

CHIEF EXECUTIVE OFFICERS ADVISORY COMMITTEE

MINUTES

9 October 2012

(REF: COMMITTEES-14744)

A meeting of the Chief Executive Officers Advisory Committee was held at the EMRC Administration Office, 1st Floor, 226 Great Eastern Highway, BELMONT WA 6104 on **Tuesday, 9 October 2012**. The meeting commenced at **12:30pm**.

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6 PRESENTATIONS

Nil

7 ANNOUNCEMENT OF CONFIDENTIAL MATTERS FOR WHICH THE MEETING MAY BE CLOSED TO THE PUBLIC

Nil

8 BUSINESS NOT DEALT WITH FROM A PREVIOUS MEETING

Nil



9 REPORTS OF OFFICERS

9.1 REGIONAL ADVOCACY – STATE GOVERNMENT BUDGET SUBMISSION

REFERENCE: COMMITTEES-14757

PURPOSE OF REPORT

To seek Council endorsement of an EMRC submission to the Western Australian Government 2013-2014 State Budget.

KEY ISSUES AND RECOMMENDATION(S)

- The EMRC has been given a role to be actively involved in regional advocacy on behalf of the member Councils.
- The Regional Advocacy Strategy 2010-2013 (RAS) provides an overarching framework on which future advocacy and leveraging activities can be structured using a standardised approach approved by Council.
- The Regional Advocacy Strategy outlines and establishes nine Key Regional Issues of Priority impacting on all member Councils for the focus for advocacy activity.
- Advocacy Actions for each Key Regional Priority for 2012/2013 were endorsed by Council on 19 April 2012.
- Key regional projects to underpin advocacy activities ahead of the State Government election in March 2013 were promulgated by the CEOAC and endorsed by Council on 23 August 2012.
- There is an opportunity for agreed project priorities for Perth's Eastern Region to be presented to the State Government as part of the State Government budget submission process as well as to underpin advocacy activities to both political parties ahead of the State Government election.

Recommendation

That Council endorse the draft EMRC 2013-2014 State Budget Submission to the Western Australian Government.

SOURCE OF REPORT

Director Regional Services

BACKGROUND

At a meeting of Council held on 23 August 2012 (Ref: Committees-14480) it was resolved:

“THAT THE FOLLOWING POLICY AREAS AND PROJECTS BE INCLUDED IN THE EMRC ADVOCACY ACTIVITIES TO POLITICAL PARTIES AHEAD OF STATE GOVERNMENT ELECTIONS:

- *FUNDING FOR THE RESOURCE RECOVERY PROJECT AND HYPOTHECATION OF LANDFILL LEVY FUNDS TO WASTE MANAGEMENT ACTIVITIES;*
- *SEEK SUPPORT FOR CONDUCTING A TRIAL FOR BUSHFIRE VULNERABILITY AS PART OF ROUND 6 OF THE STATE UNDERGROUND POWER PROGRAM IN PERTH HILLS;*
- *FUNDING FOR THE SWAN RIVER FORESHORE RESTORATION WORK AND PATHWAYS;*
- *FUNDING FOR THE UPGRADE AND IDENTIFIED ROAD SAFETY IMPROVEMENTS OF GREAT EASTERN HIGHWAY BETWEEN BILGOMAN ROAD GREENMOUNT AND MANN STREET MUNDARING; AND*



Item 9.1 continued

- *INCREASED INFRASTRUCTURE TO SUPPORT ALTERNATE MODES OF TRANSPORT AT PUBLIC TRANSPORT STATIONS AND AT KEY BUS STOPS IN ACTIVITY AND EMPLOYMENT CENTRES INCLUDING MIDLAND AND MORLEY AND KEY INDUSTRIAL AREAS.*
- *EXTENSION OF THE PRINCIPLE SHARED PATH BASSENDEAN TRAIN STATION TO MIDLAND TRAIN STATION;*
- *BRINGING FORWARD THE EXPANSION OF EASTERN SUBURBS RAIL LINE LINKING BAYSWATER TO PERTH AIRPORT TERMINAL PRIOR TO 2031; AND*
- *IMPLEMENTATION OF PUBLIC TRANSPORT FOR PERTH IN 2031."*

REPORT

There is an opportunity for agreed project priorities for Perth's Eastern Region to be presented to the State Government as part of the State Government budget submission process as well as to underpin advocacy activities to both political parties ahead of the State Government election on 9 March 2013.

A draft EMRC 2013-2014 State Budget Submission to the Western Australian Government (refer Attachment) has been developed incorporating the agreed project priorities promulgated by the CEOAC and endorsed by Council at its meeting of 23 August 2012 (Ref: Committees-14480).

It is proposed that the draft EMRC 2013-2014 State Budget Submission to the Western Australian Government be provided to the State Government as part of the annual pre budget submission process ahead of the development of the 2013-2014 budget. This will provide additional exposure of the issues facing Perth's Eastern Region and seek State Government support in addressing them. It is proposed that the draft EMRC 2013-2014 State Budget Submission to the Western Australian Government be provided to the Premier, the Leader of the Opposition and the Leader of the National Party.

STRATEGIC/POLICY IMPLICATIONS

Undertaking advocacy activities will contribute towards the achievement of the EMRC Strategic Plan for the Future 2010/2011 to 2013/2014.

Key Result Area 1 – Environmental Sustainability

- 1.5 To contribute towards improved regional air, water and land quality and regional biodiversity conservation

Key Result Area 3 – Economic Development

- 3.1 To facilitate increased investment in regional infrastructure

Key Result Area 4 – Good Governance

- 4.2 To provide advice and advocacy on issues affecting Perth's Eastern Region
- 4.4 To manage partnerships and relationships with stakeholders

This report aligns to the Regional Advocacy Strategy 2010-2013 and has relevance to EMRC's *Policy 1.8 Lobbying and Advocacy*, which establishes a protocol for dealing with organisational and regional lobbying and advocacy issues.

FINANCIAL IMPLICATIONS

Advocacy activities are provided for in the 2012/2013 budget.



**2013-2014 State Budget
Submission to the Western Australian
Government**

Eastern Metropolitan Regional Council

October 2012



1 Introduction

The Eastern Metropolitan Regional Council (EMRC) is a progressive and innovative regional local government working on behalf of six member Councils located in Perth's eastern suburbs - Town of Bassendean, City of Bayswater, City of Belmont, Shire of Kalamunda, Shire of Mundaring and City of Swan.

Providing services in waste management, environmental management and regional development, EMRC is a model of successful collaboration that has initiated economic, social and environmental projects that deliver real outcomes for the community in Perth's Eastern Region.

The EMRC area constitutes around one-third of Perth's metropolitan area and is one of Perth's fastest growing areas. The eastern metropolitan region encompasses a land area of about 2,100 square kilometres spanning inner urban areas to outer metropolitan and urban fringe areas and has an estimated population of 326,000 people.

