



CITY OF VINCENT

AGENDA

Council Briefing

24 April 2018

Time: 6pm
Location: Administration and Civic Centre
244 Vincent Street, Leederville

Michael Quirk
A/Chief Executive Officer

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PROCEDURE FOR PUBLIC SPEAKING TIME

The City of Vincent Local Law Relating to Standing Orders prescribes the procedure for persons to ask questions or make public statements relating to a matter affecting the City, either verbally or in writing, at a Council meeting.

Questions or statements made at an Ordinary Council meeting can relate to matters that affect the City. Questions or statements made at a Special Meeting of the Council must only relate to the purpose for which the meeting has been called.

1. Shortly after the commencement of the meeting, the Presiding Member will ask members of the public to come forward to address the Council and to give their name, address and Agenda Item number (if known).
2. Public speaking time will be strictly limited to three (3) minutes per member of the public.
3. Members of the public are encouraged to keep their questions/statements brief to enable everyone who desires to ask a question or make a statement to have the opportunity to do so.
4. Public speaking time is declared closed when there are no further members of the public who wish to speak.
5. Questions/statements are to be directed to the Presiding Member and are to be made politely in good faith and are not to be framed in such a way as to reflect adversely or be defamatory on a Council Member or City Employee.
6. Where the Presiding Member is of the opinion that a member of the public is making a statement at a Council meeting, that does not affect the City, he may ask the person speaking to promptly cease.
7. Questions/statements and any responses will be summarised and included in the Minutes of the Council meeting.
8. Where practicable, responses to questions will be provided at the meeting. Where the information is not available or the question cannot be answered, it will be *"taken on notice"* and a written response will be sent by the Chief Executive Officer to the person asking the question. A copy of the reply will be included in the Agenda of the next Ordinary meeting of the Council.
9. It is not intended that public speaking time should be used as a means to obtain information that would not be made available if it was sought from the City's records under Section 5.94 of the Local Government Act 1995 or the Freedom of Information (FOI) Act 1992. The CEO will advise the member of the public that the information may be sought in accordance with the FOI Act 1992.

RECORDING AND WEBSTREAMING OF COUNCIL MEETINGS

- All Ordinary and Special Council Meetings are electronically recorded except when the Council resolves to go behind closed doors;
- All recordings are retained as part of the City's records in accordance with the General Disposal Authority for Local Government Records produced by the Public Records Office;
- A copy of the recorded proceedings and/or a transcript of a particular section or all of a Council meeting is available in accordance with Policy No. 4.2.4 – Council Meetings – Recording and Web Streaming.
- Ordinary Meetings of Council and Council Briefings are streamed live on the internet in accordance with the City's Policy – 4.2.4 - Council Meetings Recording and Web Streaming. It is another way the City is striving for transparency and accountability in what we do.
- The live stream can be accessed from <http://webcast.vincent.wa.gov.au/video.php>
- Images of the public gallery are not included in the webcast, however the voices of people in attendance may be captured and streamed.
- If you have any issues or concerns with the live streaming of meetings, please contact the City's Manager Governance and Risk on 08 9273 6538.

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1 DECLARATION OF OPENING / ACKNOWLEDGEMENT OF COUNTRY

"The City of Vincent would like to acknowledge the Traditional Owners of the land, the Whadjuk people of the Noongar nation and pay our respects to Elders past, present and emerging".

2 APOLOGIES / MEMBERS ON LEAVE OF ABSENCE

Nil

3 PUBLIC QUESTION TIME AND RECEIVING OF PUBLIC STATEMENTS**4 DECLARATIONS OF INTEREST**

5 DEVELOPMENT SERVICES

5.1 NO. 4/190 (LOT: 4; S/P: 56227) SCARBOROUGH BEACH ROAD, MOUNT HAWTHORN - CHANGE OF USE FROM RECREATIONAL FACILITY TO UNLISTED USE (NON-MEDICAL CONSULTING ROOMS)




TRIM Ref: D18/23721

Author: Stephanie Norgaard, Urban Planner

Authoriser: John Corbellini, Director Development Services

Ward: North

Precinct: 2 – Mount Hawthorn Centre

Attachments: 1. Attachment 1 - Consultation and Location Map [↓](#) 
 2. Attachment 2 - Development Plans [↓](#) 
 3. Attachment 3 - Determination Advice Notes [↓](#) 

RECOMMENDATION:

That Council, in accordance with the provisions of the City of Vincent Town Planning Scheme No. 1 and the Metropolitan Region Scheme, **APPROVES BY ABSOLUTE MAJORITY** the development application for a change of use from Recreational Facility to Unlisted Use (Non-Medical Consulting Rooms) at No. 4/190 (Lot: 4; D/P: 56227) Scarborough Beach Road, Mount Hawthorn in accordance with the plans included in Attachment 2, subject to the following conditions, with the associated determination advice notes in Attachment 3:

1. Use of Premises

- 1.1 The development shall be used in accordance with the definition of 'Non-Medical Consulting Rooms' as set out under the City's Policy No. 7.5.22 – Consulting Rooms;
- 1.2 A maximum of two consultants shall operate from the tenancy at any one time;
- 1.3 The hours of operation for the 'Non-Medical Consulting Rooms' shall be limited to the following times:
 - 8:00am to 9:00pm Monday to Friday;
 - 8:00am to 5:00pm Saturday;
 - 11:00am to 5:00pm Sunday and other public holidays; and
 - Closed Christmas Day, Good Friday and Anzac Day; and
- 1.4 This approval for the use of the premise as an Unlisted Use (Non-Medical Consulting Rooms) is limited to a period of 12 months from the date of this approval;

2. Car Parking and Access

- 2.1 Within 90 days of the date of this approval, two class three bicycle bays shall be provided at the applicants cost within the Scarborough Beach Road verge immediately adjacent to the subject site in a location to the City's satisfaction. The bicycle facilities shall be designed in accordance with AS2890.3 and all works shall be undertaken to the City's specification and satisfaction; and
- 2.2 A Parking Management Plan shall be provided within 28 days of the date of this approval. The Parking Management Plan shall be prepared in accordance with the requirements of the City's Policy No. 7.7.1 – Non-Residential Development Parking Requirements and be to the satisfaction of the City;

3. Interactive Frontage

The development shall maintain an active and interactive relationship and uninterrupted views between the 'Reception' areas of the development and Scarborough Beach Road during the hours of the development's operation to the satisfaction of the City. Darkened, obscured, mirror or tinted glass or the like is prohibited. Curtains, blinds and other internal or external treatments that obscure the view of the internal area from Scarborough Beach Road are not permitted to be used during the hours of operation; and

4. General

Where conditions have a time limitation for compliance and the condition is not met in the required time frame, the obligation to comply with the requirements of the condition continues whilst the approved development exists.

PURPOSE OF REPORT:

To consider an application for development approval for a change of use from Recreational Facility to Unlisted Use (Non-Medical Consulting Rooms) at No. 4/190 Scarborough Beach Road, Mount Hawthorn (subject site).

PROPOSAL:

The application proposes to change the use of the subject site from Recreational Facility to Unlisted Use (Non-Medical Consulting Rooms) for the purposes of massage therapy. The application proposes two consultants and the following operating hours:

- Monday – Friday: 8:00am to 9:00pm;
- Saturday: 8:00am to 5:00pm;
- Sunday: 11:00am to 5:00pm; and
- Public Holidays – Closed.

Minor modifications to the external façade are also proposed.

BACKGROUND:

Landowner:	Sasson Saddick, Ruth Saddick
Applicant:	Aaron Yong
Date of Application:	3 November 2017
Zoning:	MRS: Urban TPS1: Zone: Commercial LPS2: Zone: Commercial
Built Form Area:	Activity Corridor
Existing Land Use:	Recreational Facilities
Proposed Use Class:	Unlisted Use (Non-Medical Consulting Rooms)
Lot Area:	1306m ²
Right of Way (ROW):	No
Heritage List:	No

The subject site is located on the corner of Scarborough Beach Road and Matlock Street in Mount Hawthorn, as shown in **Attachment 1**. The site is located on the fringe of the Mount Hawthorn Town Centre. The area is characterised by a mix of developments including residential dwellings, shops, eating houses, offices and consulting rooms. The site comprises of a three-storey mixed use building with seven commercial tenancies located on the ground level and nine multiple dwellings located on the upper levels.

The site is currently approved as a Recreational Facility for the purposes of providing personal training services. The Recreational Facility operated with a maximum of eight persons on the site at any one time. This includes two employees and six customers. The approved hours of operation are 6:00am to 9:00pm Monday to Friday and 7:00am to 5:00pm on Saturdays.

The subject site and surrounding properties to the east, west and south are zoned 'Commercial' under the Town Planning Scheme No.1, and the land located to the north is zoned 'Residential' with a density code of

R30. The zoning of the subject site will not change under the Local Planning Scheme No. 2 (LPS2), however the zoning of the adjacent property to the east will change from 'Commercial' to 'District Centre'.

This application proposes to change the use of the site from 'Recreational Facility' to 'Non-Medical Consulting Room.' The business will offer massage services by qualified consultants, which does not align with the definition of Consulting Rooms under the TPS1. The services offered do not relate to the investigation or treatment of physical or mental injuries or ailments, and as a result are not considered to meet the definition of Consulting Rooms under TPS1.

The City's Policy No. 7.5.22 – Consulting Rooms defines 'Non-Medical Consulting Rooms' as:

“any building or part thereof used in the practice of a qualified beauty technician, touch therapist, natural massage therapist or the like”.

The use is considered to fall within this definition, which is an 'Unlisted Use' in TPS1.

The application proposes an internal fit out of the subject site and modifications to the external façade. The development will comprise of three consulting rooms, which will be serviced by two consultants. Two of the consulting rooms will be used as treatment rooms and the third will be used for consultations and administration. The proposed hours of operation are:

- Monday – Friday: 8:00am to 9:00pm;
- Saturday: 8:00am to 5:00pm;
- Sunday: 11:00am to 5:00pm; and
- Public Holidays – Closed.

The applicant's development application plans are included as **Attachment 2**.

DETAILS:

Summary Assessment

The table below summarises the planning assessment of the proposal against the provisions of the City of Vincent Town Planning Scheme No. 1 (TPS1), the City's Policy No. 7.5.22 – Consulting Rooms and the City's Policy No. 7.7.1 – Non-Residential Development Parking Requirements. In each instance where the proposal requires the discretion of Council, the relevant planning elements are discussed in the Detailed Assessment section following from this table.

Planning Element	Use Permissibility/ Deemed-to-Comply	Requires the Discretion of Council
Land Use		✓
Operating Hours	✓	
Car Parking		✓
Bicycle Facilities		✓
12 month development approval time limit	✓	

Detailed Assessment

The deemed-to-comply assessment of the element that requires the discretion of Council is as follows:

Land Use	
Deemed-to-Comply Standard	Proposal
Town Planning Scheme No. 1	
"P" Use	Non-Medical Consulting Rooms – Unlisted Use
Car Parking	
Deemed-to-Comply Standard	Proposal
Policy No. 7.7.1 – Non-Residential Development Parking Requirements	

3.84 car bays	1 car bay
Bicycle Parking	
Deemed-to-Comply Standard	Proposal
Policy No. 7.7.1 – Non-Residential Development Parking Requirements	
1.95 Class 3 bicycle bays	0 Class 3 bicycle bays

The above elements of the proposal do not meet the specified deemed-to-comply standards and are discussed in the comments section below.

CONSULTATION/ADVERTISING:

Consultation was undertaken for a period of 21 days in accordance with the *Planning and Development (Local Planning Scheme) Regulations 2015*, from 30 January 2018 until 19 February 2018. In accordance with the City's Policy No. 4.1.5 – Community Consultation, a notice was placed in the local newspaper and 62 letters were sent to owners and occupiers within close proximity to the subject site, as shown in **Attachment 1**. There were no submissions received during this advertising period.

Following the initial advertising, the applicant amended the development application to increase the number of consultants from one to two. The increase in consultants resulted in a car parking shortfall and the application was readvertised from 14 March 2018 until 27 March 2018. The advertising method included 62 letters being sent to owners and occupiers within close proximity to the subject site, as shown in **Attachment 1**. There were no submissions received during this advertising period, however the City received one submission objecting following the conclusion of advertising. The submission did not provide details of the nature of the objections.

Design Advisory Committee (DAC):

Referred to DAC: No

LEGAL/POLICY:

- *Planning and Development Act 2005*;
- *Planning and Development (Local Planning Schemes) Regulations 2015*;
- City of Vincent Town Planning Scheme No. 1;
- Policy No. 4.1.5 – Community Consultation;
- Policy No. 7.5.22 – Consulting Rooms; and
- Policy No. 7.7.1 – Non-Residential Development Parking Requirements.

In accordance with Schedule 2 Clause 76(2) of the *Planning and Development (Local Planning Schemes) Regulations 2015* and Part 14 of the *Planning and Development Act 2005*, the applicant will have the right to apply to the State Administrative Tribunal for a review of Council's determination.

Draft Local Planning Scheme No. 2

On 4 April 2018, the Acting Minister for Planning endorsed the LPS2. LPS2 is scheduled to be gazetted and become operational on 10 May 2018.

As such, LPS2 should be given due regard as a seriously entertained planning proposal when determining this application. LPS2 includes the following new objectives for the Commercial zone:

“Commercial –

- To facilitate a wide range of compatible commercial uses that support sustainable economic development within the City; and*
- To ensure development design incorporates sustainability principles, with particular regard to waste management and recycling and including but not limited to solar passive design, energy efficiency and water conservation”.*

Generally LPS2 does not impact on the subject property. Under the LPS2, the proposal would fall under the land use definition of a 'Shop,' which is defined as the following:

"shop means premises used to sell goods by retail, hire goods, or provide services of a personal nature (including a hairdresser, or beauty therapist) but does not include a showroom or fast food outlet".

A 'Shop' is indicated as a "P" use within the Commercial zone under LPS2. Development Approval is not required for a change of use to a "P" use where the use complies with applicable development standards. As the proposal does not comply with the City's Parking Standards the application would also require development approval under LPS2.

Delegation to Determine Applications:

The matter is being referred to Council for determination as the proposal is for an "Unlisted Use" which under the City's TPS1 requires an Absolute Majority decision.

RISK MANAGEMENT IMPLICATIONS:

It is Administration's view that there are minimal risks to Council and the City's business function when Council exercises its discretionary power to determine a planning application.

STRATEGIC IMPLICATIONS:

The City's Strategic Plan 2013-2023 states:

"Natural and Built Environment

1.1 *Improve and maintain the natural and built environment and infrastructure."*

SUSTAINABILITY IMPLICATIONS:

Nil.

FINANCIAL/BUDGET IMPLICATIONS:

Nil.

COMMENTS:

Land Use

The proposed use cannot reasonably be determined as falling within the definition of 'Consulting Rooms' in TPS1 and is therefore considered an Unlisted Use. The subject site and adjoining properties along Scarborough Beach Road are zoned Commercial, which is not contemplated to change under LPS2. Under LPS2, the development would be considered a 'Shop,' which is a permitted use within the Commercial zone.

The development proposes three consulting rooms with two consultants, and will operate by appointment only. Two of the consulting rooms will be used for massage services and the third will be used for sit down consultations and administration. The proposed number of consultants is considered to be reasonable for the number of rooms. The development meets the requirements of the City's Policy No. 7.5.22 – Consulting Rooms with respect to accredited qualifications of employees and operating hours. The proposed use is also considered to be a compatible use within the subject site and surrounding area, which contains numerous commercial tenancies.

The City's Policy No. 7.5.22 – Consulting Rooms requires development approvals for Non-Medical Consulting Rooms to have an approval period of 12 months. As such, it is recommended that a condition limiting the approval period to 12 months is included on the development approval.

Car and Bicycle Parking

The development requires a total of 3.84 car parking bays under the City's Policy No. 7.7.1 – Non-Residential Development Parking Requirements. A total of one car bay is available on-site for the exclusive use of the

tenancy. In addition to two visitor bays which are available for all tenancies and residences on the site. Given the tenancy only has exclusive access to one bay, the technical shortfall for the proposed development is 2.84 car parking bays.

The site is currently approved as Recreational Facility with a maximum of two employees and six customers on site at any one time. This proposal incorporates a maximum of two staff, both qualified massage therapists, and will have no more than two customers being treated at any one time. As a result, the proposed use is considered to be a less intensive use than the currently approved Recreational Facility.

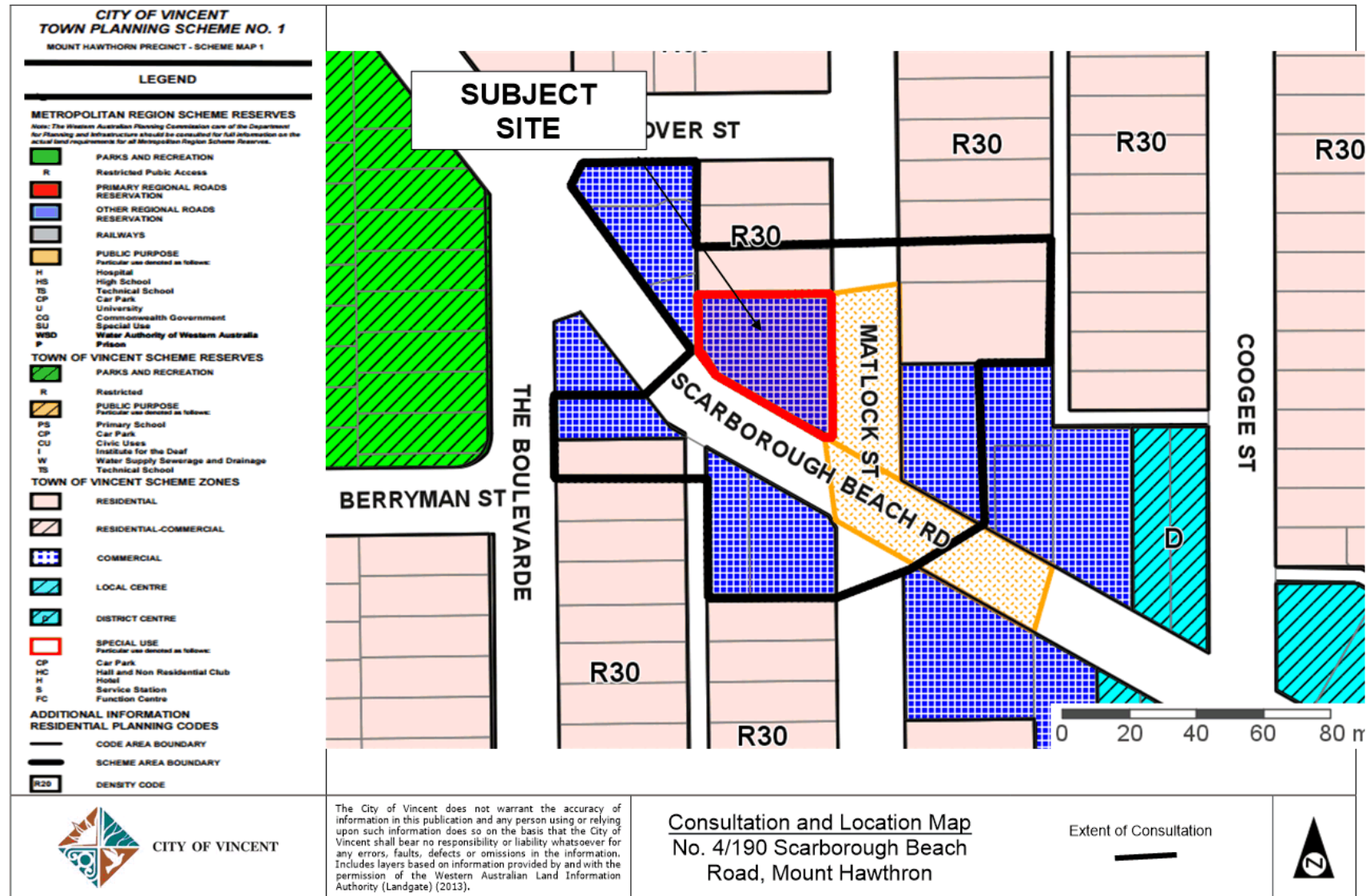
The car parking on site is proposed to be available for the exclusive use of customers only. The applicant has highlighted that the staff will be commuting via public transport. This effectively creates one dedicated customer parking bay for the development, along with the two visitor parking bays that exist for the building that customers will also be able to use. Given the business will operate by appointment only, the parking provided on site is considered to be sufficient, subject to a parking management plan being provided which requires the tenancies single car bay to be made available for customers at all times during operating hours.

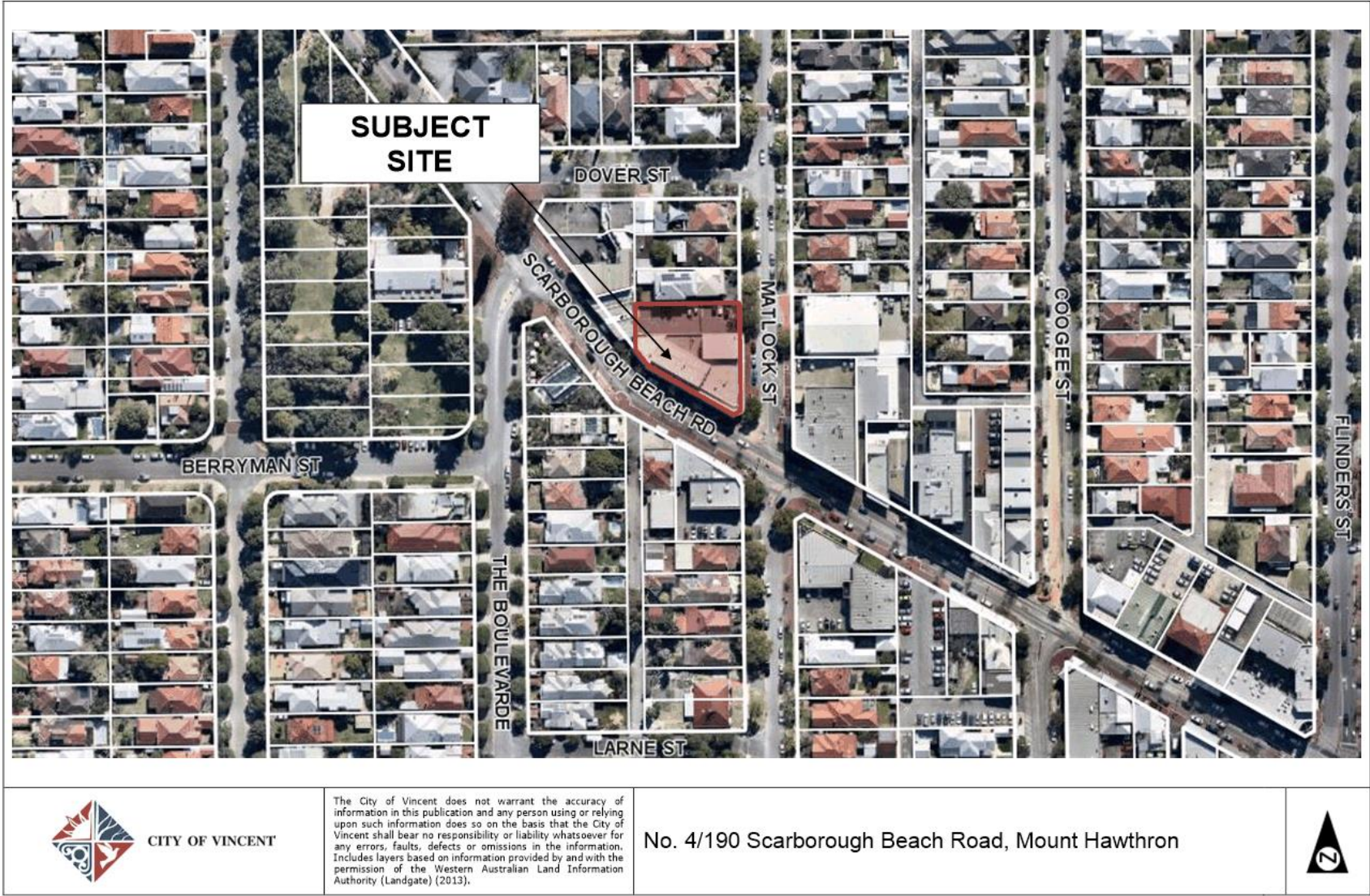
It should be noted that the subject site is located within an established mixed-use building, which provides seven enclosed long term bicycle bays and shower facilities for the use of the commercial tenancies. There are currently no short term bicycle racks located on the subject site and the applicant has not proposed any additional bicycle parking despite the City's Parking Policy setting a deemed-to-comply standard of two short term bicycle bays for this application. Given the development has a shortfall of car parking, it is not considered appropriate to waive the bicycle parking requirements with adequate room available on the footpath at the front of the site for a single U-rail, which would provide two short term bicycle parking facilities. As such a condition of the development approval is recommended requiring the installation of the required facilities prior to the commencement of the use.

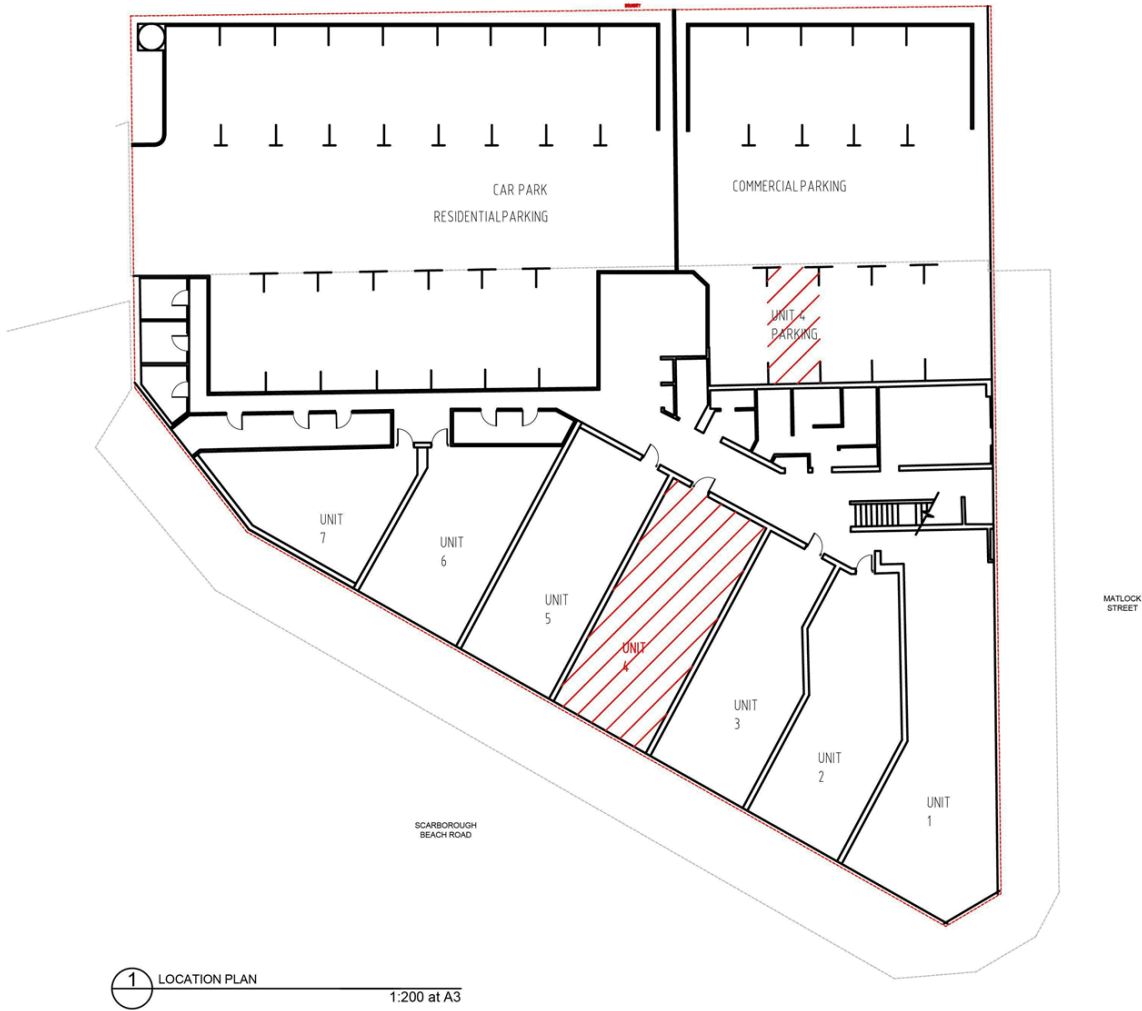
Given it is recommended that the development be approved for an initial 12 month time period only and that the parking is considered to be adequate for the site, noting the additional end-of-trip facilities and long term bicycle parking provided within the building, the short term bicycle parking requirement and the Parking Management Plan requirements, it is not considered appropriate to charge cash-in-lieu for the car parking shortfall as part of a temporary approval. The parking and cash-in-lieu requirements will again be assessed if the applicant chooses to apply for permanent use of the site following this temporary 12 month approval. An advice note is recommended to notify the applicant that the requirement for cash-in-lieu will be considered at such time, should they seek permanent approval.

Conclusion

The proposed land use is considered to be appropriate and consistent with the immediate locality and will contribute to the commercial development along Scarborough Beach Road, Mount Hawthorn. In light of this, it is recommended that the development be approved subject to conditions relating to the provisions a Parking Management Plan, bicycle parking and a 12 month approval period.







