2019/20

PROPOSED OBJECTS AND REASONS

The residential, commercial & Industrial rating category imposes a rate on land primarily used for these categories of use. The object of this rate is to ensure that ratepayers make a reasonable contribution towards ongoing maintenance and the provision of works, services and facilities throughout the Town.

Vacant Residential Commercial Industrial (GRV)

CHARACTERISTICS

The differential rate in this category imposes a differential general rate on land valued on a gross rental basis, which is zoned or held under the Town Planning Scheme for the purpose of residential, commercial or industrial and being vacant land

PROPOSED OBJECTS AND REASONS

A prime reason to apply a higher differential rate in the dollar to vacant land (than the base rate) is to distribute the rates burden equitably, where a higher differential rate for unimproved vacant land recognises the additional costs of servicing these types of properties. Vacant properties are more likely to be the sites of illegal dumping and in some cases, can become overgrown and unkempt, or become places of antisocial behaviour. Additional street cleaning and gully educting is also required due to sand and debris originating from vacant land spreading onto the roads and gutters. The above requires the allocation of Town resources over and above that required for improved properties. The higher differential category for vacant land also reflects the Town's obligations to maximise the per capita use of infrastructure and avoid dead spaces around the district by encouraging development of these vacant properties that will in turn stimulate growth, vibrancy and development in the community.

The proposed rate in this category is 14.50c in the dollar and a minimum payment of \$2,100. This will apply to 188 properties or 2.5%.

Objects for minimum rating

Rates are calculated by multiplying a property's assessed GRV by the adopted rate in the dollar. However, Council can apply a minimum rate, which recognises that all ratepayers have an equal opportunity to enjoy the facilities and services provided by Council, regardless of the value of their property.

For further information:

Enquires can be made to the Town of Bassendean Rates Department on (08) 9377 8000.

SUBMISSIONS

6.36(3)(b)(ii) of the Local Government Act 1995 requires Council to invite submissions from electors and ratepayers in respect of the rates and minimum payments proposed for the differential rating categories.

All submissions are required to be made in writing, with reference to the proposed differential rates to the Chief Executive Officer. Town of Bassendean PO Box 87 Bassendean by 4.00pm on 9 July 2019. Alternatively, they can be emailed to mail@bassendean.wa.gov.au.

A report will be prepared on submissions, if any and presented to the Council meeting to be held on Tuesday 23 July 2019.

Once Council has considered the submissions, the differential rates (with or without modification) and the 2019/20 Budget will be adopted by Council.

Differential Rating

July 2019

Consultation Analysis

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1. Executive Summary

For the first time, the Town of Bassendean proposes to introduce differential rates and has conducted statutory consultation to advertise the proposal and seek feedback.

Council gave notice that it intended to change the way we apply rates to property, particularly in relation to vacant land, and invited feedback in writing by noon, Monday 15 July 2019.

The Town received a significant number of written objections to facets of the proposal.

2. Background

In the past, Council has applied an identical rate in the dollar to all properties, calculated on Gross Rental Valuation (based on property values supplied by the Valuer General).

Proposal

For the first time this year, Council proposes to introduce two categories of rating – one for vacant land and one for all other property. This varied approach to rating is referred to as “[Differential Rating](#)”.

The usual amount may change when the Town sends out rates notices in August/September 2019.

The proposed rates are:

Rate category (GRV)	Rate in dollar	Minimum rates
Vacant Land	14.50 cents	\$2,100
All other property	7.302 cents	\$1,106

3. Methodology

Consultation, which closed on 15 July 2019 included:

- Letters to owners of vacant land
- Information and online survey on Your Say Bassendean website with all relevant information including reasons
- Opportunity to send an email to yoursay@bassendean.wa.gov.au
- Opportunity to write to the Town of Bassendean
- Invitation to phone a rates officer and ask questions

When community consultation finished, the Town collated all of the responses into this report.

Total feedback included:

- 59 residents who completed the survey
- 21 letters of objection
- 14 people in favour of differential rates who completed a community-driven feedback form

The Town attracted 388 visits to Your Say Bassendean, with 59 people contributing their opinion via the online survey.

4. Engagement Summary

Engagement summary	
<p>We asked for feedback on a proposal to charge a higher rate for vacant land</p>	<p>You said:</p> <p>"I love that it will encourage land owners to use the land they own or sell it to someone that will."</p>
<p>Challenges identified by community:</p> <ul style="list-style-type: none"> • Impact on people about to build • Inability to afford to build on this land now (saving up) • Bought land as superannuation • Using land as staff carpark • Can not afford rates increase and need time to pay 	<p>"In instances where people buy with the intention to build then find out that it is unaffordable due to the economic changes, it is extremely unfair to apply a higher GVR. "</p> <p>"Bassendean is a small community and it makes sense that every land owner contributes to now and the future."</p>
<p>Actions suggested by community:</p> <ul style="list-style-type: none"> • Delay until next year • Scrap the proposal • Proceed • Special consideration for some landowners • Increase rates on properties indexed to the length of time they have been vacant 	<p>You participated</p> <p>Mailout to owners of vacant blocks</p> <p>Email newsletter (908 people)</p> <p>Online surveys: 59</p> <p>Letters of objection: 21</p> <p>Community-led feedback form: 14</p>
Next steps	

We are now reviewing all community input.

5. Letters of Objection

The Town of Bassendean has proposed a minimum rate of \$2,100 on vacant land to promote building on these lots.

Yes, I support the proposal	0
No, I do not support this proposal	21
No opinion	0

- 1 My husband and I are submitting this communication regarding the Bassendean Shires proposed vacant block rate starting at \$2100.00 not to be ratified.

There is no clarity regarding the disparity of how the 15+ cents in each dollar was arrived at when compared with residential/industrial and commercial 7+ cents in each dollar.

Given the current economic climate and CPI as well as decline in land value, the Shires proposal offers no incentive for people to buy land.

Please advise of any other protocol that needs to be met regarding this matter, as well as when Council meets to discuss it as it is a fiscally inequitable proposal.

- 2 It is submitted that the increase in rates are excessive and I ask the honourable council for leniency in this case for reasons:
 - 1) the rates for the property are always paid early and in one payment
 - 2) local residents use the property as a thoroughfare to access the river while it is still vacant land
 - 3) the rear one third of the property, abutting the river, is used by the council as a recreational area for the public, without consultation with the owner.

- 3 I am extremely upset and actually very angry to have been advised that the council proposes to increase the vacant land rates and especially to do this for 2019/2020 – IE rates due starting August 2019.

To suddenly have this huge increase for rates due next month is disgraceful and will cause financial hardship to many. Landgate have not increased the GRV of land in Bassendean and in fact at the next report due the value will most likely be decreased.

I strongly object to this unfair proposal which is based on the assumption that all blocks will provide equal amounts of properties if developed and are of equal size and location. I am disputing the reasons given to increase the vacant land rates for my land:

- My land is a battle axe block which is not viewable from the street
- My land does not require additional street or verge cleaning due to it being a rear block

- My land is a flat level block therefore additional gully educting is not a requirement as there is no soil run off
- My land can only be accessed through a securely padlocked gate by authorized key holders
- Due to as mentioned securely locked gate, illegal dumping is not now or at any previous time been an issue
- Due to as mentioned securely locked gate, anti-social behaviour is not now or at any previous time been an issue.

Furthermore, with my original block the council collected rates for a single block. As a subdivided block I now pay the council 2 lots of rates every year for the same land size. My block is zoned for 1 dwelling – as per the majority of the street with front and sub-divided blocks.

Therefore, when I choose to develop the council will be paid 1 lot of rates per year as per since the block was divided. If the council wishes to change the GRV rating I believe it is only fair to commence this for new sub-divisions. At the least the change should be for multiple developments.

To hit your ratepayers with this increase at this time is unfair and discriminatory. As a single income earner with no family my rates contribute to many improvements and changes that I will never use ie - children's playgrounds and family facilities, however I do not get a rebate for this. Why not increase the rates for all homeowners in the shire as charging vacant land owners will not generate sudden development of properties – especially in the current housing climate. Homes are not selling and there are many rentals available, to date this year we have seen 2 interest rate cuts by the Reserve Bank, there is a reason behind these interest rate cuts.

This is not a climate that encourages building. In WA, consumer sentiment rates are plummeting, house prices continue to fall while public utility pricing continues to climb along with the unemployment figures.

This is not the time for councils to be imposing such huge increases on so few of their ratepayers as this one proposed for vacant land.

I trust that the council will strongly consider, at the very least, deferring a decision to increase rates for the 188 vacant land owners to next year after much longer debate.

- 4 I am shocked to receive a letter dated 21 June 2019 stating the Town of Bassendean propose to change the way rates apply to my property from 7.2300 cents (as shown on previous rates statement) to 14.500 cents. The block which is subject to the changes is a Battle Axe block, the Town of Bassendean have never had to enter my property to mow, slash or remove rubbish which has been illegally dumped. My property has always been maintained us the owners.

The way Town of Bassendean does Bulk Refuse disposal which encourages people from outside of the council boundaries to dump rubbish, leaving the expense to the council. I would like to make a suggestion to the Town of Bassendean to look at rubbish removal same as the City of Belmont. Suez provides four free 3m3 bulk bins each financial year, residents may swap "one" bulk bin entitlement per year for a tip pass for a 6 x 4 trailer to Red Hill Waste Management Facility. "The City of Belmont & Suez have introduced a new bulk waste on demand collection service to complement the existing bulk bin & BARB bin services.

Residents can request a collection of one of the following items types every financial year. 1 x Fridge or freezer, 1 x Mattress, 1 x Bed base, 1 x Lounge suite, 1 x Other white good item (eg. stove, washing machine)".

I think the council needs to look at other measures to save on expenditure, not do a money grab on residents who have bought land with the intent to build.

If the economy was stronger, we would have already built a house on the block but I can't see the economy changing for the next couple of years.

In the current market the value of the block has reduced significantly but the Valuer General does not take this into consideration and we still pay full rates.

5

I wish to have my say on the aforesaid matter and in particular what is proposed as objects and reasons.

It would appear that your proposal is to almost charge double the rates for vacant land. This impost is extreme in the case where there are so few vacant Lots in Bassendean shire and as such cannot understand that their randomness can be such a burden when they are amongst other properties that are of a residential, commercial and industrial nature.

How would a street sweeper have a problem with a vacant Lot as they pass the so much more abundant other used Lots around them.

The council already has processes in place to deal with overgrown and unkept Lots through requests to reduce the load on the Lots each year. There are also considerable fines for those owners who do not comply with a further cost of any services rendered by the council to rectify the Lot condition.

I recognised that owners are responsible for their Lots and as such any noncompliance on this matters are costs that should ONLY apply to those who ignore their notices.

It is not the responsibility of the council to fine vacant land owners by imposing a double rate on them for members of the community who exhibit antisocial behaviour. This can also occur in the communities parks and gardens and the next thing you will do it to rate the antisocial behaviour there. It is not the local council's remit to fine vacant land owners for people who behave irresponsibly by increasing their rates. They have no charter to change the laws and punish people who aren't ever involved in any way with those who act in such way.

It is not the vacant land owners fault that people who accommodate properties of a residential, commercial or industrial nature dump rubbish on their land. Your residents do such actions because the cost of disposing of their rubbish is so high and who is accountable for that? A vacant land owner might not ever know that rubbish has been dumped on their land and in your statement you have not specified that you intend to remove the dumped rubbish if you fine them by charging them double the rates. Instead of creating a reporting system to catch the offender, you would rather catch the offender and punish them.

The geology of the Bassendean council area is a sand belt. All properties to some extent contribute to gully eroding including the gullies themselves. With only 2.5% of properties being vacant land it is hard to believe that such a little percentage of the shire area is causing such a problem and if such a problem does exist in a

locality the individual property owner should be notified and a request to perform remediation should be forthcoming.

The use of the word "dead places" to describe vacant Lots is offensive. It is vacant infill Lots that are being targetted for restricting the growth size of Perth by the state government to create a denser population and bring new residential homes to the older and decaying middle suburbs. They introduce new residents to the area and increase its economy and attraction. I am shocked at how the council views the potential opportunity on offer by characterising what is clearly as an asset in the Bassendean area even if it is not perceived as so by councils view of "death" to describe the nature in which they see it.

Finally I wish to say that the whole proposal is discriminatory. Your community is taking advantage of vacant Lot owners by dumping rubbish on them, leaving debris around because they do not wish to pay for any service to dispose of what they dont want and the antisocial of your society seek places away from the council view to express them selves as they see fit, and absolutely none of their actions are the cause of the Lot owners. You may do well to look inwardly at why the council services are not effective in the areas that are of their remit before they seek to double the council rates on the innocent vacant land owners.

I say no to the proposed rate changes and suggest the allocation of the Town resources seek to improve their responses towards people who feel they need to live the way they do and in which you are complaining about, to improve their lot.

Then the problem of a need to police the vacant Lots (you wish to add the extra burden of cost upon) will go away. The community is in a time when they are suffering low house valuations, low wages and it is most insensitive for the Rate Officers to come up with and idea to charge such a draconian rate increase.

I can only come to the conclusion that the council needs to try much harder to help the community in ways they have themselves identified and do it without asking for more money just like those in the community they there to serve also have to do so. What you propose as objects and reasons are regressive and I cannot offer what you propose my support.

6 'Let me begin by being very clear. I object in the strongest possible terms to the proposal to increase the rates for vacant land by implementing differentiated rates as outlined in the letter titled the same and dated 21 June 2019. Any Councillor voting for such a change will not only lose voter support from myself, my extended family and neighbours but we will actively campaign against them in all future elections.

In classic political speak, the said letter begins with the big furphy that this is "consistent with key values of fairness, equity and transparency."

1. There is nothing fair about singling out some ratepayers to pay higher rates than others.
2. By definition, 'differential rates' are certainly not equitable.
3. Transparency? Partly true; the letter does indicate that this is about raising more revenue but the rationale given about the need to raise rates on vacant land so that a "reasonable contribution towards ongoing maintenance and provision of works, services and facilities throughout the Town" is manifestly wrong as shown below.

Many of the claims raised at the Council Meeting in May for introducing differential rates are without foundation. For example:

- The Town of Bassendean is not losing money because it is not collecting even higher rates and it does not need to recoup money to pay for extra expenditure for the upkeep of vacant land.
- It is a nonsense to claim that someone would spend tens of thousands of dollars in demolishing a house in order to save considerably less nor is there more anti-social behaviour because there is vacant land.

It is interesting to note that it was suggested the greatest holder of vacant land is government – Local, State and Crown – do they pay rates? Why not get them to develop their land?

I would be delighted to address a Council meeting in order to debunk some of the ridiculous claims made at this meeting and would suggest that Councillors be prepared to produce evidence for their claims.

It is very disturbing and reveals the ingenuous position of the Council by stating that that “once the Council has considered the submissions, the differential rates (with or without modification) and the 2019/20 Budget will be adopted by Council”. Does this mean you have already made the decision regardless of any submissions you have sought from your ratepayers? This would be a very dangerous platform to stand on coming into the next Council election. This whole process seems very rushed.

Inverse logic

Logically, if differentiated rates were introduced, it should be the reverse of what is proposed; halving not doubling the rate in the dollar used to calculate the Rates for vacant land. Contrary to the claims by a couple of Councillors, vacant land obviously requires less expenditure by the Town Council than developed land. At present, vacant land does not incur many of the costs imposed by the Council for the owners; any services required for vacant land are not commensurate with the rate increases proposed.

Justification provided in the letter sent by the Town of Bassendean

By way of instigating any such change, it is incumbent on those proposing the change to actually justify the change. You have not. The “reasons” given in the letter for applying a higher differential rate are a series of untruths and nonsense.

- “distributing the rates burden equitably” is a common example of “political speak” that when examined holds no truth. It sounds reasonable until one actually thinks about it. What do you think this actually means and how does it apply in Bassendean?

- “additional costs of servicing these types of properties” I challenge the Council to provide hard evidence for this outrageous claim; please provide details and figures to back this up.

- “More likely to be sites of illegal dumping”. I doubt this occurs on a sufficient

percentage of vacant land to justify the proposed higher rate. The Council already has means to ensure that owners address any dumping and this happens at the owner's expense.

- "... can become overgrown and unkempt". Again, on how many vacant blocks does this occur? The Council already has means to ensure that owners address this if it happens. Taking a drive around the suburb and it will be clearly evident that this is a greater issue, and the Council bears greater costs for vegetation growth, on developed land than it is on vacant land.

- "places of antisocial behaviour" Most antisocial behaviour occurs in public spaces, shopping precincts, parks and on developed land where thieves try, and do, break in. Drug takers use parks where there is shelter; not vacant land.

- "additional street cleaning and gully educting". I have not seen this additional cleaning provided for vacant land nor am I aware of extra street cleaning for roads because it was along vacant land. I doubt this would be a significantly higher figure due to vacant land. I would suggest that the upkeep of the Ashfield Flats and parks exceeds the cumulative costs of all other vacant land in Bassendean and fair enough. I am not opposed to maintaining the Ashfield Flats as it is an essential part of the river and surrounding ecosystem.

- "requires allocation of Town resources over and above that required for improved properties". I challenge this claim and request evidence to support it. What other resources over and above that required for improved properties is required?

- "Town's obligations to maximise the per capita use of infrastructure". Who says this is an obligation? When did this change of focus come into effect? This does not come from the people of Bassendean. The charm of Bassendean, and one attractive feature that distinguishes it from inner city suburbs, is its "semi-rural" nature with space and relatively low density. The only reason you would want to maximise per capita use is to raise more money. I had hoped that those who purport to serve the people of Bassendean consider their people over profit.

I appreciate the need to be financially viable and to raise the capital to service debt and provide for maintenance, services and development but there must be balance; arguing to "maximise per capita use of infrastructure" skews the balance too far one way. I would suggest that instead of "maximise", use the word "optimise". It requires careful discernment to ascertain what this is for Bassendean; it should not mean as many people as possible.

Additionally, maximising occupancy of land use does not necessarily result in "maximising per capita use of infrastructure".

- "avoid dead spaces" and "stimulate growth, vibrancy and development in the community". If the Council is serious about this, I suggest it look first at:
 - the streetscape (lighting, facades and paving) of Old Perth Road and Collier Road.

- The eyesore of Tonkin Park
- controlling weeds in parks, walkways and verges; especially double gee and similar plants
- maintaining walkways
- upkeep of existing parks and the play equipment installed
- maintaining park trees to keep them safe
- security against burglars and trespassers

The intention to slug owners of vacant land lacks credibility until these aspects, already the responsibility of the Council are addressed first. There are more significant factors in stimulating growth, vibrancy and development in the community than the proportion of vacant land. Sounds a little like a scapegoat.

What about underground power?

Historical Context: About a decade ago there was a massive increase in the values of property in Perth and we became one of the most expensive cities in Australia; some rates doubled in one year. This meant a huge increase in revenue received by local governments as the rate was and is based on the land's value. This happened without the local councils needing to provide more services. When I asked in 2009 to give rate relief by reducing all the rates or implementing differential rates lower for vacant land, the Town of Bassendean responded by saying that rates were calculated on the GRV by the adopted rate in the dollar and had no control over it. This was untrue; the Council chose to maintain the formula used when it could have adopted a different model or reduce the rate applied. To this day, Local Governments have maintained and increased this level of Rates and not provided any relief.

It is very relevant that in the Town of Bassendean's written response to me dated 2 July 2009, it states, "In the case of Bassendean, as explained on the telephone, of the 6,500 properties there are 100 vacant lots and it would be difficult to establish a reason why there should be a differential rate for vacant land as opposed to other land in the district."

The Town of Bassendean refused to implement a differential rate for vacant land then, saying it would be "difficult to establish a reason to do so" but is seeking to do so now in order to raise rates. There seems to be no difficulty now in creating differential rates – were we lied to then or is it happening now? There seems to be an alarming inconsistency and disappointing pattern displayed by the Town of Bassendean; to take as much money as it can from its rate payers.

Specific Context: While what I have written above applies generally, there is a special context that applies to my family. I am fortunate to have married into a family that has lived here in Bassendean since the 1950s; we now have five generations living in Bassendean.

Some years ago, the Town of Bassendean forced my family to subdivide their land, part of which they had used as a market garden, at their expense. Like many of their generation, they sacrificed and worked long and hard to build a future for their children here in Bassendean. Without payment or any compensation, the Town of

Bassendean also took:

- a huge portion of the family's land to form a park and roadway; again, developed at my family's expense.
- land to make a walk-way, the main purpose today which seems to be to provide easy access and escape for burglars and other undesirables.
- part of a subdivided block of land to re-align a street.

All this land was taken without payment nor any compensation. We are not land banking nor wealthy land developers. And now to add insult to injury, the Town of Bassendean wishes to extract more money for what land remains for our children to build on when they are ready.

Conclusion: I assume, by referring to the attempted justification provided for this ill-conceived proposal, that if implemented, the Town of Bassendean will be taking financial responsibility and providing full services for owners of vacant land as the do for developed land, including but not limited to:

- providing tip passes and full rubbish services.
- clearing the firebreaks required by the Bushfires Act 1954 – 1987.
- clearing any dumped rubbish.
- maintaining the property if it becomes overgrown or unkempt.

In the fullness of time, vacant land will be developed and more rates will be paid; in the meantime, the Town of Bassendean enjoys the rates imposed on this land with little outlay. The proposed implementation of differential rates, as a way of demanding higher rates, is without credible justification and an injustice. I vehemently oppose it.

- 7 Firstly, I would like to say that I have been a proud resident of Bassendean for 56 years. My family have also chosen to call Bassendean our home and have loyally paid our rates and dues for decades.

I object to the proposed Differential Rates on vacant land. I can't put into words how extremely upsetting and anxiety producing it was for me upon hearing the proposed exorbitant increases.

The land I have, was gifted to me by my hardworking grandparents and parents, who at their own cost subdivided and developed the area in question, so it therefore has an extreme sentimental value to myself and my family. My original plan was to build on it, but financial circumstances haven't allowed that to happen as yet and the added burden of these additional costs would also make it challenging to achieve this goal.

The letter I received stated that the higher differential rate for unimproved vacant land is to cover "additional costs of servicing these types of properties". I would like to address the points raised in the letter:

- "Vacant properties are more likely to be the sites of illegal dumping and in some cases, can become overgrown and unkempt"

My property hasn't been a site of illegal dumping and is always maintained in accordance with council by-laws and I haven't had any issues with this – and I would argue that this is usually not a council cost as if this was happening it would be at the expense of the land owner - so this argument makes no sense to me. In addition, there are many houses that have unkempt front yards that are overgrown – are they being targeted as well, or charged a higher rate fee?

- “Become places of antisocial behaviour”

I have never seen any issue of antisocial behaviour on my blocks and in fact the antisocial behaviour has come from residential houses in our local area, council laneways, as well as the local shopping centre from what I have witnessed. I would also have thought this becomes a police issue so am confused as to why that would cause more expense for council.

- “Additional street cleaning and gully educting is also required due to sand and debris originating from vacant land spreading onto the roads and gutters”

I would like to see the costs for this as I'm sure it wouldn't be an extra \$1,000 per block. From my observation sand and debris has come from people developing and renovating their existing structures or building new houses. The well maintained vegetation on my vacant land limits any run-off.

- “Avoid dead spaces, stimulate growth, vibrancy and development in the community”

I don't see how my 2 little blocks are going to improve the vibrancy of Old Perth Road – that does not make sense to me. The 'dead' part of Old Perth Road has been an issue for decades and is definitely not due to vacant blocks in the area. Maybe you should be targeting the people who are “land-banking” in that area, instead of penalising the small group of people who are purely trying to get ahead in life and provide for family.

People who are “land-banking” will have the money to pay the extra \$1,000 per block so will possibly still not develop the land as well as have usable tax deduction benefits, but for myself it will just be an extra financial burden. It was actually heartbreaking for me to see that no councillors in that meeting of May 2019 were even willing to consider the financial burden it would place on people who are not “land-banking” and have other emotional and family reasons as to why we would like to keep our meagre little block of land that was gifted to us. What happened to people having the right to make their own choices..... I was led to believe that Councillors are elected to represent the rate payer, and not to try and bleed us dry.....

If we have no choice and are manipulated into this proposal, we are not even given time to save for the extra burden as its proposed to start in August 2019 – it would have been nice to at least have a chance to save up for this if it unfortunately does go ahead.

I would also like to thank Councillor Gangell who was the only Councillor I felt was “fighting” for me.

I would like to point out the absurd comment that people are demolishing their house to take advantage of reduced rates for vacant land – that would cost thousands of dollars to demolish – where is the saving in that??

And just because “The local government act allows us to use differential ratings” – doesn’t mean you should.....