The region hosts Western Australia's major air, road and rail transport hubs for movement of freight and passengers throughout Perth, intrastate, interstate and overseas. The major industrial areas of Malaga, Welshpool - Kewdale, Hazelmere, Forrestfield, Bayswater and Bassendean play key roles in transport, manufacturing and logistics servicing the state's construction and resource sectors. Increasingly the inner city areas are becoming home to large national and international companies seeking office and commercial accommodation within close proximity of the city, key stakeholders and major transport routes.

Perth's Eastern Region transport and industrial hub is a major generator of the economic output of Perth's Eastern Region with an estimated \$51.569 billion or 17.19 % of the output generated in Perth¹. The Perth Airport specialised centre is second to the CBD as an employment hub for the metropolitan area.

The State Government has recognised the importance of Perth's Eastern Region as a transport and industry hub in its Directions 2031 and Beyond framework for the Perth and Peel² region. Perth Airport has been identified as one of three strategic specialised centres, Kewdale/Welshpool as a key strategic industrial centre along with Midland and Morley being Strategic City Centres within the Activity Centres Network. The smaller secondary centres of Belmont and Ellenbrook perform an important role in the regional economy and provide an essential service to their catchment populations.

Perth's Eastern Region is undergoing rapid expansion and growth with major capital investments including intermodal freight terminal development, major airport and road redevelopment, and education and health services investment. With a diverse regional economy, access to a skilled workforce and a range of leisure, lifestyle and living opportunities, Perth's Eastern Region is well positioned for continued strong growth.

¹ REMPLAN *Compelling Economics Data* accessed September 2012.

²² *Western Australian Planning Commission (2010), Directions 2031 and Beyond*

2 Executive Summary

The EMRC Pre-Budget submission outlines five priority areas for Perth's Eastern Region for the Western Australian Government to consider in its deliberations in framing the 2013-2014 State Budget.

As a regional local government, the EMRC is in a unique position to advocate for broader issues facing Perth's Eastern Region on behalf of the six member Councils of the Town of Bassendean, City of Bayswater, City of Belmont, Shire of Kalamunda, Shire of Mundaring and the City of Swan.

The Pre-Budget Submission has been developed in consultation with the six member councils and does not provide recommendations across the entirety of Government expenditure covered by the State Budget, but identifies issues of specific concern to Perth's Eastern Region.

While recommendations focus specifically on areas of State responsibility, they have been prepared in consideration of the current national policy context and the need for a longer-term strategic vision for the Perth metropolitan area as a whole.

Summary 2013-2014 Budget Recommendations Perth's Eastern Region	
Priority Areas	Recommendations
<p>Strategic Waste Management</p> <p><i>An increase in the percentage of the Waste Avoidance and Resource Recovery Levy hypothecated to the Waste Authority for investment in Waste infrastructure.</i></p> <p><i>Funding support for the EMRC's proposed Waste to Energy or Anaerobic Digestion technology at the Resource Recovery Facility at Red Hill.</i></p>	<p>The State Government:</p> <ul style="list-style-type: none"> ➤ Increases the percentage of the Waste Avoidance and Resource Recovery Levy hypothecated to the Waste Authority for investment in waste infrastructure as a source of funding for the waste to energy or anaerobic digestion technology proposed for the Resource Recovery Facility at Red Hill. ➤ Provides a loan guarantee to reduce the impact on the Eastern Metropolitan Regional Council member councils of providing individual financial guarantees against loan funding for the Resource Recovery Facility. ➤ Amends the Local Government Act 1995 to allow a regional local government to give security over its own assets in relation to borrowing.
<p>Road and Rail Infrastructure</p> <p><i>Funding for the upgrade and identified road safety improvements of Great Eastern Highway between Bilgoman Road Greenmount and Mann Street Mundaring.</i></p> <p><i>Support for bringing forward the expansion of the eastern suburbs rail line linking Bayswater to Perth Airport Terminal and east to High Wycombe prior to 2031.</i></p>	<p>The State Government:</p> <ul style="list-style-type: none"> ➤ Provides funding for the identified road safety improvements for Great Eastern Highway between Bilgoman Road, Greenmount and Mann Street, Mundaring and seeks inclusion of the project in the first tranche of the next round of Nation Building Program. ➤ Prioritises and allocates funds over forward projections for the expansion of the eastern suburbs rail line linking Bayswater to Perth Airport Terminal Station and east to High Wycombe to be completed in time to service the consolidation of the airport terminals in 2018.

<p><i>Funding for the Tonkin Highway/Boud Avenue interchange construction in the current infrastructure upgrades for the Gateway WA project.</i></p> <p><i>Funding for the extension of the Principal Shared Path from Bassendean Train Station to Midland Train Station.</i></p>	<ul style="list-style-type: none"> ➤ Ensures that the Tonkin Highway/Boud Avenue interchange be funded and constructed as an integral part of the Gateway WA Airport and Freight Access Project. ➤ Allocates funds over forward projections for the extension of the Principal Shared Path from Bassendean Train Station to Midland Train Station.
<p>Public Transport</p> <p><i>Implementation of the Public Transport for Perth in 2031 Plan.</i></p> <p><i>Increased infrastructure to support alternative modes of transport at public transport stations and at key bus stops in activity and employment centres including Midland, Morley and key industrial areas.</i></p>	<p>The State Government:</p> <ul style="list-style-type: none"> ➤ Allocates funds over forward projections for the Implementation of the Public Transport for Perth in 2031 Plan. ➤ Commits capital works to support alternative modes of transport at public transport stations and at key bus stops in activity and employment centres including Midland, Morley and key industrial areas
<p>Swan and Canning Rivers</p> <p><i>Funding for improvement and restoration of the Swan River built and natural foreshore area.</i></p>	<p>The State Government work with key statutory stakeholders to develop a strategic long term funding mechanism and resources to improve the health of the Swan Canning Catchment through:</p> <ul style="list-style-type: none"> ➤ Implementation of the Swan River Trust River Protection Strategy for the Swan Canning Riverpark ➤ Implementation of the WALGA Priority Plan for Investment in the Swan Canning Catchment. ➤ Increased funding to the Swan River Trust Riverbanks Grant Scheme. ➤ Implementation of the Swan River Trust Trails Master Plan. ➤ Implementation of the Swan River Trust Interpretation Plan.
<p>Essential Infrastructure</p> <p><i>Support for conducting a trial for bushfire vulnerability as part of Round 6 of the State Underground Power program in Perth Hills.</i></p>	<p>The State Government:</p> <ul style="list-style-type: none"> ➤ Works with the Shire of Kalamunda, the Shire of Mundaring and key stakeholders to implement a trial for bushfire vulnerability as part of Round 6 of the State Underground Power program in Perth Hills.