1 LOCATION PLAN

1:200 at A3

JOINERY NOTE:

- CONSTRUCTION OF JOINERY ITEM IS GENERALLY 33MM & 16MM MDF, HMR TO WET AREAS, USING GRADES DESIGNED BY THE MANUFACTURER TO HAVE MOISTURE RESISTANCE APPROPRIATE TO THE CONDITIONS OF USE. OTHER THICKNESS OF LAMINATE AS SPECIFICALLY NOTED
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- USE INLAID METAL PROTECTION TO ALL EXPOSED JOINERY EDGES UNLESS OTHERWISE PROTECTED.
- ALL NOTE FOR ALL FIRE HAZARD PROPERTIES OF LININGS, MATERIALS AND ASSEMBLIES TO COMPLY WITH BCA C1.10 AS REQUIRED

Date	Amendment	Rev

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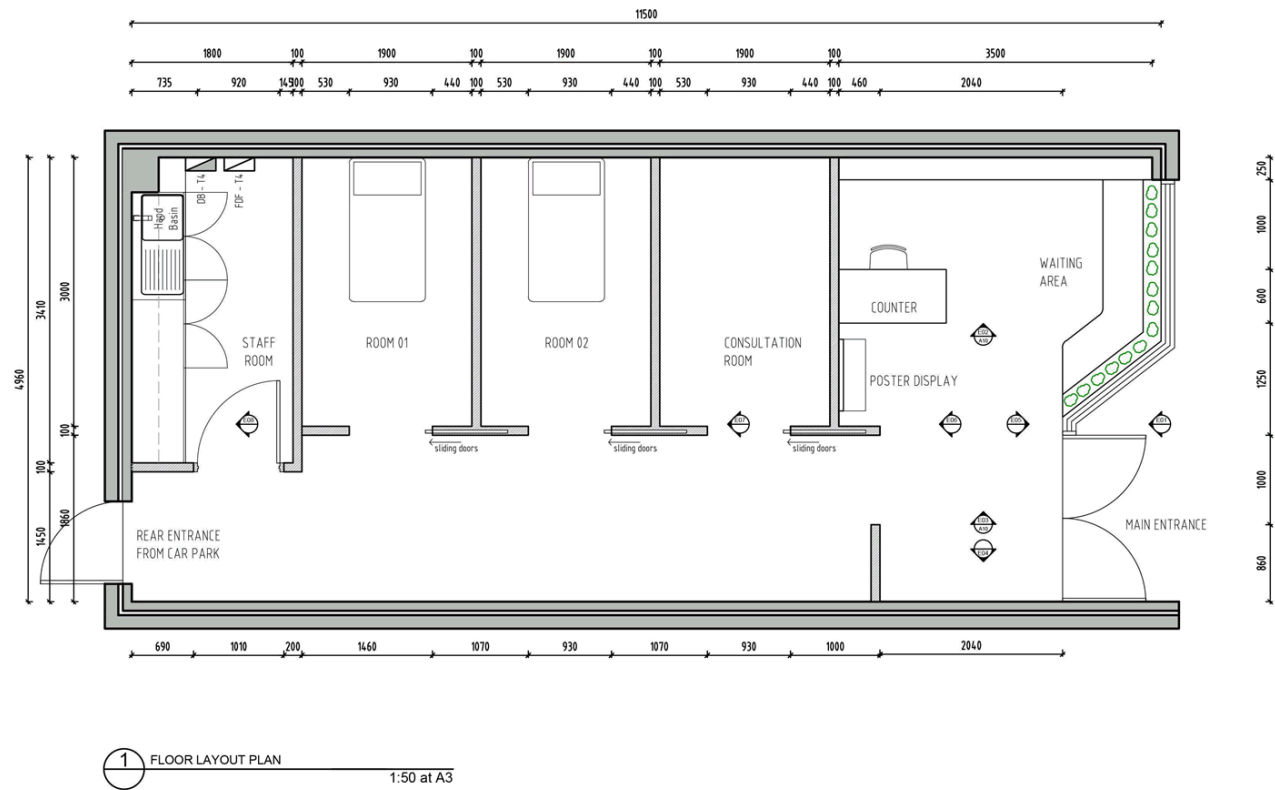
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Project
**MASSAGE THERAPY
@ MOUNT HAWTHORN**

Address
4/190 SCARBOROUGH BEACH RD,
MOUNT HAWTHORN

DATE: 24/11/2017	
Dwg title LOCATION PLAN	
Drawn HM	Dwg no. A05
Scale 1:200	



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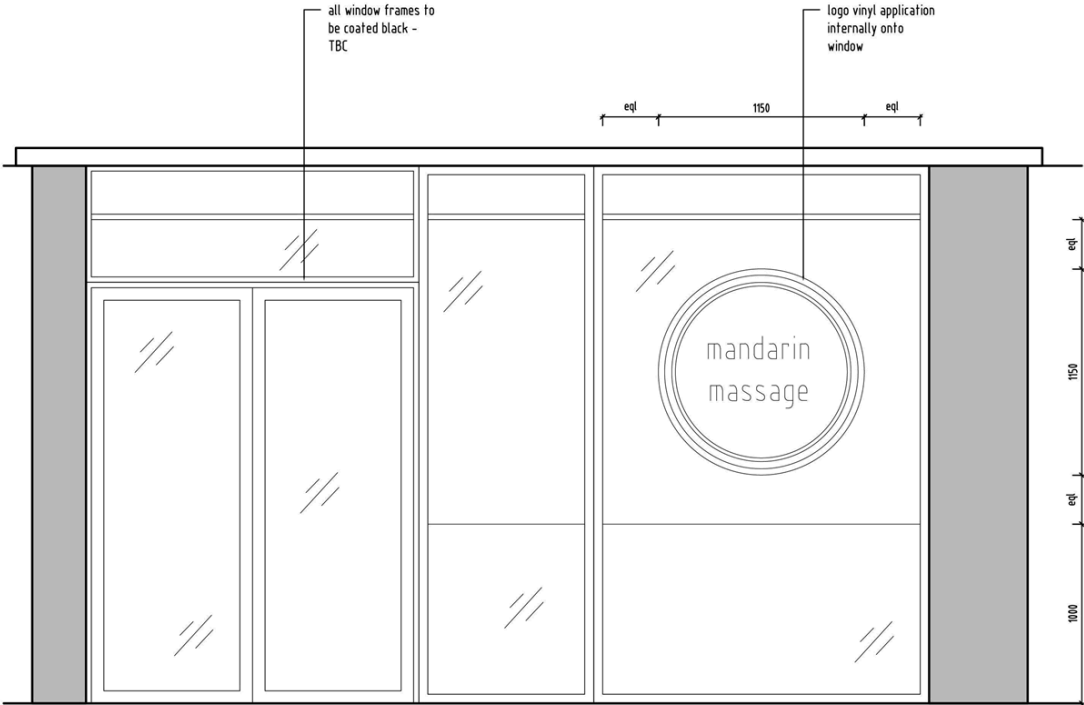
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Project
**MASSAGE THERAPY
@ MOUNT HAWTHORN**
Address
UNIT 4/190 SCARBOROUGH BEACH RD,
MOUNT HAWTHORN, WA

DATE: 24/11/2017	
Dwg title FLOOR LAYOUT PLAN	
Drawn HM	Dwg no. A06
Scale 1:50 at A3	



1 FASCIA ELEVATION
1:25 at A3

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Date	Amendment	Rev

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**MESSAGE THERAPY
@ MOUNT HAWTHORN**

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4/190 SCARBOROUGH BEACH RD,
MOUNT HAWTHORN

DATE: 24/11/2017	
Dwg title FASCIA ELEVATION - E01	
Drawn HM	Dwg no. A11
Scale 1:25 at A3	



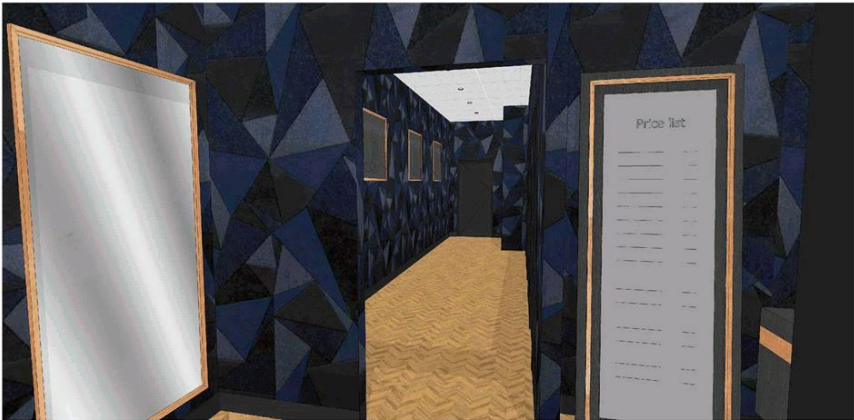
1 VISUAL 01 NTS



2 VISUAL 02 NTS



3 VISUAL 03 NTS



4 VISUAL 04 NTS

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- UNLESS OTHERWISE SPECIFIED, ALL INTERNAL CARCASS OF JOINERY TO BE IN PRE-LAMINATED BOARD.
- SCRIBE PIECE BETWEEN JOINERY AND ADJACENT SURFACES AND SEAL ALL WORK TO MAKE WATERPROOF AND / OR VERMIN PROOF AS APPLICABLE
- USE INLAID METAL PROTECTION TO ALL EXPOSED JOINERY EDGES UNLESS OTHERWISE PROTECTED.
- ALL NOTE FOR ALL FIRE HAZARD PROPERTIES OF LININGS, MATERIALS AND ASSEMBLIES TO COMPLY WITH BCA C1.10 AS REQUIRED

Date	Amendment	Rev

Ottofirm
RETAIL ARCHITECTURE
email : info@ottofirm.com.au
address : Unit 2/ 28 Robinson Avenue,
6000 Perth, Western Australia.

This drawing is copyright and remains the property of OTTOFIRM PTY LTD
Contractors are to confirm dimensions on site and inform designer of any discrepancies before starting construction

Project
**MASSAGE THERAPY
@ MOUNT HAWTHORN**
Address
4/190 SCARBOROUGH BEACH RD,
MOUNT HAWTHORN

DATE: 24/11/2017	
Dwg title VISUALS	
Drawn HM	Dwg no. A22
Scale 1:50 at A3	

Determination Advice Notes:

1. Use and activity at the site shall comply with the Non-Medical Consulting Room definition under the City's Policy No. 7.5.22 – Consulting Rooms as follows:

'Any building or part thereof used in the practice of a qualified beauty technician, touch therapist, natural massage therapist or the like but does not include massage activity of a sexual nature, prostitution, brothel business, an agency business associated with prostitution, escort agency business, or the like. Beauty therapists should have completed a beauty therapy course certified by the 'Training Accreditation Council'. Where an Act or Regulation does not exist in relation to the type of consultancy to be carried on in the proposed non-medical consulting rooms, proof of current accreditation from a relevant legitimate and reputable association or organisation is to be submitted at the time of application.'
2. A separate application for approval will be required for any proposed change or addition of a different category of consulting rooms under the City's Policy No. 7.5.22 to that approved under this approval.
3. Any new signage that does not comply with the City's Policy No. 7.5.2 – Signs and Advertising shall be subject to a separate Development Application and all signage shall be subject to a Building Permit application, being submitted and approved prior to the erection of the signage.
4. A cash-in-lieu payment for any car parking shortfall on the subject site shall be considered as part of a further development approval for any permanent use of the subject site.
5. This is a development approval issued under the City of Vincent Town Planning Scheme No. 1 and the Metropolitan Region Scheme only. It is not a building permit or an approval to commence or carry out development under any other law. It is the responsibility of the applicant/owner to obtain any other necessary approvals and to commence and carry out development in accordance with all other laws.
7. If an applicant or owner is aggrieved by this determination there is a right of review by the State Administrative Tribunal in accordance with the *Planning and Development Act 2005* Part 14. An application must be made within 28 days of the determination.

5.2 NOS. 103-107 (LOT: 500; D/P: 53859) EDWARD STREET, PERTH - CHANGE OF USE FROM WAREHOUSE TO PLACE OF PUBLIC WORSHIP AND WAREHOUSE

TRIM Ref: D18/23831







Author: Stephanie Norgaard, Urban Planner

Authoriser: John Corbellini, Director Development Services

Ward: South

Precinct: 13 – Beaufort

Attachments:

1. Attachment 1 - Location Map and Consultation Map [↓](#) 
2. Attachment 2 - Development Plans [↓](#) 
3. Attachment 3 - Management Plan [↓](#) 
4. Attachment 4 - Summary of Submissions [↓](#) 
5. Attachment 5 - Parking Survey [↓](#) 
6. Attachment 6 - Determination Advice Notes [↓](#) 

RECOMMENDATION:

That Council, in accordance with the provisions of the City of Vincent Town Planning Scheme No. 1 and the Metropolitan Region Scheme, APPROVES the application for development approval for a Change of Use from Warehouse to Place of Public Worship and Warehouse at Nos. 103-107 (Lot: 500; D/P: 53859) Edward Street, Perth, in accordance with the plans shown as Attachment 2, subject to the following conditions, with the associated determination advice notes in Attachment 6:

1. Use of Premises

- 1.1 This approval for use of the premises as a Place of Public Worship is limited to a period of 5 years from the date of the approval;
- 1.2 The number of persons attending the Place of Public Worship at any one time shall be limited to the following:
 - 1.2.1 The 'Office' area as depicted on the approved plans shall be limited to a maximum of nine persons;
 - 1.2.2 Any 'bible study, prayer group or home group' or other meetings held on the subject site shall be limited to a maximum of 15 persons; and
 - 1.2.3 The 'Sunday church service' shall be limited to a maximum 80 persons;
- 1.3 The operating hours of the Place of Public Worship shall be limited to the following:
 - 1.3.1 Office – Tuesday to Friday from 9:30am to 4:00pm;
 - 1.3.2 Bible study, prayer group and home group meetings – Thursday from 4:00pm to 9:30pm;
 - 1.3.3 Church Service – Sunday from 9:00am to 12:30pm; and
 - 1.3.4 Closed – Monday and Saturday;

2. Interactive Frontage

The development shall maintain an active and interactive relationship and uninterrupted views between the use of the development and Edward Street during the hours of the development's operation to the satisfaction of the City. Darkened, obscured, mirror or tinted glass or the like is prohibited. Curtains, blinds and other internal or external treatments that obscure the view

of the from Edward Street are not permitted to be used during the hours of the developments operation unless church is in service;

3. Management Plan

3.1 Prior to the commencement of the Place of Worship use, a Management Plan to the satisfaction of the City shall be submitted to and approved by the City. The Management Plan shall address noise, traffic/car parking, and anti-social behaviour to the satisfaction of the City;

3.2 The Management Plan shall be reviewed every 12 months, with any changes identified during this review or by the City, being incorporated into an updated Management Plan approved by the City as part of the review; and

3.3 All requirements of the Management Plan shall be implemented to the satisfaction of the City;

4. External Fixtures

All external fixtures and building plant, including air conditioning units, piping, ducting and water tanks, shall be located so as to minimise any visual and noise impact on surrounding landowners, and screened from view from the street, and where practicable from adjoining buildings;

5. Bicycle Bays

A plan shall be submitted to and approved by the City prior to the commencement of the development detailing the location on-site of a minimum of four long term and two short term bicycle bays. The bicycle bays shall be provided in accordance with the approved plans prior to the occupation of use of the development and thereafter;

6. Waste Management

A plan indicating the location of a bin store of sufficient size and suitably accessible to accommodate the City's maximum bin requirement to the satisfaction of the City shall be lodged with and approved by the City prior to the commencement of the development. The bin store shall be provided in accordance with the plan approved by the City prior to the occupation or use of the development and to the satisfaction of the City;

7. Acoustic Report

7.1 An Acoustic Report, in accordance with the City's Policy No. 7.5.21 – Sound Attenuation and to the satisfaction of the City, shall be lodged with and approved by the City prior to the commencement of the development. All of the recommended measures included in the approved Acoustic Report shall be implemented as part of the development, to the satisfaction of the City prior to the commencement of the development; and

7.2 Certification from an acoustic consultant shall be provided to the City that the recommended measures identified in the approved Acoustic Report have been undertaken to the City's satisfaction, prior to occupancy or use of the development; and

8. General

Conditions that have a time limitation for compliance, and the condition is not met in the required time frame, the obligation to comply with the requirements of the condition continues whilst the approved development exists.

PURPOSE OF REPORT:

To consider an application for development approval for a Change of Use from Warehouse to Place of Public Worship at Nos. 103-107 Edward Street, Perth (the subject site).

PROPOSAL

The application proposes to change the land use at Nos. 103-107 Edward Street, Perth from Warehouse to Place of Public Worship/Warehouse. The application proposes the following activities for Place of Public Worship:

- Office – Tuesday to Friday from 9:30am to 4:00pm;
- Bible study, prayer group and home group meetings – Thursdays from 4:00pm to 9:30pm;
- Church Service – Sunday from 9:00am to 12:30pm; and
- Closed – Monday.

BACKGROUND:

Landowner:	Trevian Nominees Pty Ltd
Applicant:	Eagles Communicare Ltd
Date of Application:	25 January 2018
Zoning:	MRS: Urban TPS1: Zone: Residential Commercial R Code: R80 LPS2: Zone: Mixed Use R Code: R80
Built Form Area:	Mixed Use
Existing Land Use:	Warehouse
Proposed Use Class:	Place of Public Worship – AA Warehouse – SA
Lot Area:	1,371m ²
Right of Way (ROW):	No
Heritage List:	No

The subject site is located on the corner of Edward Street and Matson Lane at Nos. 103-107 Edward Street, Perth. The site is occupied by a single building with three tenancies, as shown in the location map included as **Attachment 1**. The site was previously operating as a Warehouse with incidental office for the storage of data products and accessories. The City was unable to obtain any records of when the site was originally approved or constructed.

The site is bound by Edward Street to the north, Matson Lane to the east, a warehouse to the south and a non-medical consulting room to the west. On the opposite side of Edward Street is an office, non-medical consulting room and grouped dwellings. On the opposite side of Matson Lane is an office. The subject site and the surrounding area are zoned 'Residential/Commercial' with a density code of R80 under the City's Town Planning Scheme No. 1 (TPS1). The City's draft Local Planning Scheme No. 2 (LPS2) retains the Mixed Use zoning and density coding of R80.

The subject site comprises of three tenancies, which are currently vacant, however previously operated as a Warehouse with ancillary Office. This application proposes to change the use of the building to 'Place of Public Worship' and Warehouse with incidental office. The Warehouse component of the building will be used by Eagles Communicare (the applicant) to store goods of a bulky nature for local charity shops. No customers will be coming to the subject site to collect stored items. The items will be delivered or distributed by appointment only. The incidental Office component will allow for administrative services associated with the storage of goods on the site and the on-site Place of Public Worship to occur. A maximum of nine persons will attend the office at any one time.

The applicant previously lodged an application for development approval for a change of use from Showroom and Office to Place of Public Worship and Office at Nos. 84-92 Parry Street, Perth. The Council granted conditional approval for the development at its Ordinary Council Meeting on 19 September 2017 (Item 9.7). Condition 1 of the development approval limited the approval period to five years. The applicant was unable to secure the lease for this property and has lodged this subsequent application.

The Place of Public Worship will host group meetings and church services within tenancy three. The group meetings include bible study, prayer meetings and home group meetings. The home group meetings are a social gathering for arranged activities such as movie nights. The meetings are open to the public and do not service a specific demographic. A summary of the operating hours of the Place of Public Worship and expected number of attendees is as follows:

Office/Warehouse

- Tuesday, Wednesday, Friday 9:30am to 4:00pm
- Maximum 9 persons

Group Meetings (bible study, home group, prayer group)

- Thursday 5:15pm to 9:30pm
- Maximum 15 persons including staff

Church Services

- Sunday 9:00am – 12:30pm
- Maximum 80 persons including staff.

The Place of Public Worship is proposed to operate at alternative times to the Warehouse and the ancillary Office. The applicant's development plans are included as **Attachment 2** and management plan is included as **Attachment 3**.

DETAILS:

Summary Assessment

The table below summarises the planning assessment of the proposal against the provisions of the City of Vincent Town Planning Scheme No. 1 (TPS1) and the City's Policy No. 7.7.1 – Non-Residential Development Parking Requirements. In each instance where the proposal requires the discretion of Council, the relevant planning element is discussed in the Detailed Assessment section following from this table.

Planning Element	Use Permissibility/ Deemed-to-Comply	Requires the Discretion of Council
Land Use		✓
Parking & Access		✓
Bicycle Facilities		✓

Detailed Assessment

The deemed-to-comply assessment of the element that requires the discretion of Council is as follows:

Street Setback	
Deemed-to-Comply Standard	Proposal
Town Planning Scheme No. 1 "P" Use	Place of Public Worship – "AA" Use
Car Parking	
Deemed-to-Comply Standard	Proposal
Policy No. 7.7.1 – Non-Residential Development Parking Requirements 22.55 car bays	9 car bays (shortfall of 13.55 car bays)
Bicycle Parking	
Policy No. 7.7.1 – Non-Residential Development Parking Requirements 2 short term and 4 long term bicycle bays	Nil.

The above elements of the proposal do not meet the specified deemed-to-comply standards and are discussed in the comments section below.

CONSULTATION/ADVERTISING:

Community consultation on the proposal was undertaken for a period of 14 days from 12 February 2018 to 25 February 2018. The method of consultation being 18 letters mailed to all owners and occupiers adjacent to the site, as shown in **Attachment 1**, and publishing the proposal on the City's website, in accordance with the City's Policy No. 4.1.5 – Community Consultation.

One submission was received by the City during the community consultation. The submission objected to the proposal and raised the following concerns:

- Inadequate car parking; and
- Noise impact on surrounding residential and commercial properties.

Administration's response to each issue is contained in **Attachment 4**.

The community consultation advertised a car parking requirement of 10.24 car parking bays, which was representative of the car parking requirement for the Place of Public Worship at its peak intensity on Sunday only. The requirements for the Warehouse component were not included as there is no car parking shortfall within the proposed hours of operation of the Warehouse which will not operate during the peak demand period for the Place of Public Worship.

It should be noted that the consultation carried out for the previous development application lodged by Eagles Communicare Ltd for a Place of Public Worship at a different property in the area, Nos. 84-92 Parry Street, Perth, included letters being sent to all owners and occupiers within a broader area bound by Brewer Street, Lord Street, Newcastle Street and Pier Street.

Given that this site falls within the same precinct, the submissions received as part of this previous application were taken into account as part of the assessment of this application along with the submissions received from the adjacent owners and occupiers as part of the public consultation undertaken.

Design Advisory Committee (DAC):

Referred to DAC: No

LEGAL/POLICY:

- *Planning and Development Act 2005*;
- *Planning and Development (Local Planning Schemes) Regulations 2015*;
- City of Vincent Town Planning Scheme No. 1;
- State Planning Policy 3.1 – Residential Design Codes;
- Policy No. 4.1.5 – Community Consultation; and
- Policy No. 7.7.1 – Non-Residential Development Parking Requirements.

In accordance with Schedule 2 Clause 76(2) of the *Planning and Development (Local Planning Schemes) Regulations 2015* and Part 14 of the *Planning and Development Act 2005*, the applicant will have the right to apply to the State Administrative Tribunal for a review of Council's determination.

Draft Local Planning Scheme No. 2

On 4 April 2018 the Acting Minister for Planning endorsed LPS2. LPS2 is scheduled to be gazetted and become operational on 10 May 2018.

As such, LPS2 should be given due regard as a seriously entertained planning proposal when determining this application.

LPS2 does not change the zoning or density of the site. LPS2 does include the following new objectives for the Mixed Use zone (previous the Residential/Commercial zone):

- *To provide for a wide variety of active uses on street level which are compatible with residential and other non-active uses on upper levels.*
- *To allow for the development of a mixed of varied but compatible land uses such as housing, offices, showrooms, amusement centres, eating establishments and appropriate industrial activities which do*

not generate nuisances detrimental to the amenity of the district or to the health, welfare and safety of its residents.

- *To provide for a compatible mix of high density residential and commercial development.*
- *To promote residential use as a vital an integral component of these mixed use zones*
- *To ensure development design incorporates sustainability principles, with particular regard to waste management and recycling and including, but not limited, to solar passive design, energy efficiency and water conservation.*
- *To ensure the provision of a wide range of different types of residential accommodation, including affordable, social and special needs, to meet the diverse needs of the community.*

The land use permissibility for a 'Place of Public Worship' will be retained as a discretionary use under the LPS2 and requires Council to exercise discretion when approving the use.

Delegation to Determine Applications:

This matter is being referred to Council as 'Place of Public Worship' is classified as a Category 2 application which is required to be referred to Council for determination.

RISK MANAGEMENT IMPLICATIONS:

It is Administration's view that there are minimal risks to Council and the City's business function when Council exercises its discretionary power to determine a planning application.

STRATEGIC IMPLICATIONS:

The City's Strategic Plan 2013-2023 states:

"Natural and Built Environment

1.1 *Improve and maintain the natural and built environment and infrastructure."*

SUSTAINABILITY IMPLICATIONS:

Nil.

FINANCIAL/BUDGET IMPLICATIONS:

Nil.

COMMENTS:

Land Use

The subject site and surrounding area is zoned Residential/Commercial R80 under the TPS1, which will not change under LPS2. The proposed Place of Public Worship is a discretionary use under both the TPS1 and LPS2. LPS2 sets out objectives to guide development within the Mixed Use zone (previously Residential/Commercial zone). The proposal is considered to be consistent with these objectives, which envisages a compatible mix of residential and commercial development within the locality. The area is characterised by a mix of commercial and residential uses. The residential uses exist on the opposite side of Parry Street, with the rest of the area commercial in nature. This includes warehouse, offices and a non-medical consulting room that immediately adjoins the subject site, as well as predominantly offices and showrooms in the broader area. The proposed Place of Public Worship is considered to be compatible with these existing commercial and residential uses and the objectives of the Mixed Use zone under LPS2.

Noise

The submission received during the community consultation raised concerns relating to the noise impact of the use on the surrounding residential and commercial properties. The hours proposed by the applicant are considered appropriate to minimise the impact of any noise on nearby residential properties. It is also noted that the stage of the auditorium is setback at the rear of the property, which is approximately 50 metres from the Edward Street properties. The management plan included with the application outlines that no attendees

will be permitted to mingle or gather in front of the building or on Edward Street during the Sunday church services, which will reduce the impact of incidental noise by patrons.

The proposal will be required to comply with the *Environmental Protection (Noise) Regulations 1997* and in order to ensure this occurs a condition is recommended requiring an acoustic report to be prepared and for any required measures to be implemented prior to the commencement of development. This could include requiring access to the Place of Public Worship for the Sunday Service from the adjoining right-of-way, rather than Edward Street, which will minimise the impact of noise on the residential properties. There is also opportunity for the management plan to be further developed to include management of patrons before and after attendance at activities on the site and to address anti-social behaviour. This is consistent with the previous approval issued by Council for the Eagles Communicare Ltd Place of Public Worship.

Parking

The development requires a total of 22.55 car parking bays resulting in a shortfall of 13.55 bays. It must be noted these car parking requirements are collective requirements for all uses on the site and they do not take into account the predominant uses operate at alternative times. The table below outlines the parking requirements for the individual uses at their respective operating times:

Use	Day/Time of Operation	Parking Requirement	Comment
Warehouse	Tuesday – Friday 9:30am – 4:30pm	7 car bays	2 car bay surplus
Place of Public Workshop	Thursday 5:15 – 9:30pm	3 car bays	6 car bay surplus
	Sunday 9:00am – 12:30pm	16 car bays	7 car bay shortfall

The applicant has provided a car parking management plan and a car parking survey, which are contained in **Attachment 3** and **Attachment 5** respectively. The management plan indicates that approximately thirty-percent of the persons attending the Sunday church services will travel by public transport or walk. The parking survey prepared by the applicant indicates 32 of the 33 car bays located on Edward Street were unoccupied on Sunday morning 11 March 2018 during the proposed operating hours. In addition, it stated that 14 on-street car bays were unoccupied during the proposed operating time between 5:15pm – 6:30pm and 29 on-street car bays were unoccupied during the proposed operating time between 7:00pm – 9:30pm. The car parking provided on site is considered sufficient to cater for both the Warehouse and Place of Public Worship during the proposed operating hours Monday – Friday.

The Warehouse component of the development will operate between the hours of 9:30am to 4:00pm Tuesday to Friday, and the Place of Public Workshop will operate on Thursdays between the hours of 5:15pm to 9:30pm and Sundays between 9:00am to 12:30pm. The nine on-site car bays are sufficient to cater for the car parking demand of the development during operations of the Warehouse, where a maximum of nine persons will be on site, and for the Thursday evening operation for the Place of Worship will there will be a maximum of 15 persons. The peak demand for car parking will occur during the Sunday morning church service from 9:00am to 12:30pm where 16 car parking bays are required, resulting in a shortfall of seven bays.

In response to the applicant's car parking survey identifying the availability of sufficient on-street parking, Administration undertook its own observations to verify the information submitted by the applicant. These observations were undertaken on Sunday 1 April at 10:30am and Sunday 8 April at 9:00am and 11:00am and found the maximum occupancy of the on-street car parking was 25 percent of the car bays located on Edward Street on 1 April. The on-street parking was 100 per cent unoccupied on 8 April. Administration notes the on-street car bays located on Edward Street only have a time limited parking restrictions from Monday to Saturday and are unrestricted on Sundays. Furthermore, the subject site is located 550 metres from the Claisebrook Train Station and 130 metres from the Lord Street high frequency bus route.

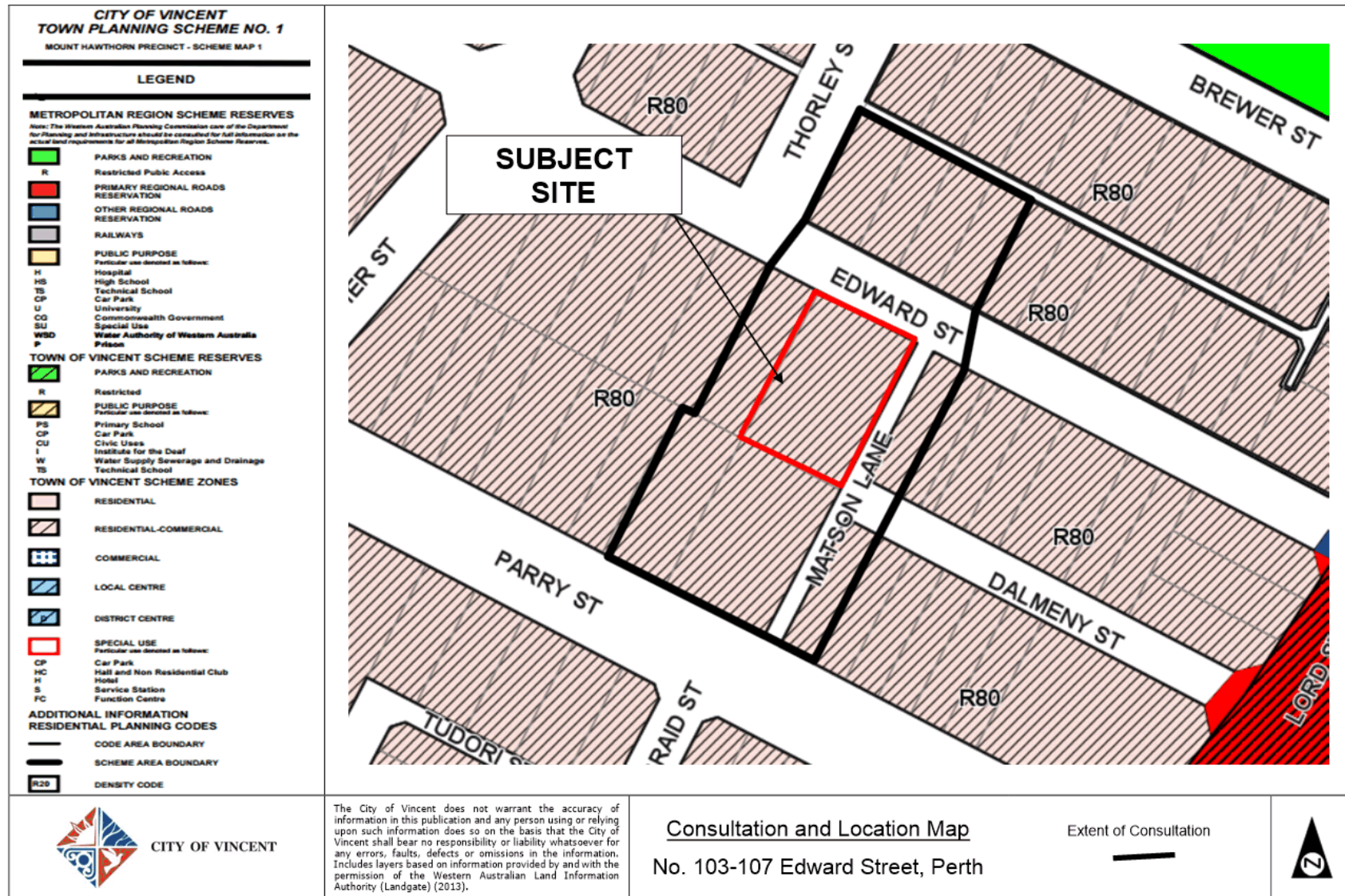
Administration considers that the car parking shortfall is appropriate given that the one activity, the Sunday Church Service, which is reliant upon on-street parking operates during off peak parking times when there is sufficient on-street parking available. It is noted that the intensity of development in this area will increase over time due to the R80 density coding. As a result, it is recommended that a condition requiring a parking management plan to be developed and reviewed every 12 months and limiting the approval period to five years be imposed. This will allow the City to understand if the car parking shortfall will become an issue in the future when redevelopment occurs. It is noted that there have been no major developments recently approved for the area and should any proposal be received that the time required to obtain the necessary planning and

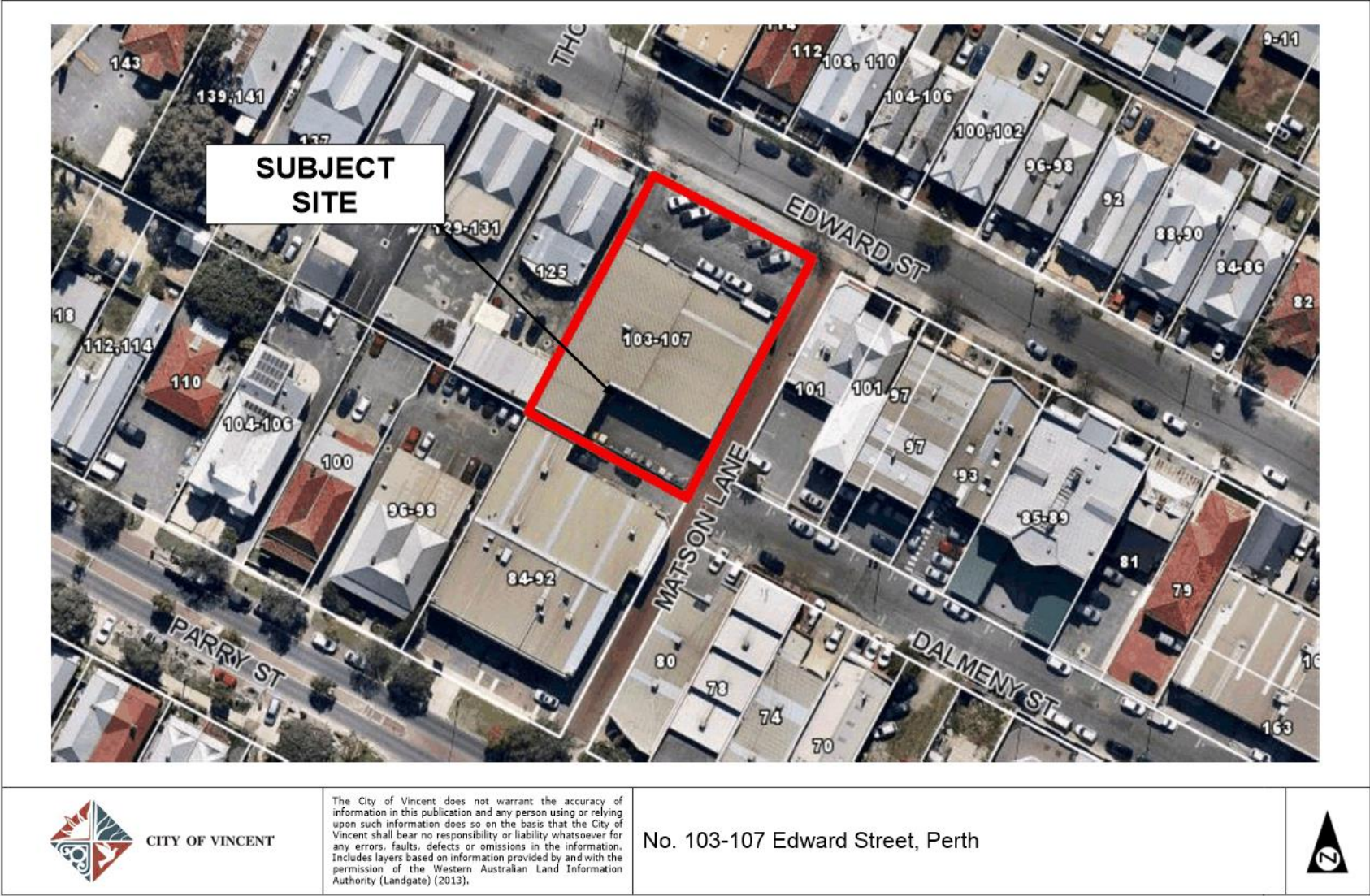
building statutory approvals, complete the construction and enable the development to establish that a period of five years could lapse before any impact could be evaluated. Based on this methodology it is recommended that a condition with a limited time period of five years be imposed.

In relation to bicycle parking, it is recommended as a condition of approval be imposed requiring the development provide four long term bicycle facilities and one short term bicycle rack in accordance requirements of Policy No. 7.7.1 – Non-Residential Car Parking.

Conclusion

The proposal is considered to be an appropriate use for the site, given the mixed use character of the area, and the re-use of the existing building. The development proposes a high intensity use of the site on Sunday morning at the same time as the lowest intensity use of the on-street parking along Edward Street. These times are 'off-peak' when most of the businesses in the area are not in operation and does not overlap with any residential parking. It is recommended that the application be approved subject to conditions.