So again I state that I am against this proposal which doesn’t seem to align with the councils values of “fairness, equity and transparency”. It also seems that I’ll be getting charged for services I do not receive, so is that fair....? It also seems that people who are seen as “land-banking” are being targeted and I am unfortunately caught up in this issue, but I can assure you – I do not “land-bank”.

Maybe council can also consider making it appealing to people who own vacant land near the train station and town centre and work with them in finding ways to develop and improve the run-down area of Old Perth Road. I believe in community working together can achieve great things.

Please take this into consideration.

- 8 There are several points which are at odds with the proposal to have separate, double rates for vacant land in Bassendean. Not only are the objects and reasons provided not in line with the situation of most vacant land in Bassendean (addressed below) but also it will have a detrimental effect on the council priority of higher density housing, restricting future council rate income.
- With the down turn in housing there are many waiting to build but cannot because of the lower values, thus not being able to start subdividing and building. Adding an extra annual cost will prevent subdividing and building pushing infilling construction even further into the future.
- Having separate tax based on Grose Rental Value (GRV) on vacant land is ironic because the land cannot be rented and no income is recognized as the land has no residence to produce a rental income.
- If there is a higher cost in council rates on having vacant land, demolition of old derelict houses will be differed thus the suburb will be spotted with eye saw derelict housing where a clean block would be aesthetically better.
- Delays in subdivisions of current blocks would occur because a single large block will be cheaper to hold on to rather than the subdividing of rear blocks in preparation for infilling housing.
- As for the reasons outlined in the proposal letter, most should be applied in the opposite direction than outlined in the letter. The equity on vacant land should be lower because most vacant land is the result of battleaxe blocks and as such no illegal dumping can occur. There is no driving down the side of the existing house to dump rubbish.
- There are already council requirements that prevent open areas becoming overgrown and unkempt that require the owner to maintain the land. If this is not

done the council will charge the owner separately to have the work of cleaning done. This is already paid for and to charge to cleaning of blocks in the rates is double charging.

As most blocks are battleaxe there is less debris and sand making its way to the public roads because there is a long driveway access before the start of the block behind. The front block with the larger frontage has more potential to have debris fall on the public road.

I hope that sense is seen that the double charging of rates for vacant land is a retrograde and inhibiting decision and will result in a reduction of infilling houses with a consequence of loss in rates for the council. It should not be passed and implemented in the Town of Bassendean.

- 9 According to the Cambridge Dictionary a vacant land "has no buildings on it and is not being used".

Based on it my land is under development at the moment and we are building our home there, that means our land should not be considered as vacant land, but I would appreciate clarification regarding the Council definition.

As everyone knows, being a first home buyer or a home buyer without genuine business interest on the property is an expensive process, and if the council consider Vacant land properties under development or close to start building, it is unfair to charge an additional cost. The building process is long and once again expensive, to put more weight with high rates. I believe that the council should evaluate if the land will be built in the medium term (6 – 12 month) or the build will start during 2019/20 Rates, if it is the case, the rate should not consider vacant land and apply the rate accordingly.

To summarize, I would appreciate receiving fair rates and consider my land as a residential under development, if my builder keeps the process as planned we should be finishing our home in November, that means we should pay the Residential rates only. I look forward to hearing from you soon.

- 10 We have vacant land and we have on the 12 June 2019 submitted building application for a single residence. Since this is now in the process with yourselves and time frame being in your hands I feel our rates should continue the same. We can understand the need to move people who sit tirelessly on their land but they are already paying Land Tax on their properties. Hoping the council will be reasonable with our request.

- 11 It is a shock to read of your intention to double the rates for vacant blocks. It is terrible indeed when real estate values continue to drop in such astonishing proportions.

Introducing differential rates further penalizes the very people who are trying to stimulate growth, vibrancy and development when they are already down. I am in the process of subdividing my block.

I have an asset but little cashflow so it is a slow process saving up for each step. My vacant block is secure with fences on all sides. It has experienced no illegal dumping, no antisocial behavior, no sand and debris spreading onto roads and gutters.

I cannot understand why you are penalizing me when I thought you needed more development. With real estate values plummeting, it is disheartening to have more increases in costs. I am doing my best and you are making it harder. You are certainly not encouraging me.

The market is terrible with no signs of hope. I am not looking forward to selling my block and losing such a beautiful asset for so little a sum. Holding costs are already extraordinarily high as land tax was doubled only a few years ago. That change did not result in growth and vibrancy.

Mine is a large block and the purchaser could further subdivide the land into three. But there seems so little incentive to do so with the market dropping so dramatically and continually, and with rates set to increase so steeply, without enough warning. Doubling the rate is very harsh.

Furthermore, because the market is dropping it is difficult to get a bank loan to build.

Please consider the plight of my daughter and son-in-law. They have a family of three little children and wished to redevelop their old little unit in Bassendean. They sent in plans to rebuild but were knocked back because their neighbours wouldn't approve. They bought around the corner but that house didn't pass the engineering report. They were advised to demolish quickly because a vacant house would bring problems. But when they went to the bank with their house plans the real estate had fallen in value so much that the bank would not lend them the funds.

They redesigned the plans – a cheaper house. It took another 6 months and the real estate again dropped in value by a further \$65,000. No-one can keep up with that. Three times their plans to develop have been thwarted! The time taken has been much longer than they desired but they are still trying to build a house.

And now when things couldn't look much worse the rates will increase. Double! Yes, it is a very great difficulty. It seems wrong to penalize them for not building quickly enough. A person thinks he is getting a good price for a house but within 6 months he has lost so much he can hardly know what to do.

I am worried that:

1. The increase in rates will encourage people to sell their vacant block and then there will be a glut on the market and values could fall even further.
2. With the introduction of the new differential rates system it will be better to leave a vacant dwelling on a block than to demolish it.

I suggest that:

1. You could give vacant land owners free tip passes.
2. You could increase the rate slowly over a five-year period.
3. You could decide not to introduce the differential rates as it will do the opposite to encouraging growth and vibrancy.

12 I write to oppose to the town's proposed changes to the way the rates are calculated for our vacant land in Bassendean, which is double to residential rates. The proposed objects and reasons while it sounds fair, but in reality the onus was placed back to us as property owners to maintain it. It is not fair to charge double the rates especially when we don't have a property to even obtain a rental income on it to help with the proposed high rate. I would urge the town to reconsider this new proposal, and not have this differential rate for vacant lands.

13 As a resident of the Town of Bassendean for some 39 years and a ratepayer for the last 32 years I find the proposal to apply a minimum charge of \$2,100 for my vacant land (an increase of approx. 100% on last year) as abhorrent and morally indefensible! I find the rationale behind the proposed increase to be absurd to say the least!

I understand as a ratepayer I have an obligation to ensure the property is always kept in line with council requirements. Only last year, once the building works on the front sub-divided property had been completed, my husband and I spent a considerable amt of money to ensure the vacant property was properly cleaned (bobcat and other works).

My husband has regularly kept the block tidy throughout the past 10 months by constant spraying and manual weeding to ensure minimal future impact. With regards to dumping we have taken steps to mitigate and discourage this occurrence.

I feel that by subdividing the property and subsequently gifting the front property to my daughter, that very action has enabled her and her husband to build a lovely property that they will be able to raise a family and reside in the property for a long time. That I feel is evidence of my desire to create vibrancy and development in the community!

My plans are to gift the vacant land to my other daughter at the time when she is ready to build. I am seeking that council reconsider these proposed increases and show some compassion and loyalty for long standing residents and ratepayers of the Town of Bassendean. I look forward to receiving a favourable outcome once the submission period concludes.

14 The proposal to introduce Differential Ratings for "developed land" vs "vacant land" which will affect the two vacant blocks i own in Bassendean.

I'd like to start by pointing out that your proposal increases my council rates from a total of \$2,170 for both blocks last year to a total of \$4,200 this year (if my assumption that both blocks will strike the minimum rate is correct.). This represents an increase of 93.5% in one year.

The reasons given for an increase are;

- 1) Vacant lots can be the subject of illegal dumping
- 2) Vacant lots can be overgrown or unkept

- 3) Vacant lots can be places of antisocial behaviour
- 4) Vacant lots require additional street cleaning and gully ecucting is required
- 5) Encourages Development

I address these points by highlighting that every year i am required to complete a vacant block slash to ensure the blocks are not overgrown this is all at my cost so not sure how this results in extra rate money being required.

As for illegal dumping i personally remove any items which might be dumped on my blocks again at my personal cost.

As for encouraging development this is subjective as if anything it has encouraged me to consider selling and not being part of the Bassendean council. The increased antisocial behaviour is also subjective as this is more representative of the township itself and lack of facilities in the township to keep "troublemakers" occupied than individual vacant lots.

I work in the banking and finance industry and we often discuss changes to pricing/policy and the question always asked around a Board room table is does this change pass the "pub test". That is if the change was being discussed between mates at a pub what would be the response of the person's mates to the change.

I'm pretty sure a 93.5% increase in one year would fail that test miserably.

Maybe another test for you to consider would be how would this increase read on the front page of the West Australian Newspaper or maybe even as the lead report on evening current affairs/today tonight.

I hope that common sense prevails when considering the proposal and the pockets of the council are put second to the potential bad press and poor stigma which could result on the council from such a change.

- 15 We are landowners of a vacant property in Bassendean of about 400m2. We oppose the proposal put forward to increase the rate in the dollar and the minimum rates for vacant land. Our primary reason for this is that as an owner of vacant land we do not live in the locality and therefore do not have the same need to use the facilities and services with the the area as would a homeowner. We do not feel that we should be expected to make the same contribution as those who own residential properties.

The increase proposed would make the cost of owning the property not viable. Whilst we assume that the council would prefer that all property is developed this is not always possible in all cases. Owners should not be penalised for this. We note also that your proposed rate is substantially higher than a number of other councils. We live in the City of Joondalup and they do not have a rate as high as

what is proposed. In particular the minimum rate is a lot lower. Once again we put forward our strong opposition to this change and the level of increase proposed.

- 16 My husband and I are writing to you in response to the proposed rate changes in 2019/2020. We purchased a parcel of land in Ashfield and have been promptly been paying the associated water rates and shire rates to this property.

In addition ensured that the land is cleared of rubbish and overgrown vegetation twice a year. Given our financial circumstances we are not yet in the position to build on this land. It appears that there is a level of inequity when a 90% increase in rates (percentage difference between \$1,106 and \$2,100) will be applied to those who own land in the area. Because of this inequity we do not support the proposed changes.

- 17 I oppose the Different Rates and Minimum Rates for Vacant Land for the 2019/2020 financial year.
I feel this change has been hastily applied with out reasonable notice to rate payers. The first notice we had of the propose change is in a letter, received by post 9 July. We were not included in the letter wrote to owners in June 2019. This notice if successfully applied means we have only a month or two to account for, and budget to pay the potential increase bill for the following financial year.
I feel this proposal should have been brought forth before December 2018 to allow owners a reasonable amount of time to enquire, calculate and budget for the change.

Developing not vacant.

Our "vacant land" is being developed. A building permit was granted prior to demolishing and then commence building of a new dwelling. The time the block was vacant with no apparent activity was less than six months.

With both demolishing and building, the permits come with their own fees, including a verge bond, and strict requirements to ensure minimal impact on neighbours and the street in general.

Applying a higher rate for vacant land may be a further negative consideration for potential developers / buyers who are thinking of purchasing in the area.

Proposed object and reasons

I would argue that the old home and unkempt garden would have been a more likely site for illegal dumping and attract antisocial behaviour than a fenced, cleared vacant block.

At the owners cost, vacant blocks must be cleared of overgrown vegetation a prior to summer / as part of fire prevention. The council will apply a fine / charge costs to the owner if the do not comply.

I would hazard a guess that any items dumped on the block would also be the owners responsibility and cost to remove.

The Proposed Differential Rates for Council Rates 2019/2020 has been communicated to the ratepayers in a hasty manner. Ratepayers have not been given adequate notice to investigate how these changes will impact them and apply an appropriate budget. I feel this proposal should it come into affect, be proposed for the financial year 2020/2021.

18 We are the owners of vacant land in Bassendean. The Council is proposing to double GRV rate in the dollar on vacant land compared to residential land. We object to this change because the rate burden would not be distributed equitably amongst all rate payers as it currently is. The council has stated that there is only to be a 1% increase in rates to residential owners, however it would appear that the council has shifted the burden to the vacant landowners.

The council has never used any extra resources in our land, and I would challenge the council to provide proof of such resources that have been used over the period of 50+ years that our family has owned this land. Residential properties are just as likely to be places of antisocial behavior, illegal dumping and to be unkempt, as can be seen across many residential properties across the Town of Bassendean especially properties that make up "state housing". Whenever the council does use its resources be it on vacant land or residential properties the onus is on the owner to foot the bill. Furthermore, vacant landowners are not even entitled to tip vouchers. In short this does not appear to be about "distribution of the rate burden equitably" but rather a cash grab on the council's part.

19 You have to be Joking. You can be assured that whatever a town/council does is never in the interest of ratepayers. As to the reasons why you are want to do distribute rates more equitably there are no additional costs of services for these properties. Whilst inconsiderate neighbours do dump Waste on the properties I can assure you the council does not clean it up and in fact given these properties do not get green waste or bulk waste collection it is the owners who get to clean it up and remove rubbish and if it doesn't happen the council will like everything issue some sort of notice to remove it.

In fact everything you note in relation to the increased costs on these properties is just rubbish to try and justify the grab for more money to waste on other things. It could be argued given that no one lives on the blocks that they are actually helping ie less traffic less wear and tear on the road providing more access to available on street parking etc etc.

If the overall management and running of the town/council was carried out more effectively you could actually reduce rates.

Example your roadside bulk collections when people who do dump rubbish on the verge don't forget the vacant blocks don't have rubbish to dump and cannot avail themselves to this service anyway where there is stuff left out that doesn't meet the criteria ie glass, lounge suites instead of the bulk collection picking it up its left out, and on a couple of occasions relating to glass table tops left out on the verge calls to the council come up with the usual dribble of "they shouldn't be left out" after a couple of call as if it gets broken and a kid cuts his foot the council is responsible anyway but of course the council left is so long that instead of a sheet of glass needing pick up it got smashed increasing the clean-up time. At about the same time as this incidence there had been a large stack of house waste dumped on the corner

of Walter road and Northmore which had been there for 2-3 months slightly obscured by some bushes the bulk waste people didn't remove any they wouldn't have known it wasn't to be picked up and should have made some effort, I must admit after raising it with the rangers manager it did get removed reasonably quickly.

Efficient management and common-sense is worth more than rules and regulations and bullshit.

The vacant block which is only about 100meters from Bayswater council if it was in Bayswater would be worth \$50-100,000 more and have better development potential. There was glimmer of hope when there was discussion to amalgamate Bassendean into Bayswater

The one time the council did actually start to get proactive with rate payers and set up a group of ratepayers to advise on development in the town it lasted about 3 months till you pulled the rug on it the last thing you wanted was any actual input from ratepayers.

Amazingly with all the staff you have the document posted out has submissions by the 9 July the one you emailed has submissions by 15 July which is what the girl in rates noted on the phone.

By seeking submissions you know you are being unfair and doing the wrong thing!

20

I am writing in regard to shire rate ramp up for vacant land that I own. This is unfair in this bad economic time as we already struggle with low cost of houses and land. It is even hard to sell it as no one wants to build. Even if we build on vacant land we can't easily find tenant for house. By building house on it we will fall into more debt and I do not want that as I do not know how I can handle it if I lose job and house remains without tenant. The shire rate has already been significantly up due to gluing up emergency levy on it and you are not accounting on house price drop in last 5 years. Shire rate remains the same but price of houses are nose diving. Probably from having dream of owning something it is turning into nightmare of having property. Just waste of money paying bank, shire, water and land tax while price is going down. Not to mention other bills all of them are up so it ends up just to work for bills.

21

I have sourced properties within the Town to raise a comparison to our differential rates for the coming year (six examples removed for privacy reasons). In summary we will be paying more than all of the above properties apart from one home. If rubbish collection was excluded, we would be paying more than this large residential home on the river with extensive amenities.

I would like clarification of what extra services the Town must provide to our vacant block in comparison to our immediate neighbours of other similar properties in the Town.

Re illegal dumping, I believed items deposited on one's property were the responsibility of the owners but am I wrong to assume this or does the Town clean up for landowners?

My understanding of vacant blocks in Bassendean must meet various conditions (long grasses mowed during summer, land to be kept in a clean state, no car bodies, or building rubble). I believe that all local bodies have accordingly local bylaws in

managing all of the above eg through the courts.

I am at a loss as to how the Town deals with anti social behaviour other than reporting incidents to the relevant authorities.

As far as sand blowing on to the street from our vacant block, I have never seen sand blow on the road. The Town would employ a mechanical road sweeper to clean all road gutters within the Town but I would be interested if our property has required any extra cleaning.

Below is a comparison of rates within other local authorities for 2018/19

Bayswater (no differential rate, minimum \$880)

Swan (no differential rate, minimum \$880)

Mundaring (no differential rate, minimum \$570)

I would like to ask why the Town has not sold their interest in the property listed below - 48 Chapman Street. Also, has the Town any other properties that they own that are up for sale?

In summary I find the Town's proposal is grossly inequitable. All ratepayers should share the burden equally. By introducing a higher tax so that owners develop their blocks is sending the wrong message in the current real estate market.

The Town should encourage growth within the Town by maintaining a positive presence. When speaking with my neighbours and making them aware of the Town's reasons for introducing a differential rate, they expressed confusion and stated that they were appalled at the prospect.

The reasons are not based on sound opinion and some of the reasons have no basis. Unless the Town can show that our block causes extra monetary burden to be placed on the Town's Budget.

It is for the above reasons that I am opposed to a differential rate being applied to vacant land.

6. Community-led feedback form

The Town received 14 submissions on a community-led feedback form, all in favour of differential rating. The submissions included the comments below:

- 1 Hopefully this will encourage owners to develop their assets and contribute to the community.
- 2 Developing vacant land is good for the look of streets. Nothing worse than a neat street having an unkempt vacant block within it.
- 3 I support increasing rates on properties indexed to the length of time they are vacant/CPI annual increase GRV. I support it being a requirement to have a DA approval before any demolition or vegetation removal is permitted.
- 4 Seems fair
- 5 I object to people sitting on blocks but do not care to keep them tidy

- 6 A fairer system
- 7 It's a fairer system and encourages people to develop their properties
- 8 It is good to see developed land rather than seeing huge grass growth rubbish etc

7. Survey responses

The Town hosted a survey on Your Say Bassendean, with the following results. (Not everyone who voted made a comment.)

The Town of Bassendean has proposed a minimum rate of \$2,100 on vacant land to promote building on these lots.

Yes, I support the proposal	24
No, I do not support this proposal	34
No opinion	1

The Town of Bassendean has proposed a minimum rate of \$2,100 on vacant land to promote building on these lots. Yes, I support this move? Please explain why.

- 1 Because vacant land is a lost potential for economic and social potential and sustainability. On a large scale it would render the town dead, so I don't feel those with enough financial resources to "land sit" but not develop, should be able to hold the town back. It also forces more development further from the city, which is financially and environmentally detrimental to us all.

- 2 I love that it will encourage land owners to use the land they own or sell it to someone that will.

- 3 It will encourage people to build on the land rather than sit on it. Would it be possible to charge business owners with no tenants more rates also. To encourage them to drop leasing rates and make it easier for businesses to thrive. From what I hear only a few people own alot of old Perth road and I presume they have done for quite a long time. Therefor they probably don't care if the property is empty because they owe very little in mortgages.

- 4 Bassendean is a small community and it makes sense that every land owner contributes to now and the future

5 I have lived in Bassendean for nearly 12 years. I can think of many bare patches of land throughout the suburb that have sat empty for all this time that would do well to be properly and thoughtfully developed. For example, the large empty block at the train station end of Kenny Street. Our beautiful town deserves to be developed in a way that brings vibrancy and new life into it. Thank you to our amazing council for considering this issue.

6 There is a lot of vacant strategic land that should be developed, such as the land near the railway station. With our infil target it is a much better option to develop vacant land before splitting up occupied land. Maybe higher rates in some way may convince owners of land to build or sell. Great initiative.

7 Leaving land vacant for extended periods of time is not conducive to a safe, vibrant well cared for community. Owners of vacant land benefit from council services and improvements.

8 I feel that this would help to stimulate and promote development of vacant land within the Town of Bassendean.

9 There are too many poorly managed vacant lots in Bassendean, creating visual eyesores and being used as dumping grounds for old tyres, rubbish etc. These properties devalue nearby residential properties that are being lived in, looked after and contribute to the Bassendean community. There is a particular eyesore on the corner of Chapman and Cyril Streets. It houses rubbish, weeds, stray cats, vermin and encourages anti-social behaviour. The owner needs to be held more accountable. Given that rates are assessed through gross rental value and my property value and rental price has decreased in the past few years, why is that the rates are still increasing? Vacant, residential houses could also have a small rate increase after a period of time to encourage owners to populate these houses if possible. There could be exceptions such as the owner is in a nursing home or hospital etc. However, I believe that 6 months vacancy is long enough without penalty or a satisfactory explanation

10 Absolutely yes, easy for investors to sit on a vacant block that doesn't cost them anything. I am a single parent in a pretty average run down house where the GRV far exceeds its true GRV as it is not at a level for renting nor for the foreseeable. Rents have come down but GRV has not come down at the same rate. Many thanks

11 There is a too much vacant land sitting around, looking unsightly, and affecting various parts of Bassendean. Especially blocks by the railway station need activation: the one next to Caff Cafe has been vacant for at least the last 20 years. Now it has 2 medium-sized 'sand dunes' which have been left there. Not a good look. The other block next to BWS (where Californian bungalows were demolished) has been vacant for several years. Being so close to the train station, this is affecting the look of the area north of the tracks. Encouragement of owners to develop these blocks (tastefully!) would be good.

12 I would like more land owner to use their land for what it is proposed for - dwellings. The council spends more money servicing land with vacant blocks eg illegal waste dumping . People with villas pay just as much in rates as land owners with a house & large subdividable blocks. I would like to see better equity in rate distribution based on land size or dwelling type.

13 It is important to have a community of people and not vacant land. We are blessed in Bassendean with our local parks and the Swan River, we so not need vacant land that is not utilized to it's full potential.

14 If 75% of other councils are doing the same, it seems reasonable that we follow suit. Especially as they may incur extra cost relating to illegal dumping and do nothing to improve the overall look of the town. Building should be encouraged in existing lots rather than further land clearing.

15 A higher rate will encourage development of vacant land and promote growth in the town

16 There are substantial sites like the 300,000 cu metres of 'uncontrolled fill' within 800m of the Ashfield Railway Metronet TOD. The application of differential rates may encourage the site to be resolved after so many years. The 300,000 cu metres of waste is already subject to EPA requests to the land owners to resolve the situation. The Town's Council passed a motion along these lines in 2016. No more delay please.

17 Would be good to see vacant blocks developed. If this has the potential to encourage this to happen, I support it.

18 I support the proposed minimum rate as all vacant land should be built on to increase growth for the community.

19 I live on half a block. My sister has a house on a full block in the same street, yet we pay the same rates. Why is that? Terribly unfair. She has twice as much land . Would someone please answer my question.

20 Seems sensible, since a lot of people in Perth hold on to vacant or derelict properties for a long, long time as investments which never seem to be actioned. That said, some provision should probably be made for council or the crown to negotiate to acquire vacant lands where they are of a not insignificant scale, and at least some is well vegetated (i.e. to develop and/or preserve public ammenities and vegetation in the area). I have in mind particularly the large swathes of land beside the river running off from Success Hill reserve. The status of this land is unclear (crown? private?) and it would be a disaster really if this change led to that whole area suddenly being coverted to housing and the extensive bush currently on these lands being bulldozed.

No, I do not support this. Please explain why

1 I have subdivided my land and the Council gets double rates already for the original size of land. There is no rule stating I have to build on the land. Why should I now pay double rates. Council already is getting 3 rates from me and now looking for 3 on the same piece of land. This is my superannuation..single person wage. Blatantly money grabbing scheme from a single hard working resident.

2 The maximising per capital use of infrastructure is spurious. Even if vacant land is charged the same amount as for others the landowner is effectively contributing to infrastructure that they don't use, to the benefit of Council and other ratepayers. While there are other clear benefits from developing vacant land as identified by Council, there may be many valid reasons for decisions to leave land vacant. Imposing punitive rates could have unintended consequences, such as owners undertaking minimal, low quality development simply to minimise rates. Council should also look at what positive incentives it can provide to encourage appropriate development of vacant land, rather the proposed approach which appears to be a new revenue raising measure in disguise.