3 Perth's Eastern Region - Priority Areas in Detail

3.1 Strategic Waste Management

Issues of specific concern:

- *An increase in the percentage of the Waste Avoidance and Resource Recovery Levy hypothecated to the Waste Authority for investment in infrastructure.*
- *Funding support for the proposed Waste to Energy or Anaerobic Digestion technology at the Resource Recovery Facility at Red Hill.*

Recommendations:

The State Government:

- Investigates increasing the percentage of the Waste Avoidance and Resource Recovery Levy hypothecated to the Waste Authority for investment in waste infrastructure as a source of funding for the waste to energy or anaerobic digestion technology proposed for the Resource Recovery Facility at Red Hill.
- Provides a loan guarantee to reduce the impact on the Eastern Metropolitan Regional Council member councils of providing individual financial guarantees against loan funding for the Resource Recovery Facility.
- Amends the Local Government Act 1995 to allow a regional local government to give security over its own assets in relation to borrowing.

Rationale

The EMRC operates a best practice landfill at the Red Hill Waste Management Facility and a recycling facility at Hazelmere. The Red Hill facility has a total area of 314 hectares. The use of modern best practice techniques and principles of sanitary landfill design and operation, including leachate collection and methane gas capture utilised to generate electricity, have contributed to the site successfully operating within DEC conditions for the last 22 years. In 2011/2012, 26,611 mW.hr of power was generated from methane collected from landfill and significant quantities of greenwaste composted to meet AS 4454 certification.

EMRC is investing in programmes at Red Hill Waste Management Facility to divert other materials that have sustainable re-use markets away from landfill. The EMRC is also working with Water Corporation to produce a soil amendment using 10,000 tonnes per annum of bio solids produced at the Shenton Park Waste Treatment Plant for use in the horticulture market.

At its Hazelmere Resource Recovery Park, the EMRC is undertaking industrial wood waste recycling, used mattress processing and investigating other recycling activities using glass fines and material from commercial industrial collection. Industrial wood waste is being shredded and ground to produce wood chip for chipboard manufacture and wood fines for animal and poultry bedding. In the used mattress processing operation, spring steel, timber and foam rubber are being recovered from old mattresses.

Future initiatives include the recycling of commercial and industrial (C&I) waste that is not being undertaken anywhere in W.A., a reuse store, a materials recovery facility for household recyclables, bulk household waste drop off, a waste to energy facility to produce energy and bio-char, an education centre and a community garden. It is also envisaged that there be a business incubator programme with specialist recyclers accessing materials recovered from the material delivered to the site.

The State Government requires landfill operators in the Perth Metropolitan Area to pay a Landfill Levy. This has a greater impact than the Carbon Price on the EMRC's capacity to generate funds for additional investment. The Landfill Levy has also led to illegal dumping in nearby National Parks and bushland.

As the Carbon Price is applied only to larger landfills, the EMRC's capacity to invest in progressive waste diversion programmes is being further reduced as waste disposal is price elastic and impeding the EMRC's capacity to increase prices to fund additional investment.

There are a multitude of landfills operated by both local government and the private sector that are not reporting emissions under the National Greenhouse and Energy Reporting (NGER) Scheme. It is discriminatory for those local government entities that have elected to centralise their waste disposal arrangements to have the capacity to employ waste management professionals and the specialised plant required to meet Best Practice standards, to be singled out and required to pay a Carbon Price. Local government entities were required under the Health Act 1911, and now under the Waste Avoidance and Resource Recovery Act, to provide collection and disposal services and profit is not the motive.

The EMRC is proposing to undertake innovative use of waste to energy or anaerobic digestion technology at the Resource Recovery Facility proposed for Red Hill. The facility would treat in the order of 100,000 tonnes of municipal solid waste per year, divert waste from landfill and reduce greenhouse gas emissions.

There will however, be an increased cost to households of between \$35 and \$50 per year due to the cost of capital borrowings, operation and maintenance for the Facility which has an estimated capital cost of between \$50 and \$100 million.

The EMRC has investigated technology and siting options, waste collection arrangements, contract ownership models and conducted extensive community engagement around the proposed options. The proposal has been referred to the EPA, the level of assessment set and the Public Environmental Review (PER) document released for public comment. The EPA will take these submissions into consideration when preparing recommendations to the Minister about the facility. A Community Task Force has prepared a partnership agreement with the EMRC which outlines the expectations of the community in relation to the construction and operation of the facility.

It is anticipated that by around 2015/2016, the project will deliver a modern waste treatment facility producing energy and possibly compost, reducing the amount of waste sent to landfill and the landfill greenhouse gas emissions. The facility will extend the life of Red Hill, so that it can service the expanding population of Perth into the future.

In the four year period between 2007/2008 and 2010/2011, the EMRC contributed in excess of \$16 million to the Landfill Levy and with an estimated \$9 million also contributed in 2011/2012, equating to the total of \$25 million over the past five (5) year period.

This identifies a possible source of funding for the waste to energy or anaerobic digestion technology at the Resource Recovery Facility and is indicative of the quantity of waste being disposed of to landfill that would benefit from diversion via a Resource Recovery Facility.

Additionally, gasification is a waste to energy technology solution which would also contribute towards the State's commitment to increasing its use of renewable energy. Anaerobic digestion is also a net producer of energy.

In accordance with section 6.21 of the Local Government Act 1995, whilst a regional local government is permitted to borrow in its own right, it may only give security to the lender by the individual member Councils giving security over their general funds i.e. rate income. This restricts the borrowing capacity of the member Councils to the extent of any such guarantee given.

As a result of the Metropolitan Local Government Review, the member Councils of the EMRC have indicated that they will not be in a position to give a financial guarantee against any loan funding arrangement until the impacts of the local government review process are known.

This presents a major issue in terms of the Resource Recovery Project as the EMRC anticipates going to tender in the first half of 2013 and the Minister for Local Government has indicated that it will likely be June 2013 before there will be any announcements in relation to the review. Depending on the outcome of the review, the member Councils may still not be in a position to commit to giving the necessary guarantees at that point in time, putting the project at risk.

The member Councils may be less reticent to provide a guarantee in the event that the State Government committed financially to assist in completing the project in the order of \$10 million.

The Minister for Environment; Water, Mr Marmion has stated that the Government would await the outcome of the Landfill Regulatory Review, being undertaken by DEC, with the assistance of the Waste Authority, and the statutory review of the Waste Avoidance and Resource Recovery Act 2007, before considering any changes to the landfill levy³.

³ Ministerial media release 27 August 2012.

3.2 Road and Rail Infrastructure

Issues of specific concern:

- *Funding for the upgrade and identified road safety improvements of Great Eastern Highway between Bilgoman Road Greenmount and Mann Street Mundaring.*
- *Support for bringing forward the expansion of the eastern suburbs rail line linking Bayswater to Perth Airport Terminal and east to High Wycombe prior to 2031.*
- *Funding for the Tonkin Highway/Boud Avenue interchange construction in the current infrastructure upgrades for the Gateway WA project.*
- *Funding for the extension of the Principal Shared Path from Bassendean Train Station to Midland Train Station.*

Recommendations:

The State Government:

- Provides funding for the identified road safety improvements for Great Eastern Highway between Bilgoman Road, Greenmount and Mann Street, Mundaring and seeks inclusion of the project in the first tranche of the next round of Nation Building Program.
- Prioritises and allocates funds over forward projections for the expansion of the eastern suburbs rail line linking Bayswater to Perth Airport Terminal Station and east to High Wycombe to be completed in time to service the consolidation of the airport terminals in 2018.
- Ensures that the Tonkin Highway / Boud Avenue interchange be funded and constructed as an integral part of the Gateway WA Airport and Freight Access Project.
- Allocates funds over forward projections for the extension of the Principal Shared Path from Bassendean Train Station to Midland Train Station.