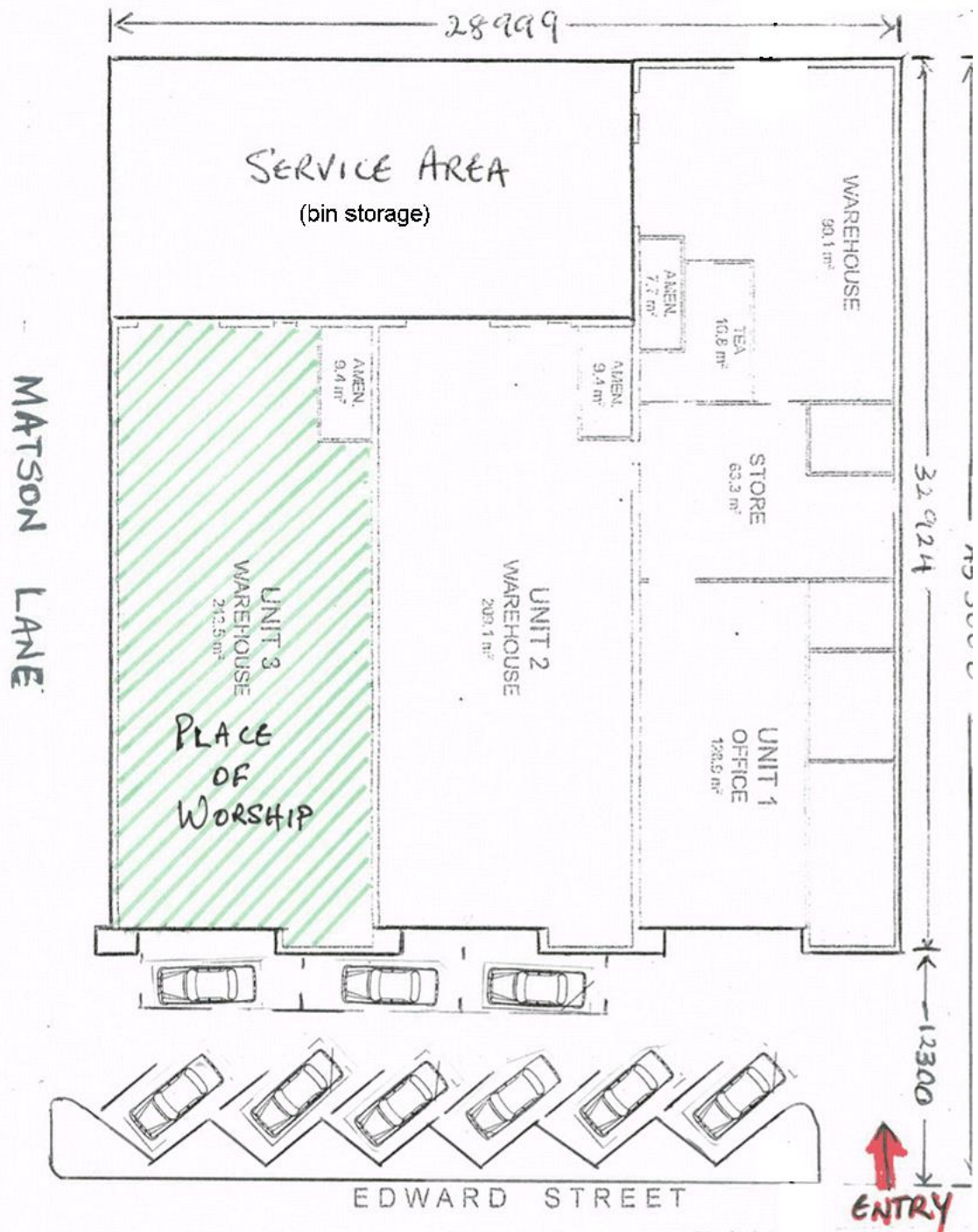
APPENDIX 6

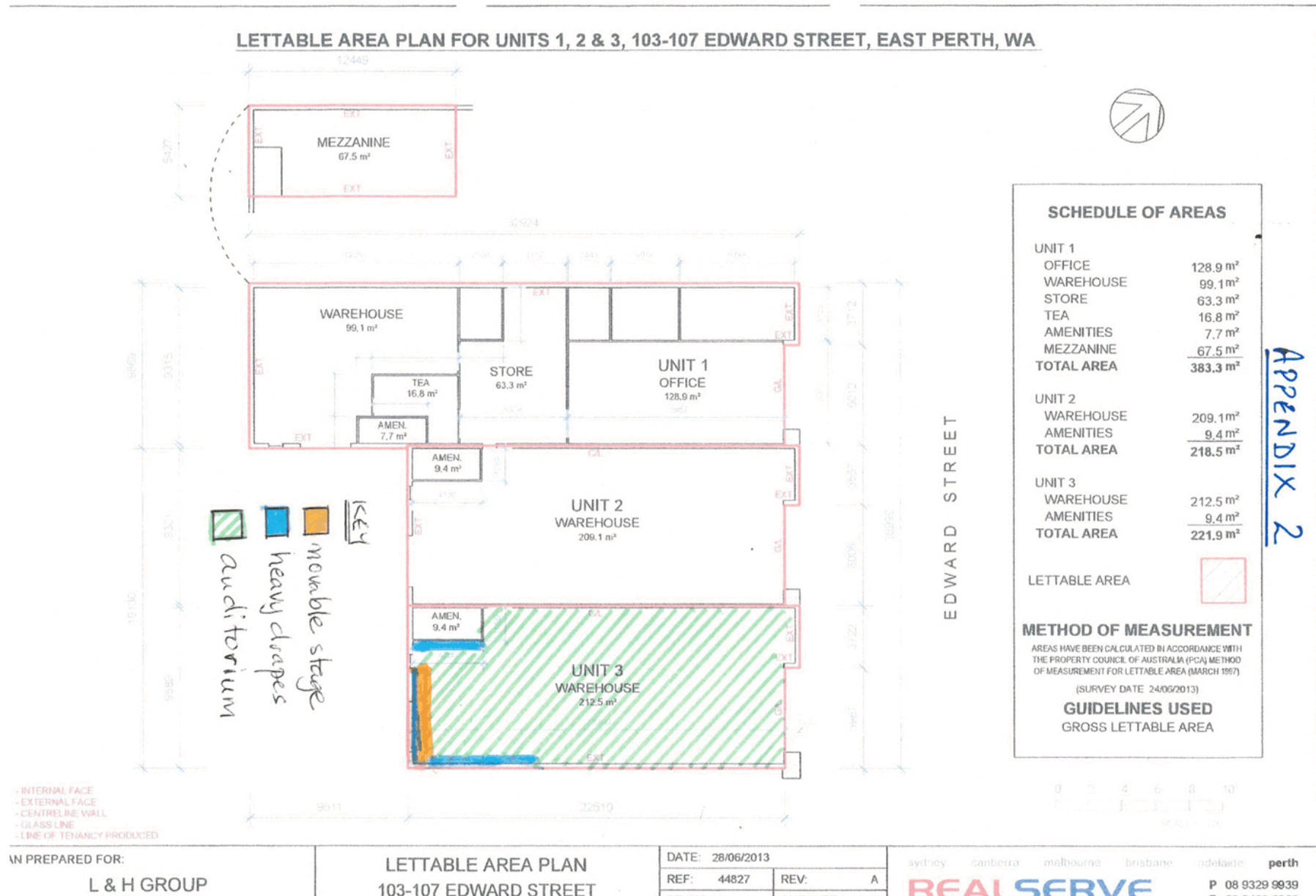
ARIAL PHOTO



APPENDIX 5SITE & FLOOR PLAN
(NOT DRAWN TO SCALE)

4 x long term bicycle
bays to be provided
within warehouse





**APPEAL FOR APPROVAL FOR CHANGE OF USE:
103-107 Edward Street
Perth WA6001**

Submitted by:

BASIL DE MELLO
Director
EAGLES COMMUNICARE LTD
ABN No: 14 615 394 995

Date: 24 January 2018

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The Director
Planning and Approvals Services
City of Vincent

24 January 2018

Dear Sir/Madam

APPLICATION FOR CHANGE OF USE: 103-107 EDWARD STREET, PERTH WA6001

I would like to apply for Change of Use of the property at 103-105 Edward Street, Perth which is presently office/warehouse to include a place of worship in Unit 3 (please see Appendix 1 attached).

We are a Public Benevolent Institution operating in the city to help the poor and needy. We work with the Department of Housing, Homeless Connect, WA Foodbank and other charities in the city. We would like to look at opportunities to work with the City of Vincent Council too.

On Sundays we would like to allow a portion of the property (Unit 3) to be used as a place of worship by Eagles City Mission Ltd, a not-for-profit organization operating as a church. Eagles City Mission Ltd will also be sharing the use of the offices on weekdays. A full schedule of potential weekly activities is explained later.

Eagles City Mission Ltd received a conditional approval from the City of Vincent on 19 September 2017 for the property at 84-92 Parry Street (Lot 501 D/P: 56750) to use it as place of public worship. Please refer to your File Ref No: 5.2016.481.1 (I'm attaching the document to this application – Appendix 3) Unfortunately, they were not able to secure the lease on that building, losing out in their bid to a fitness group.

The property at 103-107 Edward Street is large enough and perfectly suitable to be used not just as an office/warehouse but also as a place of worship on Sundays. We will meet all compliance requirements by the Council for this additional change of use. Please refer to the submission below.

Thanking you for your kindness and cooperation.

Sincerely,


Basil de Mello
Pastor | Eagles City Mission
Director | Eagles Communicare Ltd

Basil@eaglescitymission.com.au | +61433 304 683 | www.eaglescitymission.com.au | 51 Wittenoom Street East Perth WA 6004

A. Anticipated Concerns & Action Plans

1. Traffic Management – Car Park Spaces

1.1 OPENING HOURS

1.1.1 Our office will be open from Tuesday to Friday from 9:30 am to 4:00pm during the weekdays.

1.1.2 We are closed on Mondays and Saturdays.

1.1.3 During our office hours, there are usually about 6-9 people in the building most of the time. This includes 2-3 staff from Eagles City Mission.

1.1.4 ACTION:

We will not be using street parking during office hours as we already have 9 car park lots assigned to our property. They are located at the entrance of the building along Edward Street.

1.2 THURSDAYS – BIBLE STUDY CLASS

On Thursdays, Eagles City Mission runs a **Bible Study class** scheduled after the normal business hours from 5:15–6:30 pm. The usual attendance ranges from 8-12 people with about a third of them (3-4 people) walking or using public transport. The Claisebrook Train station is a 7-minute walk away from the building.

1.3 THURSDAYS – HOME GROUP/PRAYER MEETING

Every alternate Thursday, from 7:30 – 9:30pm, we hold either our **Prayer Meeting or Home Group Meeting**. The attendance also varies from 8-15 people. There are ample parking lots for the meeting.

1.4 SUNDAY CHURCH MEETINGS

1.4.1 We will be using the building for our **Sunday Church Services** from 9:00am until about 12:30pm.

1.4.2 We have about **80 people** who come regularly to the service at the moment.

1.4.3 About **30% of the congregation (about 20-25 people)** either take a train or bus to the city or walk to church from their home in the city.

The closest train station – Claisebrook Train Station – is only a 7-minute walk away.

1.4.4 In addition, we intend to install at least **5 bicycle stations/bars** for those who cycle to the office during the weekdays and to the church service on Sundays.

2 Noise Pollution

STRATEGY/ACTION:

2.1 We plan to use Unit 3 (please refer to Appendix 1) as the auditorium for our church service. The stage will be located at the back of Unit 3. This means that the noise component will be located at the back of the building away from the residents along Edward Street. This backs up to the back of another warehouse directly behind the property. The noise from the music WILL NOT be heard by the residents along Edward Street and Parry Street.

(Please refer to Appendix 2 - Floor Plan)

2.2 We will also put up **fire-proof, heavy drapes around the stage and the room** to further absorb noise and improve the acoustics in the room.

2.3 In addition, we are prepared to submit to an **acoustic report** whenever needed by your department.

3 People Traffic Management

STRATEGY:

3.1 WEEKDAYS

There will not be any increase in foot traffic over the weekdays as we do not expect walk-ins during the day. **We ARE NOT a Drop-In Centre**. The visitors who may come to the office will all have prior appointments.

3.1.1 ACTION:

No one will be permitted to gather in front of the property. This will prevent the increase in foot traffic and protect the privacy of the residents along Edward Street.

3.2 THURSDAYS

The attendees who come to the **Bible Study Class** and **Home Group/Prayer Meetings** add up to about 8-15. About one third (3-4 people) would take public transport or walk to the office. **Claisebrook train station** is just a 7-minute walk away too.

3.2.1 ACTION:

All the activity is indoors and no one is permitted to gather in front of the office. This will lessen people traffic and also protect the privacy of the neighbours in the vicinity.

3.3 SUNDAYS

Our Sunday Church service will go **from 9:00 am to about 12:30pm**. A regular number of 80 people are expected to attend the church service. We have decided on a few steps to allay the fears of the residents regarding foot traffic and their privacy. They are as follows:

- 3.3.1** No one will be allowed to mingle or gather in front of the office on Edward Street when the church service is on. This will protect the privacy of the residents there.
- 3.3.3** The church is **out of bounds after the service** and the front door and the back entrance will be securely locked. The premises will be manned by CCTV for security reasons on a 24/7 basis.

CONCLUSION

We assure you that changing the use of the property from just a warehouse/office to also include a place of worship will not result in a decrease in the quality of life for the residents.

WE WILL NOT monopolise the use of car park lots; WE WILL NOT cause noise pollution and WE WILL NOT deliberately attract people who behave in an unsavoury manner. Any incident of unsavoury behavior in the vicinity at the moment is not related to Eagles Communicare Ltd or Eagles City Mission.

WE WILL TAKE all necessary steps required to modify the premises to comply with the current building standards as approved by the Town of Vincent.

Our aim is to keep Edward Street a safe place for all the residents in the vicinity. Our heart is also to work with the neighbouring businesses and residents to the best of our ability. We would like to also work with the City of Vincent in serving the wider community.

I hope that you will give us an opportunity to prove ourselves in the City of Vincent by giving us the Approval for a Change of Use of 103-107 Edward Street, Perth. An expedited response will be much appreciated in the light of the earlier approval for 84-92 Parry Street

Please do contact me on 0433 304 683 or email me on basil@eaglescitymission.com.au if you have any queries.

Once again, I thank you for your kind consideration.

Sincerely,



Basil de Mello
Pastor | Eagles City Mission
Director | Eagles Communicare Ltd

basil@eaglescitymission.com.au | +61433 304 683 | www.eaglescitymission.com.au | 51 Wittenoom Street East Perth WA 6004

Extra Note:

I was advised by your officer to sketch the Site and Floor Plan (Appendix 5) for the purpose of this application because the Council is uncertain about the existence of a copy of the Site Plan due to the age of the building. The Site Plan is not drawn to scale.

Summary of Submissions:

The tables below summarise the comments received during the advertising period of the proposal, together with the City's response to each comment.

Comments Received in Support:	Officer Technical Comment:
Nil	Nil
Comments Received in Objection:	Officer Technical Comment:
<u>Car Parking</u> Inadequate car parking for a place of public worship. This area is already congested with minimal parking with the NIB stadium.	<p>The use is at its peak intensity only on Sunday mornings, where it is proposed that up to 80 people will attend the site as part of the church service. Thursday nights, where it is proposed that up to 15 people will attend the prayer meeting; and during the week up to nine people will attend the site during business hours.</p> <p>The applicant has undertaken a parking survey gage vacancy rate of the onsite car parking located on Edward Street. The survey results indicate that there is capacity within the street to accommodate the use within the proposed peak operating hours.</p> <p>It is further noted that the subject site is located within a predominantly commercial area. Many of the businesses surrounding the site will not be operating on Sunday morning when the proposal is at its peak intensity.</p>
<u>Noise</u> Noise may be a problem with multiple meetings per day. This could cause major residential and business disturbances.	<p>The development will be required to comply with the Noise Regulations. A condition is recommended requiring an acoustic report to be prepared prior to the commitment of development and any required measured implemented.</p>

Note: Submissions are considered and assessed by issue rather than by individual submitter.



EAGLES CITY MISSION

The Plannings Manager,
Plannings Division,
City of Vincent Council.

Attention: Stephanie Norgaard

15 March 2018

Dear Sir,

One Week Car Parking Survey of the On-Street Parking on Edward Street, Perth

Here are the results of the One Week survey you requested and the additional information required for the application.

Traffic Management – On-Street Parking on Edward Street, Perth

TASK

The Council requested a one week survey of Edward Street during the times when the premises at 103-107 Edward Street, Perth are used. The details of these times are listed below followed by the results of the survey. Here are the details:

1 OPENING HOURS

1.1 Our church office will be open from Tuesday to Friday from 9:30 am to 4:00pm during the weekdays.

1.2 We are closed on Mondays, Saturdays and Public Holidays.

1.3 During our office hours, there are usually about 6-9 people in the building most of the time.

RESPONSE/ACTION:

We will not be using street parking during office hours as we already have 9 car park lots assigned to our property. They are located at the entrance of the building along Edward Street.

1.4 THURSDAYS – MENTORING/BIBLE STUDY CLASS

On Thursdays, we have a **Mentoring/Bible Study Class** scheduled after the normal business hours from 5:15–6:30 pm. The usual attendance ranges from 8-12 people with about a third of them (3-4 people) walking or using public transport. The Claisebrook Train station is a 10 minute walk away from the building.

3/52 PRESTON STREET COMO 6152 (08) 9225 7272 ABN 87 615 381 078

INFO@EAGLESCITYMISSION.COM.AU WWW.EAGLESCITYMISSION.COM.AU



EAGLES CITY MISSION

1.5 THURSDAYS – PRAYER MEETING

Every Thursday, from 7:00 – 9:30pm, we hold either our **Prayer Meeting or Home Group Meeting**. The attendance also ranges from 8-15 people.

1.6 SUNDAYS – CHURCH SERVICE

The **Sunday Church Service** and activities will be from 9:00am to 12:30pm. The current attendance averages 80 people.

RESPONSE/ACTION:

We did a survey of the **car park usage** on Edward Street - from the junction with Pier Street to the junction with Lord Street. The survey times coincide with the times of our **Thursday meetings** mentioned above.

Here are the results:

Expected Number of Attendees for Thursday Meetings = 8–15 people

Expected Number of Attendees for Sunday Church Service = 80 people

Total Number of car park bays on Edward Street = 33 bays

Day / Date	Time	Car Bays Used	Remarks
Thursday – 8/3/2018	5:20pm	19	14 bays FREE
Thursday – 15/3/2018	11:00am	30	3 bays FREE
Thursday – 22/3/2018	7:30pm	4	29 bays FREE
Sunday – 11/3/2018	10:30am	1	32 bays FREE
Tuesday – 13/3/2018	9:30am	25	8 bays FREE
Wednesday – 14/3/2018	10:30am	30	3 bays FREE
Friday – 16/3/2018	10:45am	18	15 bays FREE

RESULT/REMARKS:

1. The survey proves that there is an ample number of empty on-street car park spaces during the times of our meetings on Thursdays and during the Sunday Church Service. Our meetings **WILL NOT AFFECT** the availability of parking spaces for the residents in the area.



EAGLES CITY MISSION

2. We will not need to use the street parking during office hours from Tuesday to Friday.
3. Our office is **closed** on Mondays, Saturdays and Public Holidays.

In addition, I would like to assure you that the property has the capacity to accommodate 2 X Class One or 2 bicycle bays within the warehouse. The positioning of the bicycle bays will be decided by a licensed Building Surveyor which will then go through the approval process at the Council.

I hope that the above information sufficiently meet the additional requirements of the Council to support our application. Please contact me on 0433 304 683 if you need any clarification.

Thank you for your kind consideration.

Sincerely,

Basil de Mello
Pastor | Eagles City Mission
Director | Eagles Communicare Ltd

basil@eaglescitemission.com.au | +61433 304 683 | www.eaglescitemission.com.au

3/52 PRESTON STREET COMO 6152 (08) 9225 7272 ABN 87 615 381 078

INFO@EAGLESCITYMISSION.COM.AU WWW.EAGLESCITYMISSION.COM.AU

Determination Advice Notes:

1. All signage that does not comply with the City's Policy No. 7.5.2 – Signs and Advertising shall be subject to a separate Development Application and Building Permit application, being submitted and approved prior to the erection of the signage.
2. With reference to Condition 6, bicycle bays must be provided at a location convenient to the entrance, publicly accessible and within the development. The bicycle facilities shall be designed in accordance with AS2890.3.
3. An Occupancy Permit is required prior to the occupation of the building.
4. No verge trees shall be removed. The verge trees shall be retained and protected from any damage including unauthorised pruning.
5. The car parking area(s) which form part of this approval shall be sealed, drained, paved and line marked in accordance with the approved plans prior to the first occupation of the development and maintained thereafter by the owner/occupier to the satisfaction of the City.
6. All car parking bays shall be dimensioned on the Building Permit application working drawings and all car parking facilities shall meet or exceed the minimum specifications of AS2890.
7. An Infrastructure Protection Bond for the sum of \$2,000, shall be lodged with the City by the applicant, prior to commencement of works, and will be held until all building/development works have been completed and any disturbance of, or damage to the City's infrastructure, including verge trees, has been repaired/reinstated to the satisfaction of the City. An application for the refund of the bond shall be made in writing. The bond is non-transferable.
8. All pedestrian access and vehicle driveway/crossover levels shall match into existing verge, footpath and Road levels to the satisfaction of the City.
9. The movement of all path users, with or without disabilities, within the road reserve, shall not be impeded in any way during the course of the building works. This area shall be maintained in a safe and trafficable condition and a continuous path of travel (minimum width 1.5 metres) shall be maintained for all users at all times during construction works. Permits are required for placement of any material within the road reserve.
10. Standard 'Visual Truncations', in accordance with the City's Policy No. 2.2.6 and/or to the satisfaction of the City are to be provided at the intersection of the road reserve or Right of Way boundary, and all internal vehicle access points to ensure that the safety of pedestrians and other road users is not compromised. Details of all required visual truncations shall be included on the building permit application working drawings.
11. The development the subject of this approval is not substantially commenced within a period of 2 years, or another period specified in the approval after the date of determination, the approval will lapse and be of no further effect.
12. If an applicant or owner is aggrieved by this determination there is a right of review by the State Administrative Tribunal in accordance with the *Planning and Development Act 2005* Part 14. An application must be made within 28 days of the determination.
13. This is a development approval issued under the City of Vincent Town Planning Scheme No. 1 and the Metropolitan Region Scheme only. It is not a building permit or an approval to commence or carry out development under any other law. It is the responsibility of the applicant/owner to obtain any other necessary approvals and to commence and carry out development in accordance with all other laws.

5.3	NO. 45/87 (LOT: 45; D/P: 65963) BULWER STREET, PERTH - PROPOSED AMENDMENT TO OPERATING HOURS OF PREVIOUS APPROVAL: CHANGE OF USE FROM OFFICE TO EATING HOUSE
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TRIM Ref: D18/23804



Author: Stephanie Norgaard, Urban Planner

Authoriser: John Corbellini, Director Development Services

Ward: South

Precinct: 13 – Beaufort

Attachments:

1. Attachment 1 - Consultation and Location Map [↓](#) 
2. Attachment 2 - Development Application Approval [↓](#) 

RECOMMENDATION:

That Council in accordance with the provisions of the City of Vincent Town Planning Scheme No. 1 and the Metropolitan Region Scheme, APPROVES the application to amend planning approval 5.2015.350.1 for Change of Use from Office to Eating House at No. 45/87 (Lot: 45; D/P: 65963) Bulwer Street, Perth, granted on 17 November 2015, subject to the following conditions:

1. All conditions, requirements and advice notes detailed on development approval 5.2015.350.1 granted on 17 November 2017 continue to apply to this approval, with exception of Condition 1 which is amended to read as follows:

“The Eating House is only permitted to operate between the following hours:

7:00am to 10:00pm Monday – Sunday; and
Closed on Public Holidays.”;

2. A Venue Management Plan, to the satisfaction of the City shall be submitted to and approved by the City prior to the Eating House operating during the additional hours approved in this amendment. The Venue Management Plan will outline how the development will operate and manage noise during the approved trading hours. The premises shall operate in accordance with the approved Venue Management Plan and

3. Acoustic Report

An Acoustic Report to the satisfaction of the City, which accords with the City's Policy No. 7.5.21 – Sound Attenuation, shall be lodged with and approved by the City prior to the commencement of the development. All of the recommended measures included in the approved Acoustic Report shall be implemented prior to the commencement of the development, to the satisfaction of the City.

PURPOSE OF REPORT:

To consider an application to amend the operating hours the development approval for change of use from Office to Eating House at No. 45/87 Bulwer Street, Perth.

PROPOSAL:

The application proposed to amend the operating hours set by the existing development approval from 7:00am to 5:00pm Monday to Sunday and closed public holidays, to 7:00am to 12:00pm Monday to Sunday.

BACKGROUND:

Landowner:	Kien Ngo
Applicant:	Andy Ngo

Date of Application:	1 February 2018	
Zoning:	MRS: Urban	
	TPS1: Zone: Residential Commercial	R Code: R80
	LPS2: Zone: Mixed Use	R Code: R80
Built Form Area:	Mixed Use	
Existing Land Use:	Eating House	
Proposed Use Class:	Eating House	
Lot Area:	1,404m ²	
Right of Way (ROW):	No	
Heritage List:	No	

The subject site is located at No. 45/87 Bulwer Street, Perth, which comprises of a five-storey mixed-use building, as shown in the location plan included as **Attachment 1**. The site has two commercial tenancies located on the ground floor and 44 Multiple Dwellings located on the upper four floors of the building.

The site adjoins a Restricted Premises to the east and an Eating House to the west. A Service Station is located to the north on the opposite side of Brewer Street, and Grouped Dwellings are located to the south on the opposite side of Greenway Street.

The subject site is zoned 'Residential/Commercial' with a density code of R80 under the City's Town Planning Scheme No. 1 (TPS 1). The zoning of the subject site will not change under the Local Planning Scheme No. 2 (LPS2). Approval was granted for the subject site by Development Assessment Panel in April 2013 for the construction of 44 Multiple Dwellings and three Offices. An application to change the use of the subject site from 'Office' to 'Eating House' was approved by Council on 17 November 2015. Condition 1 of the development approval limited the hours of operation to those hours applied for by the applicant at the time, being the following:

- Monday to Sunday 7:00am to 5:00pm; and
- Closed on Public Holidays.

A copy of this approval is provided in **Attachment 2**. The development has been operating as an Eating House since being approved by Council. The City has undertaken a site inspection and confirmed the development has complied with all the conditions of development approval. The City has no record of receiving any complaints regarding the development.

On 1 February 2018, the City received an application to amend condition one of the exiting development approval to extend the operating hours of the Eating House to 7:00am – 12:00am Monday to Sunday.

Detailed Assessment

DETAILS

The table below summarises the planning assessment of the proposal against the provisions of the City of Vincent Town Planning Scheme No. 1 (TPS1), the City's Policy No. 7.7.1 – Parking and Access. In each instance where the proposal requires the discretion of Council, the relevant planning elements are discussed in the Detailed Assessment section following from this table.

Planning Element	Use Permissibility/ Deemed-to-Comply	Requires the Discretion of Council
Land Use		✓
Operating Hours	✓	

The land use permissibility has previously been approved by Council and is discussed in more detail in the Comments section below.

CONSULTATION/ADVERTISING:

Community consultation on the proposal occurred for a period of 14 days from 24 February 2018 to 10 March 2018. The method of consultation involved a notification being placed in the Perth Voice newspaper and 87 letters being mailed out to all owners and occupiers adjacent to the site, as shown in **Attachment 1**, in accordance with the City's Policy No. 4.1.5 – Community Consultation.

One submission was received during advertising in support of the application and one submission was received objecting to the application. The submission received objecting to the application did not provide specific details of the nature of the objection.

Design Advisory Committee (DAC):

Referred to DAC: No

LEGAL/POLICY:

- *Planning and Development Act 2005;*
- *Planning and Development (Local Planning Schemes) Regulations 2015;*
- *City of Vincent Town Planning Scheme No. 1;*
- *Policy No. 4.1.5 – Community Consultation; and*
- *Policy No. 7.5.21 – Sound Attenuation.*

The application to amend the aforementioned condition of development approval has been made in accordance with Clause 77(1)(b) of Schedule 2 of the *Planning and Development (Local Planning Schemes) Regulations 2015*, which enables an application to be made requesting a local government to amend or delete any condition to which a development approval is subject.

In accordance with Schedule 2 Clause 76(2) of the *Planning and Development (Local Planning Schemes) Regulations 2015* and Part 14 of the *Planning and Development Act 2005*, the applicant will have the right to apply to the State Administrative Tribunal for a review of Council's determination.

Local Planning Scheme No. 2

On 4 April 2018, the Acting Minister for Planning endorsed the LPS2. LPS2 is scheduled to be gazetted and become operational on 10 May 2018.

As such, LPS2 should be given due regard as a seriously entertained planning proposal when determining this application.

LPS2 includes the following objectives for the Mixed Use zone:

- To provide for a compatible mix of high density residential and commercial development;*
- To promote residential use as a vital and integral component of these mixed use zones;*
- To ensure development design incorporates sustainability principles, with particular regard To waste management and recycling and including, but not limited, to solar passive design, energy efficiency and water conservation; and*
- To ensure the provision of a wide range of different types of residential accommodation, including affordable, social and special needs, to meet the diverse needs of the community.*

The modified version of LPS2 does not change the zoning of the subject site and would also require the use to be advertised before Council can exercise its discretion and determine the use. The application has been advertised in accordance with the requirements of both TPS1 and LPS2.

Delegation to Determine Applications:

This matter is being referred to Council as the application proposes to amend an application previously determined by Council.

RISK MANAGEMENT IMPLICATIONS:

It is Administration's view that there are minimal risks to Council and the City's business function when Council exercises its discretionary power to determine a planning application.

STRATEGIC IMPLICATIONS:

The City's Strategic Plan 2013-2023 states:

"Natural and Built Environment"

1.1 *Improve and maintain the natural and built environment and infrastructure."*

SUSTAINABILITY IMPLICATIONS:

Nil.

FINANCIAL/BUDGET IMPLICATIONS:

Nil.

COMMENTS:

The subject tenancy was originally approved as an Office as part of the development approval for the five-storey mixed use development. An acoustic report was provided for the original development approval for the Office. Council granted approval for a change of use from an Office to an Eating House on 17 November 2015. No acoustic reporting was required as part of the approval for an Eating House. However, condition 1 of the development approval limited the hours of operation to 7:00am to 5:00pm and condition 2 limited the maximum number of patrons to 20.

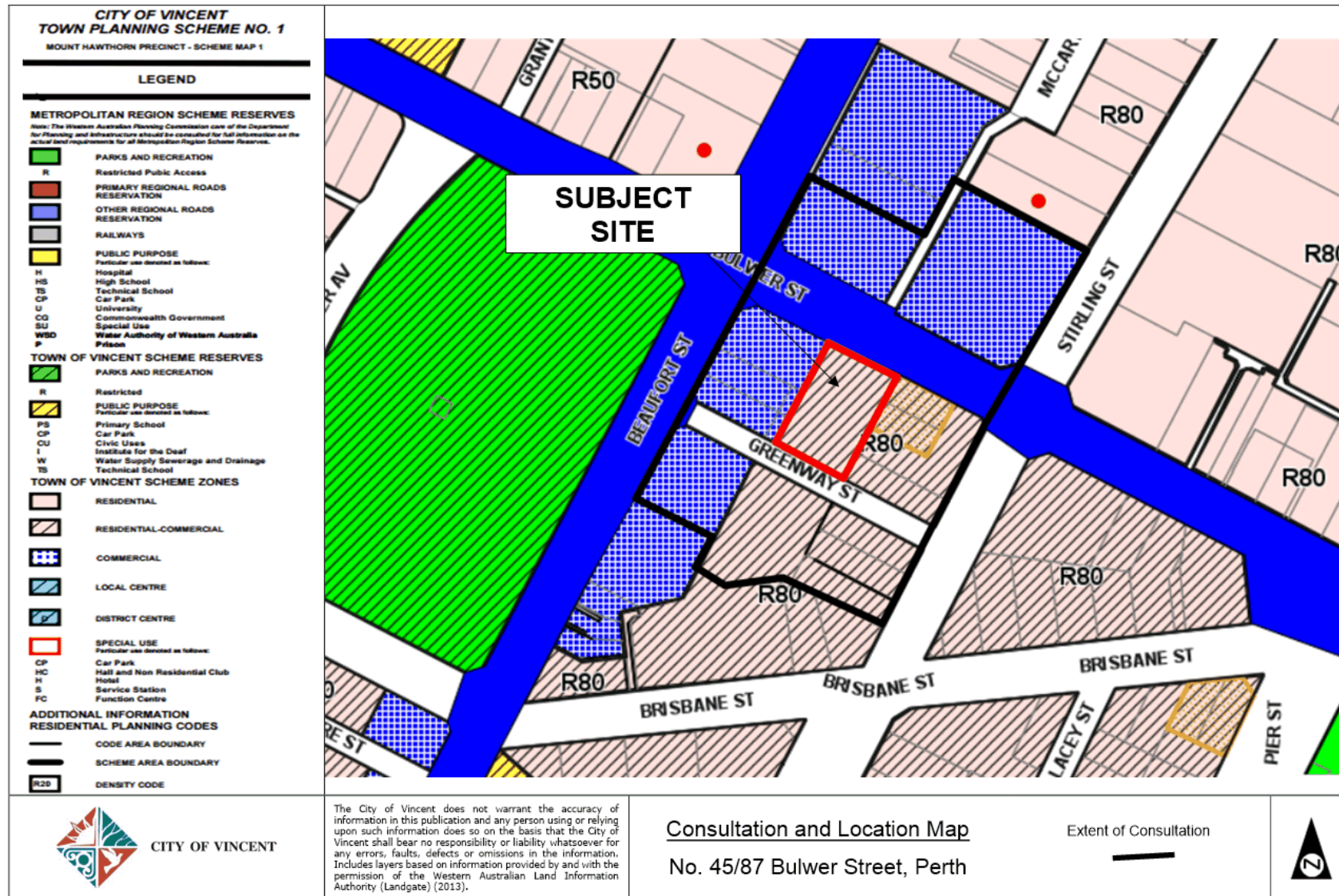
The applicant seeks to amend condition 1 of the development approval to extend the trading hours to 7:00am – 12:00am Monday to Sunday. The subject tenancy is located on the ground floor of a mixed-use building with multiple dwellings located directly above. The site is located in a mixed use area containing offices, services station, eating houses and shops. The service station is located adjacent to the subject site and operates on a 24 hour basis. The eating house is located on the site adjoining the subject site and operates until 10:00pm. The remaining offices and shops within the area generally operate during business hours.