3 This is a penalty based on a position taken by council to see more development. There are many reasons why land owners cannot build on vacant land such as financial impediments, impediments or delays with building approvals and land use. It's a terribly flawed idea. It's good that council is considering options outside the norm. In this case though, we just need a better idea. I have developed property in the ToB, no vacant land. Despite this I am completely opposed to this idea.

4 In instances where people buy with the intention to build then find out that it is unaffordable due to the economic changes, it is extremely unfair to apply a higher GVR. Rates aren't the only source of income for a local government. There are state and federal grants which they can apply for to aid with increasing costs of servicing public amenities. Alternatively, re-evaluate the levels of service provided to the community to evaluate whether or not there is over servicing in areas that are not required and re-evaluate its internal structure. "A prime reason to apply a higher differential rate in the dollar to vacant land (than the base rate) is to distribute the rates burden equitably" is not a true or equitable statement. Reasons given for the higher GVR in this instance are unwarranted.

5 I don't support this change in how rates are applied to vacant land. I am planning on building but due to Perth market and harder banking lending requirements I can't. The land doesn't cause Bassendean Council any extra cost. There is no bins to empty per week. Vacant while we try to get finance approval, we may have to sell our own house and rent to achieve this. If you want people to build on their vacant lots making the development and building approval process quicker and easier to apply Council standards.

6 Blatant and totally unfair cash grab. These owners are already paying the Council for roads, parks etc that they are not using. Hardly equitable!

7 Having read your proposed changes in rates calculation for Residential & Commercial against Vacant land. I fail to see in the documentation provided any evidence in support of your proposed changes in what can only be seen as another money grab from vacant land holders. Without any clear or substantiated evidence then the attack on vacant land holders should be withdrawn, the Council disbanded and maybe some sense of fairness and direction should come from a state appointed administrator.

8 I don't support this as I have to pay more rate for the property

9 I don't see how this is more equitable - currently people pay on the value of their asset whether it be a 3 million dollar property or \$200k unit. The examples you use of extra costs required for vacant land seem very flimsy such as rubbish dumped on vacant land, isn't that the land holders responsibility not the Council's? It just looks like a pro development push to gain more rates.

10 Grossly unfair to charge these owners even more. No one in Bassendean cares what 75% or even 100% of other Councils are doing as that doesn't make this fair or just. I really thought we as a Town were better than this!

11 I don't support the increase to 'vacant land' rates as my house plans are currently with the Town's planning department for review and building is due to commence in the next couple of months. If the increase is implemented, then my suggestion would be an exemption for rate payers in the process of developing their property.

- 12 I believe land owners should be charged for the value of their land only. Also, in my opinion, its not the right economic climate to impose these sort of rates charges to block owners.
- 13 This is penalising private land owners who may have invested in vacant land and be holding it in their superannuation or for another purpose.
- 14 I don't support the nearly 100% increase on rates for vacant land holders because:
- The owners may not be in a financial position to build
 - The property market is still going down, no incentive to build now
 - You shouldn't 'financially' hit people to hopefully force them into building
 - Disincentive for property holders to subdivide now, and develop at a later date when in a better financial situation
 - The rate hike could push people in financial stress to sell. Would this sit well with council?
- I feel this is a blatant financial attack on a group of land holders for revenue raising by Council.
- 15 There is minimal vacant land in the Town so the extra rates income will not make a huge difference to the bottom-line; as a number of people in the community are struggling to pay their existing rates, this increase does not seem timely; perhaps it would be better to target landowners who are holding up the development of shops/accommodation in Old Perth Road; and is it Council's role to tell people when they should develop land that they own.
- 16 I own a block in Bassendean but the changes won't affect me too much as I am about to start building. I just don't think it is fair as vacant land owners already pay for services they don't use and the reasons given for the increase don't seem valid according to my experience and the experience of relatives that already live in the area. The only other feedback is positive, the TOB does a really good job.
- The Council's proposal to penalise vacant land owners is not supported. A simple review of the Council's community resources and responsibilities in terms of access and need clearly demonstrates that residential households are the biggest user of all of these resources. Vacant Land makes virtually no demand on Council resources and costs of operation. The proposal fails to equitable raise funds from users and seeks to penalise non-users of Council services.

Vacant Land – Access and need for Council Provided Resources

Occupied Land – The Residential Householder - Access and Need for Council Resources

- 17 List - Council Services and Community Resources
- | | |
|--------------------------|--|
| No Yes – Some Households | Library |
| No Yes – Highly Probable | Foot paths |
| No Yes – Highly Probable | Sporting Fields and Parks |
| No Yes – Some Households | Pram and Wheelchair Ramps |
| No Yes – Essential | Drainage Services |
| No Yes – Some Households | Christmas Party For Special Children |
| No Yes – Essential | Weekly Refuse Collection & New 3 Bin FOGO System |
| No Yes – Highly Probable | Recycling Facilities |
| No Yes – Some Households | Free Drop off Day for Household Hazardous Waste |

No Yes – Some Rate-Paying Households may derive enjoyment and External Non-Rate Payers

Boat Ramps

No Yes – Some Rate-Paying Households may derive enjoyment

Expenditure of funds on beautification projects (murals and the like)

No Yes – Some Households may derive enjoyment Visual Arts Awards

No Yes – Some Households

Promoting 'Community' – multi day events

No Yes – Some Households

NAIDOC Family Day

Highly Unlikely to Access Service Yes – Significant Proportion of Households

Green Waste Bulk Collection

No Yes – Essential

Access to the 95kms of municipal roads

Positive – nature strip with access for nesting and burrowing species Negative Impact – loss of habitat through housing

Impact of Flora and Fauna

A prime reason to apply a higher differential rate in the dollar to vacant land (than the base rates burden equitably.....

Vacant land is unoccupied therefore require less of the councils resources, these property owners already get charged for a vacant piece of land.

Vacant properties are more likely to be the sites of illegal dumping.... In the past the only illegal dumping I have seen have been on state housing verges & if they did dump on vacant land I was under the assumption it was the owners responsibility to remove it or incur a council fine.

18 In some cases, can become overgrown & unkempt.... Vacant land holders have to keep their land kempt & do firebreaks annually otherwise can be fined by the council, this seems to contradict this statement.

Become places of antisocial behaviour.....really??? What is there to do on a piece of vacant land, this argument seems absurd.

Additional street cleaning & gully educting is also required due to sand and debris originating from vacant land spreading onto the roads & gutters....looking around bassendean most of the vacant land is covered in grass. I have seen the council street sweeper come down our street once in 3 years. It is unfair to be penalising property owners for vacant land, the reason it is vacant might be because of inheritance, holding it for their children, not in a position to build/sell due to the current market etc. To put this added financial burden is unjustified. I am also aware of property owners that were not written to regarding this matter.

I do not believe the council incurs any additional costs in maintaining or supporting vacant blocks. I have lived in the Town of Bassendean for over 40 years and have never seen any council activity on vacant land.

19 In my own case I will be affected because I have been assessed as having vacant land. I am currently building my new primary residence on the land and do not think I should be levied as vacant land because of the time lag between the Valuer General reporting property use and rates assessment. TOB must have a common sense policy if they proceed with this unjust plan and make sure they actively assess each property to

ensure it's use has not been changed or is in the process of being changed. Given there are really only 188 properties impacted by this plan I think it is a waste of time and mean spirited. What is the expected increase in revenue? I'd rather see a slight increase in general rate or for use of council property if the council is that poor. The level of money spent in Eileen street is minimal as far as I can see.. Council's Rationale Proposed Objects and Reasons: A prime reason to apply a higher differential rate in the dollar to vacant land (than the base rate) is to distribute the rates burden equitably, where a higher differential rate for unimproved vacant land recognises the additional costs of servicing these types of properties. Vacant properties are more likely to be the sites of illegal dumping and in some cases, can become overgrown and unkempt, or become places of antisocial behaviour. Additional street cleaning and gully educting is also required due to sand and debris originating from vacant land spreading onto the roads and gutters.

The above requires the allocation of Town resources over and above that required for improved properties. The higher differential category for vacant land also reflects the Town's obligations to maximise the per capita use of infrastructure and avoid dead spaces around the district by encouraging development of these vacant properties that will in turn stimulate growth, vibrancy and development in the community.

Logical Fallacy – Council Arguments For The Rating Proposal

The properties which we own are not the subject to any form of anti-social behavior. In fact, the demolition of the previous dwellings occurred as a result of their use for anti-social activities.

Further as noted in an earlier response, the land is vacant because the economic conditions within the municipality are not sufficiently viable to build on the land. The further fallacy of 'economic development' contained in the Council's rationale is undermined by its clear misunderstanding of economic principles. Development doesn't occur because one 'wishes it'. Given the Council acknowledges a 2-3% vacant land proportion within the municipality, the claim of increased vibrancy is reasonably and logically unsustainable.

Also, the statement contained in the Council's rationale as to increased cleaning in an around vacant land and increased debris and dumping is not supported by any data or factual evidence. If there was any such problems these could be addressed in a broad range of other ways including requiring vacant land to be soil stabilised. However, having failed to provide any evidence of any such negative outcome, it can only be concluded that the assertion is completely without merit. What are my objection rights if this plan goes ahead and my concerns are not adequately addressed. I Don't think it would be fair for me to have to pursue objection and would expect common sense to prevail.

We have a vacant rear block of land after sub-dividing our property which is for sale. This is to help fund our retirement as my husband has no super. The block has been for sale for some time and because the market is very low at the moment the offers we have received have been well below the asking price which is very reasonable and we are not going to give it away. I do not agree with what you want to do at all and think it is very unreasonable. We pay 3 lots of rates as it is until we can sell this property, we are not holding on to it to increase our profit, we would like someone to buy it and build. This is very unfair to charge double on vacant land when you don't have to do anything on it. If

someone lets their block get over grown with vegetation you send them a warning and they have to get it cleaned up or receive a fine. If someone dumps rubbish on it and its an eyesore the same thing should happen if its not cleaned up. These costs are paid by the ratepayer not the Council so really this new idea is money for jam. I understand some people have vacant lots with no intention of building on it but what about the people like ourselves who are trying to sell in a very poor market. Its hard enough these days trying to make ends meet let alone doubling the vacant land rate. I do not agree at all with what you want to do and furthermore I think it I very wrong.

21 Vacant land has minimum impact of the council expenditure and this is essentially a means of excessive revenue raising. What is the policy for property that is currently under development? would be treated as vacant until completed or developed because construction was progressing.

22 I think it falls in line with other Councils application of rates however the listed vacant land rate appears high compared with other Councils. Information provide by ToB is basic and does not adequately outline the expected benefit in penalising vacant land in regards to converting vacant to occupied/built on land based on increased rates nor does it reference the types of property expecting - very little benefit to our green space with the number of strata subdivisions being passed

This is not a "one shoe fits all" scenario and shouldn't be treated as such. It will penalise people who have worked very hard and made the decision to invest in land within Bassendean. I have included comments below regarding each statement within with the "Proposed Objects and Reasons" document provided by Council:

'A prime reason to apply a higher differential rate in the dollar to vacant land (than the base rate) is to distribute the rates burden equitably' – Vacant land, by definition, is not occupied therefore there is less "wear and tear" on council owned assets such as roads, footpaths, parks etc. It is unjustifiable to suggest this will distribute the rate burden equitably as vacant property owners will be getting charged more for something they don't receive. Once these owners develop their land, they will pay for the services they receive the same as all other owners of improved properties.

23 'Vacant properties are more likely to be the sites of illegal dumping' – If this was to occur, it is the property owner's responsibility to remove the illegal dumping which is at no cost to Council. If the property owners do not complete this, the local government then issues the owner with a Local Government Notice and if they still don't comply, there are penalties involved. Having said that, I believe this is a rare occurrence and I can see no reason why the majority (of the 188 owners) should be penalised by a minority who may choose not to comply.

I would suggest it is more likely that illegal dumping occurs on the verge and it is much more likely that this is in front of improved properties rather than vacant land (primarily based on the fact there are considerably more improved properties around the Town as compared to vacant land). A more proactive response to this issue would be an education campaign which outlines the services available to ratepayers and residents e.g. on demand service, bulk rubbish collection, tip passes etc. It is highly likely tenants are not fully aware of the services available to them which results in illegal dumping on the verge.

'In some cases, can become overgrown and unkempt' – Property owners are required to keep their vacant land in a state that complies with the Bushfires Act 1954. If not, the Town has mechanisms in place to fine property owners. I see no reason why should they be charged additional rates for this.

Should Council also consider charging owners of improved property more if their yards are left "overgrown and unkempt"? There are many examples of this around the Town.

'Become places of antisocial behaviour' – Antisocial behaviour is a huge issue across the entire Town. This can occur anywhere Parks, laneways, shopping centres, improved properties etc. It is unfair to suggest this is a justifiable reason to charge vacant property owners more.

'Additional street cleaning and gully educting is also required due to sand and debris originating from vacant land spreading onto the roads and gutters' – I would suggest majority of the vacant land within the Town is covered in vegetation which stabilises the ground and prevents run-off. This vegetation is then maintained in accordance with the Bushfires Act 1954. It is far more likely that sand run off etc. occurs during the building and establishment stage of improved properties. I would be curious to see records from the Council which show how often these extra services have been deployed as a direct result of vacant land – I would suggest the total number would be minimal if not zero. Just to put it in perspective, my opinion is a road sweeper and operator can be hired for approximately \$100 an hour, it would take less than 5 minutes to complete the sweeping of mid-sized residential road. Total cost is therefore \$8.33. A gully can be educted for around \$25 per pit. Therefore, even if a vacant property was to have one extra round of sweeping and gully educting each year (this is extremely unlikely), the total cost would be \$33.33. Again extremely unlikely this would occur and when compared to the amount of additional income the Town is proposing to receive from Differential Rating, it is a minuscule amount. I again suggest there are many instances of vacant land around the Town where this has never occurred.

'The above requires the allocation of Town resources over and above that required for improved properties' – If additional resources have been used, I would be curious to see records and/or evidence of these additional costs. I again suggest there are many instances of vacant land around the Town where this has never occurred.

'The higher differential category for vacant land also reflects the Town's obligations to maximise the per capita use of infrastructure and avoid dead spaces around the district by encouraging development of these vacant properties that will in turn stimulate growth, vibrancy and development in the community' – While this may be true in some cases, I believe it is an unfair way to achieve the objectives. It may be better for the Town to work with the owners of vacant land to encourage them to develop. Penalising them financially is not the best option. These owners may be in a position where they have inherited the land etc. and are therefore not in a position to either develop or sell the property (Capital gains implications etc.). The property market for vacant land around the town is currently very poor with many sites staying on the market for a considerable amount of time – and have not sold to this date.

There seems to be a misconception that majority of people who own vacant land are "greedy developers" who are "land banking" and this will stop that. In reality I suggest majority of vacant land owners are everyday people who have worked hard to get where they have a will find it very difficult to raise the extra funds required for this proposal. Not only that, the additional funds must be raised almost immediately to ensure it is ready for the upcoming rate notice.

So called "Greedy developers" are also the ones most likely to be able to afford the increase therefore it will not force them into action. They are also the ones who are most likely to benefit from any tax deductions on rates. There are strict rules surrounding tax deductions on Council rates etc. which most owners of vacant land cannot take advantage of.

It is interesting to note that our State Member for Perth recently mentioned the following on Social Media "But I don't support empty shop levies or taxes on property owners to force them to fill shopfronts: its a blunt instrument which doesn't necessarily deliver unique new independent small businesses to a strip." While this comment was in relation to shopping precincts, it is exactly what is being proposed to vacant property owners in Bassendean.

It also seems unreasonable to suggest property owners are demolishing their houses just so they can take advantage of reduced rates. Spending \$25,000 on getting your property demolished will surely outweigh any potential savings on rates.

24

I feel that this doubling of rates for the vacant land owners will impact on every home owner in the Town of Bassendean. By doing this it could bring the value of land down and then by doing that bring the value of our homes down. Purchasers of land would go to neighbouring suburbs to get into the area. With the economy the way it is we should be encouraging the land owners to either build or sell. We need to do this by giving solutions not by putting up brick walls. I own a block of land in another council and I bought it with full intention to build straight away. This did not occur due to changes in the economy and the ability to borrow funds. Can I ask have you contacted the vacant land owners to find out why they are not building? By doing this you can then work on a solution to help. I only came into this Council in the last few years and already the value of my land has dropped well over \$100K. Please don't make it any worse. Talk to the land owners and find out their reasons for it being vacant. Then work with them to find a solution. Dumping a huge tax on them is not a solution.

25

I understand and agree with the proposal of Differential Rating generally, since the Town is obligated to do everything reasonably possible to support Directions 2031. I know that the difference needs to be significant in order to motivate people to build. However the proposed timing is inconsistent with the stated intention of 'encouraging development ...' since it would be impossible for us to act on that 'encouragement' quickly enough to avoid the impost this year. How is 'Vacant' defined for GRV? Is it anything short of a completed habitation? Are we able to avoid the 'encouragement' by submitting evidence of the draft plans? Or by submitting our Planning Application by a certain date? Please consider making this change effective from next financial year.

- 26 This is a tax on Bassendean people that have supported this town for a very long time it is a personal attack on some bassendean rate payers it will bring very little value to the town but lots of bad blood. if this goes through support for the town will be at a all time low and the question that needs to be answered is why. just because other well heeled suburbs are doing it is not a answer from this town and councilors . we own a number of properties in the town fortunately none are vacant land but are development blocks.
- 27 I do not own a vacant block. Even if there are vacant blocks, these blocks do not use the services that add costs to the council 1st block std rates, 2nd plus blocks then I agree with your proposal.
- 28 I can see where people who have vacant land are coming from who are waiting for the right time to build their home. Is it possible to differentiate those people from the ones who are just land banking? Could those people intending on building their home potentially apply for an exemption?
- 29 I feel that it's unfair to charge vacant property owners more for services that they don't receive.
- 30 I have a residential block of land within your Town. I currently have plans in at the Town for approval. I can't believe you want to basically double my rates. I am building a home which will beatify your town and only enhance the area. Because I am taking my time to get the plans right I am being penalised additional rates. I am not sitting on the land and doing nothing. Planning takes time to get right. It is only for the betterment of the suburb. I believe some consideration should be made for rate payers that have plans in the system who are obviously going to build on the property once approvals by the town are given. \$1000 may not be a lot to the town but it is certainly a lot to us. I hope you will consider changes for clients that are/have plans already in your system.
- 31 My property is under construction. All plans approved by the Town of Bassendean. construction to start with in 3 weeks. What rates I will be paying?
- 32 My block is 280m2 and between two properties that are currently being built. Assuming the Town's planning department approve my house plans, my house will be built well before the end of the 2019/20 rate period, so my land would no longer be considered vacant. I also don't believe that the reasons for the increase (anti-social behaviour, illegal dumping, overgrown and unkempt) apply to my property as my build is due to commence in the next few months. Additionally, if the Town has received complaints regarding anti-social behaviour, illegal dumping, over grown ground cover relating specifically to my land I would like to be notified and advised of the costs incurred by the Town to rectify the issue. I value the chance to give feedback, thank you. I see the reasoning behind the proposed changes, I just don't personally agree with them.
- 33 I have a 810sqm block with a small 3x1 home, so I have a lot of garden. I am struggling with water bill's to keep my large garden green. I have had the water board and numerous plumbers to my address as the letter from Water Corp about excess use suggests that I have a leak. But I do not, it is just that I have a huge garden that needs water to keep looking ok. I do not use my front yard, approx 300sqm, except for waterng the garden. What a waste of resources. I dont want to put in a bore as I am so close to the wetlands I do not want to impact the wildlife. I would like the council to reconsider my

R20 zoning to R25. I love where I live, but I don't know how I can afford to keep watering the front yard. I have you, the council, who want me to maintain it and then I have the water board asking me to reduce my water usage. I have been paying the extra water usage for many years, but it is unsustainable. Please consider my suggestion.

34

We own two vacant blocks in Bassendean. The blocks are vacant due to the prevailing depressed economic conditions existent within the Bassendean Council zone. The vacant land as noted above however, does not require any real Council resources.

Any other comments?

1

A new primary residence is being built and will be finalised early January 2020 - mid rates assessment period. It is not vacant. Slab laid, brickworks in progress, new pool installed, fenced and not a burden for the council in any way. Bonds in place to correct any damage to path etc. It should not be assessed as vacant land. If plan goes ahead then rates section should override the Valuer General assessment that my property is vacant.

2

The property is under construction and therefore is not vacant, but has not been completed a higher charge would be manifestly unfair.

3

My partner and I are working hard to ready another property for sale in order to fund our build, as well as consulting widely (flood, BAL, geotechnical, bank stabilisation & restoration...) prior to submitting our planning application, in order that the home we build will last many generations like its predecessor. This extra rate impost of at least \$1000 would cause us unanticipated hardship and actually be counterproductive to the Town's stated goal.

4

I have a residential block of land within your Town. I currently have plans in at the Town for approval. I can't believe you want to basically double my rates. I am building a home which will beautify your town and only enhance the area

5

I see no reason to hurry the process of crowding Bassendean. Vacant land is in many cases utilised by local fauna and often contains trees. With the council hell-bent on removing any natural flora and downsizing block sizes so that there is simply no room to plant trees, any delay on infilling our suburb should not be discouraged. I would like to see the council buy back some of these vacant lands and claim it for public use as a natural refuge for all. We talk of greening the suburb; now is the time to do something about it. Land prices will continue to climb and we can reap the rewards of being a truly leafy, livable suburb. The future benefits of retaining natural refuges throughout Bassendean should seem obvious. We just need a little foresight and we need to be less focused on the dollar and cents value of our land.

6 I have a residential block of land within your Town. I currently have plans in at the Town for approval. I can't believe you want to basically double my rates. I am building a home which will beatify your town and only enhance the area. Because I am taking my time to get the plans right I am being penalised additional rates. I am not sitting on the land and doing nothing. Planning takes time to get right. It is only for the betterment of the suburb. I believe some consideration should be made for rate payers that have plans in the system who are obviously going to build on the property once approvals by the town are given. \$1000 may not be a lot to the town but it is certainly a lot to us. I hope you will consider changes for clients that are/have plans already in your system.

7

Some people may not currently be able to afford to build. Some of these vacant blocks still have lots of trees and considering Bassendean has a very low amount of trees, I would rather have trees than another 5 houses with no trees

8 Where there is vacant property from a subdivision where the existing house is retained there is no additional costs to the council in fact it could be argued that the existing rates collected is a bonus for the council revenue. There are no extra traffic or uses of facilities by any extra residents. Paying existing level of rates and water is enough of an incentive to develop the land as soon as possible but in some peoples circumstances it might not be possible at the current time. I've been a resident here in Bassendean since 1998 and whilst the last 2 years has been kept to inflationary rates overall the rates since 98 has increased well above the inflation and wages growth. In addition to that I have seen a huge growth in the amount of rateable properties whilst the infrastructure has pretty much stayed the same. My property has not cost the council any additional expense except for someone to have a look once a year and see that there is no overgrowth. Paying rates on this should more than cover that. Collecting rates on 2 properties that was only 1 is really a bonus for the town. At no time has there ever been illegal dumping, anti social behavior. Nor has there been any drainage problems that runs on to the road nor any sand blowing onto the road as there is grass.

Whilst I've wanted to get a house on the property sooner than I have been able to my financial situation has allowed for it as I had hoped paying these additional proposed rates is another setback that makes it extremely difficult.

9 There is no need to impose this extra financial burden on some ratepayers. It is difficult enough to pay all the rates and taxes imposed. It is not fair nor equitable. The unsubstantiated reasons given by the Town of Bassendean for this increased rate are ridiculous and untrue. The rate in the dollar for Rates on vacant land is the same as it is on developed land; these have increased. The value of vacant land is less so the Rates are less but so it should be as less is expended by the Town of Bassendean on the vacant land than on developed land.

I already pay more rates than I should for my property. Rates are paid but we get no services for them; I already pay rates on the house I live in in Bassendean. The land is for our children to build on when old enough. The hope is that our children will live close to us and remain in Bassendean as they have lived here all their lives. The rate hike is extremely greedy and unnecessary. I feel like the Town of Bassendean is bullying us to build before we are ready. If anything, reduce the rates. There seems to be great haste to impose this rate increase without due consideration; the reasons given are a huge stretch and so lack credibility. The Budget is due to be handed down next month; obviously this proposal has not been given sufficient consideration by Council nor has sufficient consultation time been provided prior to drafting the Budget.