Rationale

Great Eastern Highway Mundaring Safety Upgrades

Australia's annual road toll is close to 1,400 and more than 32,000 people are seriously injured. The impact of road trauma has been estimated at \$27 billion annually and is a major impost on the economy through demands of the health system and productivity losses⁴. However it is the social costs that are most significant as the loss of lives, personal pain and trauma have lasting impacts on victims, families and communities.

While the National Road Safety Strategy 2011-2020 acknowledges that making road infrastructure safer is essential to reduce road trauma, it will require the commitment of significant funding by the federal and state governments to improve road infrastructure.

The state and federal governments have invested significant funding to the Great Eastern Highway/Roe Highway interchange and also the Gateway WA project which will provide an extensive upgrade of the road network around Perth Airport and the nearby commercial and industrial estates.

⁴ National Road Safety Strategy 2011-2020

Perth's Eastern Region is recognised as a major air, rail and road transport hub servicing the passenger and freight demands of Western Australia. The Region is a gateway for transport and freight routes entering the Perth metropolitan area, including the Great Northern Highway, the future Perth Darwin National Highway, the Great Eastern Highway, the Perth Airport and the Kewdale-Forrestfield Freight Terminals. This transport hub is interlinked by major metropolitan roads including Roe, Leach and Tonkin Highways.

The existing roads are facing the combined pressures of increased heavy freight transport traffic brought about by resource sector activity and the growth of the key industrial centres in the region, along with and increased local passenger traffic and demand for integrated public transport due to the economic and demographic growth of the region.

Great Eastern Highway is a National Highway (part of the Perth – Adelaide Transport Corridor) and carries large volumes of traffic including a large number of trucks. A traffic count in 2006 east of Roe Highway showed 37,700 vehicles per week day. The amount of traffic is increasing each year with a forecast growth in interstate freight traffic of 3.0 - 3.5 % each year alone.

Great Eastern Highway also plays a significant local role. Of the estimated 12,266 people who live in the Shire of Mundaring and work elsewhere, 80% travel to work by car. The vast majority of these workers travel the Great Eastern Highway. Public transport options are limited with only 4% of these workers travelling by bus and/or train.⁵ Most buses also use Great Eastern Highway. Although Mundaring is a mature retail service centre, the nearest regional centre for durable goods and specialist services is Midland – also accessed via Great Eastern Highway. Great Eastern Highway is the logical local access link between Mundaring townsite and neighbouring local villages and communities.

The focus area is Great Eastern Highway between Mann Street Mundaring and Bilgoman Road Greenmount. This section of the National Highway has significant and growing safety issues. A range of required safety improvements has been identified through a Road Safety Audit conducted in September 2004.

The required works include additional and upgraded lighting, modifying drains and widening shoulders, installing sealed bus bays, removing boulders and vegetation, installation of frangible bollards, guide posts, audible edge lines, additional road markings, advance warning signs, and a new shared path between Mann Street and Kintore Road Mundaring. The cost of the works has been estimated by Main Roads WA at \$20 million.

Expansion of the Eastern Suburbs Rail Line Linking Bayswater to Perth Airport and East to High Wycombe

Community forums undertaken by the EMRC identified the main routes for dedicated rapid public transport as being the Airport, Ellenbrook, Forrestfield (east of the Airport) and Mundaring Town Centre.

The EMRC provided a submission to the Draft Public Transport Network Plan – Public Transport for Perth in 2031 outlining the commitment to work with key stakeholders to create a transport network in Perth's Eastern Region that is efficient, safe and integrates all modes of transport with particular emphasis on increased public transport, including a rail link to the airport. This position was further pursued in a submission to the Capital City Planning Framework - Draft Capital City Planning Framework: A Vision for Central Perth.

⁵ Remplan; based on 2006 ABS Census of Population and Housing.

An integrated transport network will meet the needs of the Eastern Region as a fast growing and strategic economic hub for the Perth metropolitan area. Bringing forward the planning and construction of a rail link to the Airport and east to High Wycombe will reduce road congestion and provide public transport to an activity centre area which has the second highest employment concentration in the Metropolitan region. The Airport Terminal Station should be operational from the time of the opening of the consolidated terminals in 2018.

Construction of Tonkin Highway / Boud Avenue Interchange

The design of the road network for the Gateway WA Perth Airport and Freight Access Project Master Plan includes the Tonkin Highway / Boud Avenue Interchange. This will provide access to the development area within the airport estate from the regional road network however the interchange is currently unfunded. The inclusion of the Tonkin Highway / Boud Avenue interchange in the current round of infrastructure upgrades in Gateway WA Perth Airport and Freight Access Project is considered integral to the design of the overall network and traffic flows in the area.

Principal Shared Path Midland Rail Line from Bassendean Station to Midland Station

The Department of Transport Draft Western Australian Bicycle Network Plan 2012-2021 identifies the principal shared path network being extended from Bassendean train station to Midland as a priority link. The Perth to Midland Rail Line - Tonkin Highway to Bassendean Train Station principal shared path (PSP) (2.3km) has been completed and funding in the State Government 2012/2013 Budget included an allocation for the principal shared path Midland Rail Line from Bassendean Station to Midland Station.

The improvement project will extend the PSP from Bassendean along the northern side of the railway line through to Midland train station and will involve a grade separated facility under Lord Street, retaining walls between Lord Street and the river and a structure over the Swan River.

Main Roads and Town of Bassendean are working on concept planning for the section of path from Lord Street to Success Hill. Main Roads and the City of Swan are undertaking planning and design for the section from Guildford to Midland and there is potential for construction of this section to be undertaken in 2012-2013. Currently from the Bassendean train station to Midland, riders must use a mixture of local roads or poor quality paths and, while the current planning will address issues in the Lord Street to Success Hill and Guildford to Midland sections, there is a need to have the PSP completed in full to allow a safe and convenient integrated path that provides links from Midland to Perth.

The allocation of funds for the design, construction and completion of all works on the Principal Shared Path from Bassendean Train Station to Midland Train Station is essential.

3.3 Public Transport

Issues of specific concern:

- *Implementation of the Public Transport for Perth in 2031 Plan.*
- *Increased infrastructure to support alternate modes of transport at public transport stations and at key bus stops in activity and employment centres including Midland, Morley and key industrial areas.*

Recommendations:

The State Government:

- Allocates funds over forward projections for the Implementation of the Public Transport for Perth in 2031 Plan.
- Commits capital works to support alternative modes of transport at public transport stations and at key bus stops in activity and employment centres including Midland, Morley and key industrial areas

Rationale

Perth's Eastern region needs a significant increase in expansion of the reach and efficiency of public transport, and transport networks for other users such as cycling.