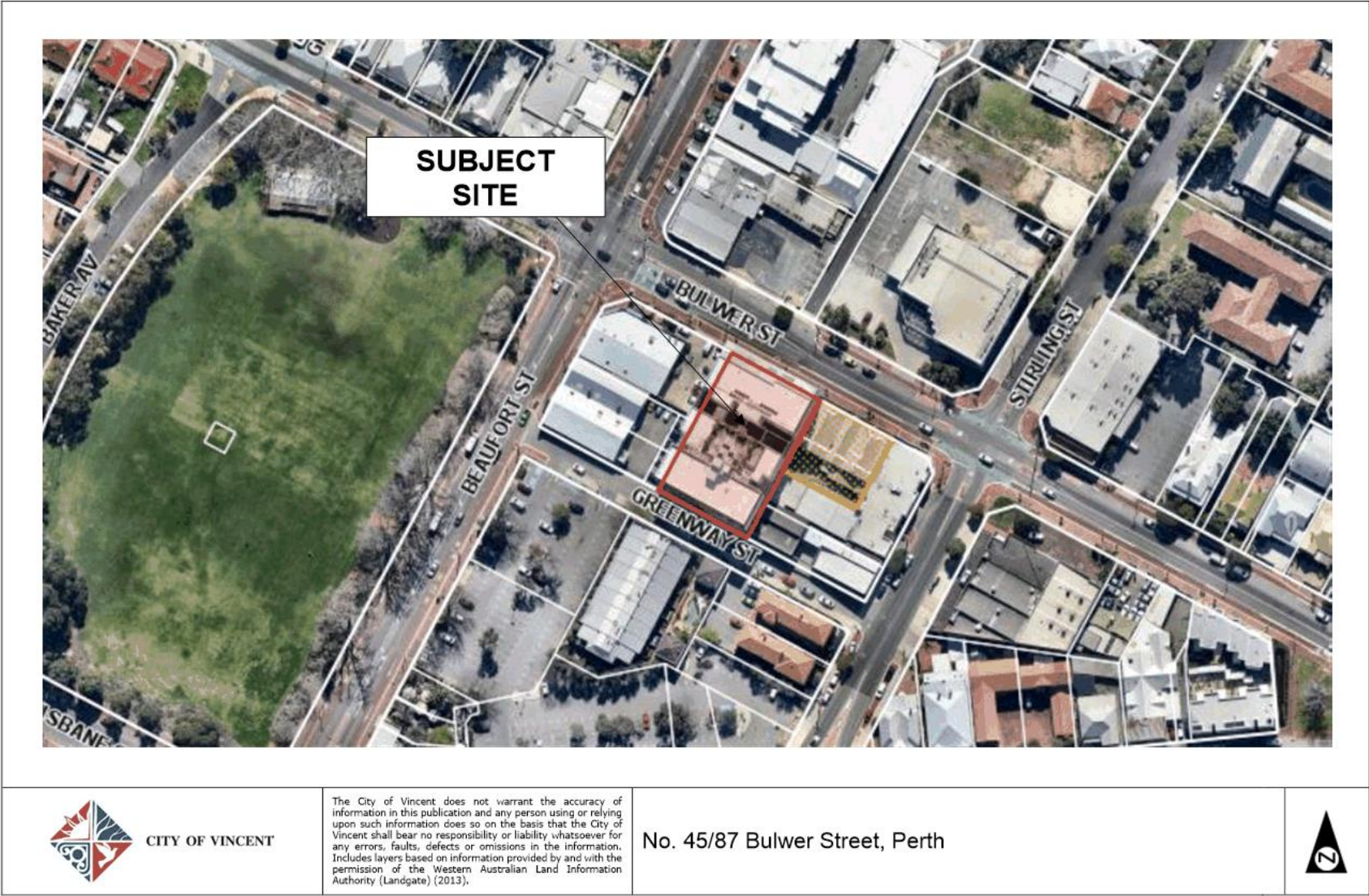
The subject site has been operating as an Eating House since being approved by Council. The City has no records of any complaints being received in relation to the use of the premise as an Eating house. The City has undertaken a site inspection confirming all the conditions of the current development approval have been satisfied. The applicant has not provided an acoustic report as part of the development application, however, the City notes that the original development did not provide acoustic treatments between the ground floor tenancy and the apartments above.

The development will be required to comply with the requirements of the *Environmental Protection (Noise) Regulations 1997*, which require stricter acoustic requirements after 10:00pm. Given the close proximity of the eating house to the above residential dwellings and the lack of acoustic treatment between the ground floor tenancy and apartment's above, it is not considered appropriate to support the trading hours beyond 10:00pm at this point. On this basis, it is recommended that the application to amend condition one of the development approval be approved on the condition that the hours of operation are limited to the following:

- 7:00am to 10:00pm Monday – Sunday; and
- Closed Public Holidays.

To ensure the potential impact of noise is mitigated, an acoustic report is recommended to be provided as a condition of development approval. The development will be required to comply with all requirements of the acoustic report. A venue management plan is also recommended to be provided as a condition of approval. The venue management plan will outline how the development will operate and manage noise as outlined in the acoustic report in accordance with the *Environmental Protection (Noise) Regulations 1997* and to the satisfaction of the City.





ORDINARY MEETING OF COUNCIL
17 NOVEMBER 2015

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CITY OF VINCENT
AGENDA

9.1.4 No. 45/87 (Lot: 45; D/P: 65963) Bulwer Street, Perth – Proposed Change of Use from Office to Eating House

Ward:	South	Date:	30 October 2015
Precinct:	Precinct 13 - Beaufort	File Ref:	PR53774; 5.2015.350.1
Attachments:	1 – Consultation Map 2 – Development Application Plans 3 – Car Parking Table		
Tabled Items:	Nil		
Reporting Officer:	C Sullivan, Statutory Planning Officer		
Responsible Officer:	G Poezyn, Director Development Services		

OFFICER RECOMMENDATION:

That Council, in accordance with the provisions of the City of Vincent Town Planning Scheme No. 1 and the Metropolitan Region Scheme, **APPROVES** the application submitted by Arjai Designs on behalf of the owner 87 Bulwer Pty Ltd, for the proposed Change of Use from Office to Eating House at No. 45/87 (Lot: 45; D/P: 65963) Bulwer Street, Perth as shown on plans date stamped 24 September 2015, included as Attachment 2, subject to the following conditions:

1. **Operating Hours**

The hours of operation shall be limited to the following times:

- Monday to Sunday: 7.00am to 5.00pm; and
- Closed on Public Holidays;

2. **Eating House Use**

The maximum number of patrons for the eating house at any one time shall be limited to 20 persons;

3. **Interactive Relationship with Street**

Doors, windows and adjacent floor areas fronting Bulwer Street shall maintain an active and interactive relationship with the street;

4. **External Fixtures**

All external fixtures shall not be visually obtrusive from Bulwer Street and neighbouring properties. External fixtures are such things as television antennas (of a non-standard type), radio and other antennas, satellite dishes, external hot water heaters, air conditioners, and the like;

5. **Sign**

The sign shall:

- 5.1 not have flashing or intermittent lighting; and
- 5.2 not exceed 500mm in width and shall maintain a minimum head clearance of 2.75 metres at all times;

6. **Cash-in-Lieu**

Pay a cash-in-lieu contribution for the shortfall of 0.07 car bays, based on the cost of \$5,400 per bay as set out in the City's 2015/2016 Schedule of Fees and Charges being a contribution of \$378; and

ORDINARY MEETING OF COUNCIL
17 NOVEMBER 2015

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CITY OF VINCENT
AGENDA

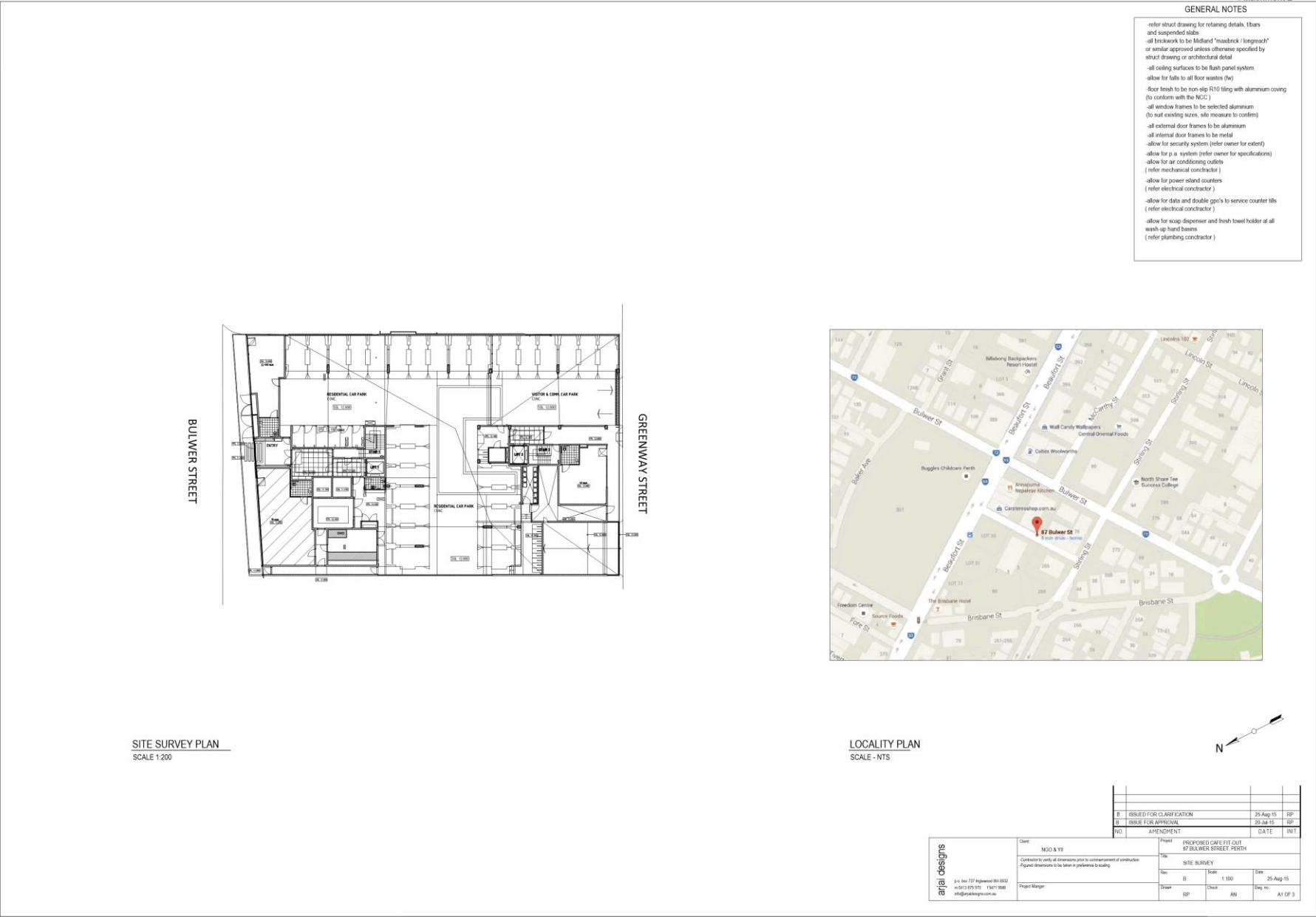
7. Prior to the issue of a Building Permit, the following shall be submitted to and approved by the City:

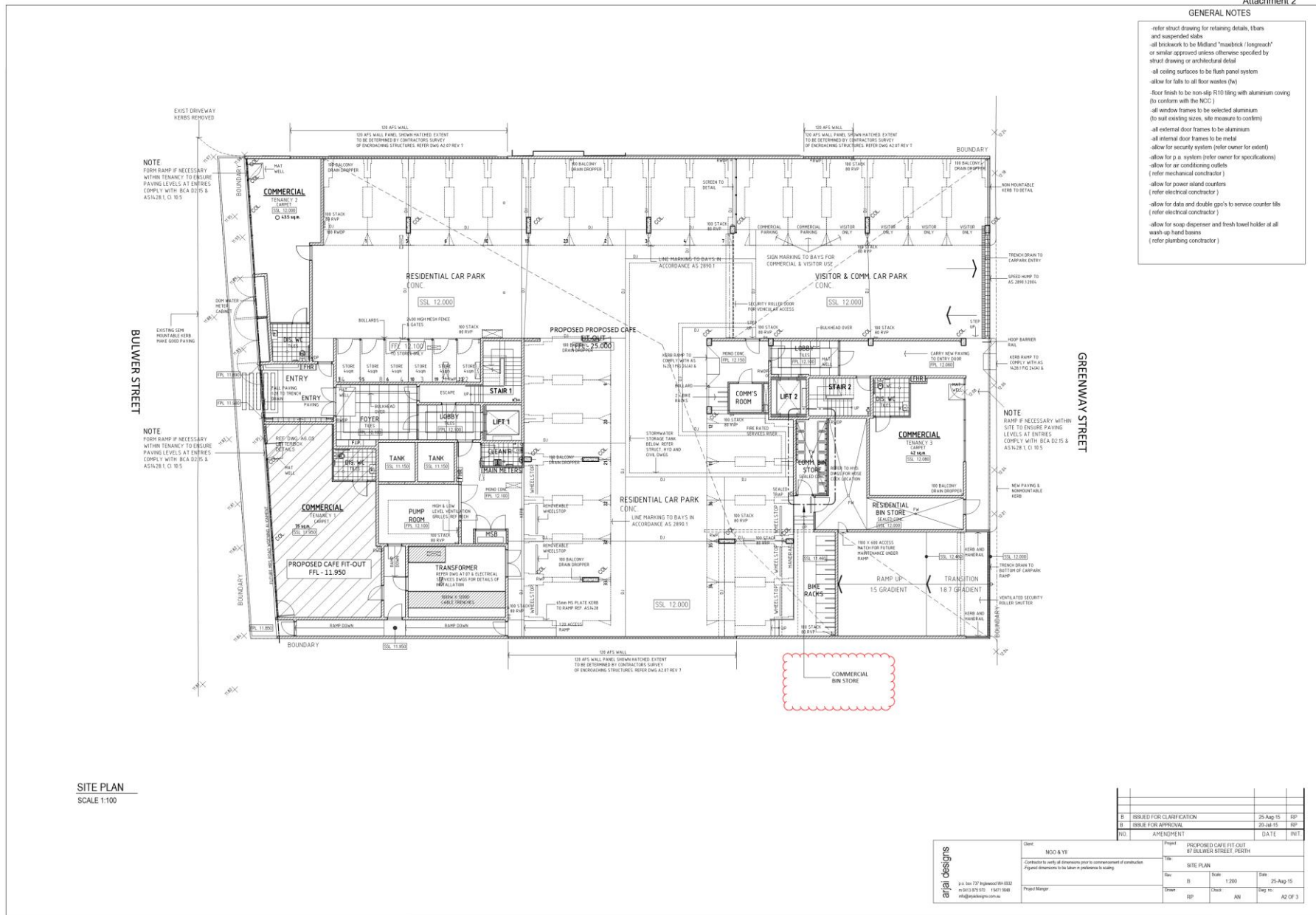
7.1 Waste Management

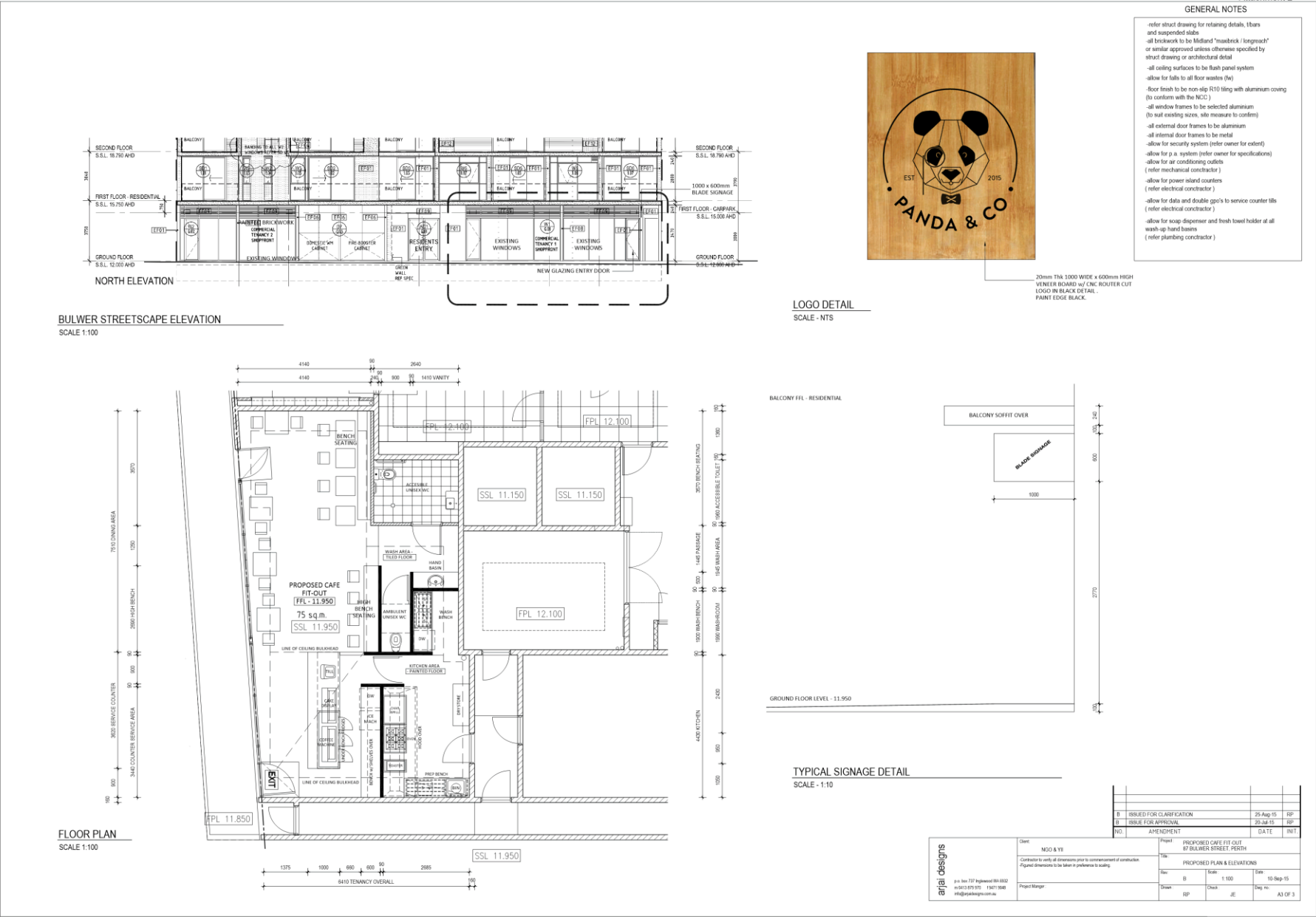
- 7.1.1 A Waste Management Plan prepared to the satisfaction of the City shall be submitted and approved; and
- 7.1.2 Waste management for the development shall thereafter comply with the approved Waste Management Plan.

ADVICE NOTES:

1. Any additional signage that does not comply with the City's Policy No. 7.5.2 – Signs and Advertising shall be subject to a separate Planning Application;
2. With reference to Condition 6:
 - 2.1 The cash-in-lieu amount may be reduced if additional car bays are provided onsite or in conjunction with any other arrangement acceptable to the City;
 - 2.2 Alternatively the lodgement of an appropriate assurance bond/bank guarantee of the above value to the satisfaction of the City can be undertaken. This assurance bond/bank guarantee will only be released in the following circumstances:
 - 2.2.1 To the City at the date of issue of the Building Permit for the development, or first occupation of the development, whichever occurs first; or
 - 2.2.2 To the owner/applicant following receipt by the City of a Statutory Declaration of the prescribed form endorsed by the owner/applicant and stating that they will not proceed with the subject 'Approval to Commence Development'; or
 - 2.2.3 To the owner/applicant where the subject 'Approval to Commence Development' did not commence and subsequently expired; and
 - 2.3 The applicant may request the City to approve a payment plan up to five years;
3. An Occupancy Permit will be required for the Change of Use/Class to comply with Class 6. A Building Permit will be required for any proposed internal fit-out work or upgrade work to comply with Class 6. All proposed works must be privately certified as per the *Building Regulations 2012*; and
4. All mechanical devices/installations (i.e. roller doors, air conditioners, exhaust outlets, pool pumps, compressors etc.), to be located in a position that will not result in the emission of unreasonable noise, in accordance with the *Environmental Protection Act 1986* and *Environmental Protection (Noise) Regulations 1997*. Should you be uncertain as to whether compliance will be achieved, it is highly recommended that you contract the services of an Acoustic Consultant, as the City's Environmental Health Officers cannot provide technical advice in this regard. Section 80 of the *Environmental Protection Act 1986* places onus on the installer to ensure that noisy equipment is installed so as not to create unreasonable noise. It is important that you inform mechanical equipment installers of this requirement.







5.4 NO. 34 (LOT: 51; D/P: 2931) CLEAVER STREET, WEST PERTH - PROPOSED FOUR GROUPED DWELLINGS

TRIM Ref: D18/42440









Author: Rana Murad, Senior Urban Planner

Authoriser: John Corbellini, Director Development Services

Ward: South

Precinct: 5 – Cleaver

Attachments:

1. Attachment 1 - Location and Consultation Plan [↓](#) 
2. Attachment 2 - Initial Development Plans [↓](#) 
3. Attachment 3 - Applicant's Justification and Comments [↓](#) 
4. Attachment 4 - Schedule of Submissions and Administration's Comments [↓](#) 
5. Attachment 5 - Schedule of Submissions and Applicant's Response [↓](#) 
6. Attachment 6 - Proposed Development Plans [↓](#) 
7. Attachment 7 - Proposed Development Perspectives [↓](#) 
8. Attachment 8 - Determination Advice Notes [↓](#) 

RECOMMENDATION:

That Council, in accordance with the provisions of the City of Vincent Town Planning Scheme No. 1 and the Metropolitan Region Scheme, **APPROVES** the application for the proposed Four Grouped Dwellings at No. 34 Cleaver Street (Lot: 51; D/P: 2931) Cleaver Street, West Perth, in accordance with plans provided in Attachment 6, subject to the following conditions, with the associated determination advice notes in Attachment 8:

1. Boundary Walls

The owners of the subject land shall finish and maintain the surface of the boundary (parapet) wall in a good and clean condition prior to occupation or use of the development. The finish of the wall are to be fully rendered or face brickwork to the satisfaction of the City;

2. External Fixtures

All external fixtures and building plant, including air conditioning units, piping, ducting and water tanks, shall be located so as to minimise any visual and noise impact on surrounding landowners, and screened from view from the street, and surrounding properties to the satisfaction of the City;

3. Construction Management Plan

A Construction Management Plan that details how the construction of the development will be managed to minimise the impact on the surrounding area, to the satisfaction of the City, shall be lodged with and approved by the City prior to the commencement of the development. The Construction Management Plan shall be prepared in accordance with the requirements of the City's Policy No. 7.5.23 – Construction and include traffic and parking management requirements during construction. Construction on and management of the site shall thereafter comply with the approved Construction Management Plan;

4. Stormwater

All stormwater produced on the subject land shall be retained on site, by suitable means to the full satisfaction of the City;

5. Schedule of External Finishes

Prior to the commencement of development, a detailed schedule of external finishes (including materials and colour schemes and details) shall be submitted to and approved by the City. The development shall be finished in accordance with the approved schedule prior to the use or occupation of the development;

6. Verge Trees

No verge trees shall be removed without prior written approval from the City. The verge trees shall be retained and protected from any damage including unauthorised pruning, to the satisfaction of the City;

7. Clothes Drying Facility

All external clothes drying areas shall be adequately screened in accordance with State Planning Policy 3.1: Residential Design Codes prior to the use or occupation of the development and shall be completed to the satisfaction of the City;

8. Landscape and Reticulation Plan

8.1 A detailed landscape and reticulation plan for the development site and adjoining road verge, to the satisfaction of the City, shall be lodged with and approved by the City prior to commencement of the development. The plan shall be drawn to a scale of 1:100 and show the following:

- The location and type of existing and proposed trees and plants;
- Areas to be irrigated or reticulated; and
- The provision of 19 per cent of the site area as deep soil zones and 35 per cent canopy cover at maturity; and

8.2 All works shown in the plans as identified in condition 8.1 above shall be undertaken in accordance with the approved plans to the City's satisfaction, prior to occupancy or use of the development and maintained thereafter to the satisfaction of the City at the expense of the owners/occupiers;

9. Car Parking and Access

9.1 The car parking and access areas shall be sealed, drained, paved and line marked in accordance with the approved plans and are to comply with the requirements of AS2890.1 prior to occupancy or use of the development;

9.2 Vehicle and pedestrian access points are required to match into existing footpath levels; and

9.3 All new crossovers shall be constructed in accordance with the City's Standard Crossover Specifications;

10. Right of Way Widening

10.1 A 0.5 metre right of way setback to any buildings and structures is to be maintained at all times to enable future right of way widening;

10.2 The 0.5 metre right of way setback area shall be sealed, drained and graded to match into the level of the existing right of way; and

10.3 The 0.5 metre right of way setback area referred to in condition 10.1 above, is to be ceded free of cost to the City on subdivision or amalgamation of the land, including Built Strata subdivision; and

11. General

Conditions that have a time limitation for compliance, and the condition is not met in the required time frame, the obligation to comply with the requirements of the condition continues whilst the approved development exists.

PURPOSE OF REPORT:

To consider an application for development approval for the development of four Grouped Dwellings at No. 34 Cleaver Street, West Perth (subject site).

PROPOSAL:

The application proposes the development of four grouped dwellings, three storey grouped dwellings. Two of the dwellings gain access to a double garage from the rear right-of-way and two of the dwellings gain access to a single garage and tandem carport from Cleaver Street.

BACKGROUND:

Landowner:	Mountain Spring Australia Pty Ltd
Applicant:	Site Planning and Design
Date of Application:	6 November 2017
Zoning:	MRS: Urban TPS1: Zone: Residential R Code: R80 LPS2: Zone: Residential R Code: R80
Built Form Area:	Residential
Existing Land Use:	Single House
Proposed Use Class:	Grouped Dwellings
Lot Area:	548.91m ²
Right of Way (ROW):	Yes, City owned with access rights to the subject site
Heritage List:	No

The subject site is bound by Cleaver Street to the west and a right of way (ROW) to the east. The site abuts a single storey dwelling to the north and three, two storey town houses to the south. The site and surrounding area are zoned 'Residential' and are characterised by a mix of single and grouped dwelling developments ranging from one to three storeys in height. A location plan is included as **Attachment 1**. The current Residential zoning and density code of R80 is not contemplated to change under draft Local Planning Scheme No. 2 (LPS2). Subject to the City's Local Planning Policy No. 7.1.1 – Built Form (Built Form Policy), the site has been identified a falling within a Residential Built Form Area.

On 3 November 2017, the City received a development application seeking approval for the development of four, three storey grouped dwellings at the subject site. The initial development plans that was lodged and advertised is included as **Attachment 2** and the applicant's site information and summary supporting the development application is included as **Attachment 3**.

DETAILS:

Summary Assessment

The table below summarises the planning assessment of the proposal against the provisions of the City of Vincent Town Planning Scheme No. 1 (TPS1), the City's Built Form Policy and the State Government's State Planning Policy 3.1: Residential Design Codes (R-Codes). In each instance where the proposal requires the discretion of Council, the relevant planning element is discussed in the Detailed Assessment section following from this table.

Planning Element	Use Permissibility/ Deemed-to-Comply	Requires the Discretion of Council
Density/Plot Ratio	✓	
Street Setback		✓
Front Fence	✓	
Building Setbacks/Boundary Wall		✓
Building Height/Storeys	✓	

Planning Element	Use Permissibility/ Deemed-to-Comply	Requires the Discretion of Council
Open Space	✓	
Outdoor Living Areas	✓	
Landscaping		✓
Privacy	✓	
Parking & Access		✓
Bicycle Facilities	✓	
Solar Access	✓	
Site Works/Retaining Walls	✓	
Essential Facilities	✓	
External Fixtures	✓	
Surveillance	✓	

Detailed Assessment

The deemed-to-comply assessment of the elements that require the discretion of Council are as follows:

Street Setback	
Deemed-to-Comply Standard	Proposal
Clause 5.2 of Built Form Policy	
The average of the five adjoining properties: 8.60m	Unit 1: 5.15m Unit 3: 5.69m
Lot Boundary Setbacks and Walls Built on Boundary	
Deemed-to-Comply Standard	Proposal
Clause 5.3 of Built Form Policy and 5.1.3 of the R-Codes	
<u>North</u>	<u>North</u>
Unit 2: Level 1: 1.6m Level 2: 2.0m	Unit 2: Level 1: 1.0m Level 2: 1.0m
<u>South</u>	<u>South</u>
Unit 3: Level 1: 2.0m Level 2: 2.6m	Unit 3: Level 1: 1.5m Level 2: 1.5m
Unit 4: Level 1: 1.6m Level 2: 2.0m	Unit 4: Level 1: 1.0m Level 2: 1.0m
Walls Built on Boundary	Walls Built on Boundary
Maximum length: 24.46m Maximum height: 3.50m Average height: 3.00m	North Unit 1 and 2: Total length: 26.10m Maximum height: 8.70m (unit 1) Average height: 6.05m South Unit 4: Average height: 3.20m
Landscaping	

Deemed-to-Comply Standard	Proposal
Clause 5.3.2 of the R-Codes The street setback area developed without car parking, except for visitors' bays, and with a maximum of 50% hard surface.	Carports for residents proposed in front setback area. 53% hard surface in the front setback area.
Parking and Access	
Deemed-to-Comply Standard	Proposal
Clause 5.3.5 of the R-Codes Access to on-site car parking to be provided from the right of way.	Access for units 1 and 3 from the primary street.

The above elements of the proposal do not meet the specified deemed-to-comply standards and are discussed in the comments section below.

CONSULTATION/ADVERTISING:

Community consultation was undertaken in accordance with the *Planning and Development (Local Planning Scheme) Regulations 2015*, for a period of 14 days commencing on 4 December 2017 to 17 December 2017. Community consultation was undertaken by means of written notifications being sent to surrounding landowners, as show in **Attachment 1** and a notice on the City's website. At the conclusion of the community consultation period, eleven submissions were received by the City comprising of eight objections, one raising concerns and two supporting the proposal. The main issues raised as part of the consultation relate to:

- Excess bulk due to the proposed three storey boundary wall and lack of articulation between the first and second floors;
- The reduced street setback will result in excess bulk onto the streetscape; and
- Concerns raised regarding the garages and carports facing onto Cleaver Street.

A summary of the submissions and Administration's comments on each is included as **Attachment 4**. The applicant has also provided responses to the submissions received and this is included as **Attachment 5**.

Design Advisory Committee (DAC):

Referred to DAC: Yes

The applicant elected not to have the application referred to the DAC; however Administration referred the proposed development plans to the Chair of the DAC for preliminary comments on 19 December 2017. The comments received can be summarised as follows:

- The design has split the group dwellings into two modules – by creating the courtyard space between the modules it reduces the bulk and mass to the adjoining lots.
- The proposed development will not have a negative impact on the street, however the impact on the laneway needs further consideration. The applicant should show greater context of the current built form east of the laneway.
- Materials are limited and are appropriate for a group dwelling.

Subsequently, the applicant lodged amended plans on 23 January to address the above comments. Administration was not satisfied with the amended plans and the applicant requested a meeting with Administration and the DAC Chair. Administration deemed that it was more appropriate to have the proposal considered at a full DAC meeting and this was undertaken on 7 March 2018. The comments received from the DAC can be summarised as follows:

- Consideration should be given to breaking down the scale of the walls to reduce the building bulk and consider material changes to the shape around the separation of the units in the rear façade so as to present two town houses.
- Consideration should be given to finer traditional grain and colouring in the wall material treatments, including but not limited to standard commons or smaller format masonry. The two course high brick concrete blockwork has a commercial look and feel and does not tie into the remainder of the streetscape.

- Provision of more detailed landscaping to demonstrate compliance with the City's landscaping requirements including calculation of soft and hard landscaping and consider planting one tree per courtyard.

On 3 April 2018, the applicant lodged modified plans and development perspectives, as shown in **Attachment 6** and **7** respectively, to address the comment by the DAC. The modifications included the following:

- Increased front setback to reduce the impact of building bulk onto the streetscape;
- Smaller format red brick throughout the elevations of the proposed development;
- At least one large tree in each courtyard;
- Increased canopy cover in the front setback and increased overall canopy cover across the site of 35 per cent; and
- Inclusion of open panels to the laneway on the second floor balconies of the rear units to provide for greater articulation.

The amended plans provided were considered to satisfy the comments of the DAC and no further referrals were undertaken.

LEGAL/POLICY:

- *Planning and Development Act 2005*;
- *Planning and Development (Local Planning Schemes) Regulations 2015*;
- City of Vincent Town Planning Scheme No. 1;
- R-Codes;
- Policy No. 4.1.5 – Community Consultation; and
- Built Form Policy.