- 10 We are the owners of vacant land in Bassendean. The council is proposing to double GRV rate in the dollar on vacant land compared to residential land. We object to this change because the rate burden would not be distributed equitably amongst all rate payers as it currently is. The council has stated that there is only to be a 1% increase in rates to residential owners, however it would appear that the council has shifted the burden to the vacant landowners. The council has never used any extra resources in our land, and I would challenge the council to provide proof of such resources that have been used over the period of 50+ years that our family has owned this land. Residential properties are just as likely to be places of antisocial behavior, illegal dumping and to be unkempt, as can be seen across many residential properties across the Town of Bassendean especially properties that make up "state housing". Whenever the council does use its resources be it on vacant land or residential properties the onus is on the owner to foot the bill. Furthermore, vacant landowners are not even entitled to tip vouchers. In short this does not appear to be about "distribution of the rate burden equitably" but rather a cash grab on the council's part.

There is no need to impose this extra financial burden on some ratepayers. It is difficult enough to pay all the rates and taxes imposed. It is not fair nor equitable. The unsubstantiated reasons given by the Town of Bassendean for this increased rate are ridiculous and untrue.

- 11 The rate in the dollar for rates on vacant land is the same as it is on developed land; these have increased. The value of vacant land is less so the rates are less but so it should be as less is expended by the Town of Bassendean on the vacant land than on developed land.

Town of Bassendean

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ATTACHMENT NO. 14

TOWN OF BASSENDEAN

MINUTES

TOWN ASSETS COMMITTEE

**HELD IN THE COUNCIL CHAMBER, 48 OLD PERTH ROAD, BASSENDEAN
ON WEDNESDAY 19 JUNE 2019, AT 10.09AM**

1.0 DECLARATION OF OPENING/ANNOUNCEMENT OF VISITORS

The Presiding Member opened the meeting, welcomed all those in attendance and conducted an Acknowledgement of Country.

2.0 ATTENDANCES, APOLOGIES AND APPLICATIONS FOR LEAVE OF ABSENCE

Present

Cr Jai Wilson, Presiding Member
Cr Renee McLennan, Mayor
Cr Kathryn Hamilton

Staff

Peta Mabbs, Chief Executive Officer (until 11.05am)
Phil Adams, Acting Manager Asset Services
Steve Morrissey, Parks & Gardens Supervisor (until 11.25am)
Deanie Carbon, Communications Coordinator (until 10.35am)
Amy Holmes, Minute Secretary

Visitor

Anthony Fisk, Consultant, CGM (until 10.35am)

3.0 DEPUTATIONS

Anthony Fisk from CGM briefed the Committee on the communication strategy.

4.0 CONFIRMATION OF MINUTES

4.1 Town Assets Committee Meeting held on 8 May 2019

COMMITTEE/OFFICER RECOMMENDATION – ITEM 4.1

MOVED Cr Wilson, Seconded Cr McLennan, that the minutes of the Town Assets Committee meeting held 8 May 2019, be confirmed as a true record.

CARRIED UNANIMOUSLY 3/0

5.0 ANNOUNCEMENTS BY THE PRESIDING PERSON WITHOUT DISCUSSION

Nil

6.0 DECLARATIONS OF INTEREST

Nil

7.0 BUSINESS DEFERRED FROM PREVIOUS MEETING

7.1 Tree Planting Program

OFFICER COMMENT

Council has advised officers to purchase 30 Claret Ash and 30 Chinese Pistache trees.

Vandalised trees on Pryde Way

Council has advised staff to order the replacement Prunus trees which have been vandalised in Pryde Way.

Street Tree Planting

Brad Bowden has purchased the stock of good quality large trees and staff will develop a program of works to plant trees.

Council has been advised not to plant Agonis.

Investigate planting trees in Northmoor Road, Wicks Street, Faulkner Way, Second Avenue, Third Avenue and Atkins Way, and similar areas in Ashfield and Eden Hill where underground power exists.

This list has been taken from the Street Tree Master Plan and has now been superseded and is no longer valid.

The Parks & Gardens Supervisor is to liaise with those residents who have already requested a tree. A letter to residents advising of tree selection is to be developed with input from the Communications Coordinator.

COMMITTEE/OFFICER RECOMMENDATION – ITEM 7.1

- TAC - 1/06/19** MOVED Cr McLennan, Seconded Cr Wilson, that Officers move forward with purchasing trees and develop a program of works (costed) to plant trees.
CARRIED UNANIMOUSLY 3/0

7.2 Street Lighting Audit – Within 200m Radius of Success Hill Train Station (Ref: Philip Adams – Acting Manager Asset Services)

In a meeting held with Western Power on 7 June 2019, it was advised that the poles and powerline assets require upgrading in the Eden Hill area, which is adjacent to Thompson Road. Officers are waiting on details from Western Power, but the business case relies upon a \$2K to \$3K investment from the property owners where residences are required to be connected to underground power.

The proposed upgrading of Western Power's assets results in undergrounding the power lines and upgrading the lighting to LED.

COMMITTEE/OFFICER RECOMMENDATION – ITEM 7.2

- TAC - 2/06/19** MOVED Cr McLennan, Seconded Cr Hamilton, that the Thompson Road lighting be placed on hold pending further details from Western Power, and the Town continues to build a program of works in other areas to upgrade LED lighting in high pedestrian areas.
CARRIED UNANIMOUSLY 3/0

7.3 Draft CGM Communication Plan for Tree Planting Program and FOGO implementation

OFFICER COMMENT

The funding application has been rejected by Waste Authority for FOGO.

Refer to the EMRC's Director Waste Services' comment
"Whilst this is very disappointing given all the work we put into this, we will still be proceeding with our commitment to trial FOGO processing and we will apply again in the next round of funding which is supposed to be more specific to FOGO."

COMMITTEE/OFFICER RECOMMENDATION – ITEM 7.3

TAC - 3/06/19 MOVED Cr Wilson, Seconded Cr McLennan, that the Town of Bassendean continues to work with the EMRC to implement FOGO.

CARRIED UNANIMOUSLY 3/0

8.0 **CLOSURE**

The next meeting is to be held on Wednesday 10 July 2019.

There being no further business, the Presiding Member declared the meeting closed at 11.39am.

ATTACHMENT NO. 15

LIST OF PAYMENTS
FOR PERIOD
ENDED 30th JUNE 2019

SUMMARY OF SCHEDULE OF ACCOUNTS

FUND	VOUCHERS	AMOUNT \$
MUNICIPAL / TRUST		
EFT and Direct Debits 01-30 June 2019	38140 – 38414	2,596,036.42
TRUST FUND		
Cheques Commonwealth 6100-1015-9136	—	0.00
MUNICIPAL BANK		
Cheques Commonwealth 6100-1015-9128	86078 – 86086	25,562.72
		<hr/>
		\$2,621,599.14
		<hr/> <hr/>

DIRECTOR CORPORATE SERVICES' DECLARATION:

This schedule of accounts to be passed for payment, covering vouchers as above, which was submitted to each member of Council on 23rd July 2019 been checked and is fully supported by vouchers and invoices, which are submitted herewith, and which have been duly certified as to the receipt of goods and the rendition of services and as to prices, computations, and costings, and the amounts shown are due for payment.



DIRECTOR CORPORATE SERVICES

MAYOR'S DECLARATION

I hereby certify that this schedule of accounts, covering vouchers as above, was submitted to the Council on 23rd July 2019 and that the amounts were approved by the Council for payment.

MAYOR

1st June 2019
to
30th June 2019

Chq/EFT	Date	Name	Description	Amount
EFT38140	11/06/2019	AUSTRALIAN SERVICES UNION	Payroll Deductions	-181.30
EFT38141	11/06/2019	AUSTRALIAN TAX OFFICE	Payroll Deductions	-107,026.00
EFT38142	11/06/2019	CHILD SUPPORT AGENCY	Payroll Deductions	-224.92
EFT38143	11/06/2019	LGRCEU	Payroll Deductions	-41.00
EFT38144	11/06/2019	TOWN OF BASSENDEAN PAYROLL DEDUCTIONS	Payroll Deductions	-2,047.56
EFT38145	14/06/2019	CAROLINE DOGGETT	Hall And Key Bond Refund	-1,050.00
EFT38146	14/06/2019	DAMIEN GOULD	Security Bond Refund	-2,768.00
EFT38147	14/06/2019	DEPARTMENT OF PLANNING, LAND AND HERITAGE	D A P Application	-241.00
EFT38148	14/06/2019	GILLIAN SANDERSON	Security Bond Refund	-1,100.00
EFT38149	14/06/2019	JOEL WALLIS & NICOLE HADDRILL	Security Bond Refund	-2,768.00
EFT38150	14/06/2019	LAMISH HOLDINGS PTY LTD	Subdivision Bond Refund	-1,000.00
EFT38151	14/06/2019	PAUL & NAOMI HUTCHINGS	Security Bond Refund	-2,768.00
EFT38152	14/06/2019	SALLY RIDGEWAY	Development Bond Refund	-5,000.00
EFT38153	14/06/2019	AMAZING BRICK PAVING	Various Sites - Repair Verge And Walkway Brick Paving	-12,942.00
EFT38154	14/06/2019	ANNE YARDLEY	Library Local Studies - Oral History Transcript Clive Brown	-835.00
EFT38155	14/06/2019	AUSTRALIA POST	Various Business Units - Postal Charges - May 2019	-1,912.76
EFT38156	14/06/2019	BASSENDEAN FLOWERS	Anzac Day - Wreath	-95.00
EFT38157	14/06/2019	BASSENDEAN NEWSAGENCY	Library - Subscriptions - May 2019	-122.40
EFT38158	14/06/2019	BASSENDEAN TENNIS CLUB	Bassendean Tennis Courts - Maintenance - May 2019	-2,291.30
EFT38159	14/06/2019	BCITF	Building & Construction Industry - Levy Collected - May 2019	-2,012.61
EFT38160	14/06/2019	BELINDA COX	Reconciliation Gathering - Cultural Presentation	-300.00
EFT38161	14/06/2019	CARIS MOONEY	Reimbursement - Old Perth Road Collective Costs	-171.63
EFT38162	14/06/2019	COLES SUPERMARKETS AUSTRALIA	Various Business Units - Groceries Supplies	-1,469.49
EFT38163	14/06/2019	COMESTIBLES	Concept Workshop - Consumables	-706.00
EFT38164	14/06/2019	DANIELE FOTI CUZZOLA	Relax Instructor - Pasta Workshop - Term 2	-500.00
EFT38165	14/06/2019	EASTERN METROPOLITAN REGIONAL COUNCIL	Various Domestic & Council Rubbish	-31,886.89
EFT38166	14/06/2019	FOOD TECHNOLOGY SERVICES PTY LTD	Food Safety Services - Contract - May	-1,757.80
EFT38167	14/06/2019	FUSE DESIGN & COMMUNICATION	Economic Development - Design And Printing Collateral	-3,118.50
EFT38168	14/06/2019	GINO'S ALL ROUND HANDYMAN SERVICE	Seniors - Home Garden & Maintenance	-2,084.25
EFT38169	14/06/2019	HATCHET PTY LTD ATF DM TRUST	Youth Services - Website Hosting	-289.00

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EFT38170	14/06/2019		Cancelled	0.00
EFT38171	14/06/2019	JAYDAN AHMAT	Reconciliation Day - Dandjoo Koorliny - Hip Hop Performer	-300.00
EFT38172	14/06/2019	JOANNA BROWN	Naidoc Family Day - Graphic Design Work	-1,485.00
EFT38173	14/06/2019	MARIE OWENS	Library - Lunchtime Interlude Sewing Circle	-375.00
EFT38174	14/06/2019		Cancelled	0.00
EFT38175	14/06/2019	MCL COMMERCIAL SERVICES	Various Sites - Mowing	-13,630.00
EFT38176	14/06/2019	MICHAEL KARU	Council Crossover Contribution	-447.50
EFT38177	14/06/2019	MIDLAND BUS COMPANY	Reconciliation Gathering - Bus Transport To Event From Schools	-1,995.00
EFT38178	14/06/2019	MINT CIVIL PTY LTD	Various Sites - Street Sweeping Services	-19,034.18
EFT38179	14/06/2019	O2 CAFE	Freepersons Ceremony - Venue & Catering	-2,939.00
EFT38180	14/06/2019	PROGRAMMED PROPERTY SERVICES	Various Sites - Streetscape Watering	-3,909.75
EFT38181	14/06/2019	RAINE & HORNE	Rates Refund	-534.03
EFT38182	14/06/2019	SD & VH FINDLAY	Various Sites - Painting Interior & Exterior	-1,622.50
EFT38183	14/06/2019	SIA SASHA IVANOVICH ARCHITECTS	Sub-Contractors - Review & Revised Documents	-1,485.00
EFT38184	14/06/2019	SUSAN M CLARKE & ASSOCIATES PTY LTD	Seniors - Customise Policies / Procedures	-6,699.00
EFT38185	14/06/2019	SYNERGY	Various Sites Synergy Account - Electricity Supply Charges	-33,642.95
EFT38186	14/06/2019	T & C COURIER & TRANSPORT SERVICES	Courier Service - Document Delivery - May 2019	-105.74
EFT38187	14/06/2019	THE JUICIST PTY LTD	Reconciliation Gathering - Dandjoo Koorliny - Beverages	-660.00
EFT38188	25/06/2019	AUSTRALIAN SERVICES UNION	Payroll Deductions	-181.30
EFT38189	25/06/2019	AUSTRALIAN TAX OFFICE	Payroll Deductions	-93,426.00
EFT38190	25/06/2019	CHILD SUPPORT AGENCY	Payroll Deductions	-224.92
EFT38191	25/06/2019	LGRCEU	Payroll Deductions	-41.00
EFT38192	25/06/2019	TOWN OF BASSENDEAN PAYROLL DEDUCTIONS	Payroll Deductions	-1,647.56
EFT38193	26/06/2019	BUCKBY CONTRACTING	Security Bond Refund	-5,000.00
EFT38194	26/06/2019	ERIC LEMEUR	Security Bond Refund	-3,000.00
EFT38195	26/06/2019	PROVIDENCE CHURCH	Key Bond Refund	-50.00
EFT38196	26/06/2019	ROBERTUS SANTOSA	Hall & Key Bond Refund	-1,050.00
EFT38197	26/06/2019	STEPHEN & CHRISTINE WINGFIELD	Security Bond Refund	-2,290.00
EFT38198	26/06/2019	CR JAI WILSON	Meeting Fees - April, May And June 2019	-4,875.00
EFT38199	26/06/2019	CR JRH GANGELL	Meeting Fees - April, May And June 2019	-4,875.00

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EFT38200	26/06/2019	CR KATHRYN HAMILTON	Meeting Fees - April, May And June 2019	-4,875.00
EFT38201	26/06/2019	CR MELISSA MYKYTIUK	Meeting Fees - April, May And June 2019	-4,875.00
EFT38202	26/06/2019	CR RENEE MCLENNAN	Meeting Fees - April, May And June 2019	-16,125.00
EFT38203	26/06/2019	CR ROBERT BROWN	Meeting Fees - April, May And June 2019	-7,125.00
EFT38204	26/06/2019	CR SARAH QUINTON	Meeting Fees - April, May And June 2019	-4,875.00
EFT38205	26/06/2019	AAA PRODUCTION SERVICES & SOUND ENGINEERING	Reconciliation Gathering - Sound And Stage Equipment Hire	-4,017.20
EFT38206	26/06/2019	AEQUITAS CONSULTING	Human Resources - Staff Mediation	-1,350.00
EFT38207	26/06/2019	ALLAN R KICKETT	Reconciliation Gathering - Welcome To Country And Story Telling	-550.00
EFT38208	26/06/2019	CLEANDUSTRIAL SERVICES PTY LTD	Various Buildings - Cleaning	-24,736.08
EFT38209	26/06/2019	COMMUNITY CINEMAS	Celebrating Community Voices - Bean Bag And Equipment Hire	-2,337.00
EFT38210	26/06/2019	DEPARTMENT OF FIRE & EMERGENCY SERVICES	Emergency Services Levy - 2018/2019 - Quarter 4	-260,642.40
EFT38211	26/06/2019	DEPARTMENT OF MINES, INDUSTRY REGULATION & SAFETY	Building Services Levy Collected - May 2019	-3,007.95
EFT38212	26/06/2019	EMMA JARDINE	Rates Refund	-678.34
EFT38213	26/06/2019	GINO'S ALL ROUND HANDYMAN SERVICE	Seniors - Home Garden & Maintenance	-288.75
EFT38214	26/06/2019	GUILDFORD COTTAGE CURTAINS	Council Chambers - New Block-Out Blinds And Sheer Curtains	-2,646.00
EFT38215	26/06/2019	HAYS SPECIALIST RECRUITMENT (AUSTRALIA) PTY LTD	Various Business Units - Labour Hire	-24,802.10
EFT38216	26/06/2019	HWL EBSWORTH LAWYERS	Legal Advice - Industrial Relations Matter	-3,164.15
EFT38217	26/06/2019	JORDAN PHILIP ANDONOVSKI	Visual Art Awards - Graphic Design - Entry Form, Invitation, Etc	-540.00
EFT38218	26/06/2019	JOYCE TASMA	Markets - Act Belong Commit Stall - Reinbursement Of Materials	-210.00
EFT38219	26/06/2019	MOURITZ GAS & AIR	Administration Building - 48 Old Perth Road - New Air Conditioners	-12,190.50
EFT38220	26/06/2019	NAMISARTROOM	Relax Instructor - Food Art Workshop	-470.00
EFT38221	26/06/2019	NATURE CALLS 1 PTY LTD	Reconciliation Gathering - Hire Of Portable Toilets	-1,069.00
EFT38222	26/06/2019	NIKKI DENNERLEY	Children Services - Happy Feet Incursion - June 2019	-125.00
EFT38223	26/06/2019	O2 CAFE	Festival Of Local Business - Consumables	-1,320.00
EFT38224	26/06/2019	PARENTE'S CARPENTRY	Children Services - Completion Of The Toddler Garden Works	-10,000.00
EFT38225	26/06/2019	PETER RENZULLO	Festival Of Local Business - Live Music	-300.00
EFT38226	26/06/2019	PLE COMPUTERS	Various Business Units - Computer Supplies	-897.00
EFT38227	26/06/2019	SANYATI PROPERTY SERVICES	Library - Cleaning Of Public Computers, Keyboards And Mice	-264.00
EFT38228	26/06/2019	SETON AUSTRALIA PTY LTD	Library - Sturgy Station 2 Changing Table	-12.27
EFT38229	26/06/2019	SHOREWATER MARINE PTY LTD	Pickering Park Boat Ramp Repairs	-15,664.00

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EFT38230	26/06/2019	SINGTEL OPTUS PTY LTD	Seniors - Support Workers - Mobile Phone Charges - May 2019	-929.90
EFT38231	26/06/2019	SPIDERWEB SOLUTIONS PTY LTD	Youth Services - Ryde Program Development	-396.00
EFT38232	26/06/2019	THE CHAMBER OF ARTS AND CULTURE WESTERN AUSTRALIA	Associate Membership - 01/07/2019 To 30/06/2019	-385.00
EFT38233	26/06/2019	THE PAMPHLETEERS	Bassendream Our Future Community Survey - Distribution Of Flyer	-3,225.75
EFT38234	26/06/2019	UNITED PETROEUM PTY LTD	Depot - Fuel Supplies	-12,920.78
EFT38235	26/06/2019	VIVIENNE WEIR	Reconciliation Gathering - Preparation Of Kangaroo Tails For Stews	-1,171.40
EFT38236	26/06/2019	WILLIAM BARRY	Festival Of Local Business - Consumables	-189.45
EFT38237	26/06/2019	XPRESSO LANE CAFE	Volunteers - Volunteer Meal Vouchers	-500.00
EFT38238	27/06/2019	A W BATES	Consultancy - Geosamba Upgrades	-120.00
EFT38239	27/06/2019	A. M BOLTS & NUTS	Depot - Minor Supplies - May 2019	-16.84
EFT38240	27/06/2019	ABCORP AUSTRALASIA PTY LTD	Library - Stationery - Borrowers Cards	-1,105.50
EFT38241	27/06/2019	ADAMAS CORPORATE SOLUTIONS	Seniors - Traccs Software Training And Consulting	-1,408.00
EFT38242	27/06/2019	ADVANCE PRESS (2013) PTY LTD	Presentation Folders - Printing	-2,508.00
EFT38243	27/06/2019	AGED & COMMUNITY SERVICES AUSTRALIA	Seniors - Home Care Networking Forum	-50.00
EFT38244	27/06/2019	ALLTOOLS (WA) PTY LTD	Depot - Minor Consumable Tools And Equipment	-77.00
EFT38245	27/06/2019	ALSCO PERTH	Office Linen And Laundry Services	-130.20
EFT38246	27/06/2019	AMAZING BRICK PAVING	Various Sites - Repair Verge And Walkway Brick Paving	-2,520.00
EFT38247	27/06/2019	AMAZON SOILS & LANDSCAPING SUPPLIES	Various Sites - Garden Soil Supplies	-158.00
EFT38248	27/06/2019	ARBOR CARBON PTY LTD	Audit Of Street Trees Planted Along Old Perth Road	-2,277.69
EFT38249	27/06/2019	ARBORWEST TREE FARM	Various Street Garden Sites - New Tree	-10,461.00
EFT38250	27/06/2019	ARTEIL (WA) PTY LTD	Depot Office - New Ergonomic Chair	-442.20
EFT38251	27/06/2019	ASHFIELD COMMUNITY CHEMIST	Seniors - Client - Pharmaceutical Supplies	-249.00
EFT38252	27/06/2019	ASHTON PROPERTY GROUP PTY LTD	Reconciliation Gathering - Plan & Implementation	-6,552.15
EFT38253	27/06/2019	ASSET INFRASTRUCTURE MANAGEMENT	Consulting Fee - Asset Management	-5,049.00
EFT38254	27/06/2019	AUSSIE NATURAL SPRING WATER	The Hub - Drinking Water Supplies	-33.50
EFT38255	27/06/2019	AUSTRALIA DAY COUNCIL OF WESTERN AUSTRALIA	Australia Day - Gold Membership 2019-2020	-594.00
EFT38256	27/06/2019	AUSTRALIAN AIRCONDITIONING SERVICES PTY LTD	Various Sites - Air Conditioning Repairs & Maintenance	-1,440.35
EFT38257	27/06/2019	AUSTRALIAN OFFICE	Various Business Units - Self Seal Window Envelopes	-189.70
EFT38258	27/06/2019	BASSENDEN MEN'S SHED INC	Traffic Management - Global 6K Water Event And Markets	-1,000.00
EFT38259	27/06/2019	BASSENDEN SIGNS	Sort Your Waste - Artwork, Design And Print Of Interactive Display	-953.70

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EFT38260	27/06/2019	BASSENDEN WELLNESS CLINIC	Seniors - Client - Podiatry Home Visit	-180.00
EFT38261	27/06/2019	BATTERY SPECIALTIES (AUST) PTY LTD-WA	Depot - Minor Consumable Items	-168.70
EFT38262	27/06/2019	BAYSWATER SHARPENING SERVICE	Depot - Various Tools - Sharpen Blades	-154.00
EFT38263	27/06/2019	BEAVER TREE SERVICES	Various Sites - Street Tree Pruning	-39,442.43
EFT38264	27/06/2019	BENARA NURSERIES	Various Street Gardens - Assorted Plants	-528.00
EFT38265	27/06/2019	BOC LIMITED	Depot - Bottled Gas Supplies & Equipment	-59.03
EFT38266	27/06/2019	BOWDEN TREE CONSULTANCY	Consulting - Street Trees For 2019 Planting Season	-9,977.00
EFT38267	27/06/2019	BRICKS 4 KIDZ GOSNELLS	Library - Lego Briks For Kids	-250.00
EFT38268	27/06/2019	BUDGET PEST CONTROL	Hyde Retirement Villageto - Supply & Install Rodent Bait Stations	-738.00
EFT38269	27/06/2019	BUNNINGS GROUP LIMITED	Various Sites - Maintenance Supplies And Equipment	-2,369.04
EFT38270	27/06/2019	BUNZL LTD	Depot - Toilet & Office Supplies	-1,050.57
EFT38271	27/06/2019	CASA SECURITY PTY LTD	Various Sites - Security Alarm Repairs And Monitoring	-2,458.50
EFT38272	27/06/2019	CATALYSE PTY LTD	Human Resources - Employee Scorecard Survey	-2,750.00
EFT38273	27/06/2019	CENTRAL SIGNS	Naidoc Day - Update Road Signs	-220.00
EFT38274	27/06/2019	CGM COMMUNICATIONS	Fogo And Tree Planting - Research, Community & Engagement	-5,280.00
EFT38275	27/06/2019	CITY OF SOUTH PERTH	Ranger Services - Dog & Cat Pound Fees - May 2019	-6,656.02
EFT38276	27/06/2019	COCKBURN CEMENT LIMITED	Various Sites - Cement Supplies	-350.46
EFT38277	27/06/2019	COLES SUPERMARKETS AUSTRALIA	Various Business Units - Groceries Supplies	-1,555.37
EFT38278	27/06/2019	COMESTIBLES	Various Council Meetings - Consumables	-2,600.20
EFT38279	27/06/2019	COMMUNITY NEWSPAPER GROUP LTD	Newspaper Advertisement - Creating Communities	-1,191.51
EFT38280	27/06/2019	COMPLETE CORPORATE HEALTH - ASCOT	Various Business Units - Recruitment - Pre Employment Check	-689.70
EFT38281	27/06/2019	COMPLETE CORPORATE HEALTH - CITY	Various Business Units - Recruitment - Pre Employment Check	-198.00
EFT38282	27/06/2019	COTERRA ENVIRONMENT	Ordinary Council Meeting - Presentation On Bindaring Park	-1,705.99
EFT38283	27/06/2019	COVS - COVS PARTS PTY LTD	Depot - Minor Fleet Vehicle Parts	-226.10
EFT38284	27/06/2019	COWAN & PARTNERS PTY LTD	Festival Of Local Business - Marketing And Logistics Services	-3,780.00
EFT38285	27/06/2019	CREATING COMMUNITIES AUSTRALIA PTY LTD	Community Engagement Strategy - Local Planning Strategy Design	-17,583.64
EFT38286	27/06/2019	CYNTONE CONSULTING	Anzac Day - Risk Management Plan	-2,189.00
EFT38287	27/06/2019	DAILY LIVING PRODUCTS	Seniors - Client Independent Living Supplies	-1,580.00
EFT38288	27/06/2019	DAIMLER TRUCKS PERTH	Depot - Fleet Vehivle - Rectify Electrical Fault And Whine From Engine	-2,674.10
EFT38289	27/06/2019	DATA3	Microsoft Office & Server Software Assurance And Licenses	-26,427.31