An efficient and effective public transport network is vital to provide services that enable access to and from the region and links with employment areas and residential areas. The main routes for dedicated rapid public transport identified through community forums conducted by the EMRC are the Airport, Ellenbrook, Forrestfield (east of the Airport) and Mundaring Town Centre.

The EMRC provided a submission to the Draft Public Transport Network Plan – Public Transport for Perth in 2031 outlining the commitment to work with key stakeholders to create a transport network in Perth's Eastern Region that is efficient, safe and integrates all modes of transport with particular emphasis on increased public transport, including a rail link to the airport and bus rapid transit infrastructure Ellenbrook.

This integrated network will meet the needs of the Eastern Region as a fast growing and strategic economic hub for the Perth metropolitan area. This position was further pursued in a submission to the Capital City Planning Framework - Draft Capital City Planning Framework: A Vision for Central Perth.

Improved integrated public transport systems that enable access to services, employment and facilities are vital for Perth's Eastern Region where the coverage and frequency of existing services is constrained especially between major activity centres, industrial areas and residential areas.

3.4 Swan Canning Rivers

Issues of specific concern:

- *Funding for improvement and restoration of the Swan River built and natural foreshore area.*

Recommendations:

The State Government work with key statutory stakeholders to develop a strategic long term funding mechanism and resources to improve the health of the Swan Canning Catchment through:

- Implementation of the Swan River Trust River Protection Strategy for the Swan Canning Riverpark.
- Implementation of the WALGA Priority Plan for Investment in the Swan Canning Catchment.
- Increased funding to the Swan River Trust Riverbanks Grant Scheme.
- Implementation of the Swan River Trust Trails Master Plan.
- Implementation of the Swan River Trust Interpretation Plan.

Rationale

Resources and investment are required for the co-ordinated management of the iconic Swan River to protect, activate and realise the rivers' potential as natural, cultural and economic assets for Perth's Eastern Region.

The EMRC in collaboration with four of its member Councils, the Swan River Trust, the Western Australian Planning Commission and other government and non-government agencies initiated the Swan and Helena Rivers Management Framework (SHRMF) project. The framework provides an overarching plan and management framework for government to implement strategies for the Swan and Helena Rivers in the areas of: social benefits; environmental values; cultural and natural heritage; design and development; and planning and management. The SHRMF identifies and prioritises projects to be considered to support major investment in regional and community recreational and environmental infrastructure.

It is aimed at ensuring the long term preservation of the river corridor for the benefit of the environment, users, managers, the local community and future generations and provides a vision for the future protection and development of the Swan and Helena Rivers as regional assets.

Planning strategies completed and currently underway include:

- Best Management Practices for Shore Stabilisation – Approaches and Decision Support Framework;
- Best Management Practices for Shore Stabilisation – Concept Designs for Shore Stabilisation at selected sites in the City of Bayswater;
- Swan and Helena Rivers Heritage Audit and Statement of Significance;
- Swan and Helena Rivers Regional Recreational Path Development Plan;
- Regional Aboriginal Consultation Guidelines; and the
- Swan and Helena Rivers Foreshore Trail Interpretation Plan.

The Swan River Trust is using the EMRC strategies and planning documents as guidance documents for similar strategies for the entire Riverpark area (i.e. Regional Recreation Path Development Plan, Heritage Audit and Statement of Significance).

The draft *Priority Plan for Investment in the Swan Canning Catchment* was developed through the WALGA Swan Canning Policy Forum in response to continuing water quality decline, shoreline and asset degradation in the Swan Canning river system and metropolitan waterways and coastline and inadequate State Government funding to address the issues. This was completed in June 2011 and provided to the Minister for the Environment.

The Swan River Trust Draft River Protection Strategy for the Swan Canning Riverpark has been completed (July 2012) and will be considered by the Board of the Swan River Trust before being referred to the Minister for Environment for his endorsement. The resourcing and implementation of these strategic documents will clarify the roles of key stakeholders and provide long term plans for investment and management of the Swan Canning Catchment System.

Issues

Environmental

- Foreshore erosion and destabilisation;
- Degradation of river infrastructure;
- Disturbance of sediment and transport patterns;
- Climate change impacts.

Social

- Existing paths have “missing links”;
- Need for path upgrades;
- Lack of interpretation and signage;
- Decline in access and useability of the river and its foreshores.

Resources and Funding

- Current funding allocated to catchment management is “ad hoc” and lacks a strategic approach to address the serious ecological health and asset management issues being experienced. Funding streams are short-term, across different government levels and agencies and lack long term focus. Federal funding has been unsuccessfully sought to implement strategies.
- The current level of investment is not adequate to address Priority 1, 2 and 3 shoreline protection works identified⁶. There are 21 local government authorities and multiple State government agencies with river management responsibilities and less than \$1 million is available to local government authorities through State funding (Swan River Trust Riverbank Programme) to assist with foreshore stabilisation⁷.

⁶ Swan River Trust (2008) *Swan and Canning Rivers Foreshore Assessment and Management Strategy*, Perth, WA: Government of Western Australia.

⁷ EMRC is not eligible for funding under this program - does not own or manage any river assets or have any of the Riverpark vested in it for management purposes.

- SHRMF funding requirements within the four member Councils of the EMRC for construction and maintenance of riverside pathways to create a continuous heritage and recreation trail is estimated at \$7,512,500. A further \$3,700,000 is required for the construction and maintenance of foreshore protection infrastructure.
- Indicative costs for stabilisation techniques are provided per linear metre: <\$300 (low cost) for example woody debris, coir logs, revegetation; \$300 - \$1000 (medium cost) for example renourishment, brushmatting, logwalling, limestone block walling; >\$1000 (high cost) for example groynes and headlands, gabions, rock revetments, geotextile⁸.
- Walling infrastructure can cost up to \$8000 per linear metre; fencing can cost around \$65 per metre and revegetation can cost \$30 - \$40 per square metre⁹.
- Swan River Trust Draft River Protection Strategy estimates that \$190 million over 5 years is required to protect, stabilise and rehabilitate highest priority areas. Under current Riverbank funding it would take over 63 years to complete these projects.
- A further \$98 million is needed for Riverpark projects over 5 years for activities including cultural heritage, facilities and research¹⁰. This does not include river wall or drainage infrastructure costs.

⁸ Swan River Trust (2009) Best Management Practices for Foreshore Stabilisation: Approaches and decision-support framework, East Perth, WA: Government of Western Australia.

⁹ Swan River Trust (2011) *Draft River Protection Strategy*, Perth, WA: Government of Western Australia

¹⁰ Ibid.

3.5 Essential Infrastructure

Issues of specific concern:

- *Support for conducting a trial for bushfire vulnerability as part of Round 6 of the State Underground Power program in Perth Hills.*

Recommendation:

The State Government:

- Works with the Shire of Kalamunda, the Shire of Mundaring and key stakeholders to implement a trial for bushfire vulnerability as part of Round 6 of the State Underground Power Program in Perth Hills.