The existing single house is not on the City's Heritage List and does not require development approval from the City for its demolition given the exemption provisions included in the Deemed Provisions of the *Planning and Development (Local Planning Schemes) Regulations 2015*.

In accordance with Schedule 2 Clause 76(2) of the *Planning and Development (Local Planning Schemes) Regulations 2015* and Part 14 of the *Planning and Development Act 2005*, the applicant will have the right to apply to the State Administrative Tribunal for a review of Council's determination.

It is noted that the deemed-to-comply landscaping standards set out in the Built Form Policy have not been approved by the Western Australian Planning Commission (WAPC), who have instead issued approval for a modified set of deemed-to-comply landscaping standards that are similar to those set out in the Western Australian Planning Commission's draft Design WA suite of documents. As a result the assessment will only have 'due regard' to these provisions.

Local Planning Scheme No. 2 (LPS 2)

On 4 April 2018, the Acting Minister for Planning endorsed the LPS2. LPS2 is scheduled to be gazetted and become operational on 10 May 2018.

As such, LPS2 should be given due regard as a seriously entertained planning proposal when determining this application. The zoning and density of the subject site and surrounds are not proposed to change under LPS2.

Delegation to Determine Applications:

This matter is being referred to Council as the proposal is for development classified 'Category 2' as the development is three storeys in height and incorporates four grouped dwellings.

RISK MANAGEMENT IMPLICATIONS:

It is Administration's view that there are minimal risks to Council and the City's business function when Council exercises its discretionary power to determine a planning application.

STRATEGIC IMPLICATIONS:

The City's Strategic Plan 2013-2023 states:

*"Natural and Built Environment"**1.1 Improve and maintain the natural and built environment and infrastructure."***SUSTAINABILITY IMPLICATIONS:**

Nil.

FINANCIAL/BUDGET IMPLICATIONS:

Nil.

COMMENTS:Street Setback

The application proposes a primary street setback of 5.15 metres in lieu of the deemed-to-comply standard set by the Built Form Policy of 8.60 metres. The 8.60 metre setback is the average for the five adjoining properties on either side of the subject site and has been taken to the dwelling line. This calculation did not include the properties on the corner of Cleaver Street as these properties do not address the street. The five adjoining properties have an average setback 5.00 metres when measured to the building line (any building including garages and carports). The subject site is located along a portion of Cleaver Street which consists of a tree lined streetscape. This portion of Cleaver Street does not incorporate any Heritage Listed properties and is not currently contemplated to form part of a future Character Retention Area.

This portion of Cleaver Street is considered to be an area in transition with a number of properties capable of being redeveloped from a single dwelling to a grouped or multiple dwelling development. It is highly likely that the result of the redevelopment will be a reduced front street setback for this section of Cleaver Street. There are a number of established dwellings along Cleaver Street which incorporate a significant street setback which is not consistent with the more recent developments in the street, including those directly opposite the subject site.

The proposal incorporates a range of materials and finishes including elements of render, fine grain small format red brick and timber panels. The incorporation of these materials is considered to reinterpret the existing development style which currently exists in the streetscape. Given this, the design is considered to be sympathetic to the area and preserve and enhance the visual character of the existing streetscape.

The inclusion of the aforementioned materials are also considered to reduce the impact of building bulk and scale of the overall development on the streetscape. The inclusion of these materials contributes to the perception of appropriate massing of the buildings and thus, present an acceptable scale to the streetscape. The positioning of windows and balconies on the upper floor of Units 1 and 3 ensures that there is minimal area of the façade which is left blank.

The proposal is compliant with the landscaping requirements of the City's Built Form Policy and incorporates a number of large trees within the front setback area. The provision of mature trees within the front setback area is considered to provide some screening to the development as well as reduce the perception of building bulk onto the street.

Lot Boundary Setbacks/Boundary Walls*Northern Boundary*

The proposal incorporates two boundary walls on the northern boundary which in aggregate have a length of 26.10 metres, a maximum height of 8.70 metres and an average height of 6.07 metres. The maximum height of 8.70 metres is due to the three storey boundary wall of Unit 1. Furthermore, there are some lot boundary setback departures to Unit 2.

The proposed wall on the northern boundary is considered to be well articulated with a number of materials to assist in the minimising of the impact on the street and surrounding landowners. This includes small format red brick on the ground floor, a terrace on the second floor, which is screened with timber panels and an opening at the front of the wall on the third floor. As a result the boundary wall is not continuous, which is considered to reduce the perception of building bulk and scale on the adjoining landowners and streetscape.

In addition, the existing mature street trees along Cleaver Street will partly screen the boundary wall from the street, further minimising its impact on the streetscape. It is also noted that the landowner adjoining the subject site to the north has submitted a letter of support to the proposal.

Southern Boundary

The subject site abuts a site which has been developed to incorporate three, two storey grouped dwellings. The 3.2 metre average height, in lieu of 3 metres set by the R-Codes for the boundary wall, is considered appropriate in the context of this adjoining development. As discussed above, the development has been well articulated with a number of materials and textures being incorporated into the elevations. This is considered to significantly reduce the impact of building bulk and scale onto the adjoining properties.

The proposed lot boundary setbacks and the southern boundary wall will not impact on the adjoining site in terms of overshadowing due to the design of the development, which incorporates central courtyards. The space created by these courtyards has been designed to 'line up' with the outdoor areas of No. 34 Cleaver Street, allowing winter sun to fall directly into these outdoor areas. In addition to the above, the development complies with the deemed-to-comply overshadowing standards of the R-Codes.

The upper floors of the development do not incorporate any major openings to the southern boundary. Therefore, there will be no loss of privacy for the adjoining landowners.

In light of the above, and given the context of the development it is considered the proposed lot boundary setback and walls built on the boundary are acceptable.

Landscaping

The proposal does not comply with the requirements of the R-Codes relating to landscaping as the front setback area is proposed to have more than 50 per cent hardstand and incorporates carports for the parking of resident vehicles. The front setback area has been developed with well-designed areas of landscaping, which contributes to the appearance and the amenity of the development for the residents as well as the streetscape. This include space for three large trees to be planted in the front setback area.

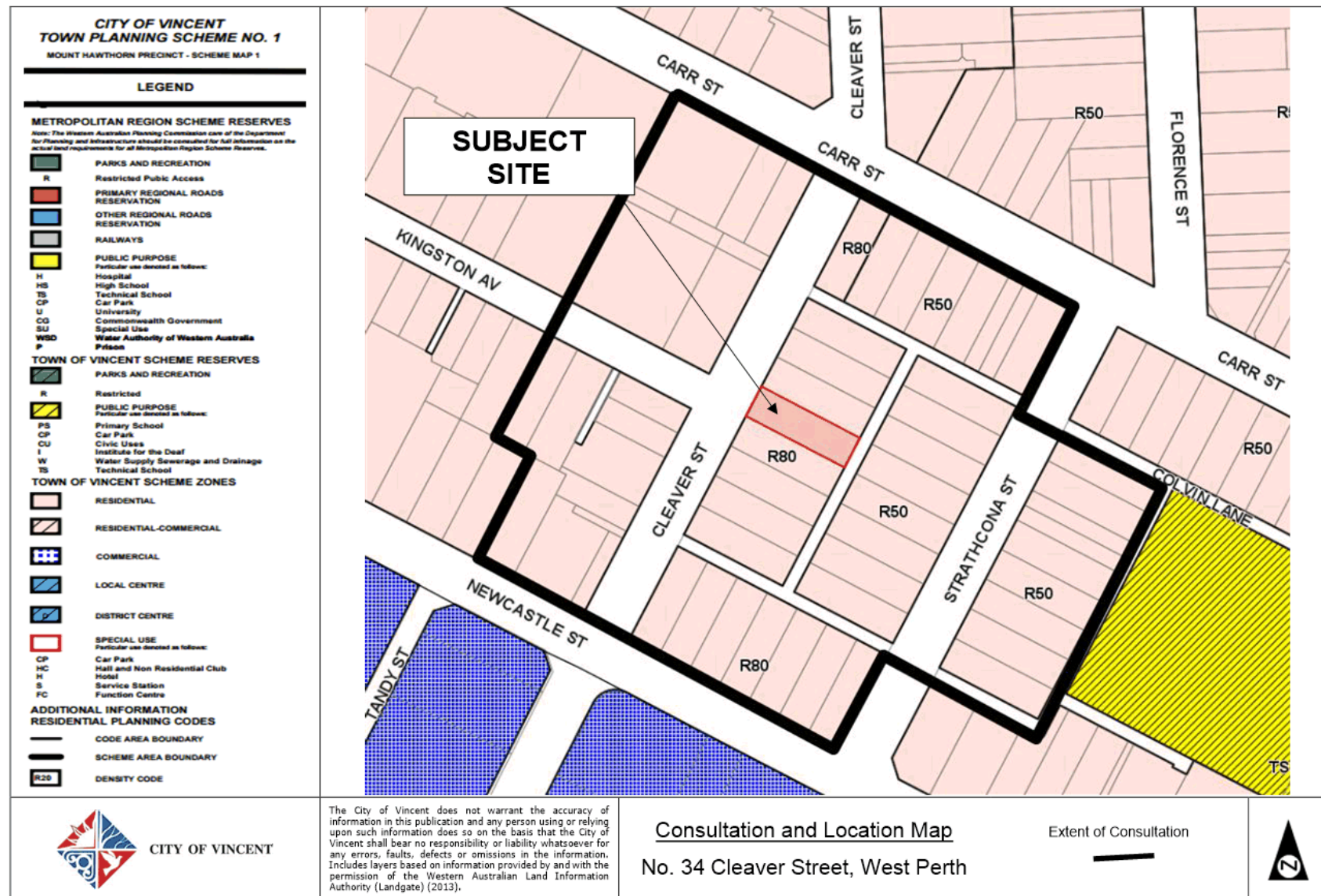
In addition, the total deep soil zones provided equates to 19 percent of the site area, which exceeds the 15 percent set as a deemed-to-comply standard in the City's Built Form Policy. The applicant has provided a landscaping plan which shows that the proposed tree species are capable of providing 195 square metres of canopy cover which equates to 35 per cent of the total site. This also exceeds the 30 percent deemed-to-comply standard set by the City's Built Form Policy. The proposed landscaping is considered to provide an increased amenity to the area and a sense of open space between the units. A detailed landscaping plan showing irrigated and non-irrigated areas has not been submitted as part of this application, however, a condition requiring a detailed landscaping plan to be lodged and approved by the City has been recommended. In light of this, it is considered that the proposal is capable of facilitating high quality landscaping which will enhance the appearance of the development and the amenity for residents.

Parking and Access

The proposal incorporates vehicle access to units 1 and 3 from Cleaver Street as opposed to the right of way, in accordance with Clause 5.3.5 of the R-Codes. Although the development will result in additional crossovers onto Cleaver Street, the proposal has incorporated high quality landscaping in the front setback area to mitigate the visual impact of the crossovers onto the streetscape. The proposed crossovers will provide legible access to units 1 and 3 which front and address Cleaver Street. Pedestrian safety is not considered to be compromised as a result of the crossovers. In light of this, the proposed access is considered appropriate.

Conclusion

The proposal requires Council to exercise its discretion in relation to the proposed front setback, lot boundary setback and walls built up to the boundary and landscaping. For the reasons outlined in the body of the report, the development is considered to address the Local Housing Objectives and Design Principles of the City's Built Form Policy and the R-Codes respectively. The proposal incorporates a range of materials and finishes which are considered to be a reinterpretation of the existing streetscape. The external appearance of the proposal and the materiality incorporated are considered to significantly reduce the perception of building bulk. The proposed development satisfies the City's Built Form Policy in relation to landscaping by providing 19 per cent and 35 per cent deep soil area and canopy cover respectively. In light of this, it is recommended that the application be approved subject to conditions.





DRAWING NUMBER

DRAWING NAME

DA-00

COVER

DA-01

SITE PLAN

DA-03

LEVEL 01 FLOOR PLAN

DA-04

LEVEL 02 FLOOR PLAN

DA-05

ELEVATIONS

DA-06

ELEVATIONS

DA-07

ELEVATIONS

DA-08

PERSPECTIVE

DA-09

PERSPECTIVE

DA-10

PERSPECTIVE

DA-11

SITE SURVEY

DA-12

LANDSCAPE PLAN

34 Cleaver St, North Perth

Development Application



MAINE

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developments

Project Number

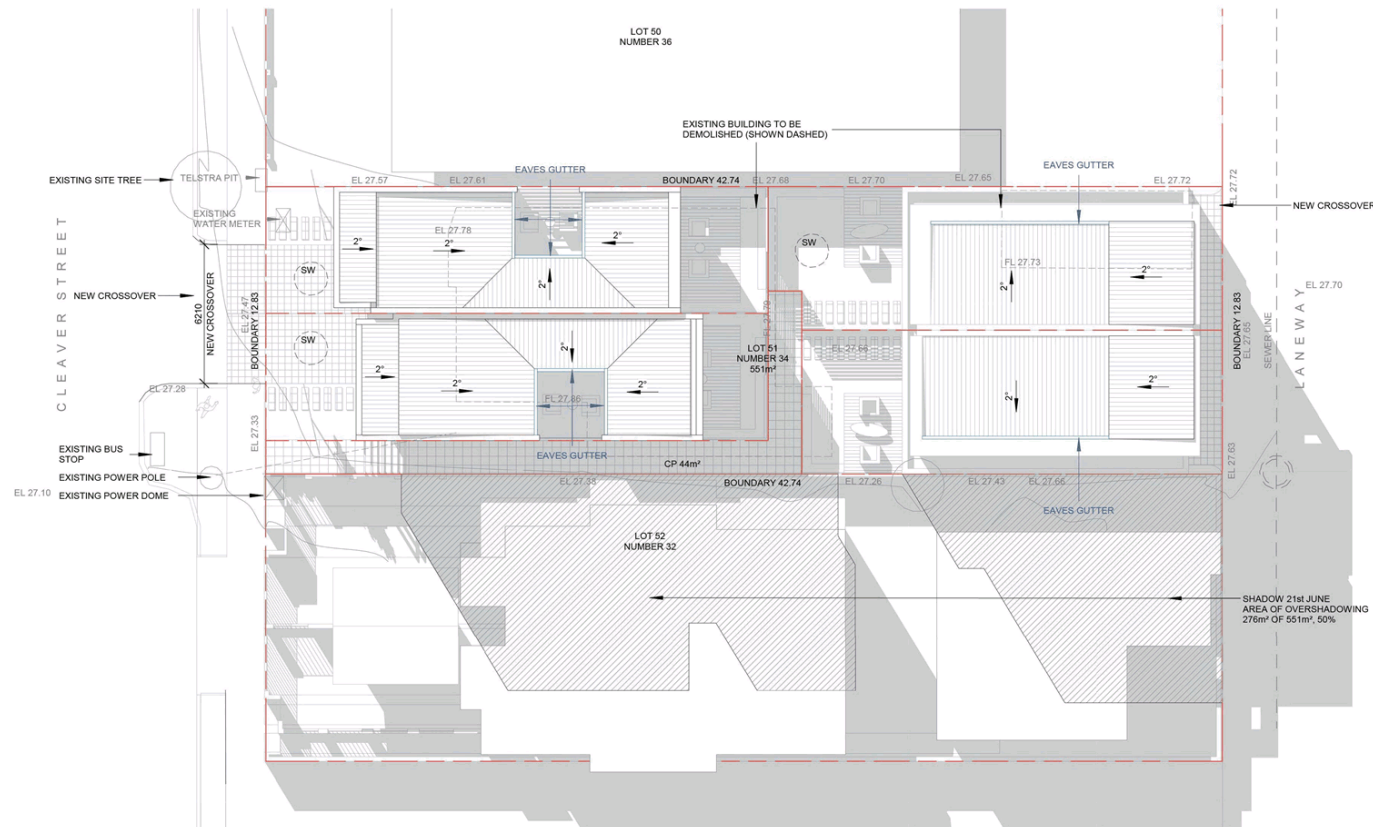
01728

Date

27.10.17

Drawing Number

DA-00



1 SITE PLAN
1 : 200

SITE AREA	551 m²
ZONING	R80
GROUND FLOOR	132 m ²
LEVEL 01	200 m ²
LEVEL 02	184 m ²
TOTAL	516 m²
PROVIDED OPEN SPACE = 252 m²	

OVERSHADOWING	
ACTUAL OVERSHADOWING	
LOT 52	50%

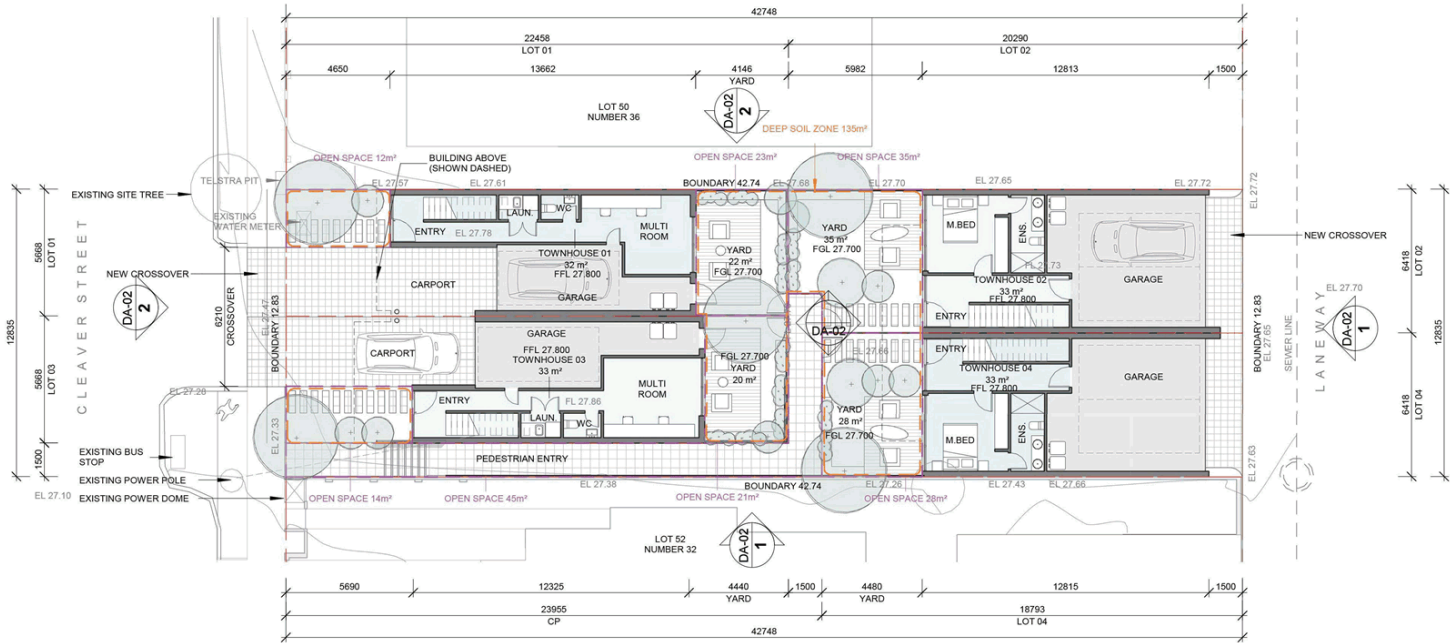
OUTDOOR LIVING AREAS	
MINIMUM OUTDOOR LIVING = 16 m ² x 4	
PROVIDED OUTDOOR LIVING	
TOWNHOUSE 01	48 m ²
TOWNHOUSE 02	46 m ²
TOWNHOUSE 03	52 m ²
TOWNHOUSE 04	45 m ²

DEEP SOIL ZONE
MINIMUM DEEP SOIL ZONE = 15%
PROVIDED DEEP SOIL ZONE = 24%

SOAKWELL CALCULATIONS	
ROOF AND UNCOVERED HARD SURFACE AREA	= 444m ²
AT 65m ² PER 1m ³	= 6.83m ³
SOAKWELLS REQUIRED 3 (1500x1500)	= 7.95m ³

TOWNHOUSE SCHEDULE		
Level	Type	Net Area
TOWNHOUSE 01		
GROUND FLOOR	3x2	32 m ²
LEVEL 01	3x2	47 m ²
LEVEL 02	3x2	57 m ²
	TOTAL	136m ²
TOWNHOUSE 02		
GROUND FLOOR	3x2	33 m ²
LEVEL 01	3x2	54 m ²
LEVEL 02	3x2	35 m ²
	TOTAL	122m ²
TOWNHOUSE 03		
GROUND FLOOR	3x2	33 m ²
LEVEL 01	3x2	46 m ²
LEVEL 02	3x2	57 m ²
	TOTAL	136m ²
TOWNHOUSE 04		
GROUND FLOOR	3x2	33 m ²
LEVEL 01	3x2	54 m ²
LEVEL 02	3x2	35 m ²
	TOTAL	121m ²
	GRAND TOTAL	515m²

LEGEND
EL -EXISTING LEVEL
FFL -FINISHED FLOOR LEVEL
FGL -FINISHED GROUND LEVEL



2 GROUND FLOOR
1 : 200



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Drawing Name
GROUND FLOOR PLAN



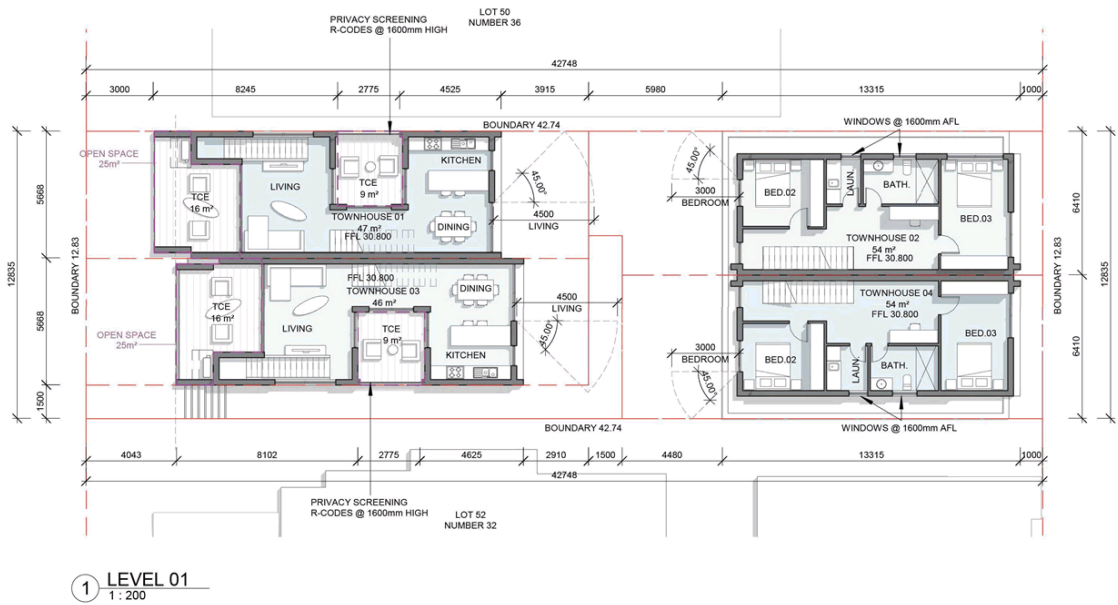
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Project Number
01728

Date
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Drawing Number
DA-02

LEGEND
EL -EXISTING LEVEL
FFL -FINISHED FLOOR LEVEL
FGL -FINISHED GROUND LEVEL



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Drawing Name
LEVEL 01 FLOOR PLAN



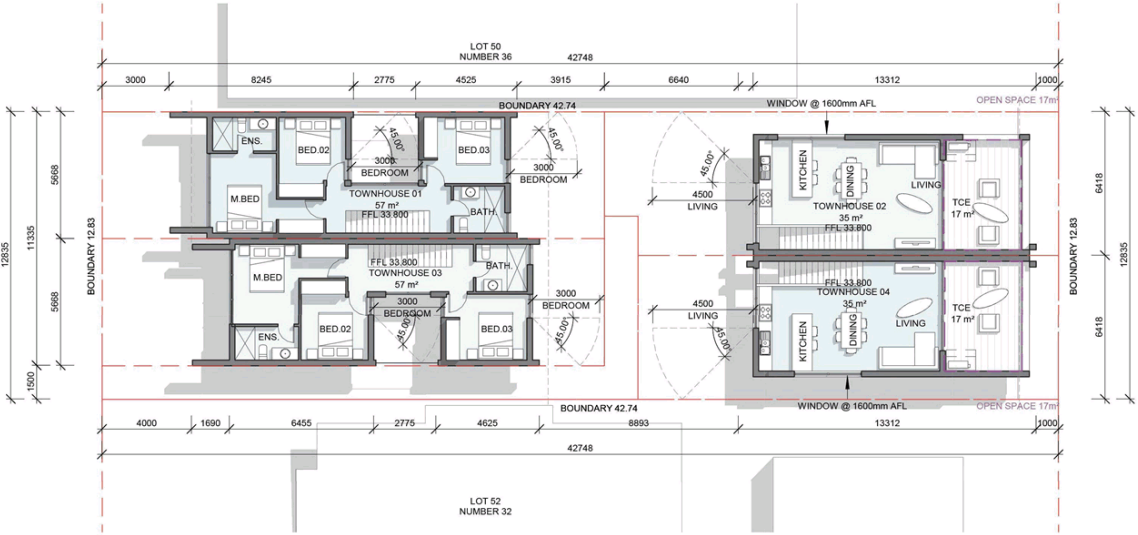
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Project Number
01728

Date
27.10.17

Drawing Number
DA-03

LEGEND
EL -EXISTING LEVEL
FFL -FINISHED FLOOR LEVEL
FGL -FINISHED GROUND LEVEL



1 LEVEL 02
1 : 200

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Drawing Name
LEVEL 02 FLOOR PLAN



Scale
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Project Number
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Date
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Drawing Number
DA-04

ELEVATION LEGEND

- CR W

CR DK

BL TN

BL DK

PL DK

AN

AW

F

SL

GL

O

VJ
- CEMENT RENDER, WHITE

- CEMENT RENDER, DARK (MONUMENT)

- BLOCK, TAN

- BLOCK, DARK (CHARCOAL)

- PINELAP, DARK (MONUMENT)

- ANODISED ALUM.

- AWNING WINDOW

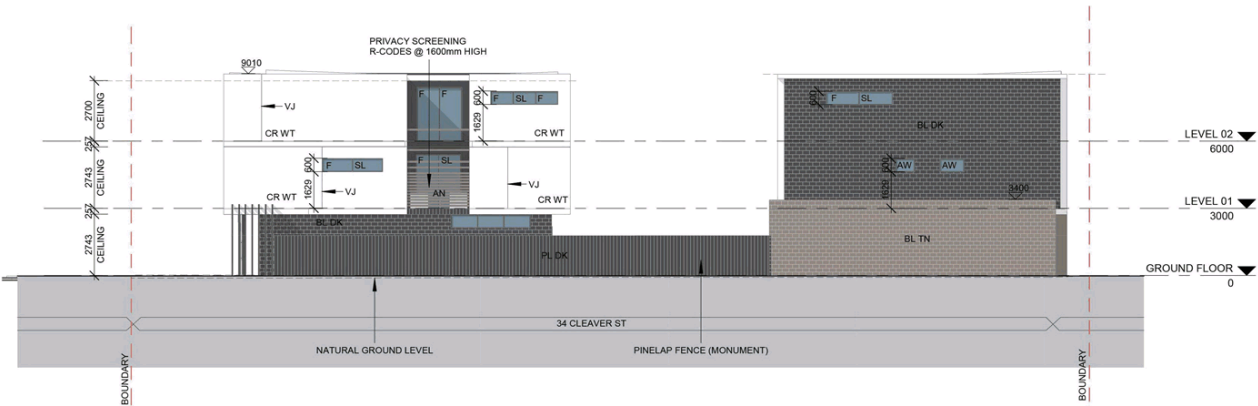
- FIXED WINDOW

- SLIDING WINDOW/DOOR

- CLEAR GLASS

- OBSCURE GLAZING

- 'V' JOINT



1 SOUTH ELEVATION
1 : 200



2 WEST ELEVATION
1 : 200



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ELEVATIONS

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Drawing Number
DA-05

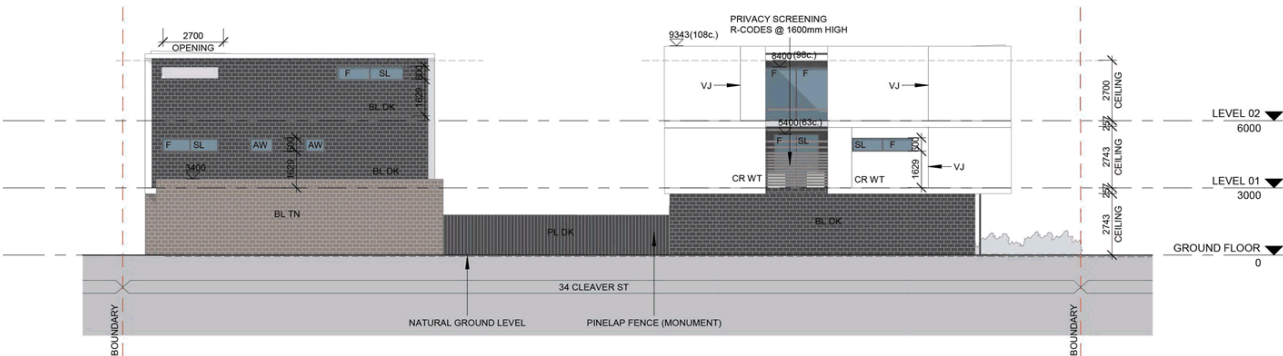
ELEVATION LEGEND

- CR W - CEMENT RENDER, WHITE
- CR DK - CEMENT RENDER, DARK (MONUMENT)
- BL TN - BLOCK, TAN
- BL DK - BLOCK, DARK (CHARCOAL)
- PL DK - PINELAP, DARK (MONUMENT)
- AN - ANODISED ALUM.

- AW - AWNING WINDOW
- F - FIXED WINDOW
- SL - SLIDING WINDOW/DOOR
- GL - CLEAR GLASS
- O - OBSCURE GLAZING
- VJ - "V" JOINT



1 EAST ELEVATION
1 : 200



2 NORTH ELEVATION
1 : 200



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Drawing Name
ELEVATIONS

Scale
1 : 200 @ A3

Project Number
01728

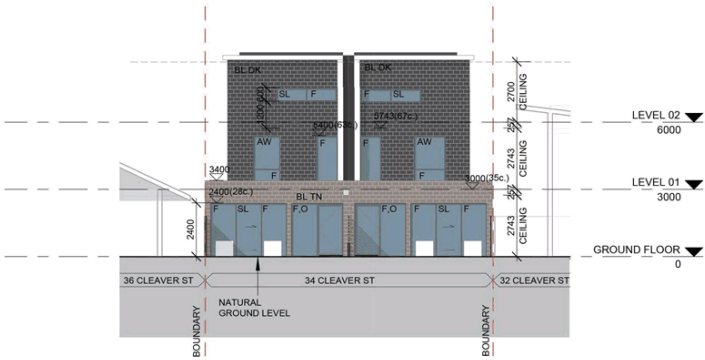
Date
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Drawing Number
DA-06

- ELEVATION LEGEND
- CR W - CEMENT RENDER, WHITE
 - CR DK - CEMENT RENDER, DARK (MONUMENT)
 - BL TN - BLOCK, TAN
 - BL DK - BLOCK, DARK (CHARCOAL)
 - PL DK - PINELAP, DARK (MONUMENT)
 - AN - ANODISED ALUM.
 - AW - AWNING WINDOW
 - F - FIXED WINDOW
 - SL - SLIDING WINDOW/DOOR
 - GL - CLEAR GLASS
 - O - OBSCURE GLAZING
 - VJ - 'V' JOINT



1 INTERNAL ELEVATION 1
1:200



2 INTERNAL ELEVATION 2
1:200



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ELEVATIONS

Scale
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Date
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Drawing Number
DA-07



1 NORTH WEST VIEW



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Project
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Drawing Name
PERSPECTIVE

Scale
@ A3

Project Number
01728

Date
27.10.17

Drawing Number
DA-08



1 SOUTH WEST VIEW



a: t/t, 20 olive street west perth wa 6005 w: maine.com.au
e: info@maine.com.au p: (08) 9467 9500 abn: 29 167 319 162
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property of Maine Architecture and must not be retained.