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EFT38290	27/06/2019	DAVID A HEANEY	Community Garden - Remove & Replace Limestone	-220.00
EFT38291	27/06/2019	DEPARTMENT OF TRANSPORT	Co-Contribution Wayfinding Signs	-6,623.80
EFT38292	27/06/2019	DIAMONDLITE ENTERPRISES	Relax Instructor - Samba Drumming - Term 2	-1,200.00
EFT38293	27/06/2019	DISCUS ON DEMAND PTY LTD	Various Business Units - Printing	-1,793.50
EFT38294	27/06/2019	DOMUS NURSERY	Various Street Garden Sites - New Plants	-1,287.00
EFT38295	27/06/2019	DRAINFLOW SERVICES PTY LTD	Various Sites - Drain Cleaning	-3,029.40
EFT38296	27/06/2019	DS WORKWEAR & SAFETY	Depot - Staff Uniforms	-256.50
EFT38297	27/06/2019	DVG MORLEY CITY	Depot - Fleet Vehicle - Parts	-169.49
EFT38298	27/06/2019	E FIRE & SAFETY (WA)	Various Staff - Fire Extinguisher Training	-5,221.70
EFT38299	27/06/2019	EASTERN METROPOLITAN REGIONAL COUNCIL	Various Domestic & Council Rubbish	-102,649.27
EFT38300	27/06/2019	ELAN ENERGY MATRIX PTY LTD	Depot - Illegally Dumped Tyres With Rims	-457.50
EFT38301	27/06/2019	ELLENBY TREE FARM PTY LTD	Various Street Garden Sites - New Trees	-5,401.00
EFT38302	27/06/2019	ENVISIONWARE PTY LTD	Library - Software Annual Maintenance Fee 2019-2020	-550.00
EFT38303	27/06/2019	FUJI XEROX AUSTRALIA PTY LTD	Various Business Units - Photocopier Lease And Charges	-3,789.86
EFT38304	27/06/2019	GARAGE SALE TRAIL FOUNDATION LTD	Garage Sale Trail Contribution Fees	-4,170.10
EFT38305	27/06/2019	GBC FORDIGRAPH PTY LTD	Various Business Units - Office Stationery	-195.27
EFT38306	27/06/2019	GRAFTON GENERAL PRODUCTS	Seniors - Client Independent Living Supplies	-143.19
EFT38307	27/06/2019	GRAINGER GARDEN SUPPLIES	Vibrancy Project - Old Perth Road - Landscape Mix	-700.00
EFT38308	27/06/2019	H DAPS FOODS	Volunteers - Volunteer Meal Vouchers	-500.00
EFT38309	27/06/2019	HANSON CONSTRUCTION MATERIALS PTY LTD	Depot - Brickies Yellow Sand	-1,466.23
EFT38310	27/06/2019	HAVILAH LEGAL	Professional Legal Fees - Rates Recovery	-814.00
EFT38311	27/06/2019	HEALTHSTRONG PTY LTD	Seniors - Client - Physiotherapy Session	-199.50
EFT38312	27/06/2019	HEATHER CAMPBELL	Oral History Interview And Transcript With Bevan Carter	-3,117.50
EFT38313	27/06/2019	HEDGEHOGS CAFE	Various Council Functions - Catering	-592.00
EFT38314	27/06/2019	HELEN DOBBIE	Relax Instructor - Hatha Yoga - Term 2	-945.00
EFT38315	27/06/2019	HISCO PTY LTD	Council Chambers - Kitchen Accessories	-43.65
EFT38316	27/06/2019	INTEGRAL DEVELOPMENT CONSULTANCY	Principle Building Surveyor - Releif Work - April 2019	-1,580.00
EFT38317	27/06/2019	INTERNATIONAL ASSOCIATION FOR PUBLIC PARTICIPATION	Staff Training - Public Engagement Essentials	-220.00
EFT38318	27/06/2019	IT VISION	Staff Training - Payroll Essentials	-1,677.50
EFT38319	27/06/2019	J & K HOPKINS	The Hub - Staff - Office Furniture	-568.00

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EFT38320	27/06/2019	JAYBRO PTY LTD	Depot - Safety Equipment And Signage	-259.38
EFT38321	27/06/2019	JB HIFI GROUP PTY LTD	Seniors - Staff - New Mobile Phones	-6,430.75
EFT38322	27/06/2019	KLEENIT PTY LTD	Various Sites - Re-Mark Parking Bays	-15,325.64
EFT38323	27/06/2019	LANDCARE WEED CONTROL	Bindaring Park - Hand Weeding	-4,620.00
EFT38324	27/06/2019	LANDGATE	Service Fee - Extraction Of Rectified Aerial Imagery	-1,904.06
EFT38325	27/06/2019	LESTER BLADES PTY LTD	Executive Recruitment - Director Corporate Services	-6,875.00
EFT38326	27/06/2019	LGIS RISK MANAGEMENT	Children Services - Supporting A Positive Workplace Training	-1,848.00
EFT38327	27/06/2019	LIFE CARE HOME CARE	Seniors - Client - Physiotherapy Session	-148.50
EFT38328	27/06/2019	LIFETIME EMT	Wind In The Willows- First Aid Training	-750.00
EFT38329	27/06/2019	LO-GO APPOINTMENTS	Various Business Units - Labour Hire	-9,111.66
EFT38330	27/06/2019	LOCKDOC	Ashfield Public Toilet - Lock To Toilet Door Repairs	-242.00
EFT38331	27/06/2019	LORM PTY LTD	Staff Refresher Training - Occupational Health And Safety	-2,035.00
EFT38332	27/06/2019	MAJOR MOTORS	Fleet Vehicle Service & Maintenance	-742.50
EFT38333	27/06/2019	MARKETFORCE PTY LTD	Various Business Units - Advertising	-1,835.51
EFT38334	27/06/2019	MARTIN JAINE SCULPTURES	Vibrancy Project - Old Perth Road - Seat	-250.00
EFT38335	27/06/2019	MARTINS TRAILER PARTS	Various Fleet Vehicles - Parts	-20.28
EFT38336	27/06/2019	MAXIMUM INDEPENDENCE OCCUPATIONAL THERAPY	Seniors - Independent Living - Initial Assessment	-148.50
EFT38337	27/06/2019	MCDERMOTT GROUP	Various Sites - Plumbing Repairs	-4,089.25
EFT38338	27/06/2019	MCLEODS & CO	Professional Fees - Legal Advise	-234.41
EFT38339	27/06/2019	MIDLAND MINICRETE	Various Sites - Crossover, Road And Footpath Maintenance	-2,480.50
EFT38340	27/06/2019	MIDLAND MOWERS	Depot - Minor Plant Parts	-560.49
EFT38341	27/06/2019	MILLS WILSON	Urgent Media Relations Advice - Drafting Of Statement	-616.00
EFT38342	27/06/2019	MINT CIVIL PTY LTD	Various Sites - Street Sweeping Services	-12,200.76
EFT38343	27/06/2019	MORLEY MOWER CENTRE	Depot - Minor Plant Parts	-383.90
EFT38344	27/06/2019	MT LAWLEY MILK	Office Milk Supplies - 35, 46 & 48 Old Perth Road & Depot	-321.60
EFT38345	27/06/2019	NATURAL AREA HOLDINGS	Various Sites - Hand Watering Plants	-9,022.20
EFT38346	27/06/2019	NATURE PLAY SOLUTIONS	Ashfield Playground Development	-29,531.00
EFT38347	27/06/2019	NEAT N' TRIM UNIFORMS PTY LTD (NNT) PERTH	Corporate Services - Town Of Bassendean Uniforms	-294.95
EFT38348	27/06/2019	NETLINK GROUP PTY LTD	Depot - Call-Out Fix 2 X Lines & Extension 121 Not Working After Nbn	-493.63
EFT38349	27/06/2019	NOISE & VIBRATION MEASUREMENT SYSTEMS PTY LTD	Health Officers - Noise / Sound Level Meter Onsite Training	-643.50

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EFT38350	27/06/2019	NORTH LAKE ELECTRICAL PTY LTD	Various Sites - Electrical Repairs & Maintenance	-3,520.14
EFT38351	27/06/2019	NUDE DESIGN STUDIO PTY LTD	Town Team - Graphic Design	-1,045.94
EFT38352	27/06/2019	OFFICEWORKS SUPERSTORES PTY LTD	Various Business Units - Office Stationery	-3,709.60
EFT38353	27/06/2019	OM4	Maintenance Of Web Business Web Site	-37.25
EFT38354	27/06/2019	PENELOPE TEUDT	Old Perth Road Markets - Stall Holder Coordinator	-2,005.00
EFT38355	27/06/2019	PERTH AUDIOVISUAL	Festival Of Local Business - Sound Equipment Hire	-440.00
EFT38356	27/06/2019	PERTH RADIATOR CENTRE	Depot - Fleet Vehicle Radiator Repairs	-471.02
EFT38357	27/06/2019	PERTH SAFETY PRODUCTS PTY LTD	Depot - Safety Equipment And Signage	-352.00
EFT38358	27/06/2019	PHASE 3 LANDSCAPE CONSTRUCTION PTY LTD	Mary Crescent Playground Construction	-2,338.83
EFT38359	27/06/2019	PINNACLE GARAGE DOORS	Ashfield Public Toilet Supply Roller Doors	-3,946.80
EFT38360	27/06/2019	POWERHOUSE DIRECT PTY LTD	Festival Of Local Business - Preparation Of Delegate Bags	-1,688.50
EFT38361	27/06/2019	PPCA LTD	Various Sites - Commercial Licence Music / Public Performance	-575.17
EFT38362	27/06/2019	PRINT SMART ONLINE PTY LTD	Library - Printing Cover Book Political History	-191.00
EFT38363	27/06/2019	PROQUEST LLC	Library - Computer Upgrade Package	-696.92
EFT38364	27/06/2019	QEC DISTRIBUTION	Library - Dvd One Time Cases	-670.02
EFT38365	27/06/2019	QUALITY TRAFFIC MANAGEMENT PTY LTD	Various Road Closures And Traffic Management	-8,393.94
EFT38366	27/06/2019	QUICK CORPORATE AUSTRALIA PTY LTD	Various Business Units - Office Stationery	-692.07
EFT38367	27/06/2019	RAYCO PLUMBING CONTRACTORS	Mens Shed Engineering & Approvals For Sewer Main Extension	-4,647.50
EFT38368	27/06/2019	RECOMMENDED TOWING PTY LTD	Ranger Services - Abandoned Vehicles	-99.00
EFT38369	27/06/2019	RELATIONSHIPS AUSTRALIA (WESTERN AUSTRALIA) INC	Employee Assistance Program - Counselling	-495.00
EFT38370	27/06/2019	REPCO	Depot - Minor Fleet Vehicle Parts	-1,087.92
EFT38371	27/06/2019	REPLANTS PTY LTD	Pensioner Guard House - Review Existing Landscaping Plans	-2,942.50
EFT38372	27/06/2019	RESOURCE RECOVERY SOLUTIONS	Council Recycle Waste - Concrete, Bricks, Sand & Hotmix	-665.50
EFT38373	27/06/2019	RICOH AUSTRALIA PTY LTD	Various Business Units - Photocopier Lease And Charges	-2,064.93
EFT38374	27/06/2019	ROADS 2000	Various Sites - Road Re-Surfacing, Kerbing And Drainage Works	-239.21
EFT38375	27/06/2019	ROTARY CLUB OF SWAN VALLEY	Markets - Marshalling Services - May 2019	-1,400.00
EFT38376	27/06/2019	RUBY 9 PTY LTD	Relax Instructor - Thursday Morning Yoga - Term 2 2019	-1,050.00
EFT38377	27/06/2019	RUSSELL WYATT ROBERTS	Festival Of Local Business - Videography And Photography Services	-7,590.00
EFT38378	27/06/2019	S STEWERT-DAWKINS	Reimbursement Travel To Council Workshop Attendance	-48.22
EFT38379	27/06/2019	SAFETY WORLD	Depot - Hi Vis Safety Vests	-382.80

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Chq/EFT	Date	Name	Description	Amount
EFT38380	27/06/2019	SD & VH FINDLAY	Various Sites - Painting Interior & Exterior	-2,000.00
EFT38381	27/06/2019	SHOFER PTY LTD	Seniors - Transport For Clients - May 2019	-1,704.81
EFT38382	27/06/2019	SIGNARAMA MORLEY	The Hub - Footpath Stickers Or Animal Footprints	-665.50
EFT38383	27/06/2019	SITE SKILLS TRAINING	Depot - Staff Training - Load Restraint Training	-4,200.00
EFT38384	28/06/2019	SLATER GARTRELL SPORTS	Ashfield Reserve - Pair Full Size Soccer Goals	-5,033.60
EFT38385	28/06/2019	SPORTS TURF TECHNOLOGY	Mary Crescent Reserve - Carry Out Soil Samples	-1,815.00
EFT38386	28/06/2019	ST JOHN AMBULANCE AUSTRALIA	Customer Service - Defibrillator Cabinet Weather Resistant	-439.96
EFT38387	28/06/2019	STIHL SHOP MIDLAND	Depot & Seniors - Plant Equipment & Parts	-1,618.00
EFT38388	28/06/2019	STOTT AND HOARE	Basic Support/Subscription Vmware Vsphere 6 Essentials Plus Kit	-2,927.10
EFT38389	28/06/2019	STRATAGREEN	Various Sites - Garden Supplies - Potting Mix	-958.74
EFT38390	28/06/2019	STUDIO 281	Festival Of Local Business - Photo Exhibition - Framing And Curation	-3,102.00
EFT38391	28/06/2019	SUEZ RECYCLING & RECOVERY PTY LTD	Waste Collection Services - April & May 2019	-147,006.82
EFT38392	28/06/2019	SUSAN M CLARKE & ASSOCIATES PTY LTD	Seniors - Customise Policies / Procedures	-8,580.00
EFT38393	28/06/2019	SYNERGY	Various Sites Synergy Account - Electricity Supply Charges	-12,364.25
EFT38394	28/06/2019	TECHNOLOGY ONE LTD	Intramaps - Hosting / Support And License 2019/2020	-13,804.64
EFT38395	28/06/2019	TELEPHONE CLEANSING AUSTRALIA	Various Business Units - Computer Cleaning Sachets	-277.10
EFT38396	28/06/2019	THE ARTIST'S CHRONICLE EST 1991	Visual Art Awards - Advert May Issue + Hyperlink To Web	-700.00
EFT38397	28/06/2019	THE ENVIRONMENTAL PRINTING COMPANY	Naidoc Day - Printing Of Flyers And Posters	-1,408.00
EFT38398	28/06/2019	THE HONDA SHOP	Seniors - New Lawnmowers Initial Service	-258.54
EFT38399	28/06/2019	TIM EVA'S NURSERY	Various Street Garden Sites - New Tree	-14,828.00
EFT38400	28/06/2019	TOP OF THE LADDER GUTTERMAN	Hyde Ret Village - Gutter & Down Pipe Clean	-5,401.00
EFT38401	28/06/2019	TOTAL EDEN PTY LTD	Various Sites - Reticulation Supplies	-1,784.58
EFT38402	28/06/2019	TOTALLY WORKWEAR MIDLAND	Depot Staff - Uniforms	-120.81
EFT38403	28/06/2019	TRUGRADE MEDICAL SUPPLIES	Seniors - Client - Medical Supplies	-506.40
EFT38404	28/06/2019	UNIFORMS @ WORK AUSTRALIA PTY LTD	Seniors Staff - Uniforms	-238.48
EFT38405	28/06/2019	VERMEER EQUIPMENT OF WA & NT	Depot Fleet Vehicles - Find Fault And Feed Rollers	-2,418.38
EFT38406	28/06/2019	WA HINO SALES & SERVICE	Various Plant Equipment - Parts	-605.20
EFT38407	28/06/2019	WATER2WATER PTY LTD	Water Dispenser Rental Maintenance Agreement - May 2019	-49.50
EFT38408	28/06/2019	WATTLEUP TRACTORS	Depot - Fleet Vehicle - Parts	-154.85
EFT38409	28/06/2019	WATTS WESTERN RUBBER	Various Fleet Vehicle - Tyre Repairs & Replacements	-115.50

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[illegible]

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Chq/EFT	Date	Name	Description	Amount
DD17315.1	03/06/2019	ONHOLD MAGIC	Messages On Hold - May 2019	-138.80
DD17238.1	05/06/2019	COMMONWEALTH CREDIT CARDS	Credit Card - May 2019	-14,875.56
DD17330.1	11/06/2019	WA LOCAL GOVERNMENT SUPERANNUATION PLAN	Payroll Deductions	-44,550.78
DD17330.2	11/06/2019	REST SUPERANNUATION	Payroll Deductions	-1,337.99
DD17330.3	11/06/2019	MANIC SUPERANNUATION SUPER FUND	Payroll Deductions	-689.01
DD17330.4	11/06/2019	VIC SUPER	Superannuation Contributions	-226.77
DD17330.5	11/06/2019	MLC SUPER FUND	Superannuation Contributions	-384.99
DD17330.6	11/06/2019	SUPER DIRECTIONS FUND	Superannuation Contributions	-226.77
DD17330.7	11/06/2019	ANZ SMART CHOICE SUPER	Payroll Deductions	-571.93
DD17330.8	11/06/2019	AMP SUPERLEADER	Payroll Deductions	-447.71
DD17330.9	11/06/2019	NGS SUPER	Superannuation Contributions	-293.31
DD17359.1	17/06/2019	SG FLEET AUSTRALIA PTY LTD	Fleet Vehicles Leases - June 2019	-18,180.62
DD17375.1	20/06/2019	SHERIFFS OFFICE	Fines To Be Lodged With Fer	-444.50
DD17382.1	25/06/2019	WA LOCAL GOVERNMENT SUPERANNUATION PLAN	Payroll Deductions	-45,583.16
DD17382.2	25/06/2019	MANIC SUPERANNUATION SUPER FUND	Payroll Deductions	-689.01
DD17382.3	25/06/2019	VIC SUPER	Superannuation Contributions	-226.77
DD17382.4	25/06/2019	MLC SUPER FUND	Superannuation Contributions	-454.66
DD17382.5	25/06/2019	COLONIAL FIRST STATE	Superannuation Contributions	-53.76
DD17382.6	25/06/2019	SUPER DIRECTIONS FUND	Superannuation Contributions	-226.77
DD17382.7	25/06/2019	ANZ SMART CHOICE SUPER	Payroll Deductions	-571.93
DD17382.8	25/06/2019	AMP SUPERLEADER	Payroll Deductions	-426.04
DD17382.9	25/06/2019	NGS SUPER	Superannuation Contributions	-293.31
DD17330.10	11/06/2019	MLC SUPER FUND	Superannuation Contributions	-180.69
DD17330.11	11/06/2019	SUN SUPER	Superannuation Contributions	-61.93
DD17330.12	11/06/2019	WEALTH PERSONAL SUPERANNUATION AND PENSION FUND	Payroll Deductions	-845.42
DD17330.13	11/06/2019	COMMONWEALTH ESSENTIAL SUPER	Superannuation Contributions	-169.39
DD17330.14	11/06/2019	AUSTRALIAN ETHICAL SUPER	Superannuation Contributions	-265.25
DD17330.15	11/06/2019	CARE SUPER	Superannuation Contributions	-148.64
DD17330.16	11/06/2019	CBUS INDUSTRY SUPERFUND	Payroll Deductions	-412.42
DD17330.17	11/06/2019	BT SUPER FOR LIFE	Superannuation Contributions	-205.79

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Chq/EFT	Date	Name	Description	Amount
DD17330.18	11/06/2019	Q SUPER	Superannuation Contributions	-323.64
DD17330.19	11/06/2019	COLONIAL FIRST STATE	Payroll Deductions	-1,413.44
DD17330.20	11/06/2019	HESTA SUPER FUND	Payroll Deductions	-2,032.16
DD17330.21	11/06/2019	PLUMMER SUPERANNUATION FUND	Superannuation Contributions	-1,090.48
DD17330.22	11/06/2019	B & L SUPER FUND	Superannuation Contributions	-215.98
DD17330.23	11/06/2019	AUSTRALIAN/WESTSCHEME SUPER	Superannuation Contributions	-4,941.28
DD17330.24	11/06/2019	HOST PLUS	Superannuation Contributions	-333.60
DD17330.25	11/06/2019	TWU SUPERANNUATION	Superannuation Contributions	-278.72
DD17382.10	25/06/2019	MLC SUPER FUND	Superannuation Contributions	-184.31
DD17382.11	25/06/2019	SUN SUPER	Superannuation Contributions	-92.90
DD17382.12	25/06/2019	WEALTH PERSONAL SUPERANNUATION AND PENSION FUND	Payroll Deductions	-955.58
DD17382.13	25/06/2019	COMMONWEALTH ESSENTIAL SUPER	Superannuation Contributions	-105.29
DD17382.14	25/06/2019	AUSTRALIAN ETHICAL SUPER	Superannuation Contributions	-265.25
DD17382.15	25/06/2019	CARE SUPER	Superannuation Contributions	-148.64
DD17382.16	25/06/2019	CBUS INDUSTRY SUPERFUND	Payroll Deductions	-366.35
DD17382.17	25/06/2019	BT SUPER FOR LIFE	Superannuation Contributions	-205.79
DD17382.18	25/06/2019	Q SUPER	Superannuation Contributions	-323.64
DD17382.19	25/06/2019	MLC WRAP SUPER	Superannuation Contributions	-49.55
DD17382.20	25/06/2019	HESTA SUPER FUND	Payroll Deductions	-2,159.31
DD17382.21	25/06/2019	PLUMMER SUPERANNUATION FUND	Payroll Deductions	-609.52
DD17382.22	25/06/2019	B & L SUPER FUND	Superannuation Contributions	-204.38
DD17382.23	25/06/2019	AUSTRALIAN/WESTSCHEME SUPER	Superannuation Contributions	-5,228.85
DD17382.24	25/06/2019	HOST PLUS	Superannuation Contributions	-333.60
DD17382.25	25/06/2019	TWU SUPERANNUATION	Superannuation Contributions	-278.72
DD17382.26	25/06/2019	REST SUPERANNUATION	Superannuation Contributions	-1,442.01
	30/06/2019	PAYROLL CREDITORS	TOTAL FOR MONTH JUNE 2019	-873,080.99
TOTAL MUNICIPAL & TRUST EFT PAYMENTS				-2,596,036.42