Rationale

The Economic Regulation Authority's (ERA) final report on the Inquiry into the State Underground Power Program Cost Benefit Study was released in September 2011. The ERA's recommendations supported the capitalized value of underground power in Perth. Households in Perth derived a significant benefit from having underground power, which increased as a function of their property value.

The *State Energy Initiative Energy2031* report was released by the Minister for Energy on 28 August 2012. The vision for 2031 is:

"The State will have robust, efficient and effective energy disruption emergency management plans for gas, electricity and transport fuels, such that major supply disruptions are managed in a way that minimises economic impacts and distributes the effects fairly and equitably."

The Report of the Perth Hills Bushfire February 2011¹¹ raised the need for Western Power to implement a comprehensive underground power program in all bushfire prone areas to minimise the potential for damage and disruptions in energy supply during a bushfire. The report states that Western Power is well progressed in delivering a State Underground Power Program (SUPP) that, among other things, better protects its infrastructure from damage in bushfires however this is heavily constrained by the significant costs associated with undergrounding power infrastructure.

In recognition of the cost impost and the difficulties of installing underground power in all bushfire prone local government areas, Western Power is considering a range of options to better protect its network from bushfires. Aerial bundling is not a preferred option due to cost and increased disturbance of additional poles required to hold heavy cables. It is proposed that a trial for bushfire vulnerability be conducted as part of the Round 6 SUPP in the Shire of Kalamunda and the Shire of Mundaring in Perth Hills.

¹¹ *A Shared Responsibility. The Report of the Perth Hills Bushfire February 2011 Review. Mr Mick Keelty APM for the WA State Government*



9.2 FUTURE PROOFING PERTH'S EASTERN REGION

REFERENCE: COMMITTEES-14753

PURPOSE OF REPORT

To provide an update on the progress of the Future Proofing Perth's Eastern Region project and seek Council approval for a further two years of funding for continued implementation of member Councils' Climate Change Adaptation Action Plans at both a regional and local level.

KEY ISSUES AND RECOMMENDATION(S)

- The Australian Local Government Association notes that "addressing climate change is one of the greatest imperatives of the 21st Century" (ALGA 2010).
- Adapting to our changing climate, particularly in South West WA, represents one of the biggest challenges and opportunities faced by Local Government and must be addressed in a continuing and sustained manner at both a regional and local level.
- On 24 September 2009, the EMRC Council approved the Future Proofing Perth's Eastern Region - Regional Climate Change Adaptation Action Plan (RCCAAP) 2009-2013 which identified regional risks and actions to assist local government operations, services and communities in adapting and building resilience to climate change.
- Quarterly reports of progress on the RCCAAP have been provided to participating member Councils, and in February 2012, member Councils were provided with a comprehensive progress report on the status of each of the RCCAAP actions.
- The RCCAAP has been utilised for advocacy for climate change adaptation action throughout the Region and to better position the EMRC and its member Councils to leverage funding, such as a recent successful application for \$647,000 through the federal government's Community Energy Efficiency Program (CEEP), one of only seven WA recipients from 63 applications across Australia.
- Climate change adaptation has only just begun to be integrated and embedded into member Council internal business processes, across Council departments, and into the wider community.
- Since approval of the RCCAAP, each member Council has also developed, or is in the process of developing Local Climate Change Adaptation Action Plans (LCCAAPs).
- Both the RCCAAP and LCCAAPs contain actions which extend beyond 2013, and some LCCAAP actions are noted to continue at least until 2030. Current funding for Future Proofing is due to expire in June 2013.
- In May 2012, the EMRC and the majority of its member Councils signed the Western Australian Local Government Declaration on Climate Change, a commitment which recognised the significant and continuing effects that climate change will have on the Region.

Recommendation(s)

That:

1. Council approves the continuation of the implementation of the *Future Proofing Perth's Eastern Region - Regional Climate Change Adatation Action Plan 2009-2013* to June 2015.
2. Council notes that a review of the *Future Proofing Perth's Eastern Region - Regional Climate Change Adaptation Action Plan 2009-2013* will be undertaken in 2013 and proposed actions for 2014-2015 will be presented to Council in June 2013.
3. Council agrees to consider inclusion of \$50,000 in the 2013-2014 and 2014-2015 EMRC budgets for the continued implementation of the *Future Proofing Perth's Eastern Region - Regional Climate Change Adaptation Action Plan* to 2015 and assistance to member Councils for implementation of their *Local Climate Change Adaptation Action Plans*.
4. Council notes that a member Council contribution of \$15,000 per annum is proposed to progress regional initiatives under the *Future Proofing Perth's Eastern Region - Regional Climate Change Adaptation Action Plan* and assist with *Local Climate Change Adaptation Action Plans* to 2015.



Item 9.2 continued

SOURCE OF REPORT

Director Regional Services
Acting Manager Environmental Services

BACKGROUND

During the EMRC's 2007-2008 strategic planning processes, the EMRC and member Councils identified climate change as a key emerging issue affecting the Region.

A report on Future Proofing Perth's Eastern Region – Adapting to Climate Change was presented to the Council at their meeting on 21 February 2008 (Ref: Committees-7378). At that meeting Council resolved to:

- "1. *SUPPORT THE FUTURE PROOFING PERTH'S EASTERN REGION – ADAPTING TO CLIMATE CHANGE PROJECT.*
2. *CONSIDER \$43,375 FOR ALLOCATION IN THE 2008/09 BUDGET FOR IMPLEMENTATION OF FUTURE PROOFING PERTH'S EASTERN REGION – ADAPTING TO CLIMATE CHANGE SUBJECT TO FUNDING SUPPORT OF \$50,000 THROUGH THE AUSTRALIAN GREENHOUSE OFFICE LOCAL ADAPTATION PATHWAYS PROGRAM."*

In May 2008, the EMRC received \$50,000 funding from the Australian Government's Department of Climate Change (formerly Australian Greenhouse Office) Local Adaptation Pathways Programme to assist the Region to undertake climate change risk assessments and adaptation planning. On that basis, Council agreed to contribute funding of \$43,375 to the project.

Development of the Future Proofing project and a regional adaptation action plan occurred through activities including formation of a steering group, production of an Issues Paper, a regional forum, as well as adaptation planning and risk assessment workshops and reports (Ref: Committees–9699).

On 24 September 2009, Council approved the *Future Proofing Perth's Eastern Region - Regional Climate Change Adaptation Action Plan (RCCAAP) 2009-2013* which identified regional risks and actions that will better assist local government operations and services, and their communities, in adapting and building resilience to climate change (Ref: Committees–9869). Since approval of the RCCAAP, the EMRC and member Councils have been recognised as leaders in understanding and adapting to climate change.