Client
MEGARA

Project
CLEAVER ST, NORTH PERTH

Drawing Name
PERSPECTIVE

Scale
@ A3

Project Number
01728

Date
27.10.17

Drawing Number
DA-09



① VIEW



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Client
MEGARA

Project
CLEAVER ST, NORTH PERTH

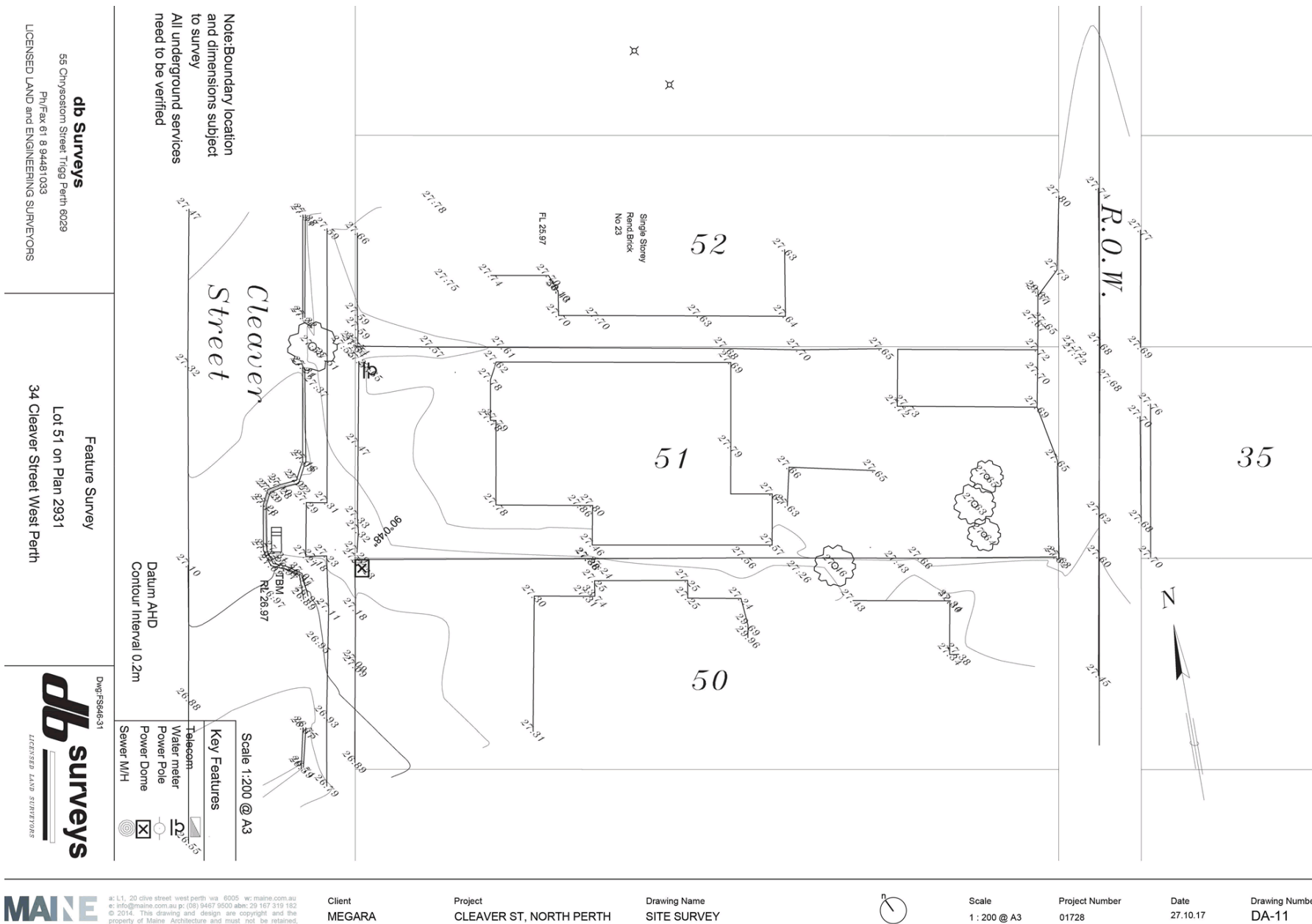
Drawing Name
PERSPECTIVE

Scale
@ A3

Project Number
01728

Date
27.10.17

Drawing Number
DA-10





Gin Gin Gem - *Grevillea*



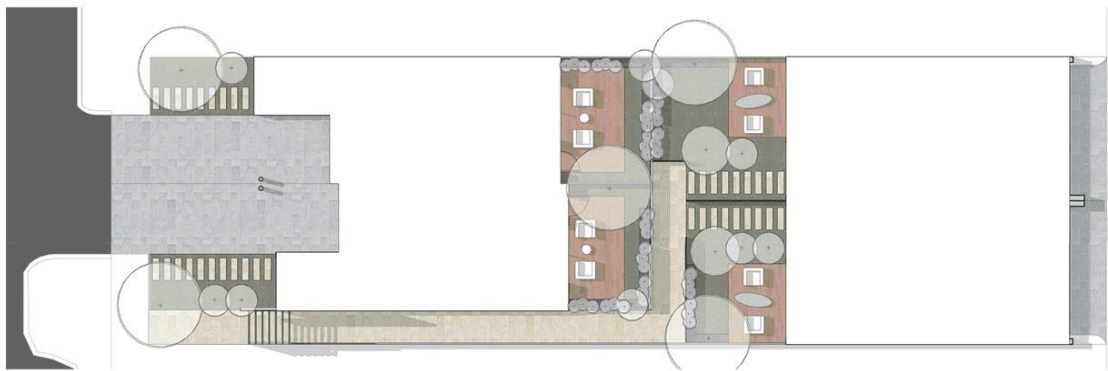
Limelight - *Acacia Cognata*



Japanese Maple - *Acer Palmatum*



Chinese Tallow - *Triadica Sebifera*



1 LANDSCAPE PLAN
1 : 200



Random Pattern Reconstituted Limestone



Concrete Pavers "Graphite"

Legend



Large Tree - Refer to List



Small Tree - Refer to List



Shrub/ Ground Covers

Trees - 400mm Pot
Chinese Tallow - *Triadica Sebifera*

Shrub - 200mm Pot
Japanese Maple - *Acer Palmatum*

Ground Covers - 100mm Pot
Street
Gin Gin Gem - *Grevillea* - Water Wise

Under Cover
Limelight - *Acacia Cognata* - Water Wise



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Client
MEGARA

Project
CLEAVER ST, NORTH PERTH

Drawing Name
LANDSCAPE PLAN



Scale
1 : 200 @ A3

Project Number
01728

Date
27.10.17

Drawing Number
DA-12



2 November 2017

Our Ref : 17-077 WES / 171102 17-077 WES It Cleaver St DA

Chief Executive Officer
City of Vincent
PO Box 82
Leederville WA 6902

To whom it may concern,

Dear Sir/Ma'am,

**RE: PLANNING CONSENT APPLICATION – PROPOSED GROUPED DWELLINGS
LOT 51 (No. 34) CLEAVER STREET, NORTH PERTH**

On behalf of our Client, Mountain Spring Australia Pty Ltd, we are pleased to submit the enclosed planning application for the proposed development of four (4) Grouped Dwellings on Lot 51 (No. 34) Cleaver Street, North Perth. In support of the application, please find the following enclosed:

- Application for Development Approval Form;
- Consent and Indemnity Form;
- One (1) copy of the Certificate of Title;
- Three (3) copies of the proposed architectural plans at scale;
- A Credit Card Authorisation Form for \$2,985.00 to cover the application fee based on an estimated development cost of \$1 million; and
- A CD containing electronic copies of the proposed development in PDF format.

The following letter describes the proposed development and outlines compliance with deemed-to-comply (and performance criteria, where relevant) requirements as per the Residential Design Codes and the City of Vincent Built Form Policy.

The proposed development is consistent with the zoning of the site for Residential R80 purposes and is sympathetic to the intent of the precinct, which is undergoing redevelopment and transition from traditional single residential dwellings to medium density residential developments in a variety of forms, consistent with the strategic and statutory planning framework for the area.

1. SITE DESCRIPTION

Lot 51 is described as:

Address	Lot 51 (No. 34) Cleaver Street, North Perth
Title	Certificate of Title Volume 1283, Folio 475
Plan	Lot 51 on Plan 2931

hello@sitepd.com.au • 198 Stirling Street Perth Western Australia 6000 • PO Box 663 South Perth, WA 6951



Owner	Mountain Spring Australia Pty Ltd
Area	548.91m ²
Location	Approximately 1.7km north-west of the Perth central area, immediately accessible via nearby Vincent Street, Loftus Street and Newcastle Street.
Frontages	Primary frontage to Cleaver Street and rear access via public laneway (unnamed)
MRS Zoning	'Urban'
LPS1 Zoning	'Residential' (R80). Located within the 'Cleaver Precinct P5'.
Existing Development	Lot 51 contains an existing (rear-loaded) single-storey residential dwelling and associated outbuilding (to be demolished to facilitate development).

A photograph showing the current streetscape relative to Lot 51 is included as an attachment to this submission. The proposed development will complement existing contemporary development along Cleaver Street, while providing a high quality built form outcome that responds to the transitional nature of the area from the established and predominant low density single dwellings to a variety of dwelling types and built form.

2. PROPOSED RESIDENTIAL GROUPED DWELLING DEVELOPMENT

The proposed development contains four (4) 3-storey, 3-bedroom, 2-bathroom grouped dwellings with two car bays each. The development is depicted on the enclosed detailed Development Plans, which comprise:

- Site Plan
- Floor Plans
- Elevations
- Perspectives
- Site Survey
- Landscape Plan

Lot 51 currently contains a single dwelling and associated outbuildings, with all existing structures to be demolished to enable development in the manner proposed by this application.

The proposed development of Lot 51 is in accordance with the R80 coding and has a frontage to both Cleaver Street and an unnamed rear laneway. Lot 51 is located in an area of high accessibility and amenity, with direct access to Newcastle Street and easy access to Loftus Street, Vincent Street and the Mitchell Freeway. Lot 51 enjoys local amenity and locational benefits given its proximity to retail, commercial, entertainment and public transport services offered in Leederville and the City.

All dwellings are provided with pedestrian access from Cleaver Street through direct frontage or via a 1.5m pedestrian accessway to Cleaver Street.

3. DEVELOPMENT COMPLIANCE

Summary comment in relation to key development compliance is provided below, with specific matters addressed where exercise of discretion via application of performance criteria is sought.

The proposed development has been designed to minimise wall to boundaries on the

+ 2



southern boundary to mitigate overshadowing, with bulk and scale sympathetic to the existing nature of development, notwithstanding the site's Residential R80 zoning and the transitional nature of the precinct.

3.1. RESIDENTIAL DESIGN CODES SPP 3.1 COMPLIANCE

SITE AREA	Required		Proposed		Complies
Min	100m ²		132.0m ²		✓
Average	120m ²		137.2m ²		✓
STREET SETBACKS	Required		Proposed		Complies
Primary street	1m		3m		✓
Secondary Street	1m		1.5m (at ground level) 1m (on upper floors)		✓
Comments	Primary and rear setbacks are consistent with SPP3.1 requirements, through satisfaction of deemed-to-comply requirements as per Clause 5.1.3 C3.1 (v).				
BOUNDARY SETBACKS	Wall Length	Required	Proposed	Complies	
Lot 1					
Ground Floor	12.3m	1.5m	Nil	**	
1 Floor	8.2m	1.0m	Nil	**	
	2.7m* (to balcony)	1.0m	Nil	**	
	4.5m	1.0m	Nil	**	
2 Floor	8.2m	1.0m	Nil	**	
	4.5m	1.0m	Nil	**	
Lot 2					
Ground Floor	12.8m	1.5m	Nil	✓	
1 Floor	13.3m	1.5m	1m	**	
2 Floor	12.9m	1.5m	1m	**	
Lot 3					
Ground Floor	12.3m	1.5m	1.5m	✓	
1 Floor	8.1m	1.0m	1.5m	✓	
	2.7m* (to balcony)	1.5m	1.5m	✓	
	4.6m	1.0m	1.5m	✓	
2 Floor	8.0m	1.0m	1.5m	✓	
	4.6m	1.0m	1.5m	✓	
Lot 4					
Ground Floor	12.8m	1.5m	1.5m	✓	
1 Floor	12.9m	1.5m	1.0m	**	
2 Floor	12.9m	1.5m	1.0m	**	
Comments	* privacy screens proposed **requires application of performance criteria. Performance Criteria: The development has been setback from the southern boundary, where possible, to mitigate overshadowing and impact of building bulk on adjoining No. 32 Cleaver Street. First and second floors of building 2 have been setback 1m from the northern boundary on the same basis. Buildings built up to boundaries to make effective use of the site for the				

+ 3



	outdoor living areas, and in recognition of the precincts Residential R80 density. There is no impact on adjoining properties, and the development contributes to the existing streetscape, which is dominated by aging housing stock that is likely to be subject to similar development. Deemed-to-comply requirements as per Clause 5.1.3, C3.2iii of the R-Codes are therefore wholly satisfied.		
OPEN SPACE	Required	Proposed	Complies
Lot 1 12m ² front yard 22m ² back yard 16m ² front terrace 9m ² terrace 59m ² total	30%	46.8%	✓
Lot 2 35m ² yard 17m ² terrace 52m ² total	30%	40.1%	✓
Lot 3 14m ² front yard 20m ² back yard 16m ² front terrace 9m ² terrace 59m ² total	30%	46.8%	✓
Lot 4 28m ² yard 17m ² terrace 45m ² total	30%	37.3%	✓
BUILDING HEIGHT	Maximum 10.0m	9.0m	✓
GARAGE			
Primary Street Setback	4.5m	8.5m	✓
Secondary Street Setback	1.5m	1.5m	✓
Comments	Dwellings 1 and 3 comply with a minimum 4.5m setback from Cleaver Street (primary street). Carports setback from primary street consistent with deemed-to-comply requirements as per Clause 5.2.1.		
STREET SURVEILLANCE			
Street Surveillance	One major opening	At least one major opening	✓
Comments	Dwellings 1 and 3 address Cleaver Street and are accessed directly off the street; Entry points are clearly defined and accessible from the street; and Numerous major openings from habitable rooms address the street.		
WALLS + FENCES			
Comments	No front fencing detail is included in this application.		
OUTDOOR LIVING			
Lot 1 22m ² back yard 16m ² front terrace	16m ²	38m ²	✓
Lot 2 35m ² back yard	16m ²	52m ²	✓

+ 4



17m ² front terrace			
Lot 3 20m ² back yard 16m ² front terrace	16m ²	36m ²	✓
Lot 4 28m ² back yard 17m ² front terrace	16m ²	45m ²	✓
LANDSCAPING			
Deemed-to-comply requirements satisfied.			
Comment	Common property provided for pedestrian accessway only, and landscaping therefore proposed wholly within private open space areas; Bin storage is located within private garages and screened from view; and There are no established existing trees over 3m on Lot 51 for retention. Driveway locations pre-determined due to retain recently constructed verge treatment for bus stop. Balance of front setback area, excluding driveway, to be landscaped.		
PARKING			
Car bays	5 bays	8 bays (+ on-street parking)	✓
Comments	Lot 51 is located within proximity to City West train station, and car parking is therefore to be provided in accordance with 'Location A' requirements. Requirement: 1 bay per 2 + bedroom dwelling (4 bays in total); and 1 visitor bay per 4 dwellings. A total of 5 bays is therefore required. Proposed: 2 bays per dwelling; 8 bays in total. Two (2) on-site car bays are provided for each dwelling, in excess of Location A requirements. Additional on-street car parking is also available.		
VEHICLE ACCESS			✓
Comment	Access to on-site parking is provided via the primary frontage to Cleaver Street and the public unnamed laneway to the rear. Driveways for Lot 1 and Lot 3 (addressing Cleaver Street) are provided in accordance with requirements. A high frequency bus stop is located on Cleaver Street directly in front of Lot 51.		
PEDESTRIAN ACCESS			✓
Comment	The communal pedestrian accessway is 1.5m wide and does not pass any walls with major openings to habitable space.		
VISUAL PRIVACY			
Major opening setbacks	Setbacks to major openings as per Clause 5.4.1 C1.1.	No major openings above 0.5m above natural ground level.	✓
Comment	Permanent screening is provided to maintain privacy between the 1 st floor terraces of Dwelling 1 and Dwelling 3 and adjoining properties. All other openings facing adjoining properties are 1600mm above floor level and aren't classified as major openings.		
UTILITIES + FACILITIES			
Comment	Rubbish bins are stored in the garages of each dwelling, and are screened from the street; and Clothes drying areas are located in the centre of the Lot and are screened from the street.		

+ 5



3.2. LPP 7.1.1 BUILT FORM POLICY COMPLIANCE

The below outlines development compliance where the City of Vincent's LPP 7.1.1 varies R-Code deemed-to-comply requirements:

Street Setback	<p>Required: 3m</p> <p>Proposed: 3m</p> <p>Front setbacks are also compliant with the Cleaver Precinct P5 special application of Residential Planning Code requirements as per the Town of Vincent Town Planning Scheme No. 1, where:</p> <p><i>"Buildings shall be setback from the street frontage such distance as is generally consistent with the building setback on adjoining land and in the immediate vicinity."</i></p> <p>We note that the area is undergoing substantial change and development consistent with the applicable Residential R80 density applicable to the area. The averaging of existing frontages is therefore balanced against R-Codes requirements (1m), with the proposed 3m setback in exceeding R-Code deemed-to-comply requirements, while remaining sympathetic to the existing street frontages in the area.</p>
Boundary Setbacks	<p>Building to boundary for ground floor of dwellings 1 and 4, consistent with deemed-to-comply requirements.</p> <p>Southern boundary wall is 3m high and constitutes less than two-thirds the length of the balance of the lot boundary. Deemed-to-comply requirements are therefore satisfied.</p> <p>The eastern boundary abuts a public laneway and the ground floor wall is setback 1.5m, with 1st and 2nd floor walls setback 1m from the laneway.</p> <p>Two walls abut the northern boundary. The walls are in less than two-thirds of the balance of the lot boundary.</p>
Building Height	Building height requirements as per Table 5 are satisfied.
Setbacks of Garages + Carports	<p>Compliance with deemed-to-comply requirements as per the R-Codes is addressed in Section 3.1 of this advice.</p> <p>Additional carport requirements as per LPP 7.1.1 are satisfied.</p>
Street Surveillance	Deemed-to-comply requirements relating to street surveillance are wholly satisfied.
Walls + Fences	No details provided.
Landscaping	Deep soil zones provided consistent with policy requirements. Detail provided on Drawing Number DA-02 as part of Plan Set.
Development Rights of Way	<p>A 1.5m wide pedestrian accessway is provided for access to Dwellings 2 and 4 consistent with requirements as per C5.31.4.</p> <p>Ground floor development is setback 1.5m from the rear laneway right of way.</p>



4. CONCLUSION

The proposed development will facilitate the redevelopment of a site that is appropriately zoned for Residential R80 development, with a high quality built form outcome that reflects the evolving nature of development within the precinct.

The above application outlines consistency with deemed-to-comply requirements of the Residential Design Codes and City of Vincent Built Form Policy requirements, with reference to performance criteria where appropriate.

On that basis we respectfully request that the City of Vincent process and assess the application at the earliest possible opportunity. Should you wish to discuss the enclosed application or require additional information, please do not hesitate to contact the undersigned on 0403 932 156 or by email at tom@site.com.au.

Yours sincerely

TOM CARROLL

DIRECTOR + PRINCIPAL TOWN PLANNER

ENC

- Application for Development Approval Form;
- Consent and Indemnity Form;
- One (1) copy of the Certificate of Title (including lot diagram of survey);
- Three (3) copies of the proposed plans at scale (including site plans, floor plans, elevations, overshadowing calculations, and landscaping plans);
- Existing streetscape photograph;
- A Credit Card Authorisation Form for \$2,985.00 to cover the application fee based on an estimated development cost of \$1 million; and
- An electronic copy of the proposed development in PDF format.

CC

- Trent Durward, Megara



Lot 51 as viewed from Cleaver Street



Lot 51 to left of photo. View along Cleaver Street facing south.

Project Information



Address	34 Cleaver St
Date	11 January 2018
Subject	Photos and Laneway Context

ITEM – LANEWAY PHOTOS

Photo 1 - North Entry to Laneway - Dominated by full height front fences



Photos 2 – Adjoining lots at 36 Cleaver Street - with garages and blank walls contributing to the urban fabric of the laneway



Photo 3 - Site directly east along laneway – gates, garages and large brick wall with minimal setback dominates laneway –



Photo 4 – 32 Cleaver Street with garage and full height fencing contributing to Laneway fabric



Photo 5 – Looking north along laneway with full height fences with nil setbacks dominating the urban fabric.



Project Information



Address	34 Cleaver St
Date	13 February 2018
Subject	Photos to support response to submissions

ITEM – LANEWAY PHOTOS

Photo 1 – Rear outdoor living that is already overshadowed during winter solstice



Photos 2 – Adjoining lots at 32 Cleaver Street - with garages and blank walls to our south boundary where we have articulated the wall even though there would be no negative impact



Photo 3 – No 40 with carport nil setback and blank wall



Photo 4 – garage and wall at nil setback adjoining No. 40 Cleaver St adding to reduced front setback calculation.



Photos 5-7 – Dwellings opposite with carports at nil setback, high street walls and two storey parapet walls



Photo 6



Photo 7



No. 34 Cleaver Street, West Perth
Schedule of Submissions Following Advertising
(Advertising period: 04.12.2017 – 17.12.2017)

The tables below summarise the comments received during the advertising period of the proposal, together with the City's response to each comment.

Comments Received in Support:	Officer Technical Comment:
<u>Street Setbacks</u> <ul style="list-style-type: none"> - Proposed street setback is similar to existing street setbacks of neighbouring properties. 	All comments of support are noted.
<u>Lot Boundary Setbacks</u> <ul style="list-style-type: none"> - Majority of pre/post war dwellings have one lot boundary of less than 1.0m. 	All comments of support are noted.
<u>Walls Built on Boundary</u> <ul style="list-style-type: none"> - The boundary wall to the north is supported as it provides as opportunity to meet the R80 density of the land (for both the development site and future development of the submitter's land which directly adjoins the subject site). - The development, including front setbacks and boundary walls, will have no negative impact on the amenity of the submitters land, the street and our ability to gain access to winter sun. 	All comments of support are noted.
<u>Miscellaneous</u> <ul style="list-style-type: none"> - If all land in the area was required to match in with the existing setbacks to old traditional houses it would be impossible to meet the R80 density targets unless flats were proposed, which is not a development outcome that should be promoted when good quality grouped dwellings provide a more diverse product in the area dominated by large single houses or traditional and unsightly walk up and high rise flats. - Precedent has already been set in the precinct for infill development of this nature. We support densification of the area which is only 1.7km radius from the Perth City Centre, and have no objection to this particular development. 	All comments of support are noted.

Comments Received in Objection:	Officer Technical Comment:
<p><u>Street Setbacks – Average Setback</u></p> <ul style="list-style-type: none"> - This is a major departure [33% reduction] from the average setbacks of adjoining properties and is not accepted. The reduced front setback together with the 3 storey massing with no effective articulation, creates an unacceptable bulk facing Cleaver Street. It does not contribute in a positive manner to the existing streetscape. The existing 3 storey block of flats has an average of 6.5 metres. - The street setback is a significant departure from the deemed-to-comply. This leads to an overdevelopment of the site and will compromise the streetscape. 	<p><u>Street Setbacks – Average Setback</u></p> <ul style="list-style-type: none"> - The subject site is located along a portion of Cleaver Street which consists of a tree lined streetscape. This portion of Cleaver Street does not incorporate any Heritage Listed properties and is not currently contemplated to form part of a future Character Retention Area. It is considered that the proposal incorporates a range of materials and finishes to reinterpret the existing development style which currently exists in the streetscape. The proposal materials are considered to reduce the perception of building bulk on the streetscape. - The proposal is not considered to be an overdevelopment of the site, as all site areas have been met in accordance with Clause 5.1.1 of the Residential Design Codes (R-Codes).
<p><u>Lot Boundary Setbacks:</u></p> <ul style="list-style-type: none"> - The major departure [nearly 33 -50% reduction] from the required northern setbacks to adjoining property, is not accepted. The reduced side setback together with the 3 storey massing with no effective articulation creates an unacceptable bulk massing facing 36 Cleaver Street. It significantly reduces the existing amenity to 36 Cleaver Street. - The major departure [nearly 33 -50% reduction] from the required southern setbacks to adjoining property is not accepted. The reduced side setback together with the 3 storey massing with no effective articulation creates an unacceptable bulk massing facing Unit 32, Unit 32A and Unit 32B Cleaver Street. It significantly reduces the amenity to Unit 32, Unit 32A and Unit 32B Cleaver Street. - The first and second level are in-line with one another which creates a bulky appearance and will result in a loss of amenity as well as lead to excessive overshadowing. 	<p><u>Lot Boundary Setbacks:</u></p> <ul style="list-style-type: none"> - Although there are some departures from the deemed-to-comply provisions of the R-Codes relating to lot boundary setbacks, it is considered that these departures are capable of meeting the Design Principles of Clause 5.1.3 of the R-Codes. - The proposed development has included a range of materials and finishes throughout the elevations. Furthermore, the proposal has been broken up into two main buildings and has created central courtyards. This articulation and break in the façade is considered to significantly reduce the perception of building bulk onto the adjoining landowners. - The first and second floors of the proposed development do not include any major openings facing the southern or northern boundaries therefore, there will be no loss of privacy for the adjoining landowners.

Comments Received in Objection:	Officer Technical Comment:
<p><u>Boundary Walls</u></p> <ul style="list-style-type: none"> - The length and height of the boundary walls will result in a loss of amenity for the adjoining landowners. Furthermore, this will detract from the amenity of the streetscape. - The proposed boundary walls will result in excessive overshadowing onto the adjoining properties. - Proposed length and height of wall results in excessive building mass. - Proposed parapet is strongly objected to due to excessive height. 	<p><u>Boundary Walls</u></p> <ul style="list-style-type: none"> - Following on from the community consultation period, the applicant has provided amended plans which significantly altered the design of the proposed development. The proposed wall on the northern boundary is considered to be well articulated with a number of materials to assist in the minimising of the impact on the surrounding landowners. The northern boundary wall for unit 1 is also broken up to provide for a terrace which is screened with timber panels and therefore, the boundary wall is not continuous and is considered to reduce the perception of building bulk and scale on the adjoining landowners.
<p><u>Solar Access and Overshadowing</u></p> <ul style="list-style-type: none"> - "The shadows caused by the new development is more than 50% to the individual units 32 and 32B Cleaver Street. These Units have their Northern winter sun to outdoor area and habitable rooms mostly obliterated." 	<p><u>Solar Access and Overshadowing</u></p> <ul style="list-style-type: none"> - The proposal is compliant with the requirements of Clause 5.4.2 of the R-Codes.
<p><u>Garages fronting the Primary Street</u></p> <ul style="list-style-type: none"> - Carports and garages should not be facing the primary street. 	<p><u>Garages fronting the Primary Street</u></p> <ul style="list-style-type: none"> - Although the proposal incorporates access from Cleaver Street, it is considered that the impact of the proposed garages and carports is minor. The proposed garages are setback 9.4 metres and 8.4 metres for units 1 and 3 respectively, from the primary street. The carports are open structures and have been designed to integrate with the remainder of the development. Therefore, it is considered that the proposed garages and carports will not have an adverse impact on the streetscape.
General Comments Received:	Officer Technical Comment:
<ul style="list-style-type: none"> - Concerned about the vibrations which will result throughout the construction of the development. - The proposed development drawings do not show the full impact of the new building on the surrounding existing massing to enable informed consultation and commentary. - The existing building are so lightly drawings and not in full section or elevation so as to be indiscernible. 	<ul style="list-style-type: none"> - Noted. A condition of development approval has been recommended which requires the submission a construction management plan. The construction management plan will ensure that the works undertaken as part of the development have minimal impact on the surrounding landowners. - It is considered that sufficient information was provided as part of the application.

General Comments Received:	Officer Technical Comment:
<ul style="list-style-type: none">- Front elevation lacks detail of adjacent properties.- Plans lack sufficient detail of adjacent properties and how they are impacted by proposed development.- Submitter requests that a privacy screening to 1.6m high above balcony levels to the rear units face the right of way. Furthermore, the submitter requests that the rear unit bedroom windows to the right of way.	<ul style="list-style-type: none">- The proposed major openings and balconies comply with the visual privacy requirements of Clause 5.4.1 of the R-Codes and therefore, privacy screening is not required.

Note: Submissions are considered and assessed by issue rather than by individual submitter.

No. 34 Cleaver Street, West Perth
Schedule of Submissions Following Advertising
(Advertising period: 04.12.2017 – 17.12.2017)

The tables below summarise the comments received during the advertising period of the proposal, together with the City's response to each comment.

Comments Received in Support:	Applicant Comment:
<u>Street Setbacks</u> <ul style="list-style-type: none"> - Proposed street setback is similar to existing street setbacks of neighbouring properties. 	Noted and Agreed
<u>Lot Boundary Setbacks</u> <ul style="list-style-type: none"> - Majority of pre/post war dwellings have one lot boundary of less than 1.0m. 	Noted and Agreed

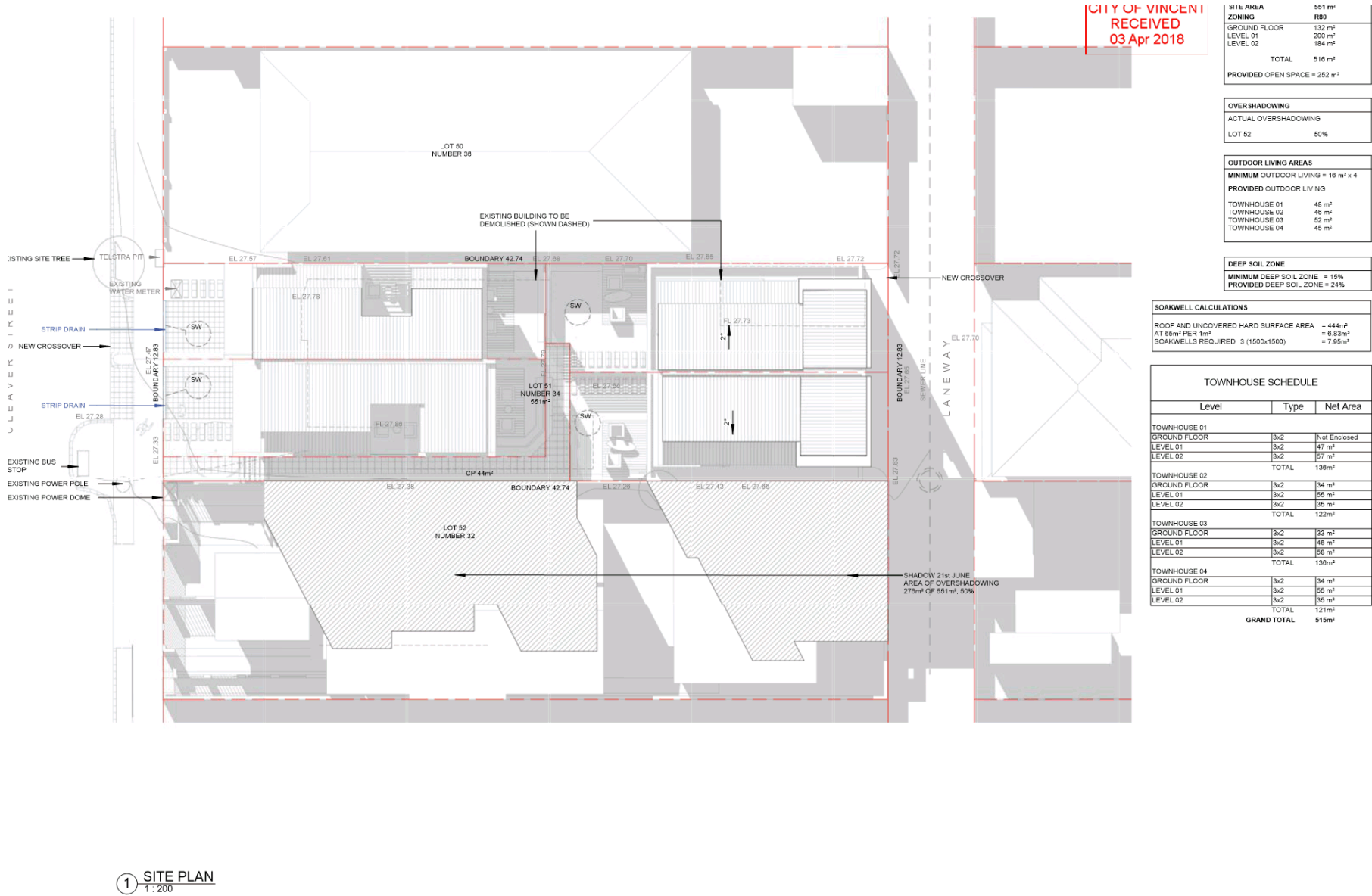
Comments Received in Objection:	Applicant Comment:
<p><u>Street Setbacks – Average Setback</u></p> <ul style="list-style-type: none"> - This is a major departure [33% reduction] from the average setbacks of adjoining properties and is not accepted. The reduced front setback together with the 3 storey massing with no effective articulation, creates an unacceptable bulk facing Cleaver Street. It does not contribute in a positive manner to the existing streetscape. The existing 3 storey block of flats has an average of 6.5 metres. - The street setback is a significant departure from the deemed-to-comply. This leads to an overdevelopment of the site and will compromise the streetscape. 	<p>Not accurate and it would be incongruous to include this calculation as the sole determination for setbacks for the following reasons:</p> <ul style="list-style-type: none"> • The three storey flats have a canopy at nil setbacks and the same setback to all three levels. • To use the three storey flats as an example of a good development outcome with appropriate setbacks is undesirable. • Setback figures used do not factor in the full height front fence and carport at 40 Cleaver or the front entry structure at the flats • The houses to north of the site on the westside of Cleaver all have average setbacks of 2-0, plus more full height front fences • No. 26 front setback is for car parking which is undesirable • 3 sites immediately adjoining the site in the north are large single houses where redevelopment would be expected and is actually encouraged by the R80 density. <p>We do not agree, average of setbacks is 3.12m when definition of street setback in R Codes is used (which Policy 7.1.1 requires), the development</p>

Comments Received in Objection:	Applicant Comment:
<p><u>Lot Boundary Setbacks:</u></p> <ul style="list-style-type: none"> - The major departure [nearly 33 -50% reduction] from the required northern setbacks to adjoining property, is not accepted. The reduced side setback together with the 3 storey massing with no effective articulation creates an unacceptable bulk massing facing 36 Cleaver Street. It significantly reduces the existing amenity to 36 Cleaver Street. - The major departure [nearly 33 -50% reduction] from the required southern setbacks to adjoining property is not accepted. The reduced side setback together with the 3 storey massing with no effective articulation creates an unacceptable bulk massing facing Unit 32, Unit 32A and Unit 32B Cleaver Street. It significantly reduces the amenity to Unit 32, Unit 32A and Unit 32B Cleaver Street. - Proposed length and height of wall results in excessive building mass. - Proposed parapet is strongly objected to due to excessive height. 	<p>therefore complies</p> <p>The is a misleading statement as the neighbour at No. 36 has provided support in writing to the boundary wall and development generally. This comment should be considered invalid as this person does not have a role to "accept" the wall and the submission is not from the person who's boundary the wall is to be built upon.</p> <p>It is also incorrect to suggest there is no articulation; the wall includes two small portions only, being a 8.245m and 4.525m portion of wall, which equals a total of 12.77 along a 42.728m boundary (29.87%) and is broken up by a terrace and balcony area.</p> <p>We contend that this comment is incorrect for the following reasons;</p> <ul style="list-style-type: none"> • There is significant articulation along all walls through a mixture of breaks in the building for a light well and terrace (House 3) and at least 3 differing materials to the rear building, as well as windows and timber slat openings to the balcony; • No. 32 is setback approximately 1m from the north boundary, and the rear building at 32B currently has a garage roof, a blank wall with minor openings and a balcony with a large blank screen, with no articulation along our boundary. • No. 32 A is on the south side of the block and as 32 is in the way could not possibly be claimed to be negatively impacted. <p>Which wall does this refer to, all walls are less than 8.245m 4.25m and 12.31m respectively in a 3 storey height limit area and should not be considered to be excessive.</p> <p>The proposed development complies with the overall three storey building height and the neighbour at 36 Cleaver has provided support of our proposal.</p>

Comments Received in Objection:	Applicant Comment:
<ul style="list-style-type: none"> - The first and second level are in-line with one another which creates a bulky appearance and will result in a loss of amenity as well as lead to excessive overshadowing. <p><u>Boundary Walls</u></p> <ul style="list-style-type: none"> - The length and height of the boundary walls will result in a loss of amenity for the adjoining landowners. Furthermore, this will detract from the amenity of the streetscape. - The proposed boundary walls will result in excessive overshadowing onto the adjoining properties. <p><u>Solar Access and Overshadowing</u></p> <ul style="list-style-type: none"> - "The shadows caused by the new development is more than 50% to the individual units 32 and 32B Cleaver Street. - these Units have their Northern winter sun to outdoor area and habitable rooms mostly obliterated." <p><u>Garages fronting the Primary Street</u></p> <ul style="list-style-type: none"> - Carports and garages should not be facing the primary street. 	<p>The buildings are designed as townhouses in an R80 area where the need for access to the rear gives rise to a 5.668m lot width and it being completed reasonable to build to the internal boundary as per clause 5.1.3 C3.2 (ii), a stairwell and bedrooms would not fit on a lot less than 5.668m wide. The development complies with overshadowing requirements and has in fact been built to minimise overshadowing to adjoining outdoor living areas.</p> <p>Not correct, we have amended the plans to refine the walls and the neighbour at 36 Cleaver has supported the proposal and the area is characterised by at least two storey boundary walls, as approved at the 5 dwellings at 37 Cleaver, and as an area of transition this should be appropriately considered as the existing and future character of the area and as such a positive contribution to the amenity.</p> <p>Proposal is in compliance with overshadowing requirements.</p> <p>Proposal is in compliance with overshadowing requirements. And has been designed to minimise impact on adjoining outdoor living areas, noting the large blank screen to the rear units already overshadows this area through the initial bad design of these dwellings.</p> <p>Carports have been setback appropriately and need to face the primary street to facilitate access, R80 sites do not allow for garages to be screened from the street, noting R80 sites are average of 120m² in area</p>
General Comments Received:	Applicant Comments:
<ul style="list-style-type: none"> - Concerned about the vibrations which will result 	<p>Yes we will do dilapidation reports for adjoining properties</p>

Comments Received in Objection:	Applicant Comment:
<p>throughout the construction of the development.</p> <ul style="list-style-type: none"> - The proposed development drawings do not show the full impact of the new building on the surrounding existing massing to enable informed consultation and commentary. - The existing building are so lightly drawings and not in full section or elevation so as to be indiscernible. - Front elevation lacks detail of adjacent properties. - Plans lack sufficient detail of adjacent properties and how they are impacted by proposed development. - Precedent has already been set in the precinct for infill development of this nature. We support densification of the area which is only 1.7km radius from the Perth City Centre, and have no objection to this particular development. - Submitter requests that a privacy screening to 1.6m high above balcony levels to the rear units face the right of way. Furthermore, the submitter requests that the rear unit bedroom windows to the right of way 	<p>We have provided updated details as well as analysis of the streetscape and ROW and not that we have addressed all Design Commi9ttee requested and amended the facades and sides for articulation.</p> <p>Drawings comply with City of Vincent requirements</p> <p>Not agreed, see updated plans</p> <p>Not agreed, see updated plans</p> <p>Noted and agreed, good quality R80 grouped dwellings and apartments are what are encouraged in this area, and there must be some discretion when building grouped dwellings on smaller lots with 100 year old subdivision layouts, that cannot not feasibly fit multiple dwellings. This assists Council to meet their density targets and provides a diverse 3 bedroom product at the higher density without competing with the 1 and 2 bedroom multiple dwellings.</p> <p>Screening provided where required to balconies, noting the ROW is public and we provide articulation and passive surveillance to it.</p>

Note: Submissions are considered and assessed by issue rather than by individual submitter.