1st June 2019
to
30th June 2019

Chq/EFT	Date		Description	Amount
TOTAL TRUST CHEQUE PAYMENTS				0.00

Chq/EFT	Date	Name	Description	Amount
86087	13/06/2019	AABP PTY LTD	Refund - Cancelled Building Application	-61.65
86088	13/06/2019	AQUATIC LEISURE TECHNOLOGIES	Refund - Cancelled Building Application	-61.65
86089	13/06/2019	BRENDAN RYAN	Refund - Cancelled Building Application	-61.65
86090	13/06/2019	NICHOLAS SCAFFIDI-ABBATE	Refund - Cancelled Building Application	-61.65
86091	13/06/2019	TELSTRA	Telstra Telephone & Mobile Account - May 2019	-6,830.86
86092	13/06/2019	TOWN OF BASSENDEAN-PETTY CASH	Various Business Units - Petty Cash	-195.65
86093	13/06/2019	TOWN OF VICTORIA PARK	Long Service Leave Entitlements	-1,390.44
86094	13/06/2019	WATER CORPORATION	Various Sites - Water Rates & Usage Charges	-14,468.24
86095	25/06/2019	MAX TRIVIC	Sports Achievement Award - Junior	-250.00
86096	25/06/2019	OLGA MORRIS	Rates Refund	-744.63
86097	25/06/2019	SOPHIA PRESTON	Sports Achievement Award - Junior	-250.00
86098	28/06/2019	TOWN OF BASSENDEAN-PETTY CASH	Various Business Units - Petty Cash	-1,186.30
TOTAL MUNICIPAL CHEQUES				-25,562.72

TOTAL PAYMENTS FOR JUNE 2019	-2,621,599.14
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ATTACHMENT NO. 16



DRAFT

FINANCIAL STATEMENTS

FOR THE PERIOD ENDED

30 June 2019

TOWN OF BASSENDEAN

MONTHLY FINANCIAL REPORT (Containing the Statement of Financial Activity) For the Period Ended 30 June 2019

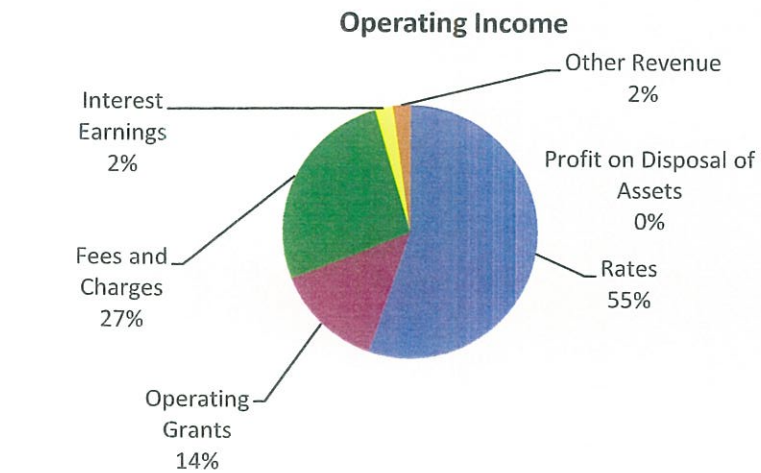
LOCAL GOVERNMENT ACT 1995

LOCAL GOVERNMENT (FINANCIAL MANAGEMENT) REGULATIONS 1996

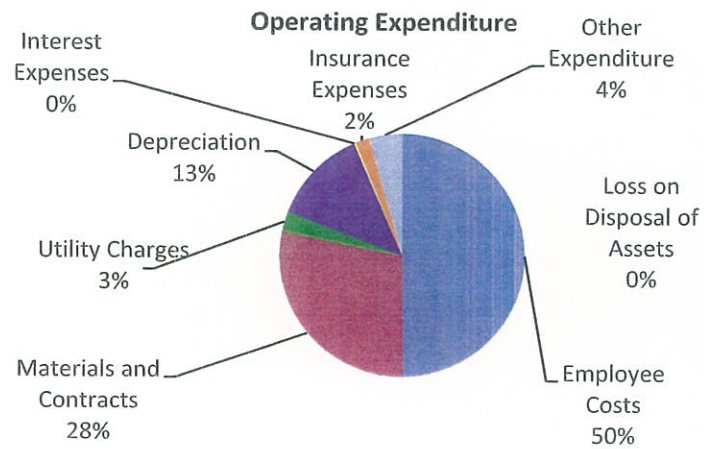
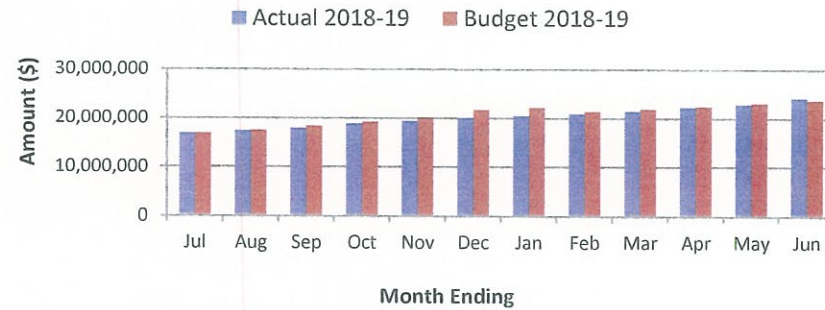
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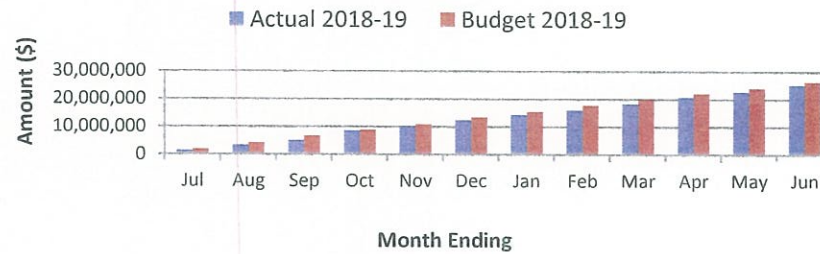
**Town of Bassendean
Information Summary
For the Period Ended 30 June 2019**



**Budget Operating Income -v- YTD Actual
Refer Statement of Financial Activity by
Nature or Type**



**Budget Operating Expenditure -v- YTD Actual
Refer Statement of Financial Activity by
Nature or Type**



TOWN OF BASSENDEAN
STATEMENT OF FINANCIAL ACTIVITY
(Statutory Reporting Program)
For the Period Ended 30 June 2019

	Note	Original Annual Budget	Amended Annual Budget	YTD Budget (a)	YTD Actual (b)	Var. \$ (b)-(a)	Var. % (b)-(a)/(a)	Var.
		\$	\$	\$	\$	\$	%	
Opening Funding Surplus(Deficit)	3	1,646,933	1,921,369	1,921,369	1,921,369	-	0.00%	
Revenue from operating activities								
Governance		17,200	17,200	17,200	16,268	(932)	(5.42%)	
General Purpose Funding - Rates	2	13,103,005	12,832,304	12,832,304	12,841,653	9,349	0.07%	
General Purpose Funding - Other		981,223	840,067	840,067	1,256,728	416,661	49.60%	😊
Law, Order and Public Safety		112,700	114,740	114,740	113,284	(1,456)	(1.27%)	
Health		2,760,665	2,736,115	2,736,115	2,739,940	3,825	0.14%	
Education and Welfare		5,051,412	5,144,355	5,144,355	5,236,953	92,599	1.80%	
Community Amenities		218,000	219,440	219,440	164,466	(54,974)	(25.05%)	😞
Recreation and Culture		236,560	246,852	246,852	584,497	337,645	136.78%	😊
Transport		154,000	159,966	159,966	60,126	(99,840)	(62.41%)	😞
Economic Services		100,350	100,450	100,450	94,839	(5,611)	(5.59%)	😞
Other Property and Services		83,172	100,545	100,546	128,480	27,934	27.78%	😊
		22,818,287	22,512,033	22,512,034	23,237,235		3.22%	
Expenditure from operating activities								
Governance		(1,181,968)	(1,529,058)	(1,529,058)	(980,029)	549,030	35.91%	😊
General Purpose Funding		(777,422)	(751,472)	(751,472)	(786,515)	(35,043)	(4.66%)	
Law, Order and Public Safety		(676,252)	(676,902)	(676,902)	(660,978)	15,924	2.35%	
Health		(3,189,115)	(3,071,767)	(3,071,767)	(3,048,461)	23,306	0.76%	
Education and Welfare		(5,560,607)	(5,644,144)	(5,644,144)	(5,918,066)	(273,922)	(4.85%)	
Community Amenities		(1,325,057)	(1,341,841)	(1,341,841)	(1,346,034)	(4,193)	(0.31%)	
Recreation and Culture		(6,593,488)	(6,554,496)	(6,554,496)	(6,230,506)	323,990	4.94%	
Other Property and Services		(202,135)	(228,177)	(228,177)	(149,483)	78,694	34.49%	😊
		(26,102,712)	(26,394,704)	(26,394,704)	(25,218,507)		4.46%	
Operating activities excluded from budget								
Add back Depreciation		3,316,368	3,321,152	3,321,152	3,216,858	(104,295)	(3.14%)	
Movement in Employee Benefits Non Current		-	-	-	(74,672)			
Adjust (Profit)/Loss on Asset Disposal		(11,266)	(11,266)	(11,266)	-	11,266	(100.00%)	
Movement in Leave Reserve		10,405	10,405	(276,721)	(276,721)	-	0.00%	
Amount attributable to operating activities		31,082	(562,379)	(849,504)	884,193			
Investing Activities								
Non-operating Grants, Subsidies and Contributions								
Proceeds from Disposal of Assets	10	2,382,964	1,289,331	2,382,964	1,227,679	(1,155,285)	(48.48%)	😞
Land and Buildings	8	897,300	897,300	-	-	-		
Infrastructure Assets - Roads	8	(955,500)	(328,624)	(915,177)	(146,018)	(769,159)	(84.04%)	😞
Infrastructure Assets - Footpaths	8	(1,878,165)	(902,934)	(1,752,934)	(395,964)	(1,356,970)	(77.41%)	😞
Infrastructure Assets - Other	8	(25,500)	(42,390)	(42,390)	(40,769)	(1,621)	(3.82%)	
Infrastructure Assets - Drainage	8	(635,600)	(621,741)	(567,285)	(460,146)	(107,139)	(18.89%)	😞
Plant and Equipment	8	(547,750)	(389,700)	(389,700)	(280,143)	(109,557)	(28.11%)	😞
Furniture and Equipment	8	(147,700)	(16,111)	(16,111)	(16,110)	(1)	(0.01%)	
Amount attributable to investing activities		(1,710,951)	(196,191)	(2,081,955)	(140,324)	(752,469)	(96.31%)	😞
Financing Activities								
Self-Supporting Loan Principal		21,134	21,134	19,950	19,950	-	0.00%	
Transfer from Reserves	5	1,414,500	1,288,191	912,928	912,928	-	-100.00%	
Repayment of Debentures	4	(132,881)	(132,881)	(131,696)	(131,696)	-	0.00%	
Transfer to Reserves	5	(1,248,204)	(2,317,630)	(2,096,136)	(2,096,136)	-	0.00%	
Amount attributable to financing activities		54,549	(1,141,186)	(1,294,954)	(1,294,954)			
Closing Funding Surplus(Deficit)	3	21,614	21,614	(2,305,044)	1,370,288			

😊 More Revenue OR Less Expenditure
 😞 Less Revenue OR More Expenditure

Indicates a variance between Year to Date (YTD) Budget and YTD Actual data as per the adopted materiality threshold.

Refer to Note 2 for an explanation of the reasons for the variance.

This statement is to be read in conjunction with the accompanying Financial Statements and notes.

	Note	Original Annual Budget	Amended Annual Budget	YTD Budget (a)	YTD Actual (b)	Var. \$ (b)-(a)	Var. % (b)-(a)/(a)	Var.
Opening Funding Surplus (Deficit)	3	1,646,933	1,921,369	1,921,369	1,921,369	-	0.00%	
Revenue from operating activities								
Rates	2	13,173,005	12,832,304	12,832,304	12,841,653	9,349	0.07%	
Operating Grants, Subsidies and Contributions		2,776,326	2,784,115	2,784,115	3,184,731	400,617	14.39%	😊
Fees and Charges		5,968,203	5,987,853	5,987,853	6,179,729	191,876	3.20%	
Interest Earnings		459,345	415,345	415,345	516,878	101,533	24.45%	😊
Other Revenue		370,556	421,565	421,566	514,244	92,678	21.98%	😊
Profit on Disposal of Assets	10	70,852	70,852	70,852	-	-	-	
		22,818,287	22,512,033	22,512,034	23,237,235		3.22%	
Expenditure from operating activities								
Employee Costs		(11,882,476)	(12,279,704)	(12,279,704)	(12,574,055)	(294,351)	(2.40%)	
Materials and Contracts		(8,337,538)	(8,174,971)	(8,174,971)	(7,149,167)	1,025,805	12.55%	😊
Utility Charges		(736,314)	(718,664)	(718,664)	(658,652)	60,012	8.35%	😊
Depreciation on Non-Current Assets		(3,316,368)	(3,321,152)	(3,321,152)	(3,216,858)	104,295	3.14%	
Interest Expenses		(49,688)	(49,688)	(49,688)	(44,558)	5,130	10.32%	😊
Insurance Expenses		(439,889)	(450,134)	(450,134)	(462,115)	(11,982)	(2.66%)	
Other Expenditure		(1,280,852)	(1,340,804)	(1,340,804)	(1,113,103)	227,701	16.98%	😊
Loss on Disposal of Assets	10	(59,586)	(59,586)	(59,586)	-	59,586	100.00%	
		(26,102,712)	(26,394,704)	(26,394,704)	(25,218,507)		4.46%	
Operating activities excluded from budget								
Add back Depreciation		3,316,368	3,321,152	3,321,152	3,216,858	(104,295)	(3.14%)	
Adjust (Profit)/Loss on Asset Disposal		(11,266)	(11,266)	(11,266)	-	11,266	(100.00%)	
Movement in Leave Reserve		10,405	10,405	(276,721)	(276,721)	-	0.00%	
Amount attributable to operating activities		31,082	(562,379)	(849,504)	884,193			
Investing activities								
Grants, Subsidies and Contributions		2,382,964	1,289,331	2,382,964	1,227,679	(1,155,285)	(48.48%)	😞
Proceeds from Disposal of Assets	10	897,300	897,300	-	-	-	-	
Land and Buildings	8	(955,500)	(328,624)	(915,177)	(146,018)	(769,159)	(84.04%)	😞
Infrastructure Assets - Roads	8	(1,878,165)	(902,934)	(1,752,934)	(395,964)	(1,356,970)	(77.41%)	😞
Infrastructure Assets - Footpaths	8	(25,500)	(42,390)	(42,390)	(40,769)	(1,621)	(3.82%)	
Infrastructure Assets - Other	8	(635,600)	(621,741)	(567,285)	(460,146)	(107,139)	(18.89%)	😞
Infrastructure Assets - Drainage	8	(547,750)	(389,700)	(389,700)	(280,143)	(109,557)	(28.11%)	😞
Plant and Equipment	8	(147,700)	(16,111)	(16,111)	(16,110)	(1)	(0.01%)	
Furniture and Equipment	8	(801,000)	(81,322)	(781,322)	(28,853)	(752,469)	(96.31%)	😞
Amount attributable to investing activities		(1,710,951)	(196,191)	(2,081,955)	(140,324)			
Financing Activities								
Self-Supporting Loan Principal		21,134	21,134	19,950	19,950	-	0.00%	
Transfer from Reserves	7	1,414,500	1,288,191	912,928	912,928	-	(100.00%)	
Repayment of Debentures	4	(132,881)	(132,881)	(131,696)	(131,696)	-	0.00%	
Transfer to Reserves	7	(1,248,204)	(2,317,630)	(2,096,136)	(2,096,136)	-	0.00%	
Amount attributable to financing activities		54,549	(1,141,186)	(1,294,954)	(1,294,954)			
Closing Funding Surplus (Deficit)	3	21,614	21,614	(2,305,044)	1,370,288			

Indicates a variance between Year to Date (YTD) Budget and YTD Actual data as per data as per the adopted materiality threshold. Refer to Note 2 for an explanation of the variance. This statement is to be read in conjunction with the accompanying Financial Statements and notes.

😊 More Revenue OR Less Expenditure
😞 Less Revenue OR More Expenditure

Town of Bassendean
STATEMENT OF FINANCIAL POSITION
For the Period Ended 30 June 2019

	2018-19 \$	2017-18 \$
CURRENT ASSETS		
Cash and cash equivalents	12,136,508	11,344,227
Trade and other receivables	987,343	1,124,301
Inventories	20,516	15,018
TOTAL CURRENT ASSETS	<u>13,144,367</u>	<u>12,483,546</u>
NON-CURRENT ASSETS		
Financial Assets	108,268	108,268
Other receivables	542,380	562,330
Property, plant and equipment	55,826,331	56,195,749
Infrastructure	107,656,423	109,135,859
Interests in Joint Ventures	7,954,836	7,954,836
TOTAL NON-CURRENT ASSETS	<u>172,088,237</u>	<u>173,957,042</u>
TOTAL ASSETS	<u>185,232,604</u>	<u>186,440,588</u>
CURRENT LIABILITIES		
Trade and other payables	3,435,095	3,601,168
Current portion of long term borrowings	1,184	132,880
Provisions	2,417,924	2,249,870
TOTAL CURRENT LIABILITIES	<u>5,854,202</u>	<u>5,983,918</u>
NON-CURRENT LIABILITIES		
Long term borrowings	678,500	678,500
Provisions	158,837	233,509
TOTAL NON-CURRENT LIABILITIES	<u>837,337</u>	<u>912,009</u>
TOTAL LIABILITIES	<u>6,691,539</u>	<u>6,895,927</u>
NET ASSETS	<u>178,541,064</u>	<u>179,544,661</u>
EQUITY		
Retained surplus	28,765,867	30,952,646
Reserves - cash backed	6,893,439	5,710,258
Revaluation surplus	142,881,759	142,881,757
TOTAL EQUITY	<u>178,541,064</u>	<u>179,544,661</u>

This statement is to be read in conjunction with the accompanying notes.

TOWN OF BASSENDEAN

NOTES TO AND FORMING PART OF THE FINANCIAL REPORT

For the Period Ended 30 June 2019

Statement of Financial Position Detailed	2018/2019 \$	2017/2018 \$
CASH AND CASH EQUIVALENTS		
Unrestricted	3,085,322	3,412,701
Restricted	9,051,187	7,931,526
	<u>12,136,508</u>	<u>11,344,227</u>
The following restrictions have been imposed by regulations or other externally imposed requirements:		
Leave Reserve	743,532	1,020,253
Plant & Equipment Reserve	396,298	384,098
Community Facilities Reserve	53,616	51,965
Land & Building Infrastructure Reserve	1,887,948	1,829,829
Waste Management Reserve	1,085,370	738,910
Wind in the Willows Reserve	48,206	89,841
Aged Persons Reserve	507,423	484,371
Youth Development Reserve	29,227	28,327
Tree Reserve	160,660	-
Bus Shelter Reserve	21,300	-
Underground Power Reserve	84,354	81,757
Drainage Reserve	144,737	417,421
HACC Assets Replacement	133,214	129,113
Unspent Portion of Grants	1,597,552	454,371
Hyde Retirement Village Retention Bonds	297,348	259,648
Other Bonds & Deposits	1,860,402	1,961,621
	<u>9,051,187</u>	<u>7,931,525</u>
TRADE AND OTHER RECEIVABLES		
Current		
Rates Outstanding	776,341	782,386
Sundry Debtors - General	82,090	131,908
GST Receivable	27,128	122,316
Accrued Interest	-	613
Sundry Debtors - SSL	21,134	21,134
Long Service Leave Due from Other Councils	80,650	65,944
	<u>987,343</u>	<u>1,124,301</u>
Non-Current		
Rates Outstanding - Pensioners	334,587	334,587
Loans - Clubs/Institutions	207,793	227,743
	<u>542,380</u>	<u>562,330</u>
Investments - Government House	<u>108,268</u>	<u>108,268</u>
Investments- EMRC	<u>7,954,836</u>	<u>7,954,836</u>
INVENTORIES		
Current		
Fuel and Materials	20,516	15,018
	<u>20,516</u>	<u>15,018</u>

TOWN OF BASSENDEAN

NOTES TO AND FORMING PART OF THE FINANCIAL REPORT

For the Period Ended 30 June 2019

Statement of Financial Position Detailed	2018/2019	2017/2018
PROPERTY, PLANT AND EQUIPMENT	\$	\$
Land and Buildings		
- Independent Valuation 2017 - Level 2	36,381,646	36,357,000
Buildings at:		
- Independent Valuation 2017 - Level 3	26,145,224	26,145,224
- Additions after valuation - cost	121,372	-
Less: accumulated depreciation	(8,235,860)	(7,784,939)
	18,030,736	18,360,285
Total Land and Buildings	54,412,382	54,717,285
Furniture and Equipment - Management Valuation 2016	165,239	165,239
- Additions after valuation - cost	285,451	256,598
Less Accumulated Depreciation	(158,664)	(121,964)
Less Accumulated Depreciation	292,026	299,873
Plant and Equipment - Independent Valuation 2016		
- Independent Valuation 2016 - Level 2	1,898,330	1,898,330
- Independent Valuation 2016 - Level 3	714,601	714,601
- Additions after valuation - cost	247,543	231,433
Less Accumulated Depreciation	(1,601,025)	(1,528,248)
-Less Disposals after Valuation	(200,146)	(200,146)
	1,059,303	1,115,970
Art Works		
- Management Valuation 2018 - Level 2	62,620	62,620
	62,620	62,620
	55,826,331	56,195,748
INFRASTRUCTURE		
Roads - Independent Valuation 2017	84,214,462	84,214,462
- Additions after valuation - cost	395,964	
Less Accumulated Depreciation	(17,996,171)	(16,643,548)
	66,614,255	67,570,914
Footpaths - Independent Valuation 2017	10,291,342	10,291,342
- Additions after valuation - cost	40,769	
Less Accumulated Depreciation	(3,464,904)	(3,242,936)
	6,867,207	7,048,406
INFRASTRUCTURE		
Drainage - Independent Valuation 2017	40,195,156	40,195,156
- Additions after valuation - cost	280,143	-
Less Accumulated Depreciation	(18,016,856)	(17,474,552)
	22,458,443	22,720,604

TOWN OF BASSENDEAN

NOTES TO AND FORMING PART OF THE FINANCIAL REPORT

For the Period Ended 30 June 2019

Statement of Financial Position Detailed	2018/2019 \$	2017/2018 \$
Parks & Ovals - Independent Valuation 2018	17,940,621	17,940,621
- Additions after valuation - cost	460,146	-
Less Accumulated Depreciation	(6,684,249)	(6,144,686)
	<u>11,716,518</u>	<u>11,795,935</u>
	<u>107,656,423</u>	<u>109,135,858</u>
TRADE AND OTHER PAYABLES		
Current		
Sundry Creditors	620,360	1,244,202
Accrued Interest on Debentures	-	4,793
Accrued Salaries and Wages	122,749	130,907
Rates in Advance	284,237	-
Bonds & Other Deposits	2,110,401	1,961,621
Hyde Retirement Village Bonds	297,348	259,648
	<u>3,435,094</u>	<u>3,601,171</u>
LONG-TERM BORROWINGS		
Secured by Floating Charge		
Loan Liability - Current	<u>1,184</u>	<u>132,880</u>
	<u>1,184</u>	<u>132,880</u>
Non-Current		
Secured by Floating Charge		
Loan Liability - Non Current	<u>678,500</u>	<u>678,500</u>
	<u>678,500</u>	<u>678,500</u>
PROVISIONS		
Current		
Provision for Annual Leave	1,038,542	1,003,402
Provision for Long Service Leave	1,379,382	1,246,468
	<u>2,417,924</u>	<u>2,249,870</u>
Non-Current		
Provision for Long Service Leave	<u>158,837</u>	<u>233,509</u>
	<u>158,837</u>	<u>233,509</u>
RECONCILIATION		
TOTAL CURRENT ASSETS	13,144,367	12,483,546
TOTAL NON CURRENT ASSETS	172,088,237	173,957,042
TOTAL ASSETS	185,232,606	186,440,588
TOTAL CURRENT LIABILITIES	5,854,202	5,983,918
TOTAL NON CURRENT LIABILITIES	837,337	912,009
TOTAL LIABILITIES	6,691,539	6,895,927
NET ASSETS	178,541,064	179,544,661

**TOWN OF BASSENDEAN
STATEMENT OF CASH FLOWS**

	2018/19 Actual \$	2018/19 Budget \$	2017/18 Actual \$
CASH FLOWS FROM OPERATING ACTIVITIES			
Receipts:			
Rates	13,654,064	13,011,456	13,367,223
Operating grants, subsidies and contributions	2,934,732	2,801,460	3,063,580
Fees and charges	5,078,469	5,968,203	5,551,226
Interest	517,491	459,345	511,003
Goods and services tax	1,058,450	-	1,034,974
Other revenue	499,538	440,556	766,032
	<u>23,742,744</u>	<u>22,681,020</u>	<u>24,294,038</u>
Payments:			
Employee costs	(12,488,831)	(11,706,476)	(11,686,212)
Materials and contracts	(7,149,167)	(8,247,538)	(7,089,841)
Utility charges	(658,652)	(736,314)	(655,370)
Interest expenses	(49,351)	(43,985)	(58,333)
Insurance expenses	(462,115)	(439,889)	(435,443)
Goods and services tax	(963,262)	-	(1,044,531)
Other expenditure	(1,113,103)	(1,270,852)	(1,021,419)
	<u>(22,884,481)</u>	<u>(22,445,054)</u>	<u>(21,991,149)</u>
Net cash provided by (used in) operating activities	<u>858,263</u>	<u>235,966</u>	<u>2,302,889</u>
 Non-operating grants, subsidies and contributions	 1,227,679	 2,382,964	 661,225
Proceeds from sale of assets	-	897,300	35,036
Payments:			
Payments for purchase of property, plant & equipment	(190,981)	(1,904,200)	(658,596)
Payments for construction of infrastructure	(1,177,022)	(3,087,015)	(1,614,522)
Net cash provided by (used in) investment activities	<u>(140,324)</u>	<u>(1,710,951)</u>	<u>(1,576,857)</u>
 CASH FLOWS FROM FINANCING ACTIVITIES			
Receipts:			
Proceeds from self supporting loans	19,950	21,134	19,951
Transfer from Trust	186,092	70,000	308,288
Payments:			
Repayment of debentures	(131,696)	(132,881)	(124,165)
Net cash provided by (used in) financing activities	<u>74,346</u>	<u>(41,747)</u>	<u>204,074</u>
 Net increase (decrease) in cash held	 792,285 -	 (1,516,731)	 930,106
Cash and cash equivalents at beginning of year	11,344,227	11,428,316	10,475,121
Cash and cash equivalents at the end of the year	<u>12,136,508</u>	<u>9,911,585</u>	<u>11,405,227</u>

This statement is to be read in conjunction with the accompanying notes.