The actions identified in the RCCAAP have successfully guided and advanced advocacy for climate change adaptation throughout the region. RCCAAP actioning has helped keep member Councils and their communities informed of the latest best practice climate change impact and adaptation information and knowledge as it becomes available, provided appropriate resources and training for Council staff, and better positioned the EMRC and its member Councils to identify and leverage emerging opportunities.

An example of such leverage has been the EMRC's recent successful first round application for \$647,000 in regional funding through the federal government's Community Energy Efficiency Program (CEEP), one of only seven WA recipients from the 63 applications across Australia.

The RCCAAP has also guided each member Council in developing their own Local Climate Change Adaptation Action Plan (LCCAAP), further enabling the integration and embedding of adaptation measures into the day to day planning and decision making of Councils, across all departments within each Council.

The Future Proofing project is based on the application of a risk assessment methodology accredited by the Australian Government. It complements and overarches other emission reduction initiatives the Region is involved in, or has previously been involved in, including Cities for Climate Protection (CCP), Perth Solar City, ICLEI Water Campaign, Water and Energy Auditing, Achieving Carbon Emissions Reduction (ACER) project, and various Swan-Helena River initiatives.



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REPORT

The Australian Local Government Association notes that “*addressing climate change is one of the greatest imperatives of the 21st Century*” (ALGA 2010). Climate change represents a huge challenge for Local Government, including impacts on infrastructure, land use planning, human health, biodiversity, environmental health, fire and emergency services, as well as parks and reserve management. Other broader key risks include the potential for changing economic viability of local industries and social dislocation. Climate change can also present new opportunities whereby adaptation actions will generate significant social and environmental benefits and this will lead to more vibrant and resilient societies.

Local Government is in a position where it has no other option but to act on climate change adaptation, a point highlighted by climate change liability risks alone. There is a strong need for Local Government to be leading the way in undertaking climate change risk assessments and incorporating adaptation actions into planning to minimise any future risks, across a number of areas, including risk of litigation.

The EMRC and its member Councils collaborated regionally to undertake a comprehensive climate change risk assessment to identify impacts and associated actions that will need to be undertaken in order to better prepare the Region’s community to adapt to the pressures climate change will bring.

On 24 September 2009, the EMRC Council approved the *Future Proofing Perth’s Eastern Region - Regional Climate Change Adaptation Action Plan (RCCAAP) 2009-2013*. The RCCAAP was designed to be a foundation document outlining what needed to be done at the regional level to adapt to climate change. At the time of its approval, Council was advised that the Local Government Sustainable Development Conference emphasised the need for secure and long term funding to effectively tackle climate change adaptation and to ensure progress is achieved.

Some of the key actions implemented and outcomes achieved for both the RCCAAP and LCCAAP include:

- Coordination of a Climate Change Forum in April 2011, designed for local government elected members and key staff to inform them about the legal implications to local government associated with exposure to climate change impacts, implications for planning approvals and building designs, and factoring climate change adaptation into decision making and emergency management;
- Extensive scoping of current flood modelling information, including the projected impacts of sea level rise. Advocacy for more localized flood modelling for the region, via Geoscience Australia, the Department of Water (DoW), and the University of Western Australia, including high resolution elevation data which will assist the accuracy of modeling;
- A submission on State Planning Policy 2.6 - State Coastal Planning Policy, particularly regarding the possible effects of sea level rise on EMRC’s four river-based Councils;
- Advocacy of local government needs to the Department of Planning and WALGA to ensure appropriate planning frameworks are in place to address climate change. Planning tools are being developed as part of a training package for Councillors/Council staff in climate affected business units;
- Advocacy to DoW for mapping of areas in the Region at high risk of subsidence due to lowering of the groundwater table;
- Production of a Discussion Paper on ‘Reuse of Greywater in WA’, along with advocacy to DoW and the Department of Health (DoH) for updated policy and guidelines for greywater re-use;
- Ongoing representation on the CRC for Water Sensitive Cities and related projects;
- Information for member Council staff on accessing mapping of Acid Sulfate Soils (ASS) in the Region, as well as information on training in ASS for LG officers;
- Advocacy for increased political awareness and funding for regional projects to protect river foreshore assets, as well as development of a *River Protection Strategy*;



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- International promotion of the RCCAAP via participation in a study on design and implementation of climate change adaptation strategies and action plans, led by ADEME French Environment and Energy Management Agency;
- Development of guidelines for the management of roadside vegetation, reconciling both conservation of biodiversity and bushfire risk;
- Continuous monitoring of emerging funding opportunities, including National Climate Change Adaptation Research Facility (NCCARF) grants, and the federal government's suite of new Clean Energy Future grants which includes funding to assist small to medium businesses in the Region to become more energy efficient and reduce costs;
- Advocacy to the Department of Premier and Cabinet and Department of Environment and Conservation (Climate Change Unit) to develop a policy position and to build policy cohesion across all agencies in regards to climate change adaptation; and
- The EMRC and the majority of its member Councils recently signed the Western Australian Local Government Declaration on Climate Change, a commitment which recognised the significant and continuing effects that climate change will have on the region.

In April 2011, the *Future Proofing Perth's Eastern Region – Adapting to Climate Change Project* was recognised as a leading project in climate change adaptation and mitigation in the Local Government Sector and granted a NCCARF Climate Change Champions Finalist Award.

The RCCAAP has paved the way forward for the EMRC and its member Councils to take climate change adaptation to the next step and develop Local Climate Change Adaptation Action Plans (LCCAAPs) for each of the member Councils, such that:

- Two Councils have had their LCCAAP approved for 12 months or more;
- One Council has had their LCCAAP approved for less than 3 months; and
- Two Councils are yet to finalise their LCCAAP.

(Note: The City of Swan withdrew from the Future Proofing project in July 2010).

The RCCAAP and LCCAAPs have enabled and encouraged the development and progression of other emission reduction initiatives for the Region such as Perth Solar City, ICLEI Water Campaign, Water and Energy Auditing, ACER program, and various Swan-Helena River initiatives, along with the recent employment of a Regional TravelSmart Officer.

Both the RCCAAP and LCCAAPs are action documents to address emerging risks to the Region. Therefore, they should be regularly reviewed and updated, including incorporating new climate change impact and adaptation information and knowledge as it becomes available, allow for corrective action, and avoid mal-adaptation. Regular monitoring also ensures that the process is implemented in a timely and cost effective manner.

While progress has been positive at a regional and local level, it is anticipated that the EMRC Council and member Councils should consider making a longer term commitment to fund the implementation of Adaptation Action Plans. This will ensure action and awareness on climate change adaptation is embedded within the decision-making and operation of member Councils and their communities and that work is undertaken in the Region in a well planned and aligned approach.

It is proposed that the *Future Proofing Perth's Eastern Region - Regional Climate Change Adaptation Action Plan (RCCAAP) 2009-2013* be extended to June 2015, with a review undertaken in the first half of 2013 and proposed actions for 2014 – 2015 be presented to Council in June 2013.