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SITE AREA	551 m ²
ZONING	R80
GROUND FLOOR	132 m ²
LEVEL 01	200 m ²
LEVEL 02	184 m ²
TOTAL	516 m ²
PROVIDED OPEN SPACE	= 252 m ²

OVERSHADOWING	
ACTUAL OVERSHADOWING	
LOT 52	50%

OUTDOOR LIVING AREAS	
MINIMUM OUTDOOR LIVING	= 16 m ² x 4
PROVIDED OUTDOOR LIVING	
TOWNHOUSE 01	48 m ²
TOWNHOUSE 02	46 m ²
TOWNHOUSE 03	52 m ²
TOWNHOUSE 04	45 m ²

DEEP SOIL ZONE	
MINIMUM DEEP SOIL ZONE	= 15%
PROVIDED DEEP SOIL ZONE	= 24%

SOAKWELL CALCULATIONS	
ROOF AND UNCOVERED HARD SURFACE AREA	= 444m ²
AT 85m ³ PER 1m ³	= 0.83m ³
SOAKWELLS REQUIRED 3 (1500x1500)	= 7.95m ³

TOWNHOUSE SCHEDULE		
Level	Type	Net Area
TOWNHOUSE 01		
GROUND FLOOR	3x2	Not Enclosed
LEVEL 01	3x2	41 m ²
LEVEL 02	3x2	57 m ²
TOTAL		136m ²
TOWNHOUSE 02		
GROUND FLOOR	3x2	34 m ²
LEVEL 01	3x2	55 m ²
LEVEL 02	3x2	35 m ²
TOTAL		122m ²
TOWNHOUSE 03		
GROUND FLOOR	3x2	32 m ²
LEVEL 01	3x2	46 m ²
LEVEL 02	3x2	58 m ²
TOTAL		136m ²
TOWNHOUSE 04		
GROUND FLOOR	3x2	34 m ²
LEVEL 01	3x2	55 m ²
LEVEL 02	3x2	35 m ²
TOTAL		121m ²
GRAND TOTAL		515m ²

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Client
MEGARA

Project
CLEAVER ST, WEST PERTH

Drawing Name
SITE PLAN



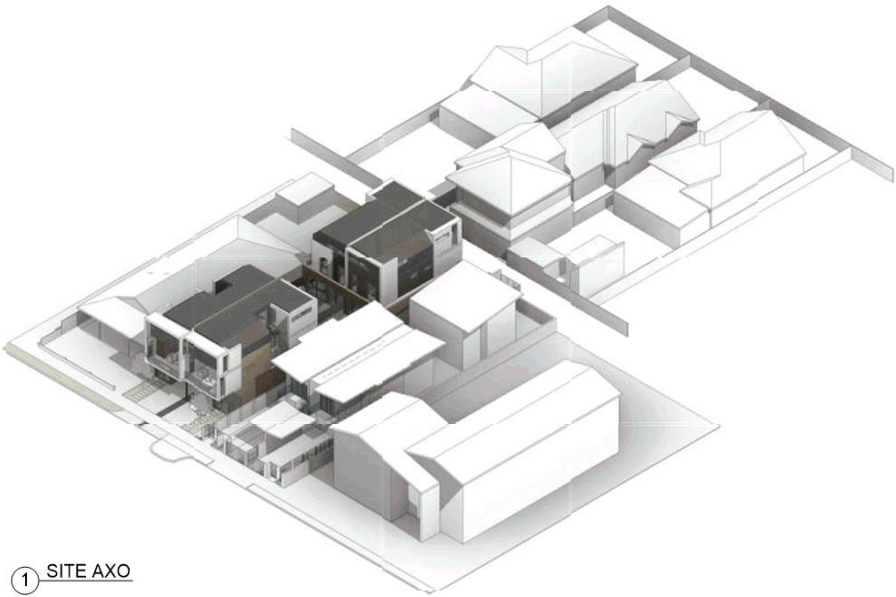
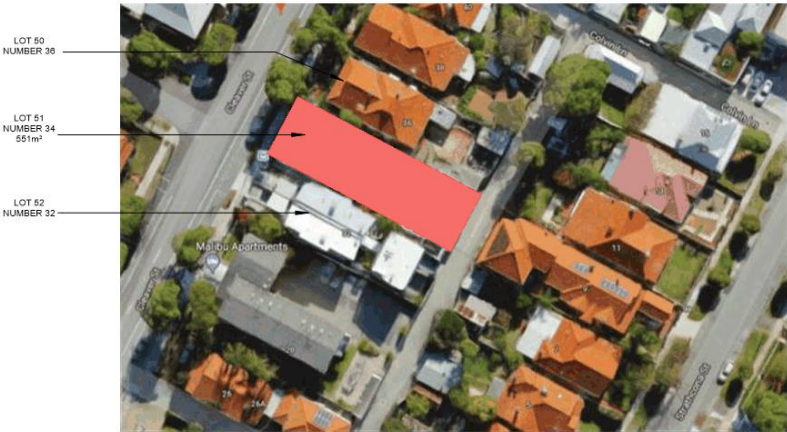
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Project Number
01728

Date
03.04.18

Drawing Number
DA-01

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Drawing Name
CONTEXT



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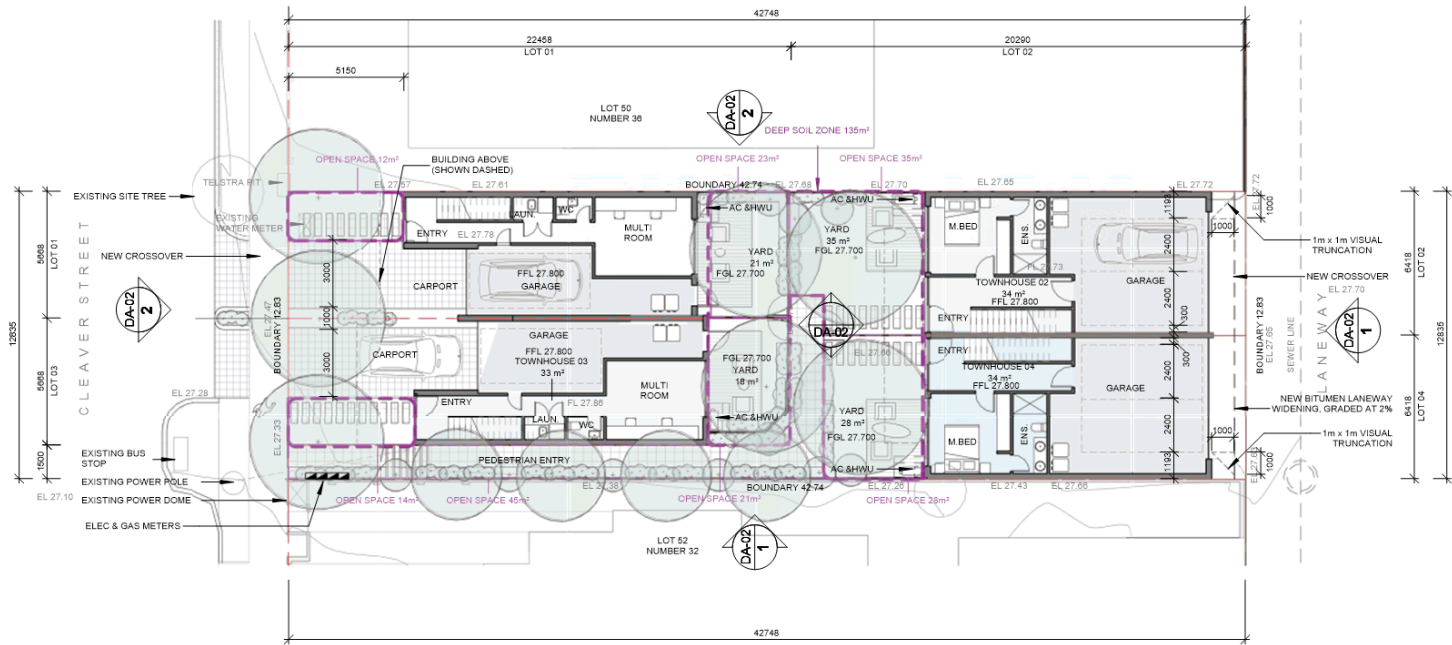
Project Number
01728

Date
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Drawing Number
DA-01b

LEGEND
EL -EXISTING LEVEL
FFL -FINISHED FLOOR LEVEL
FGL -FINISHED GROUND LEVEL

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2 GROUND FLOOR
1:200



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Project
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Drawing Name
GROUND FLOOR PLAN



Scale
1:200 @ A3

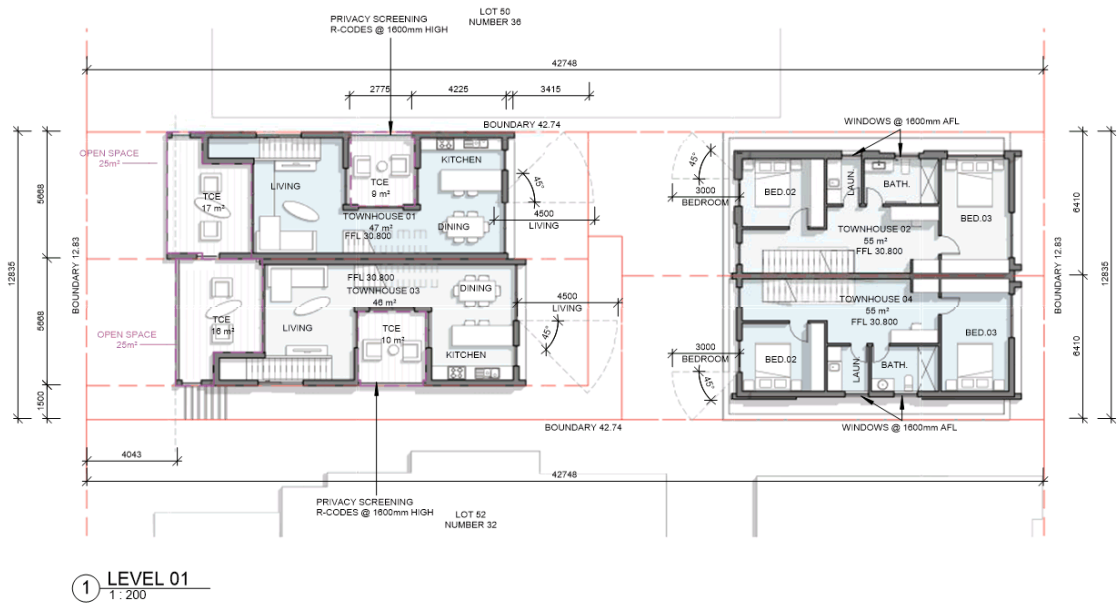
Project Number
01728

Date
03.04.18

Drawing Number
DA-02

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LEGEND
EL -EXISTING LEVEL
FFL -FINISHED FLOOR LEVEL
FGL -FINISHED GROUND LEVEL



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Project
CLEAVER ST, WEST PERTH

Drawing Name
LEVEL 01 FLOOR PLAN



Scale
1: 200 @ A3

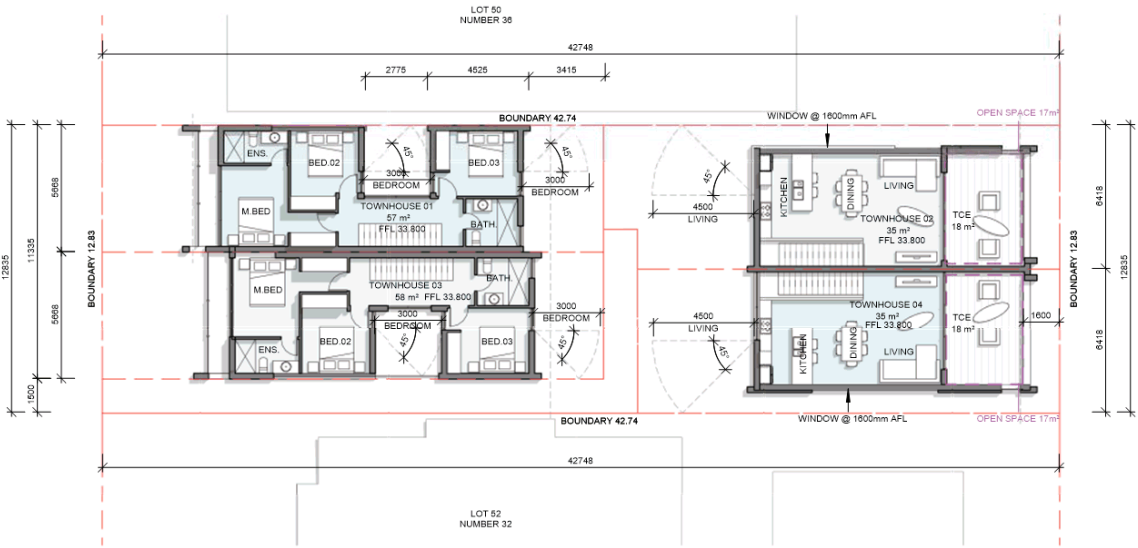
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01728

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Drawing Number
DA-03

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LEGEND
EL -EXISTING LEVEL
FFL -FINISHED FLOOR LEVEL
FGL -FINISHED GROUND LEVEL



1 LEVEL 02
1:200



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Drawing Name
LEVEL 02 FLOOR PLAN



Scale
1:200 @ A3

Project Number
01728

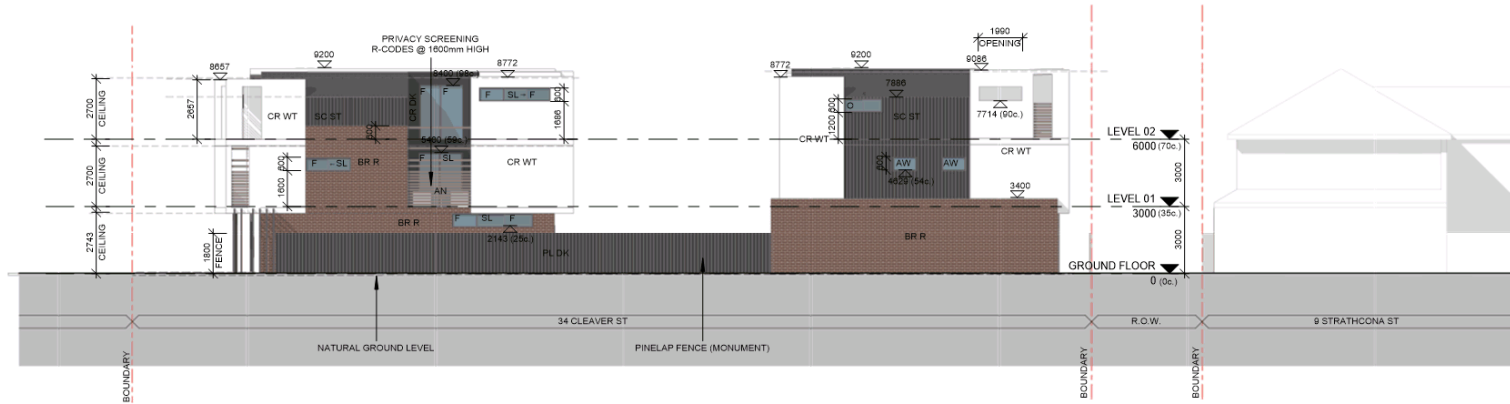
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Drawing Number
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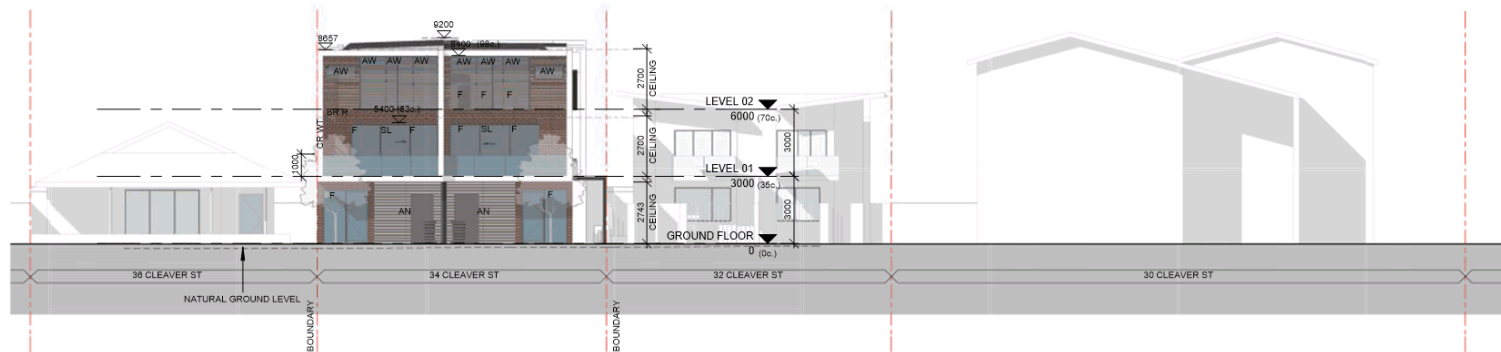
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ELEVATION LEGEND

- CR W - CEMENT RENDER, WHITE
- CR DK - CEMENT RENDER, DARK (MONUMENT)
- CR GR - CEMENT RENDER, GREY
- BL TN - BLOCK, TAN
- BL DK - BLOCK, DARK (CHARCOAL)
- BR R - BRICK, RED
- PL DK - PINELAP, DARK (MONUMENT)
- SC ST - SCYON STRIA
- AN - ANODISED ALUM
- AW - AWNING WINDOW
- F - FIXED WINDOW
- SL - SLIDING WINDOW/DOOR
- GL - CLEAR GLASS
- O - OBSCURE GLAZING
- VJ - "V" JOINT



① SOUTH ELEVATION
1:200



② WEST ELEVATION
1:200

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Drawing Name
ELEVATIONS

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Project Number
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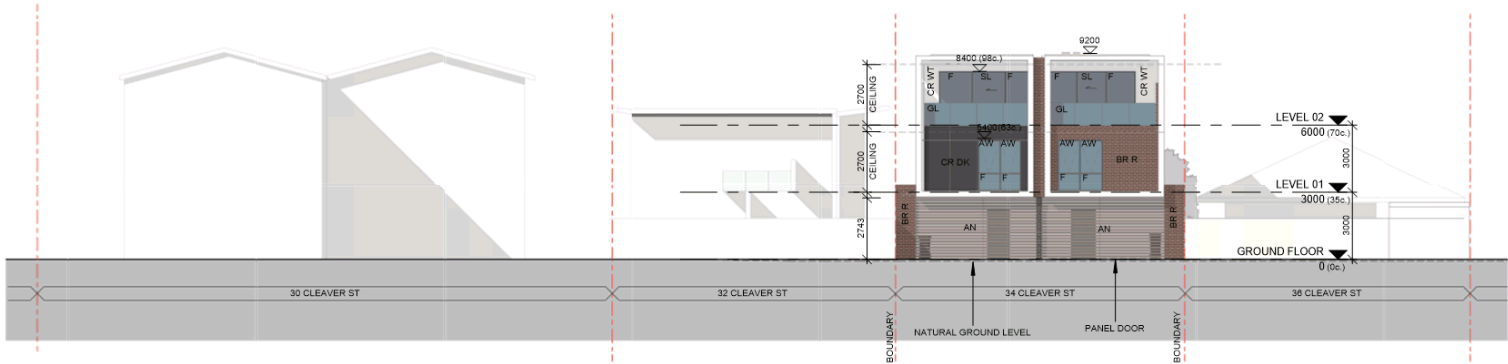
Date
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Drawing Number
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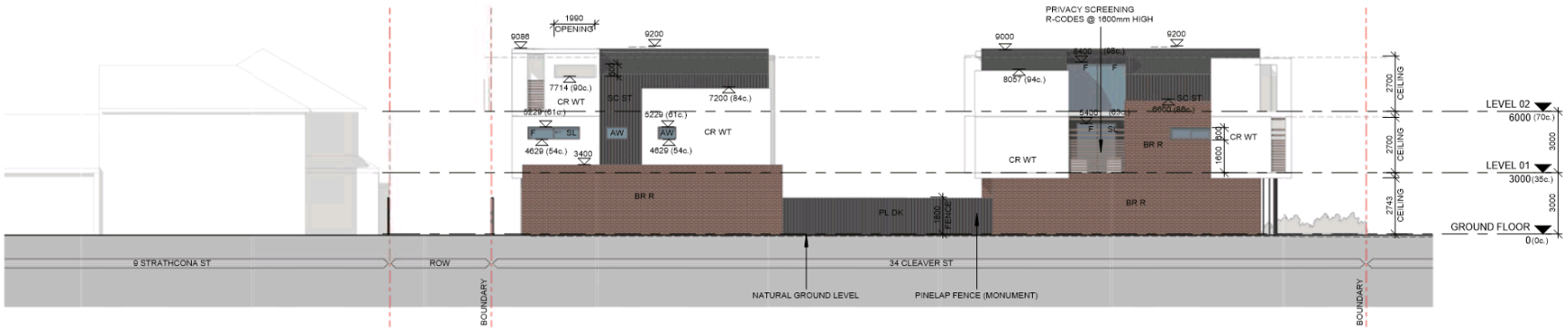
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ELEVATION LEGEND

- CR W - CEMENT RENDER, WHITE
- CR DK - CEMENT RENDER, DARK (MONUMENT)
- CR GR - CEMENT RENDER, GREY
- BL TN - BLOCK, TAN
- BL DK - BLOCK, DARK (CHARCOAL)
- BR R - BRICK, RED
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- VJ - "V" JOINT



1 EAST ELEVATION
1:200



2 NORTH ELEVATION
1:200



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CLEAVER ST, WEST PERTH

Drawing Name
ELEVATIONS

Scale
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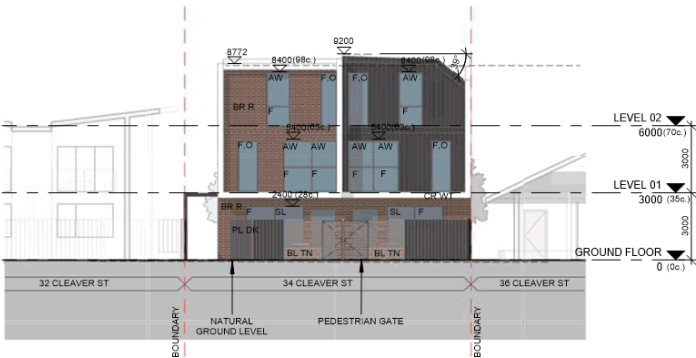
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Date
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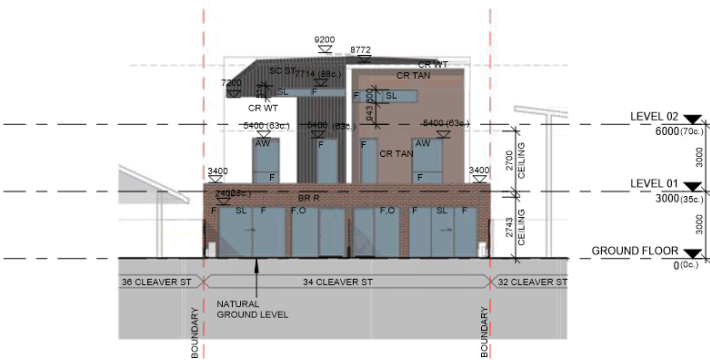
Drawing Number
DA-06

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- ELEVATION LEGEND
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 - CR DK - CEMENT RENDER, DARK (MONUMENT)
 - CR GR - CEMENT RENDER, GREY
 - BL TN - BLOCK, TAN
 - BL DK - BLOCK, DARK (CHARCOAL)
 - BR R - BRICK, RED
 - PL DK - PINELAP, DARK (MONUMENT)
 - SC ST - SCYON STRIA
 - AN - ANODISED ALUM
 - AW - AWNING WINDOW
 - F - FIXED WINDOW
 - SL - SLIDING WINDOW/DOOR
 - GL - CLEAR GLASS
 - O - OBSCURE GLAZING
 - VJ - "V" JOINT



1 INTERNAL ELEVATION 1
1:200



2 INTERNAL ELEVATION 2
1:200



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Drawing Name
ELEVATIONS

Scale
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DA-07

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Gin Gin Gem - *Grevillea*



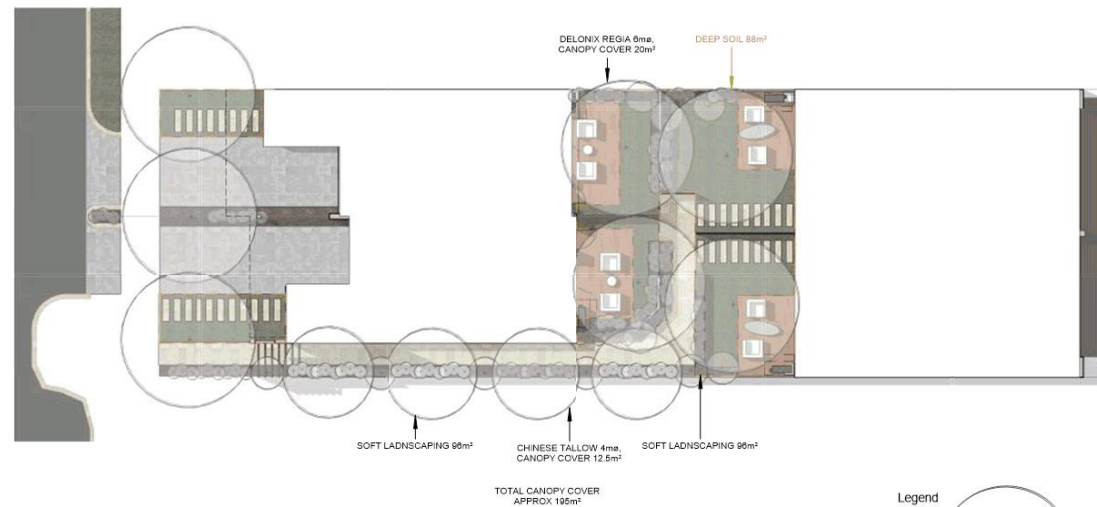
Limelight - *Acacia Cognata*



Japanese Maple - *Acer Palmatum*



Chinese Tallow - *Triadica Sebifera*



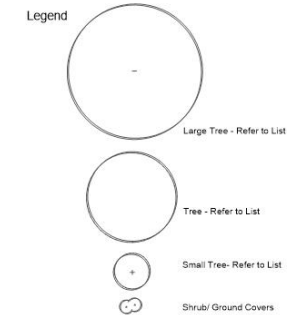
1 LANDSCAPE PLAN
1:200



Random Pattern Reconstituted Limestone



Concrete Pavers "Graphite"



NOTE:
Size and type of trees to be determined in landscape plan as required by the Building Permit

Large Tree - 600mm Pot
Ponciana - *Delonix Regia*

Trees - 400mm Pot
Chinese Tallow - *Triadica Sebifera*

Small Tree - 200mm Pot
Japanese Maple - *Acer Palmatum*

Ground Covers - 100mm Pot
Street
Gin Gin Gem - *Grevillea* - Water Wise

Under Cover
Limelight - *Acacia Cognata* - Water Wise



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Project
CLEAVER ST, WEST PERTH

Drawing Name
LANDSCAPE PLAN



Scale
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Project Number
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Date
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Drawing Number
DA-12



① NORTH WEST VIEW



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Project
CLEAVER ST, WEST PERTH

Drawing Name
PERSPECTIVE

Scale
@ A3

Project Number
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Date
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Drawing Number
DA-08



① SOUTH WEST VIEW



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Drawing Name
PERSPECTIVE

Scale
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Date
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Drawing Number
DA-09



1 VIEW



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Drawing Name
PERSPECTIVE

Scale
1: 200 @ A3

Project Number
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Date
03.04.18

Drawing Number
DA-10

Determination Advice Notes:

1. With regard to Condition 2, the owners of the subject land shall obtain the consent of the owners of the relevant adjoining properties before entering those properties in order to make good the boundary walls.
2. With regard to Condition 6, no further consideration shall be given to the disposal of storm water 'off site' without the submission of a geotechnical report from a qualified consultant. Should approval to dispose of storm water 'off site' be subsequently provided, detailed design drainage plans and associated calculations of the proposed storm water disposal shall be lodged together with the building permit application working drawings.
3. The applicant and owner are advised that sufficient parking can be provided on the subject site and as such the City of Vincent will not issue a residential or visitor car parking permit to any owner or occupier of the residential dwellings under Policy No. 3.9.3 – Parking Permits. This information should be provided to all prospective purchasers and it is recommended that a notice be placed on Sales Contracts to advise purchasers of this restriction.
4. The car parking area(s) which form part of this approval shall be sealed, drained, paved and line marked in accordance with the approved plans prior to the first occupation of the development and maintained thereafter by the owner/occupier to the satisfaction of the City.
5. An Infrastructure Protection Bond for the sum of \$3,000 together with a non-refundable inspection fee of \$100 shall be lodged with the City by the applicant, prior to commencement of works, and will be held until all building/development works have been completed and any disturbance of, or damage to the City's infrastructure, including verge trees, has been repaired/reinstated to the satisfaction of the City. An application for the refund of the bond shall be made in writing. The bond is non-transferable.
6. All pedestrian access and vehicle driveway/crossover levels shall match into existing verge, footpath and Right of Way levels to the satisfaction of the City.
7. The movement of all path users, with or without disabilities, within the road reserve, shall not be impeded in any way during the course of the building works. This area shall be maintained in a safe and trafficable condition and a continuous path of travel (minimum width 1.5m) shall be maintained for all users at all times during construction works. Permits are required for placement of any material within the road reserve.
8. All new crossovers to lots are subject to a separate application to be approved by the City. All new crossovers shall be constructed in accordance with the City's Standard Crossover Specifications.
9. Prior to the first occupation of the development, redundant or "blind" crossovers shall be removed and the verge and kerb made good to the satisfaction of the City, at the applicant/owner's full expense.
10. Standard 'Visual Truncations', in accordance with the City's Policy 2.2.6 and/or to the satisfaction of the City are to be provided at the intersection of the road reserve or Right of Way boundary, and all internal vehicle access points to ensure that the safety of pedestrians and other road users is not compromised. Details of all required visual truncations shall be included on the building permit application working drawings.
11. If an applicant or owner is aggrieved by this determination there is a right of review by the State Administrative Tribunal in accordance with the *Planning and Development Act 2005* Part 14. An application must be made within 28 days of the determination.
12. If the development the subject of this approval is not substantially commenced within a period of 2 years, or another period specified in the approval after the date of determination, the approval will lapse and be of no further effect.
13. Where an approval has so lapsed, no development must be carried out without the further approval of the local government having first been sought and obtained.