TOWN OF BASSENDEAN
NOTES TO AND FORMING PART OF THE CASHFLOW

NOTES TO THE CASH FLOW STATEMENT

(a) Reconciliation of Cash

For the purposes of the cash flow statement, cash includes cash on hand and cash equivalents, net of outstanding bank overdrafts. Cash at the end of the reporting period is reconciled to the related items in the balance sheet as follows:

	2018/19 Actual \$	2018/19 Budget \$	2017/18 Actual \$
Cash and Cash Equivalents	12,136,508	9,911,585	11,405,227

(b) Reconciliation of Net Cash Provided By Operating Activities to Net Result

Net Result	(753,594)	(901,461)	(227,209)
Depreciation	3,216,858	3,316,368	3,284,278
(Profit)/Loss on Sale of Asset	-	(11,266)	55,817
(Increase)/Decrease in Receivables	(297,834)	(29,866)	112,403
(Increase)/Decrease in Inventories	(5,108)	-	(1,685)
Increase in Investment in Joint Venture	-	-	(428,338)
Increase/(Decrease) in Payables & Accruals	82,237	224,749	(2,228)
Increase/(Decrease) in Employee Provisions	93,382	20,405	171,076
Grants/Contributions for the Development of Assets	(1,477,678)	(2,382,964)	(661,225)
Net Cash from Operating Activities	858,263	235,966	2,302,889

TOWN OF BASSENDEAN
NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
For the Period Ended 30 June 2019

Note 1: Explanation of Material Variances

The material variance thresholds are adopted annually by Council as an indicator of whether the actual expenditure or revenue varies from the year to date budget or

- ⊕ More Revenue OR Less Expenditure
 ⊗ Less Revenue OR More Expenditure

Reporting Program	Var. \$	Var. %	Var.	Timing/ Permanent	Explanation of Variance
Operating Income	\$	%			
Governance	(932)	(5%)		Permanent	Other Minor Income lower than anticipated.
General Purpose Funding - Rates	9,349	0%			Within Variance Threshold
General Purpose Funding - Other	416,661	50%	⊕	Permanent/ Timing	Additional Insurance Rebate received - will amend at Budget Review. Also Late Payment Interest and Instalment Fees higher than anticipated YTD.
Law, Order and Public Safety	(1,456)	(1%)		Timing	Within Variance Threshold
Health	3,825	0%			Within Variance Threshold
Education and Welfare	92,599	2%		Timing	Within Variance Threshold
Community Amenities	(54,974)	(25%)	⊗	Timing	Income not yet received
Recreation and Culture	337,645	137%	⊕	Permanent/ Timing	Naming rights for the SDFC were not invoiced in FY18 and have subsequently been invoiced in FY19. The additional revenue in FY19 will be recognised at the Budget review. Hall Hire and Reserve Hire income higher than anticipated at YTD.
Transport	(99,840)	(62%)	⊗	Timing	RTR and DOT grants not yet received
Economic Services	(5,611)	(6%)	⊗	Timing	Building Licence Fees lower than anticipated
Other Property and Services	27,934	28%	⊕	Permanent	Additional Private works income received - will amended at Budget Review
Operating Expense	\$	%			
Governance	549,030	36%	⊕	Timing	Employee costs are lower than budget, and Admin recoveries are lower than budget. This may even out over the year.
General Purpose Funding	(35,043)	(5%)		Timing	Timing of ABC Allocations
Law, Order and Public Safety	15,924	2%		Timing	Within Variance Threshold
Health	23,306	1%		Permanent	Within Variance Threshold
Education and Welfare	(273,922)	(5%)		Timing	Within Variance Threshold
Community Amenities	(4,193)	(0%)		Timing	Within Variance Threshold
Recreation and Culture	323,990	5%		Timing	Within Variance Threshold
Transport	478,535	8%	⊕	Timing	Timing of Street Tree Planting and Bike Boulevard Design
Economic Services	19,876	4%		Timing	Timing of OPR Initiatives, Publicity and Promotion and EMRC Events
Other Property and Services	78,694	34%	⊕	Timing	Public Works Overheads are recovering higher than YTD budget. This may even out over the year. Staff will monitor the recoveries and correct if required at the budget review.
Operating activities excluded from budget					
Depreciation	104,295	(3%)		Permanent	Reserves, Parks, Plant & Equipment depreciation higher than budgeted for due to revaluation at 30 June 2018. Will be reviewed at Budget Review.
Adjust (Profit)/Loss on Asset Disposal	11,266	0%			Within Variance Threshold
Movement in Leave Reserve	0	0%			Within Variance Threshold
Capital Revenues		0%			Within Variance Threshold
Grants, Subsidies and Contributions	(1,155,285)	(48%)	⊗	Timing	Dependent on Timing of Projects. Dept of Transport funding for bike boulevard, Cash In Lieu Funds, Lotterywest Mens Shed Funds - not yet received
Capital Expenses					<i>Refer to Note 8 for Capital expenditure detail</i>
Land and Buildings	(769,159)	(84%)	⊗		Capital works not yet completed
Infrastructure - Roads	(1,356,970)	(77%)	⊗		Capital works not yet completed
Infrastructure - Footpaths	(1,621)	(4%)			Within Variance Threshold
Infrastructure Assets - Other	(567,285)	(19%)	⊗		Capital works not yet completed
Plant and Equipment	(1)	(0%)			Within Variance Threshold
Furniture and Equipment	(752,469)	(96%)	⊗		Capital works not yet completed
Financing					
Proceeds from New Debentures	0				Within Variance Threshold
Proceeds from Advances	0				Within Variance Threshold
Self-Supporting Loan Principal	0				Within Variance Threshold
Transfer from Reserves	0				Within Variance Threshold
Advances to Community Groups	0				Within Variance Threshold
Opening Funding Surplus(Deficit)	0	0%		Timing	Timing - Capital Works Projects not Completed.

TOWN OF BASSENDEAN
NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
For the Period Ended 30 June 2019

Note 2: Rating Information	Rate in	Number of Properties	Rateable Value	YTD Actual				Amended Budget			
				Rate Revenue	Interim Rates	Back Rates	Total Revenue	Rate Revenue	Interim Rate	Back Rate	Total Revenue
RATE TYPE	\$		\$	\$	\$	\$	\$	\$	\$	\$	\$
GRV - Residential	7.2300	4,581	161,158,994	11,381,095	13,950	3,398	11,398,443	11,651,795	5,000	3,000	11,659,795
Sub-Totals		4,581	161,158,994	11,381,095	13,950	3,398	11,398,443	11,651,795	5,000	3,000	11,659,795
Minimum											
Minimum Payment											
Minimum Rate	1,095	1,318	18,297,341	1,443,210	-	-	1,443,210	1,443,210	-	-	1,443,210
Sub-Totals		1,318	18,297,341	1,443,210	-	-	1,443,210	1,443,210	-	-	1,443,210
Amount from General Rates		5,899	179,456,335	12,824,305	13,950	3,398	12,841,653	13,095,005	5,000	3,000	13,103,005
Totals							12,841,653	13,095,005			13,103,005

Comments - Rating Information

to meet the deficiency between the total estimated expenditure proposed in the budget and the estimated revenue to be received from all sources other than rates and also considering the extent of any increase in rating over the level adopted in the previous year.
The minimum rates have been determined by Council on the basis that all ratepayers must make a reasonable contribution to the cost of the Local Government services/facilities.

The Rates for 2018/19 were issued on the 10th August 2018. The due date for the payment of rates is September 14th 2018, unless the option to pay by instalments is taken. Rates instalments are subject to an instalment fee of \$36 and 5.5% interest. Instalment dates for 2018/19 are:
1st: 14 September 2018
2nd: 16 November 2018
3rd: 18 January 2019
4th: 22 March 2019

TOWN OF BASSENDEAN
NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
For the Period Ended 30 June 2019

Note 3: Net Current Funding Position

Positive=Surplus (Negative=Deficit)

	Last Years Actual Closing	Current
	30 June 2018	30 Jun 2019
	\$	\$
Current Assets		
Cash Unrestricted	3,412,701	3,085,322
Cash Restricted - Conditions over Grants		
Cash Restricted	5,710,257	6,893,438
Restricted Cash - Trust	2,221,269	2,407,746
Rates Outstanding	782,386	776,341
Sundry Debtors	198,465	162,744
GST Receivable	122,315	27,128
Accrued Interest	613	-
Inventories	15,018	20,516
	12,463,025	13,373,235
Less: Current Liabilities		
Sundry Creditors	(1,244,201)	(620,360)
Accrued Interest on Debentures	(4,793)	-
Accrued Salaries and Wages	(130,907)	(122,749)
Rates in Advance	-	(284,238)
Hyde Retirement Village Bonds	(259,648)	(297,348)
Bonds and Other Deposits	(1,961,619)	(2,110,398)
Current Employee Provisions	(2,249,870)	(2,417,924)
	(5,851,038)	(5,853,017)
Less: Cash Reserves	(5,710,259)	(6,893,466)
Less: Accrued Interest	(613)	-
Plus : Liabilities funded by Cash Backed Reserves	1,020,253	743,532
Net Current Funding Position	1,921,369	1,370,288

TOWN OF BASSENDEAN
NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
For the Period Ended 30 June 2019

Note 4 : Information on Borrowings

(a) Debenture Repayments

Particulars	01 Jul 2018	Principal Repayments		Principal Outstanding		Interest Repayments	
		Actual	Budget	Actual	Budget	Actual	Budget
		\$	\$	\$	\$	\$	\$
Recreation and Culture							
Loan 156 - Civic Centre Redevelopment	85,549	47,416	47,416	38,133	38,133	4,276	5,425
Loan 160A - Civic Centre Redevelopment	339,375	47,965	47,965	291,410	291,410	20,120	20,475
Loan 160B- Civic Centre Redevelopment	137,579	16,364	16,364	121,215	121,215	6,309	7,786
Self Supporting Loans							
Loan 157 - Ashfield Soccer Club	14,842	3,434	4,617	11,408	10,225	684	845
Loan 162 - TADWA	234,035	16,517	16,517	217,518	217,518	13,169	15,158
	811,380	131,696	132,881	679,684	678,501	44,558	49,688

(b) New Debentures

The Town does not propose to raise any debt through the issue of debenture this financial year

(c) Unspent Debentures

The Town has no unspent debentures.

(d) Overdraft

It is anticipated that this facility will not be required in the 2018/19 Financial Period.

**Town of Bassendean
Monthly Investment Report
For the Period Ended 30 June 2019**

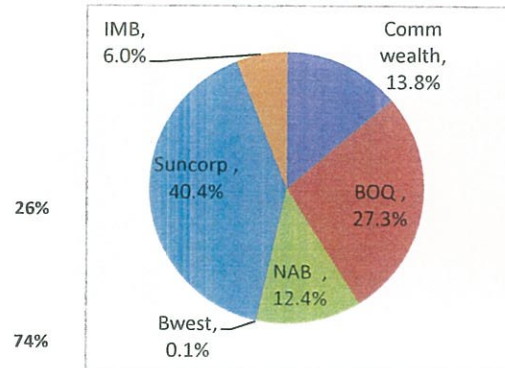
Note 5 : CASH INVESTMENTS

Deposit Ref	Deposit Date	Maturity Date	S & P Rating	Institution	Term (Days)	Rate of Interest	Amount Invested (Days)				Total	Expected Interest
							Up to 30	30-60	60-90	90-120+		
Municipal												
169745	28/06/2019	24/07/2019	A2	Bank of Queensland	26	1.75%	2,000,000	-	-	-	2,000,000	2,493
50408	25/06/2019	24/07/2019	A2	IMB	29	1.65%	700,000	-	-	-	700,000	918
88-595-6981	28/06/2019	10/07/2019	A1+	NAB	12	1.25%	700,000	-	-	-	700,000	288
							2,000,000	-	-	-	3,400,000	3,698
Reserve												
169117	24/06/2019	29/10/2019	A2	Bank of Queensland	127	2.10%			-	774,421	774,421	5,659
4197185	27/06/2019	25/11/2019	A1	Suncorp	151	1.90%		-		3,209,954	3,209,954	25,231
164115	28/06/2019	26/08/2019	A1+	Commonwealth Bank	59	1.43%	-	1,599,317		-	1,599,317	3,697
							-	1,599,317	-	3,984,375	5,583,692	34,587
Trust												
089-062126-4	27/06/2019	27/12/2019	A1+	Bankwest	183	2.00%				10,132	10,132	102
944016261	24/06/2019	21/10/2019	A1+	NAB	119	2.00%				728,410	728,410	4,750
169746	28/06/2019	28/10/2019	A2	Bank of Queensland	122	2.10%	-			400,000	400,000	2,808
4196854	27/06/2019	25/09/2019	A1	Suncorp	90	1.93%	\$ -	1,500,000	-		1,500,000	7,138
							-	-	1,500,000	1,138,542	2,638,542	14,797
Total							2,000,000	1,599,317	1,500,000	5,122,916	11,622,233	53,082

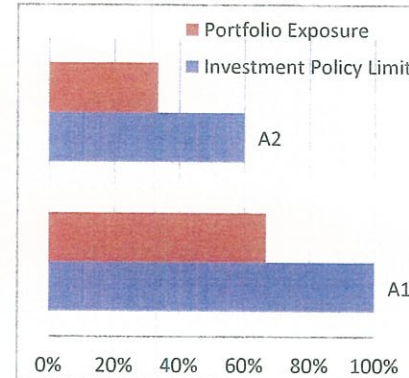
ENVIRONMENTAL COMMITMENT

Depositing Institution	Value Invested
Fossil Fuel Lending ADI	
Commonwealth	\$1,599,317
NAB	\$1,428,410
Bankwest	\$10,132
	\$3,037,859
Non Fossil Fuel Lending ADI	
B of Queensland	\$3,174,421
IMB	\$700,000
Suncorp	\$4,709,954
	\$8,584,375
Total Funds	\$11,622,233

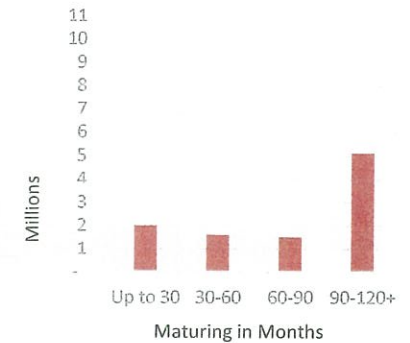
INDIVIDUAL INSTITUTION EXPOSURE



TOTAL CREDIT EXPOSURE



TERM TO MATURITIES

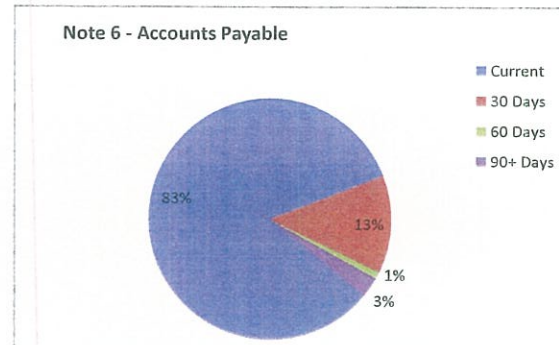
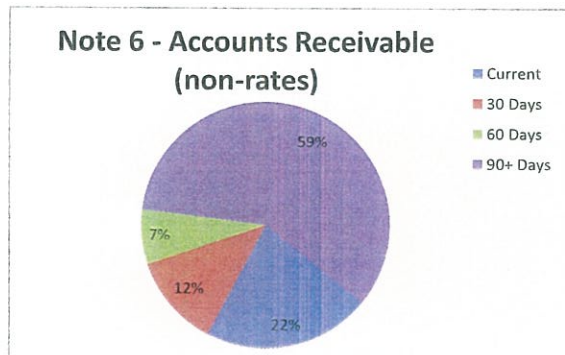


TOWN OF BASSEDEAN
NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
For the Period Ended 30 June 2019

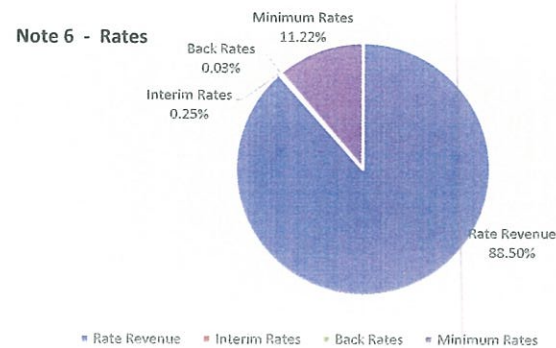
Note 6: Receivables and Payables

Receivables - General	Current	30 Days	60 Days	90+ Days	Total
	\$	\$	\$	\$	\$
Receivables - General	15,007	8,357	4,919	40,501	68,784
Balance per Trial Balance					
Sundry Debtors					68,784
Total Receivables General Outstanding					68,784

Payables - General	Current	30 Days	60 Days	90+ Days	Total
	\$	\$	\$	\$	\$
Payables - General	526,140	82,732	5,600	17,495	631,966
Balance per Trial Balance					
Sundry Creditors					620,360
Total Receivables General Outstanding					620,360



Comments/Notes - Receivables General
The above amounts included GST where applicable.



TOWN OF BASSENDEAN
NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
For the Period Ended 30 June 2019

Note 7: Cash Backed Reserves

Name	Revised Opening Balance	Amended Annual Budget Interest Earned	Amended Annual Budget Transfers In (+)	Amended Annual Budget Transfers Out (-)	Amended Annual Budget Closing Balance	Actual Transfers Including Interest (+)	Actual Transfers Out (-)	Actual YTD Closing Balance
						\$	\$	\$
Plant And Equipment Reserve	384,099	6,035	-	-	390,134	12,200	-	396,299
Community Facilities Reserve	51,965	816	-	(51,516)	1,266	1,651	-	53,616
Land And Buildings Infrastructure Reserve	1,829,829	28,749	850,000	(150,000)	2,558,577	58,119	-	1,887,948
Waste Management Reserve	738,910	10,953	347,450	-	1,097,313	346,460	-	1,085,370
Wind In The Willows Child Care Reserve	89,841	1,256	40,000	(44,381)	86,715	2,740	(44,347)	48,233
Aged Persons Reserve	484,371	7,610	-	(8,550)	483,431	31,602	(8,550)	507,423
Youth Development Reserve	28,327	445	-	-	28,772	900	-	29,227
Cultural Events Reserve	-	-	-	-	-	-	-	-
Self Insurance Reserve	-	-	-	-	-	-	-	-
Underground Power Reserve	81,757	1,284	-	-	83,042	2,597	-	84,354
Employee Entitlements Reserve	1,020,253	16,029	-	(286,089)	750,193	9,368	(286,089)	743,532
Drainage Infrastructure Reserve	417,421	6,558	-	(389,700)	34,279	13,258	(285,942)	144,737
Hacc Asset Replacement Reserve	129,113	-	5,265	(10,000)	124,378	4,101	-	133,214
Unspent Grants Reserve	454,371	-	971,181	(347,955)	1,077,597	1,431,181	(288,000)	1,597,552
Street Tree Reserve	-	-	-	-	-	160,660	-	160,660
Bus Shelter Reserve	-	-	24,000	-	24,000	21,300	-	21,300
	5,710,257	79,734	2,237,896	(1,288,191)	6,739,696	2,096,136	(912,928)	6,893,466

Town of Bassendean
NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
For the Period Ended 30 June 2019

Note 8: Capital Acquisitions

Assets	Account	Budget		YTD Actual			Purchase Order		Funding Source	Funding Amount
		Annual Budget	Revised Budget	YTD Budget	New/ Upgrade	Renewal	Total YTD	Value		
		\$		\$	\$	\$	\$	\$		
Summary of Capital Acquisitions										
Land and Buildings		955,500	328,624	915,177	81,273	64,745	146,018	850	(772,747)	
Plant and Equipment		147,700	16,111	16,111	-	16,110	16,110	-	(1)	
Furniture and Equipment		801,000	81,322	781,322	-	28,853	28,853	-	(752,469)	
Roadworks		1,878,165	902,934	1,752,934	10,840	385,124	395,964	-	(1,356,970)	
Drainage		547,750	389,700	389,700	-	280,143	280,143	-	(109,557)	
Footpaths		25,500	42,390	42,390	-	40,769	40,769	-	(1,621)	
Parks, Gardens and Reserves		635,600	621,741	567,285	438,455	21,691	460,146	29,486	(107,139)	
		4,991,215	2,382,822	4,464,919	530,568	837,435	1,368,003	30,336	(3,100,504)	
LAND										
271 HAMILTON STREET SEWER & POWE	AL1801	30,000	24,647	30,000	24,646	-	24,646	-	(5,354)	
HATTON CRT PAW- TPS 4 A	AL1802	6,000	6,000	6,000	-	-	-	-	(6,000)	
KENNY STREET-PAW- TPS 4 A	AL1803	5,000	5,000	5,000	-	-	-	-	(5,000)	
Land Total		41,000	35,647	41,000	24,646	-	24,646	-	(16,354)	
Buildings										
MAIN SWITCHBOARD- STAN MOSES PAV	AB1801	22,000	16,750	16,750	16,750	-	16,750	-	-	
MEN'S SHED CONSTRUCTION-	AB1802	370,000	35,000	370,000	-	17,708	17,708	-	(352,292)	Lotterywest Grant 200,000
										Reserves(Land & Build) 170,000
BABY ROOM REONFIG- WITW	AB1803	10,000	7,534	7,534	-	7,534	7,534	-	-	Reserves -(WIW) 10,000
PATIO REPLACEMENT- BOWLING CLUB	AB1804	15,000	15,000	15,000	-	15,000	15,000	-	-	
DEPOT SECURITY	AB1805	16,500	15,883	15,883	15,883	-	15,883	-	0	
ENGINEERING ROLLER DOOR	AB1806	20,000	3,500	3,500	-	3,336	3,336	-	(164)	
ABULTION FACILITY- SANDY BEACH	AB1807	250,000	-	250,000	-	-	-	-	(250,000)	POS CIL Funds from Trust 250,000
NEW RYDE VEHICLE CAGE- LIBRARY C/ P.	AB1808	5,500	4,680	4,680	-	4,680	4,680	-	-	
STOP WATER VALES- HYDE RETIREMENT	AB1809	9,000	8,550	8,550	8,550	-	8,550	-	-	Reserves - (Aged Persons) 9,000
SEATING REPLACEMENT- ASHFIELD RESE	AB1810	15,000	15,000	15,000	-	10,410	10,410	-	(4,590)	
1 SURREY STREET REDEVELOPMENT	AB1811	150,000	150,000	150,000	-	-	-	-	(150,000)	Reserves - (L & B) 150,000
AIRCONDITIONER UPGRADE- 48 OPR	AB1812	25,000	11,855	11,855	11,855	-	11,855	850	-	
KITCHEN CUPBOARDS- ALF FAULKNER H.	AB1813	6,500	5,425	5,425	-	6,078	6,078	-	653	
ASHFIELD RESERVE PUBLIC TOILETS ROLI	AB1814	-	3,800	-	3,588	-	3,588	-	3,588	
Buildings Total		914,500	292,977	874,177	56,626	64,745	121,372	850	(756,393)	