A member council contribution of \$15,000 per annum is proposed to progress regional initiatives under the *Future Proofing Perth's Eastern Region - Regional Climate Change Adaptation Action Plan* and assist with *Local Climate Change Adaptation Action Plans* to 2015 and this will be included in the annual budget process for Environmental Services projects.



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The inclusion of \$50,000 in the 2013-2014 and 2014-2015 EMRC budgets will be required for the continued implementation of the *Future Proofing Perth's Eastern Region - Regional Climate Change Adaptation Action Plan*.

Ongoing commitment is sought to ensure that all member Councils and the Region are well placed to adapt to the strong challenges, as well as the opportunities, that are presented by the changes in our climate.

STRATEGIC/POLICY IMPLICATIONS

Key Result Area 1 – Environmental Sustainability

- 1.5 To contribute towards improved regional air, water & land quality and regional biodiversity conservation
- 1.6 To address climate change issues within the Region

Key Result Area 4 – Good Governance

- 4.1 To improve Member Council and EMRC financial viability
- 4.2 To provide advice and advocacy on issues affecting Perth's Eastern Region

FINANCIAL IMPLICATIONS

The implementation plan for 2013–2014 and 2014-2015 will be met from the EMRC's proposed budget allocation of \$50,000 per year. Proposed contributions of \$15,000 per year per member Council to support Regional and Local Action Plans will be included for consideration in the annual member Council budget proposals.

SUSTAINABILITY IMPLICATIONS

The environmental, social and economic costs of not adapting to climate change will be significant without adequate adaptation strategies in place.

Continuing a commitment to climate change adaptation at both a regional and local level will:

- Promote resilience and support local communities in partnership with Local Government to improve the management of the local environment and community public assets;
- Secure future-focussed transport, planning and building systems that support low emissions and accommodate a changed climate;
- Identify and support vulnerable communities in Perth's Eastern Region to adjust to the cost of a low emissions economy so they are not further disadvantaged as a result of climate change; and
- Promote innovation and regional security in order to position the Region for economic opportunities resulting from climate change such as new industry, markets and technologies.



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MEMBER COUNCIL IMPLICATIONS

Member Council	Implication Details
Town of Bassendean	Continuing a commitment to climate change adaptation at both a regional and local level will ensure future liability issues can be addressed now and reduce the potential for member Councils to face litigation resulting from a lack of climate change adaptation planning.
City of Bayswater	
City of Belmont	Over 2013–2014 and 2014–2015, it is proposed that a contribution of \$15,000 from each member Council is allocated per year. These funds will be used to progress Regional and Local Climate Change Adaptation Action Plans for member Councils and included for consideration in the annual budget process.
Shire of Kalamunda	
Shire of Mundaring	The City of Swan withdrew from the Future Proofing project in July 2010
City of Swan	

ATTACHMENT(S)

Nil

VOTING REQUIREMENT

Simple Majority

RECOMMENDATION(S)

That:

1. Council approves the continuation of the implementation of the *Future Proofing Perth's Eastern Region - Regional Climate Change Adaptation Action Plan 2009-2013* to June 2015.
2. Council notes that a review of the *Future Proofing Perth's Eastern Region - Regional Climate Change Adaptation Action Plan 2009-2013* will be undertaken in 2013 and proposed actions for 2014–2015 will be presented to Council in June 2013.
3. Council agrees to consider inclusion of \$50,000 in the 2013-2014 and 2014-2015 EMRC budgets for the continued implementation of the *Future Proofing Perth's Eastern Region - Regional Climate Change Adaptation Action Plan* to 2015 and assistance to member Councils for implementation of their *Local Climate Change Adaptation Action Plans*.
4. Council notes that a member Council contribution of \$15,000 per annum is proposed to progress regional initiatives under the *Future Proofing Perth's Eastern Region - Regional Climate Change Adaptation Action Plan* and assist with *Local Climate Change Adaptation Action Plans* to 2015.

Discussion ensued involving the extension of the *Future Proofing Perth's Eastern Region - Regional Climate Change Adaptation Action Plan 2009-2013* to 2015.

Mr Higham noted that Kalamunda's involvement would be contingent on the proposed projects for 2014-2015.



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CEOAC RECOMMENDATION(S)

MOVED MR COLE

SECONDED MR JARVIS

That:

1. Council approves the continuation of the implementation of the Future Proofing Perth's Eastern Region - Regional Climate Change Adaptation Action Plan 2009-2013 to June 2015.
2. Council notes that a review of the Future Proofing Perth's Eastern Region - Regional Climate Change Adaptation Action Plan 2009-2013 will be undertaken in 2013 and proposed actions for 2014-2015 will be presented to Council in June 2013.
3. Council agrees to consider inclusion of \$50,000 in the 2013-2014 and 2014-2015 EMRC budgets for the continued implementation of the Future Proofing Perth's Eastern Region - Regional Climate Change Adaptation Action Plan to 2015 and assistance to member Councils for implementation of their Local Climate Change Adaptation Action Plans.
4. Council notes that a member Council contribution of \$15,000 per annum is proposed to progress regional initiatives under the Future Proofing Perth's Eastern Region - Regional Climate Change Adaptation Action Plan and assist with Local Climate Change Adaptation Action Plans to 2015.

CARRIED UNANIMOUSLY

COUNCIL RESOLUTION(S)

MOVED CR

SECONDED CR



10 CONFIDENTIAL MATTERS FOR WHICH THE MEETING MAY BE CLOSED TO THE PUBLIC

Nil

11 GENERAL BUSINESS

11.1 EVENTS IN THE REGION

27 October 2012

City of Bayswater

Mayoral Dinner

11.2 OTHER GENERAL BUSINESS

Mr Higham enquired about the progress of the Regional Youth and Education Strategy. The Director Regional Services responded that Council noted that the Strategy was not supported by member Councils. Workshops will be undertaken to identify and prioritise relevant Regional Youth Projects for incorporation into existing EMRC strategies in partnership with member Councils and key stakeholders. This work will be presented to the CEOAC in February 2013.

12 FUTURE MEETINGS OF THE CHIEF EXECUTIVE OFFICERS ADVISORY COMMITTEE

The next meeting of the Chief Executive Officers Advisory Committee will be at 12:00pm on **27 November 2012** and will be hosted by Mr Foley.

Future Meetings 2013

Chief Executive Officers' Advisory Committee (CEOAC) meetings commencing at 12 noon:

Tuesday	5	February	at	EMRC Administration Office
Tuesday	5	March (informal)	at	City of Belmont
Tuesday	2	April	at	EMRC Administration Office
Tuesday	7	May (informal)	at	Town of Bassendean
Tuesday	4	June	at	EMRC Administration Office
Tuesday	2	July (informal)	at	City of Bayswater
Tuesday	6	August	at	EMRC Administration Office
Tuesday	3	September	at	EMRC Administration Office
Tuesday	8	October (informal)	at	City of Swan
Tuesday	19	November	at	EMRC Administration Office

13 DECLARATION OF CLOSURE OF MEETING

There being no further business the meeting was closed at 1:15pm.