Town of Bassendean
NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
For the Period Ended 30 June 2019

Note 8: Capital Acquisitions

Assets	Account	Budget		YTD Actual		Total YTD	Purchase Order Value	YTD Variance	Funding Source	Funding Amount
		Annual Budget	Revised Budget	YTD Budget	New/ Upgrade					
		\$		\$	\$	\$		\$		
Furniture and Equipment										
IT INFRASTRUCTURE UPGRADE	AE1801	50,000	50,000	50,000	-	-	-	(50,000)		
HACC EQUIPMENT FROM GROWTH FUN	AE1507	-	-	-	-	-	-	-		
KITCHEN CUPBOARDS- ALF FAULKNER H.	AE1803	-	-	-	-	-	-	-		
CCTV UPGRADE LIBRARY CARPARK	AE1804	15,000	15,000	15,000	-	12,437	12,437	(2,563)		
ELECTRIC CHARGE STATION - OLD PERTH	AE1805	6,000	9,092	9,092	-	9,188	9,188	96		
PURCHASE OF NEW BINS- THREE BIN SY	AE1806	700,000	-	700,000	-	-	-	(700,000)	Reserves (Waste)	467,500
									Dept of Waste Grant	232,500
CCTV SUCCESS HILL	AE1807	30,000	-	-	-	-	-	-		
CCTV UPGRADE - 35 OLD PERTH ROAD	AE1808	-	7,230	7,230	-	7,228	7,228	(2)		
Furniture and Equipment Total		801,000	81,322	781,322	-	28,853	28,853	(752,469)		
Plant and Equipment										
REPLACE HACC VEHICLE P853	AF1801	35,000	-	-	-	-	-	-	Reserves (HACC)	25,000
POLMAC TAN AXLE TRAILER- PW7040	AF1802	11,700	9,198	9,198	-	9,198	9,198	(0)		
TRAILER- P7196- MOWER TRAILER	AF1803	16,000	6,913	6,913	-	6,913	6,913	(0)		
WATER TANK UPGRADE - PP7117	AF1804	85,000	-	-	-	-	-	-	Reserves (Plant)	65,000
Plant and Equipment Total		147,700	16,111	16,111	-	16,110	16,110	(1)		
Infrastructure - Roads										
SAFE ACTIVE ROJECT- BICYCLE BOULEVA	AR1801	850,000	-	850,000	-	-	-	(850,000)	Dept of Transport Grant	850,000
BROADWAY STATION ACCESS PROJECT	AR1802	550,000	344,286	344,286	-	-	-	(344,286)	Dept of Transport Grant	450,000
RESURFACE SUCCESS ROAD - SEVENTH A	AR1803	35,000	35,000	35,000	-	34,287	34,287	(713)		
RESURFACE JAMES STREET, FROM OPR A	AR1804	275,000	164,000	164,000	-	163,704	163,704	(296)		
RESURFACE - KATHLEEN STREET- GUILDF	AR1805	45,261	45,261	45,261	-	47,042	47,042	1,781	R2R Grant	45,261
RESURFACE - BRADSHAW STREET- WEST	AR1806	7,000	7,832	7,832	-	8,971	8,971	1,139		
RESURFACE -MARY CRESENT WEST OF LI	AR1807	10,000	10,397	10,397	-	10,397	10,397	(0)		
RESURFACE -GREY STREET END OF NORT	AR1808	42,904	42,904	42,904	-	34,216	34,216	(8,688)	MRWA Grant	28,603
UPGRADE LIGHTING- PEDESTRIAN ROUT	AR1809	63,000	63,000	63,000	10,840	10,840	10,840	(52,160)		
SUCCESS ROAD RESURFACE AND FOOTP	AR1810	-	90,254	90,254	-	86,507	86,507	(3,747)		
BROADWAY STATION ACCESS LANDSCAF	AR1811	-	100,000	100,000	-	-	-	(100,000)		
Roads Total		1,878,165	902,934	1,752,934	10,840	385,124	395,964	(1,356,970)		
Infrastructure - Footpaths										
FOOTPATH- TROY STREET BETWEEN SCA	AT1801	15,000	26,890	26,890	-	27,925	27,925	1,035		
FOOTPATH- COLSTOUN/ GUILDFORD RO	AT1802	10,500	15,500	15,500	-	12,844	12,844	(2,656)		
Infrastructure - Footpaths Total		25,500	42,390	42,390	-	40,769	40,769	(1,621)		

Town of Bassendean
NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
For the Period Ended 30 June 2019

Note 8: Capital Acquisitions

Assets	Account	Budget		YTD Actual		Purchase Order Value	YTD Variance	Funding Source	Funding Amount
		Annual Budget	Revised Budget	YTD Budget	New/ Upgrade				
		\$		\$	\$	\$	\$		
Infrastructure - Drainage									
DRAINAGE WORKS- LORD STREET- RELIN	AD1801	106,000	76,000	76,000		46,503		(29,497)	
DRAINAGE- NORTH ROAD REPLACE MAN	AD1803	51,250	51,250	51,250		42,189		(9,061)	
DRAINAGE- BRIDSON & WITFIELD STREE	AD1805	70,500	12,450	12,450	-	2,950		(9,500)	
DRAINAGE- SURREY STREET RELINE CHRI	AD1806	210,500	160,500	160,500		134,304		(26,196)	
DRAINAGE- ANZAC TCE STORMWATER P	AD1807	76,500	56,500	56,500		38,318		(18,182)	
DRAINAGE- PALMERSTON RESERVE- NEV	AD1808	33,000	33,000	33,000	-	15,880		(17,120)	
Infrastructre - Drainage Total		547,750	389,700	389,700	-	280,143	-	(109,557)	Reserves (Drainage) 400,000
Infrastrcture - Park Plant & Equipment									
MARY CRES NATURE BASED PLAYGROUN	AP1801	250,000	301,516	301,516	303,565	-	303,565	28,735	2,049
UPGRADE TO SHELTERS & SIGNAGE - SU	AP1802	7,000	7,000	7,000	-	-	-	-	(7,000)
PLAY EQUIPMENT - PADBURY PARK	AP1803	10,000	10,000	10,000	-	-	-	-	(10,000)
PLAY EQUIPMENT(NATURE BASED PLAY	AP1805	25,000	26,847	26,847	26,846	-	26,846	-	(1)
PLAY EQUIPMENT - WIND IN THE WILLO	AP1806	10,000	10,000	10,000	10,000	-	10,000	-	-
TENNIS COURTS RESURFACE- BIC	AP1807	15,000	13,750	13,750	13,750	-	13,750	-	-
UPGRADE TO GARDENS- 48 OLD PERTH I	AP1808	15,000	8,562	8,562	8,561	-	8,561	-	(1)
SPILLWAY CONSTRUCTION- SUCCESS HIL	AP1809	180,000	50,000	50,000	36,689	-	36,689	751	(13,311)
POST & RAIL REPLACEMENT- JUBILEE RE	AP1810	20,000	19,793	19,793	19,793	-	19,793	-	-
BROADWAY ABORETUM- STAGE 2 IMPLI	AP1811	44,100	44,100	44,100	-	-	-	-	(44,100)
PLAN FOR LIVING STREAMS	AP1812	20,000	20,000	20,000	-	-	-	-	(20,000)
KELLY PARK LIGHTING	AP1814	32,500	50,500	50,500	19,250	-	19,250	-	(31,250)
MARY CRESCENT DOG FOUNTAIN	AP1815	7,000	5,217	5,217	-	7,451	7,451	-	2,234
UPGRADE POWER BOX AT MARY CRESC	AP1816	-	13,445	-	-	-	-	-	-
REPAIRS TO BOAT RAMP PICKERING PAR	AP1817	-	41,011	-	-	14,240	14,240	-	14,240
Infrastrcture - Park Plant & Equipment Total		635,600	621,741	567,285	438,455	21,691	460,146	29,486	(107,139)
Capital Expenditure Total		4,991,215	2,382,822	4,464,919	530,568	837,435	1,368,003	30,336	(3,100,504)

TOWN OF BASSENDEAN
NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
For the Period Ended 30 June 2019

Note 9: Budget Amendments

GL Account Code	Description	Current Budget	Amended Budget	Budget Movement	Reason
	No Budget Amendments this Reporting Period	\$	\$	\$	

TOWN OF BASSENDEAN
NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
For the Period Ended 30 June 2019

Note 10: Disposal of Assets

Asset Number	Asset Description	YTD Actual				Budget			
		Net Book Value	Proceeds	Profit	(Loss)	Net Book Value	Proceeds	Profit	(Loss)
		\$	\$	\$	\$	\$	\$	\$	\$
	Education and welfare	-	-	-	-	20,000	10,000	-	(10,000)
P853	Holden Omega (HACC)	-	-	-	-	20,000	10,000	-	(10,000)
	Community amenities	-	-	-	-	805,000	850,000	70,000	(25,000)
ALO0034	Lot 7557 Lord Street	-	-	-	-	400,000	375,000	-	(25,000)
ALO0035	48 Chapman Street	-	-	-	-	405,000	475,000	70,000	-
	Other property and services	-	-	-	-	61,034	37,300	852	(24,586)
W7070	Polmac Tandem Axle Bobcat Trailer	-	-	-	-	1,300	1,300	-	-
P7196	Papas Mower trailer 2 tonne	-	-	-	-	148	1,000	852	-
PP7117	Isuzu Tip Truck	-	-	-	-	19,501	15,000	-	(4,501)
PW7048	Polmac Sweeper and Plant Trailer	-	-	-	-	40,085	20,000	-	(20,085)
	By Class	-	-	-	-	-	-	-	-
	Property, Plant and Equipment	-	-	-	-	81,034	47,300	852	(34,586)
P853	Holden Omega (HACC)	-	-	-	-	20,000	10,000	-	(10,000)
W7070	Polmac Tandem Axle Bobcat Trailer	-	-	-	-	1,300	1,300	-	-
P7196	Papas Mower trailer 2 tonne	-	-	-	-	148	1,000	852	-
PP7117	Isuzu Tip Truck	-	-	-	-	19,501	15,000	-	(4,501)
PW7048	Polmac Sweeper and Plant Trailer	-	-	-	-	40,085	20,000	-	(20,085)
	Land	-	-	-	-	805,000	850,000	70,000	(25,000)
ALO0034	Lot 7557 Lord Street	-	-	-	-	400,000	375,000	-	(25,000)
ALO0035	48 Chapman Street	-	-	-	-	405,000	475,000	70,000	-
		-	-	-	-	886,034	897,300	70,852	(59,586)

There have been no disposals to date

TOWN OF BASSENDEAN
NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
For the Period Ended 30 June 2019

Note 11: Trust Fund

Funds held at balance date over which the Town has no control and which are not included in this statement are as follows:

Description	Opening Balance 1/07/2018	Amount Received	Amount Paid	Closing Balance 30/06/2019
	\$	\$	\$	\$
Public Open Space	953,683	24,726	-	978,409
BCITF	-	44,063	(43,241)	821
BRB	4,953	51,658	(52,377)	4,234
Total Uncontrolled Trust Funds	958,636	120,447	(95,618)	983,464

Funds held at balance date over which the Town has control are as follows:

Description	Opening Balance 1/07/2018	Amount Received	Amount Paid	Closing Balance 30/06/2019
Hyde Retirement Village Retention Bonds	259,648	118,250	(80,550)	297,348
Securities	802,337	338,324	(207,608)	933,053
Hall Hire Bonds	26,641	56,920	(51,250)	32,311
Crossover Deposits	108,675	-	-	108,675
Landscaping Bonds	659,300	157,249	(131,285)	685,264
Stormwater Deposits	23,356	7,995	(4,895)	26,456
Lyneham Hostel Residents Trust	1,050	-	-	1,050
Iveson Hostel Residents Trust	18	-	-	18
Total Other Bonds and Deposits	1,961,619	648,549	(499,770)	2,110,398
Total Controlled Trust Funds	2,221,267	766,799	(580,320)	2,407,746

TOWN OF BASSENDEAN
EXTRACT LIST OF PROJECTS & CONSULTANCIES
For the Period Ended 30 June 2019

Note 12: Projects & Consultancies List

	Amended Annual Budget 2018/2019	2018/19 Actual	Purchase Orders	2018/19 TOTAL Inc Purchase Orders	FUNDING SOURCE
RECREATION & CULTURE					
SPORT & REC - CLUB CONNECT	\$7,500	\$5,253	\$682	\$5,935	COUNCIL
SPORT & REC - KIDS SPORT	\$0	\$6,460	\$0	\$6,460	GRANT
SPORT & REC - EVENT CONSULTANT	\$0	\$0	\$0	\$0	COUNCIL
SPORT & REC - FACILITY NEEDS ASSESSMENT	\$0	\$0	\$0	\$0	COUNCIL
CONSULTANT- OPEN SPACE FRAMEWORK	\$0	\$0	\$0	\$0	COUNCIL
MASTER PLAN - BIC RESERVE	\$0	\$0	\$0	\$0	COUNCIL
GAS HEATER AND PIN BOARD FOR STREET DOCTOR+ AB1814 Shelter	\$1,360	\$628	\$0	\$628	COUNCIL
YOUR MOVE - SIGNAGE	\$6,600	\$6,000	\$0	\$6,000	COUNCIL
YOUR MOVE - FIX-IT STATION	\$5,500	\$0	\$0	\$0	TRUST
YOUR MOVE - 4 X E- BIKES	\$10,000	\$9,136	\$0	\$9,136	COUNCIL
YOUR MOVE - 50 X BIKE D-LOCKS	\$0	\$0	\$0	\$0	COUNCIL
YOUR MOVE - CYCLE WITHOUT AGE PROGRAM	\$0	\$0	\$0	\$0	COUNCIL
MASTER PLAN - JUBILEE RESERVE	\$20,000	\$0	\$0	\$0	COUNCIL
LIGHTING AUDITS - BASSENDEAN, JUBILEE, ASHFIELD	\$0	\$0	\$0	\$0	COUNCIL
CONSULTANT TO DESIGN NEW PLAYGROUND MARY CRESCENT	\$17,200	\$32,885	\$0	\$32,885	COUNCIL
CONSULTANT TO DESIGN NEW PLAYGROUND SANDY BEACH	\$17,800	\$32,885	\$0	\$32,885	COUNCIL
BUSINESS CASE - SDFC FOOTBALL FACILITIES	\$25,000	\$82	\$0	\$82	GRANT
DISABILITY ACCESS AND INCLUSION PLAN	\$20,000	\$20,405	\$0	\$20,405	COUNCIL
PENSIONER GUARD COTTAGE - ARCHITECT, ALSO GL AB1811	\$52,000	\$32,705	\$14,147	\$46,852	COUNCIL
CULTURE - ARTS & CULTURE PLAN	\$50,000	\$12,164	\$0	\$12,164	COUNCIL
PUBLIC EVENTS - FRINGE FESTIVAL	\$32,500	\$33,283	\$0	\$33,283	COUNCIL
PUBLIC EVENTS - WAMMI FESTIVAL	\$32,500	\$27,860	\$0	\$27,860	COUNCIL
PUBLIC EVENTS - NAIDOC DAY	\$81,000	\$83,135	\$0	\$83,135	\$20,000 GRANT'S
PUBLIC EVENTS - AUSTRALIA DAY	\$159,000	\$141,445	\$0	\$141,445	\$20,000 INCOME
PUBLIC EVENTS - COMMUNITY EVENTS SPONSORSHIP	\$30,000	\$16,070	\$0	\$16,070	COUNCIL
PUBLIC EVENTS - CHILDREN WEEK	\$700	\$494	\$0	\$494	COUNCIL
PUBLIC EVENTS - VISUAL ART AWARD	\$40,000	\$38,768	\$0	\$38,768	\$5,000 FEES
PUBLIC EVENTS - SENIORS WEEK	\$7,000	\$7,486	\$0	\$7,486	COUNCIL
PUBLIC EVENTS - AVON DECENT	\$5,300	\$5,792	\$0	\$5,792	\$4,500 GRANT
PUBLIC EVENTS - ANZAC DAY + OTHER MEMORIAL DAYS	\$17,200	\$21,105	\$0	\$21,105	COUNCIL
PUBLIC EVENTS - SUMMER OUTDOOR MOVIES	\$23,000	\$15,517	\$0	\$15,517	COUNCIL
TOTAL RECREATION & CULTURE	\$669,160	\$566,228	\$14,829	\$581,057	
LIBRARY					
TOWN OF BASSENDEAN HISTORY BOOK PRODUCTION	\$26,000	\$4,969	\$0	\$4,969	COUNCIL
TOTAL LIBRARY	\$26,000	\$4,969	\$0	\$4,969	
ASSET SERVICES					
ASSET MANAGEMENT	\$82,000	\$52,551	\$0	\$52,551	COUNCIL
GRAFFITI REMOVAL PROGRAM	\$20,000	\$18,082	\$0	\$18,082	COUNCIL
BIKE BOULEVARD DESIGN	\$120,000	\$59,050	\$0	\$59,050	DOT GRANT
URBAN FOREST MANAGEMENT PLAN & REVISED STREET TREE MASTER PLAN	\$0	\$1,306	\$0	\$1,306	COUNCIL
STREET/ROAD LIGHT REVIEW/ NEW LED LIGHTS	\$30,000	\$0	\$0	\$0	COUNCIL
ENGINEER - PROJECTS DESIGN AND TECHNICAL SPECIFICATIONS	\$60,000	\$29,948	\$2,727	\$32,675	COUNCIL
WEED MANAGEMENT - STEAM WEEDING OF ROADS AND MP0051 BUSH	\$109,000	\$96,333	\$0	\$96,333	COUNCIL
TOTAL TRANSPORT	\$421,000	\$257,270	\$2,727	\$259,998	
DEVELOPMENT SERVICES					
SWAN RIVER TRUST PRECINCT PLAN REVIEW	\$5,000	\$7,075	\$0	\$7,075	COUNCIL
STREETSCAPE PROTECTION AREA(EILEEN TO WILSON)	\$0	\$0	\$0	\$0	COUNCIL
MUNICIPAL HERITAGE INVENTORY	\$0	\$0	\$0	\$0	COUNCIL
TREE ASSESSMENT	\$5,000	\$0	\$0	\$0	COUNCIL
LOCAL PLANNING STRATEGY	\$210,000	\$173,573	\$6,500	\$180,073	COUNCIL
BASSENDEAN ACTIVITY CENTRE ACTIVITY PLAN	\$40,000	\$0	\$0	\$0	COUNCIL
DEVELOPMENT CONTRIBUTION PLAN	\$5,000	\$0	\$0	\$0	COUNCIL
LOCAL PLANNING POLICY - BUILT FORMS GUIDELINES 19/20	\$0	\$0	\$0	\$0	COUNCIL
LOCAL PLANNING POLICY - TREE PRESERVATION ON DEV. SITES	\$7,500	\$0	\$0	\$0	COUNCIL
CONTRACT RELIEF - BUILDING SURVEYOR	\$7,000	\$3,026	\$0	\$3,026	COUNCIL
TOTAL DEVELOPMENT SERVICES	\$279,500	\$357,248	\$13,000	\$370,248	
ECONOMIC DEVELOPMENT					
ECONOMIC DEVELOPMENT- DEVELOPMENT PLAN	\$32,500	\$20,232	\$0	\$20,232	COUNCIL
OLD PERTH RD INITIATIVES	\$64,745	\$56,510	\$0	\$56,510	COUNCIL
OLD PERTH VIBRANCY PROJECT	\$34,700	\$23,180	\$0	\$23,180	COUNCIL
BUSINESS PLAN - PUBLICITY & PROMOTION	\$30,000	\$36,763	\$0	\$36,763	COUNCIL
EMRC PROJECTS - ECONOMIC DEVELOPMENT	\$6,295	\$131	\$0	\$131	COUNCIL
EMRC PROJECTS - REGIONAL EVENTS	\$6,294	\$14,239	\$0	\$14,239	COUNCIL
TOTAL ECONOMIC DEVELOPMENT	\$174,534	\$151,056	\$0	\$151,056	

TOWN OF BASSENDEAN
EXTRACT LIST OF PROJECTS & CONSULTANCIES
For the Period Ended 30 June 2019

Note 12: Projects & Consultancies List

	Proposed Amended Annual Budget 2018/2019	2018/19 Actual	Purchase Orders	2018/19 TOTAL	FUNDING SOURCE
GOVERNANCE					
EMPLOYEE ASSISTANCE PROGRAM	\$30,000	\$21,486	\$0	\$21,486	COUNCIL
ORGANISATION FUNCTION REVIEW	\$15,000	\$0	\$0	\$0	COUNCIL
INFORMATION SYSTEMS REVIEW	\$15,000	\$0	\$0	\$0	COUNCIL
RECONCILIATION ACTION PLAN CONSULTATION	\$50,000	\$45,499	\$69	\$45,568	COUNCIL
GOVERNANCE - CORPORATE PLANNING	\$41,000	\$42,951	\$0	\$42,951	COUNCIL
OCCUPATIONAL HEALTH & SAFETY PROGRAMS	\$9,000	\$6,098	\$0	\$6,098	COUNCIL
SERVICE REVIEW - SENIORS & DISABILITY SERV + HRV	\$25,000	\$41,500	\$0	\$41,500	COUNCIL
TOTAL GOVERNANCE	\$185,000	\$157,685	\$69	\$157,753	
HEALTH					
SUICIDE PREVENTION - RUN IN CONJUNCTION WITH COMMUNITY SAFETY	\$5,000	\$0	\$0	\$0	COUNCIL
COMMUNITY SAFETY & CRIME PREVENTION	\$5,000	\$0	\$0	\$0	COUNCIL
MOSQUITO CONTROL PROGRAM	\$36,000	\$16,630	\$0	\$16,630	COUNCIL
PEST - RAT ERADICATION PROGRAM	\$2,400	\$2,058	\$0	\$2,058	COUNCIL
TOTAL HEALTH	\$48,400	\$18,688	\$0	\$18,688	
RANGERS					
CONSTABLE CARE PROGRAM	\$5,500	\$5,500	\$0	\$5,500	COUNCIL
EMRC - FLOOD MARKINGS	\$15,000	\$16,627	\$0	\$16,627	COUNCIL
EMERGENCY SERVICES CONTRACTS	\$28,000	\$4,950	\$0	\$4,950	COUNCIL
TOTAL RANGERS	\$48,500	\$27,077	\$0	\$27,077	
ENVIRONMENT					
PURCHASE OF NEW TREES	\$ 178,000	\$17,340	\$0	\$17,340	COUNCIL
LOT 271 HAMILTON STREET - PREPARE SITE TO ACCOMMODATE DEVELOPMENT	\$50,800	\$44,200	\$0	\$44,200	COUNCIL
BINDARING HYDROLOGY STUDY	\$10,000	\$0	\$0	\$0	COUNCIL
SUSTAINABILITY - COMMUNITY EDUCATION PROGRAMME	\$10,000	\$3,570	\$0	\$3,570	COUNCIL
EMRC - REGIONAL INTEGRATED TRANSPORT PROJECTS	\$6,000	\$6,077	\$0	\$6,077	COUNCIL
EMISSIONS REDUCTION (EMRC - ENVIRONMENTAL & SUSTAINABILITY PROGRAM - ENERGY, WATER & CLIMATE CHANGE)	\$41,000	\$41,005	\$0	\$41,005	COUNCIL
SUSTAINABILITY - COMMUNITY GRANTS & PROJECTS	\$5,000	\$12,354	\$0	\$12,354	COUNCIL
SUSTAINABILITY - CLEVER CLIMATE PROGRAM	\$5,000	\$0	\$0	\$0	COUNCIL
WASTE STRATEGY Inc Behaviour Program	\$60,000	\$0	\$0	\$0	COUNCIL
WASTE EDUCATIONAL PROG (Schools, Better Bin Etc)	\$0	\$0	\$0	\$0	COUNCIL
STREET TREE COMMUNICATION AND BEHAVIOUR PROGRAM AND ARBORIST FOR TREE SELECTION AND TREE RESEARCH PROGRAM	\$40,000	\$0	\$0	\$0	COUNCIL
WASTE MANAGEMENT STICKERS	\$38,800	\$4,981	\$0	\$4,981	COUNCIL
TOTAL ENVIRONMENT	\$444,600	\$129,527	\$0	\$129,527	
TOTAL PROJECTS INCLUDED IN OPERATING EXPENDITURE	\$2,296,694	\$1,669,748	\$30,625	\$1,700,372	