5.5 NOS. 120 AND 122 (LOT: 2; STR: 9055) SUMMERS STREET, PERTH - PROPOSED FOUR THREE-STOREY GROUPED DWELLINGS

TRIM Ref: D17/116775








Author: Rana Murad, Senior Urban Planner

Authoriser: John Corbellini, Director Development Services

Ward: South

Precinct: 15 – Banks

Attachments:

1. Attachment 1 - Consultation and Location Plan [↓](#) 
2. Attachment 2 - Development Plans Initially Lodged [↓](#) 
3. Attachment 3 - Development Plans [↓](#) 
4. Attachment 4 - Proposed 3D Perspectives [↓](#) 
5. Attachment 5 - Summary of Submissions and Administration's Comments [↓](#) 
6. Attachment 6 - Summary of Submissions and Applicant's Response [↓](#) 
7. Attachment 7 - Determination Advice Notes [↓](#) 

RECOMMENDATION:

That Council, in accordance with the provisions of the City of Vincent Town Planning Scheme No. 1 and the Metropolitan Region Scheme, **APPROVES** the application for the proposed Four Grouped Dwellings at Nos. 120 – 122 (Lot: 2; STR: 9055) Summers Street, Perth, in accordance with plans provided in Attachment 3, subject to the following conditions, with the associated determination advice notes in Attachment 7:

1. Boundary Walls

The owners of the subject land shall finish and maintain the surface of the boundary (parapet) wall in a good and clean condition prior to occupation or use of the development. The finish of the walls are to be fully rendered or face brickwork to the satisfaction of the City;

2. External Fixtures

2.1 All external fixtures and building plant, including air conditioning units, piping, ducting and water tanks, shall be located so as to minimise any visual and noise impact on surrounding landowners, and screened from view from the street, and surrounding properties to the satisfaction of the City; and

2.2 All external clothes drying areas shall be adequately screened in accordance with State Planning policy 3.1: Residential Design Codes prior to the use or occupation of the development and shall be completed to the satisfaction of the City;

3. Stormwater

All stormwater produced on the subject land shall be retained on site, by suitable means to the full satisfaction of the City;

4. Schedule of External Finishes

Prior to the commencement of development, a detailed schedule of external finishes (including materials and colour schemes and details) to the satisfaction of the City shall be submitted to and approved by the City. The development shall be finished in accordance with the approved schedule prior to the use or occupation of the development;

5. Verge Trees

No verge trees shall be removed without prior written approval from the City. The verge trees shall be retained and protected from any damage including unauthorised pruning, to the satisfaction of the City;

6. Landscape and Reticulation Plan

6.1 A detailed landscape and reticulation plan for the development site and adjoining road verge to the satisfaction of the City is to be lodged with and approved by the City prior to commencement of the development. The plan shall be drawn to a scale of 1:100 and show the following:

- The location and type of existing and proposed trees and plants;
- Areas to be irrigated or reticulated; and
- The provision of 15 per cent of the site area as deep soil zones and 30 per cent canopy cover at maturity; and

6.2 All works shown in the plans as identified in condition 6.1 above shall be undertaken in accordance with the approved plans to the City's satisfaction, prior to occupancy or use of the development and maintained thereafter to the satisfaction of the City at the expense of the owners/occupiers;

7. Visual Privacy

The windows to the living room of Unit 1 and the kitchens of Units 2, 3 and 4 shall be screened or modified to meet the deemed-to-comply standards of Clause 5.4.1 Visual Privacy of State Planning Policy 3.1: Residential Design to the satisfaction of the City prior to the use or occupation of the development;

8. Construction Management Plan

A Construction Management Plan that details how the construction of the development will be managed to minimise the impact on the surrounding areas shall be lodged with and approved by the City prior to the commencement of the development. The Construction Management Plan shall be prepared in accordance with the requirements of the City's Policy No. 7.5.23 – Construction Managements Plans and include traffic and parking management requirements during construction. Construction on and management of the site shall thereafter comply with the approved Construction Management Plan;

9. Car Parking and Access

9.1 The car parking and access areas shall be sealed, drained, paved and line marked in accordance with the approved plans and are to comply with the requirements of AS2890.1 prior to occupancy or use of the development;

9.2 Vehicle and pedestrian access points are required to match into existing footpath levels; and

9.3 All new crossovers shall be constructed in accordance with the City's Standard Crossover Specifications; and

10. General

Conditions that have a time limitation for compliance, and the condition is not met in the required time frame, the obligation to comply with the requirements of the condition continues whilst the approved development exists.

PURPOSE OF REPORT:

To consider an application for development approval for Four Grouped Dwellings at Nos. 120 and 122 Summers Street, Perth (subject site).

PROPOSAL:

The application proposes the development of four three storey grouped dwellings to the rear of two existing single houses at the subject site. The grouped dwellings are proposed to be accessed via a single access leg, which includes tandem parking for the existing dwellings as well as a visitor parking bay that the front. Each dwelling has a single car garage and an adjoining second car parking bay.

BACKGROUND:

Landowner:	Lesley and Mitchell Thomas
Applicant:	Matthew Andrews
Date of Application:	7 June 2017
Zoning:	MRS: Urban TPS1: Zone: Residential R-Code: R60 TPS2: Zone: Residential R-Code: R80
Built Form Area:	Residential
Existing Land Use:	Grouped Dwelling
Proposed Use Class:	Grouped Dwelling
Lot Area:	1,113m ²
Right of Way (ROW):	Not applicable
Heritage List:	Not applicable

The subject site is located on the northern side of Summers Street, Perth, between Lord Street and West Parade. There are two existing grouped dwellings on the front portion of the subject site which are proposed to be retained. The site and surrounding area is zoned 'Residential' and is characterised by a mix of single and grouped dwelling developments ranging from one to two storeys in height. A location plan is included as **Attachment 1**.

Pursuant to the provisions of the City's Town Planning Scheme No. 1 (TPS1), the subject site is zoned Residential with a density code of R60. The City's Local Planning Scheme No. 2 (LPS2) contemplates a change in density to the subject site and surrounding area to R80. In accordance with the City's Local Planning Policy No. 7.1.1 – Built Form, the site is located with a Residential Built Form Area and.

On 7 June 2017, a development application was submitted to the City for four, three storey grouped dwellings. The development plans initially lodged and subsequently advertised are included as **Attachment 2**. A number of concerns were raised during the community consultation period. On 20 September 2017, the application was referred to the Design Advisory Committee (DAC) and was referred for a second time on 22 November 2017. Administration subsequently met with the applicant on a number of occasions to work with them to address the concerns of the surrounding landowners as well as the DAC's comments to ensure that a positive built form outcome was delivered. On 23 March 2018, the applicant lodged a final set of amended plans and 3D perspective included as **Attachment 3** and **Attachment 4** respectively and these are the subject of this report.

DETAILS:**Summary Assessment**

The table below summarises the planning assessment of the proposal against the provisions of the TPS1, the City's Policy No. 7.1.1 – Built Form (Built Form Policy) and the State Government's State Planning Policy 3.1: Residential Design Codes (R-Codes). In each instance where the proposal requires the discretion of Council, the relevant planning element is discussed in the Detailed Assessment section following from this table.

Planning Element	Use Permissibility/ Deemed-to-Comply	Requires the Discretion of Council
Density/Plot Ratio	✓	
Street Setback	✓	
Building Setbacks/Boundary Wall		✓
Building Height/Storeys	✓	
Open Space	✓	
Outdoor Living Areas	✓	
Privacy		✓

Planning Element	Use Permissibility/ Deemed-to-Comply	Requires the Discretion of Council
Landscaping		✓
Parking & Access	✓	
Solar Access	✓	
Site Works/Retaining Walls	✓	
Essential Facilities	✓	
External Fixtures	✓	
Surveillance	✓	

Detailed Assessment

The deemed-to-comply assessment of the element that require the discretion of Council are as follows:

Lot Boundary Setbacks	
Deemed-to-Comply Standard	Proposal
R-Codes Clause 5.1.3	
Unit 1	Unit 1
Eastern Boundary	Eastern Boundary
Level 1 – Living room: 2.5m	Level 1 – Living Room: 2.1m
Unit 2	Unit 2
Eastern Boundary	Eastern Boundary
Level 1 – Kitchen to powder room: 2.8m	Level 1 – Kitchen to powder room: 2.0m
Level 2 – Bedroom 3: 4.3m	Level 2 – Bedroom 3: 2.2m
Unit 3	Unit 3
Eastern Boundary	Eastern Boundary
Level 1 – Kitchen to powder room: 2.8m	Level 1 – Kitchen to powder room: 2.0m
Level 2 – Bedroom 3: 4.3m	Level 2 – Bedroom 3: 2.2m
Unit 4	Unit 4
Eastern Boundary	Eastern Boundary
Level 1 – Kitchen to powder room: 2.5m	Level 1 – Kitchen to powder room: 2.0m
Northern Boundary	Northern Boundary
Level 1 – Kitchen: 3.1m	Level 1 – Kitchen: 2.1m
Level 2 – Bedroom 2: 4.9m	Level 2 – Bedroom 2: 2.46m
Visual Privacy	
Deemed-to-Comply Standard	Proposal
R-Codes Clause 5.4.1	Unit 1:
Setback from boundary of certain major openings: 4.5m	Living room: 2.1m
	Unit 2:
	Kitchen : 2.0m

	Unit 3: Kitchen: 3.0m Unit 4: Kitchen: 2.0m
Landscaping	
Deemed-to-Comply Standard	Proposal
Clause 5.3.2 of the R-Codes The street setback area with a maximum of 50% hard surface.	The street setback area with 73% hard surface.

The above elements of the proposal do not meet the specified Deemed-to-Comply standards and are discussed in the Comments section below.

CONSULTATION/ADVERTISING:

Community consultation was undertaken in accordance with the *Planning and Development (Local Planning Scheme) Regulations 2015*, for a period of 14 days commencing on 30 August 2017 and concluding on 12 September 2017. Community consultation was undertaken by means of written notifications being sent to surrounding landowners, as show in **Attachment 1** and a notice on the City's website. At the conclusion of the community consultation period, five submissions were received by the City, two raising concerns, two objecting and one supporting the application.

The main issues raised as part of the consultation relate to:

- Potential impact of lot boundary setback departures;
- Loss of the existing vegetation on the subject site; and
- Potential loss of privacy.

A summary of the submissions and Administration's comments on each are included as **Attachment 5**. The applicant has also provided responses to the submissions received and this is included as **Attachment 6**.

Design Advisory Committee (DAC):

Referred to DAC: Yes

The application was referred to the DAC on two separate occasions being 20 September 2017 and 22 November 2017. The comments from the DAC's meeting of 22 November 2017 can be summarised as follows:

- It is considered that the proposal will result in an overdevelopment of the site. The overdevelopment of the subject site will have an adverse impact on the amenity of the residents and on the streetscape. Overdevelopment has precluded achieving a meaningful improvement to the design;
- The front façade of the proposed dwellings is dominated by garages; and
- Landscaping should be increased to achieve the requirements of the City's Built Form Policy.

Subsequently to this, the applicant provided modified plans to address the comments provided by the DAC. The modified plans included:

- A reduction in the size of the proposed units and increased lot boundary setbacks to accommodate additional landscaping;
- Modified the materials and finishes of the proposal to incorporate red brick and weatherboards;
- An amended landscaping plan which proposes 16.3 per cent and 12.5 per cent deep soil zone and canopy cover respectively; and
- Modified the garage layout to include a mix of enclosed single garages and open carports with landscaping in between.

The plans provided are considered to address the concerns raised by the DAC and Administration was satisfied with the proposed amendments. As a result no further referrals to the DAC were undertaken.

LEGAL/POLICY:

- *Planning and Development Act 2005*;
- *Planning and Development (Local Planning Schemes) Regulations 2015*;
- City of Vincent Town Planning Scheme No. 1;
- State Planning Policy 3.1 – Residential Design Codes;
- Policy No. 4.1.5 – Community Consultation; and
- Policy No. 7.1.1 – Built Form Policy.

In accordance with Schedule 2 Clause 76(2) of the *Planning and Development (Local Planning Schemes) Regulations 2015* and Part 14 of the *Planning and Development Act 2005*, the applicant will have the right to apply to the State Administrative Tribunal for a review of Council's determination.

It is noted that the deemed-to-comply landscaping standards set out in the Built Form Policy have not been approved by the Western Australian Planning Commission (WAPC), who have instead issued approval for a modified set of deemed-to-comply landscaping standards that are similar to those set out in the Western Australian Planning Commission's draft Design WA suite of documents. As a result the assessment will only have 'due regard' to these provisions.

Local Planning Scheme No. 2 (LPS 2)

On 4 April 2018, the Acting Minister for Planning endorsed the LPS2. LPS2 is scheduled to be gazetted and become operational on 10 May 2018.

As such, LPS2 should be given due regard as a seriously entertained planning proposal when determining this application. The subject site is proposed to be zoned Residential R80 under LPS2. This is not considered to impact the current application as the proposal has been designed to a R60 standard.

Delegation to Determine Applications:

This matter is being referred to Council as the proposal is for development classified 'Category 1' as the development is three storeys in height and proposes more than three grouped dwellings.

RISK MANAGEMENT IMPLICATIONS:

It is Administration's view that there are minimal risks to Council and the City's business function when Council exercises its discretionary power to determine a planning application.

STRATEGIC IMPLICATIONS:

The City's Strategic Plan 2013-2023 states:

"Natural and Built Environment

1.1 *Improve and maintain the natural and built environment and infrastructure."*

SUSTAINABILITY IMPLICATIONS:

Nil.

FINANCIAL/BUDGET IMPLICATIONS:

Nil.

COMMENTS:

Lot Boundary Setback and Visual Privacy

The proposal incorporates a number of departures from the deemed-to-comply provisions relating to lot boundary setbacks to the eastern boundary. Throughout the community consultation period a number of submissions raised concerns regarding the proposed lot boundary setbacks and resultant overlooking. The amended plans lodged following the consultation period reduced the size of the proposed units and incorporated greater lot boundary setbacks to the western and northern lot boundaries.

The locality includes diverse development styles with a number of historic federation style homes as well as a number of contemporary style designs. The revised proposal has been designed to incorporate materials and finishes that are much more sympathetic to the locality than the original design. Furthermore, the proposed elevations have been well articulated and include a number of openings. This is considered to significantly reduce the perception of building bulk and scale of the revised design.

The proposed eastern lot boundary setback departures are as a result of major openings which also result in overlooking into the adjacent property. A number of submissions received raised concerns regarding the departures to the visual privacy requirements and the potential loss of a privacy as a direct result. The adjoining property to the east has been developed with four grouped dwellings and aerial photography shows that there are courtyards and outdoor living spaces adjoining the eastern boundary of the subject site. Therefore, it is considered that the visual privacy departure proposed is likely to result in a loss of privacy to the adjoining landowners, which will have a direct impact on the amenity of the adjoining landowners. In light of this, a condition of approval has been recommended to ensure that these major openings are redesigned or screened to protect the visual privacy of the adjoining landowners. Each of these spaces have large windows to the west, which provides adequate light to these spaces and an alternative outlook to the development's access leg. Given this, it is not considered that the redesign of the windows facing east will have any impact on the amenity of the kitchens or living area of these dwellings.

The proposed northern elevation of the development has been well articulated so as to provide breaks within the northern façade. Furthermore, the incorporation of major openings and differing materials further reduces the perception of building bulk onto the adjoining landowner. Although a major opening is proposed to bedroom 2, it is compliant with the visual privacy requirements of Clause 5.4.1 of the R-Codes.

The orientation of the property will ensure that the resultant overshadowing from the proposed development will fall onto the subject site itself and onto Summers Street on 21 June and is therefore, compliant with Clause 5.4.2 of the R-Codes relating to solar access for adjoining sites.

In light of the above, it is considered that the proposed lot boundary setbacks satisfy the design principles and the local housing objectives of the R-Codes and the Built Form Policy respectively.

Landscaping

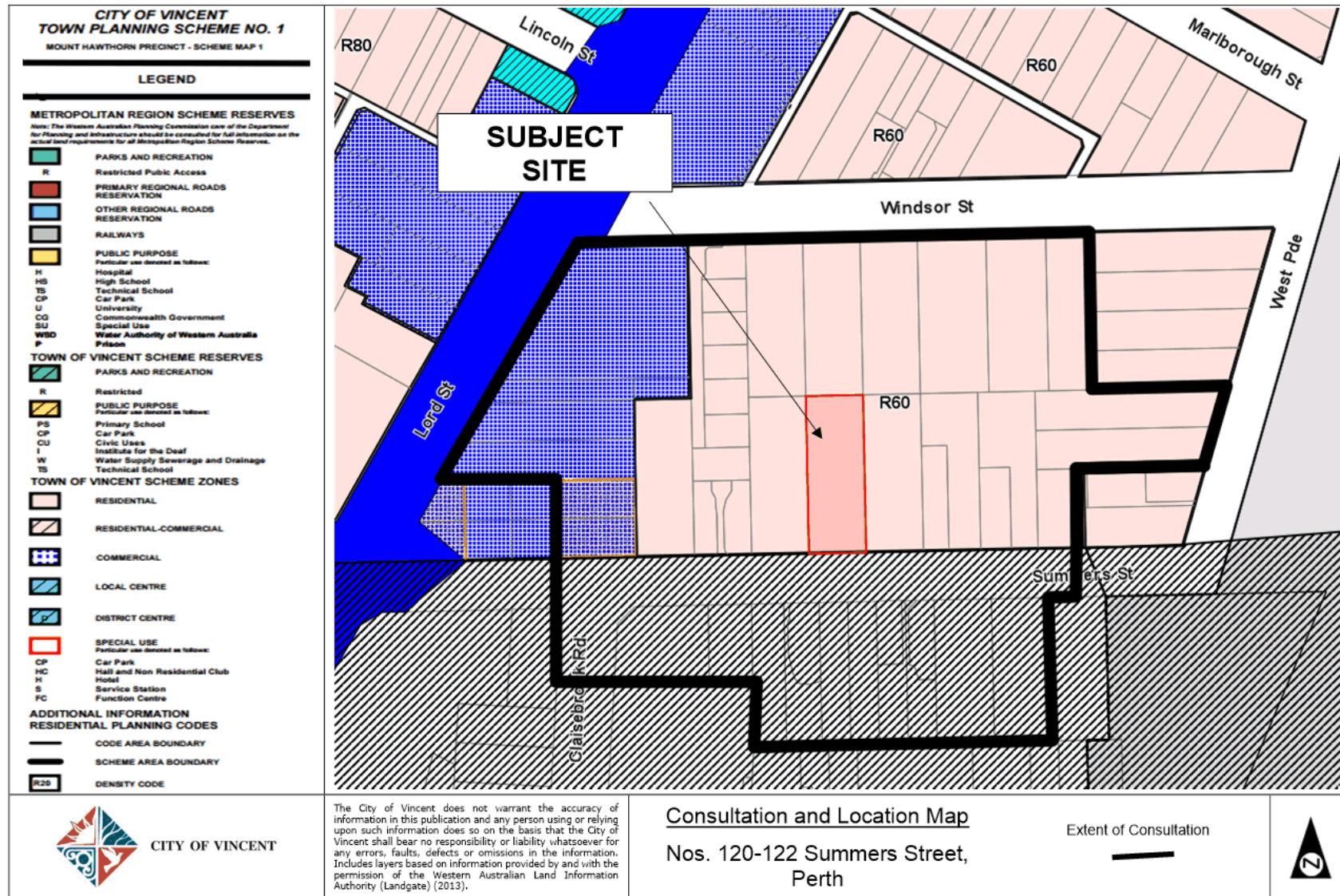
In accordance with Clause 5.3.2 of the R-Codes a maximum of 50 per cent of the front setback area is permitted to be hardstand. The proposal incorporates 73 per cent landscaping within the front setback area. However, the proposal exceeds the deemed-to-comply deep soil areas, with 16.3 percent of the site proposed as deep-soil zone in lieu of the 15 percent deemed-to-comply standard. This allows for significant tree planting to occur in front of the existing dwellings, with three large trees proposed in this area.

The landscaping plan submitted by the applicant does not specify tree species and it is considered that with the correct selection of tree species the proposed development is capable of achieving the 30 per cent canopy cover required by the City's Built Form Policy. In this regard, a condition of approval has been recommended to require a detailed landscaping plan to be provided prior to the commencement of the development and for that plan to show and deliver 30 percent canopy cover.

Conclusion

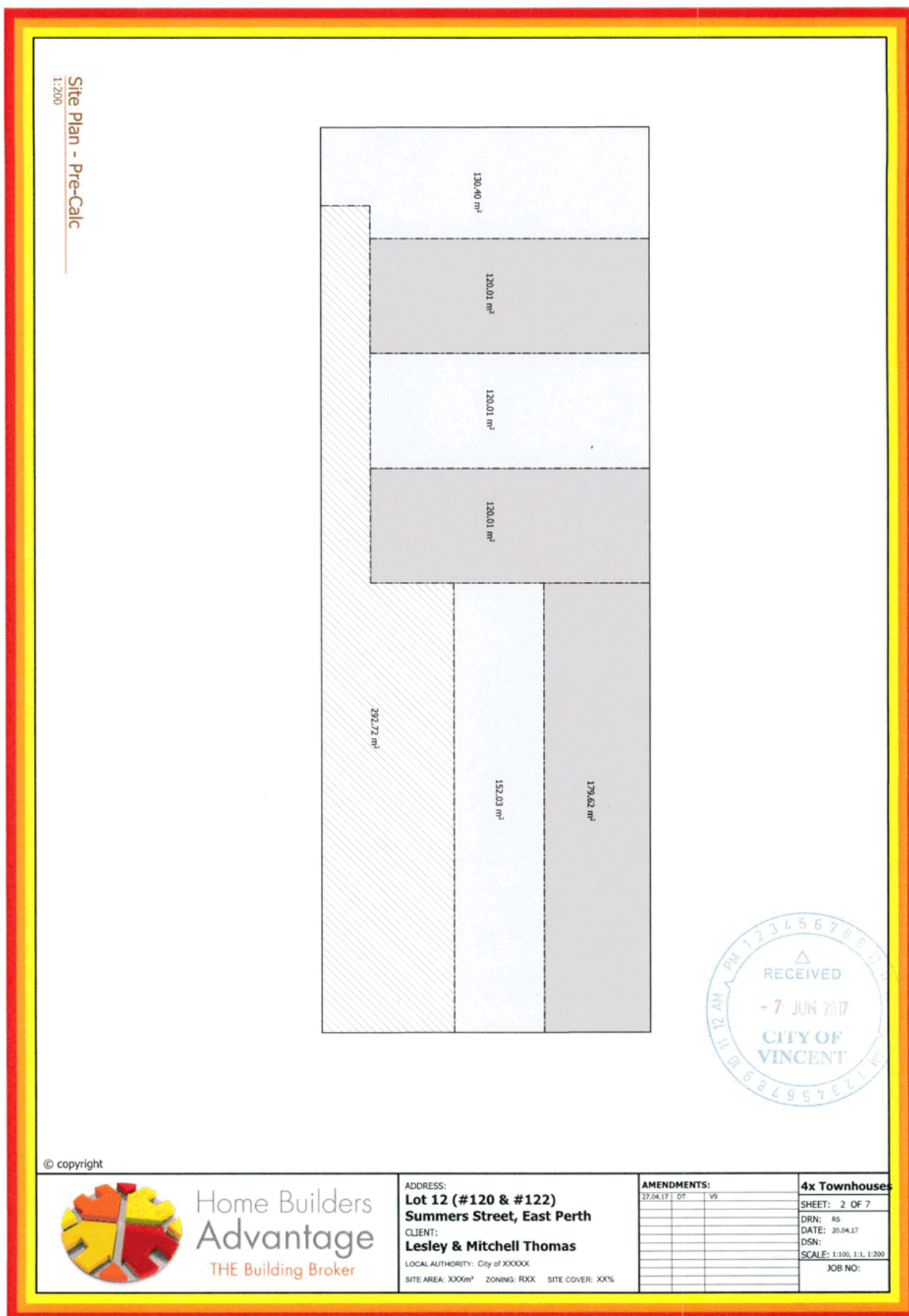
The proposal requires Council to exercise its discretion in relation to the proposed lot boundary setbacks, visual privacy and landscaping. The proposal has incorporated a number of materials, finishes and openings that are sympathetic to the existing area and which mitigate the perception of building bulk and scale on the surrounding landowners and existing streetscape. The landscaping proposed meets the deemed-to-comply deep soil zone and canopy coverage standards of the City's Built Form Policy and are considered appropriate. In order to address the concerns raised by the submitters regarding overlooking, a condition requiring the proposal to comply with the requirements of Clause 5.4.1 of the R-Codes has been recommended.

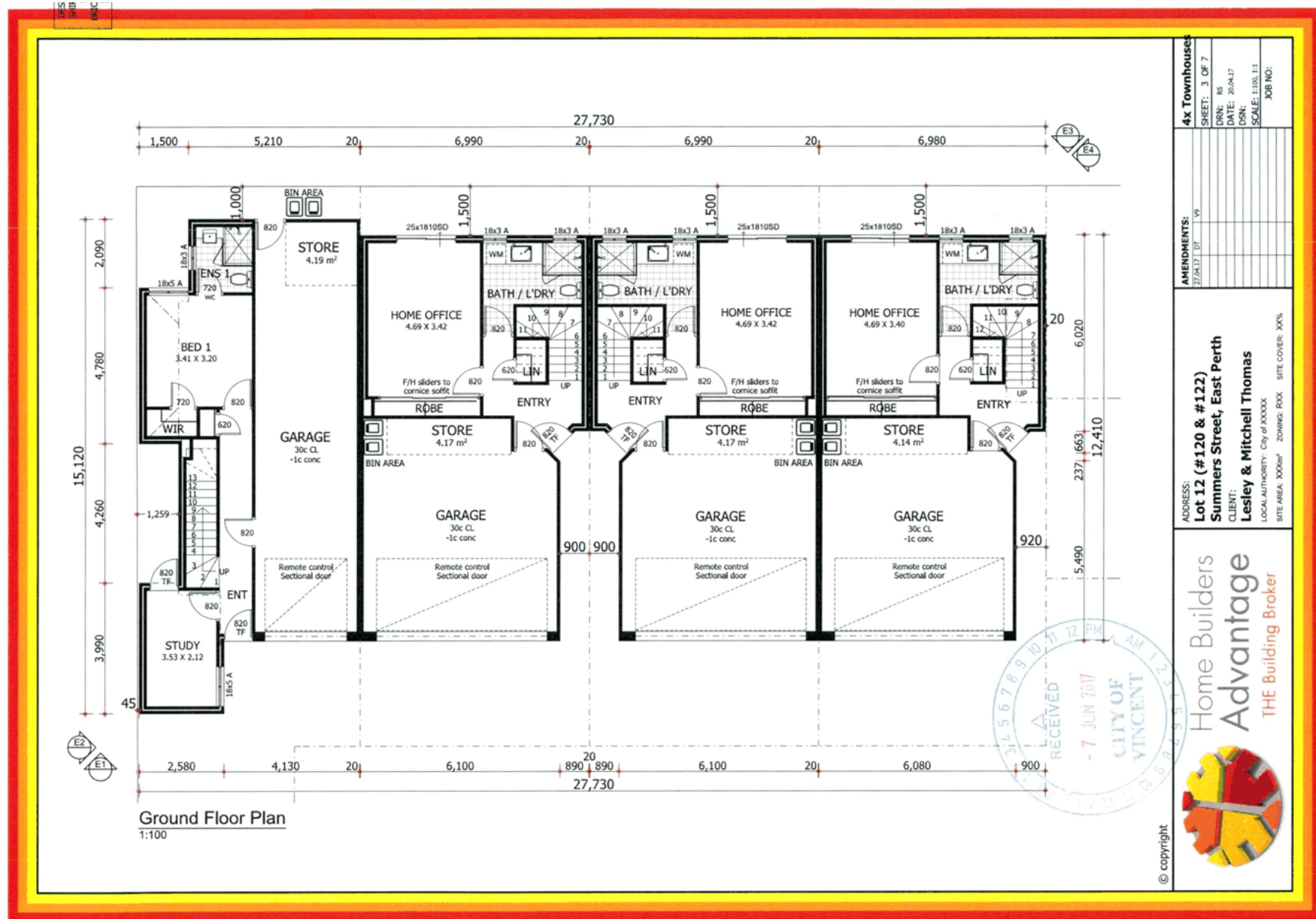
For the reasons outlined in the body of the report, the departures from the deemed-to-comply standards of the City's Built Form Policy and the R-Codes are considered to address the Local Housing Objectives and Design Principles respectively. In light of this, it is recommended that the application be approved subject to conditions.

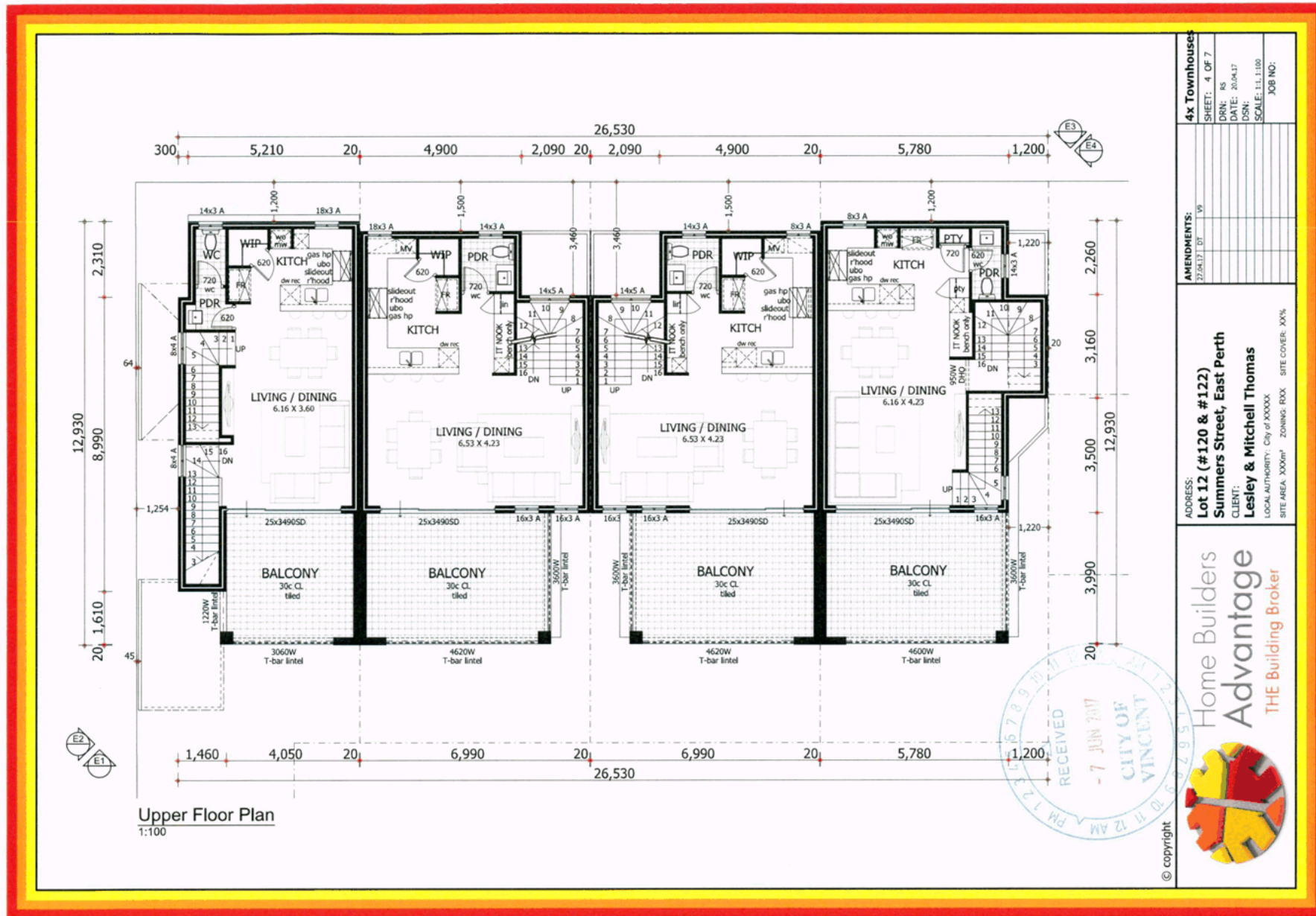


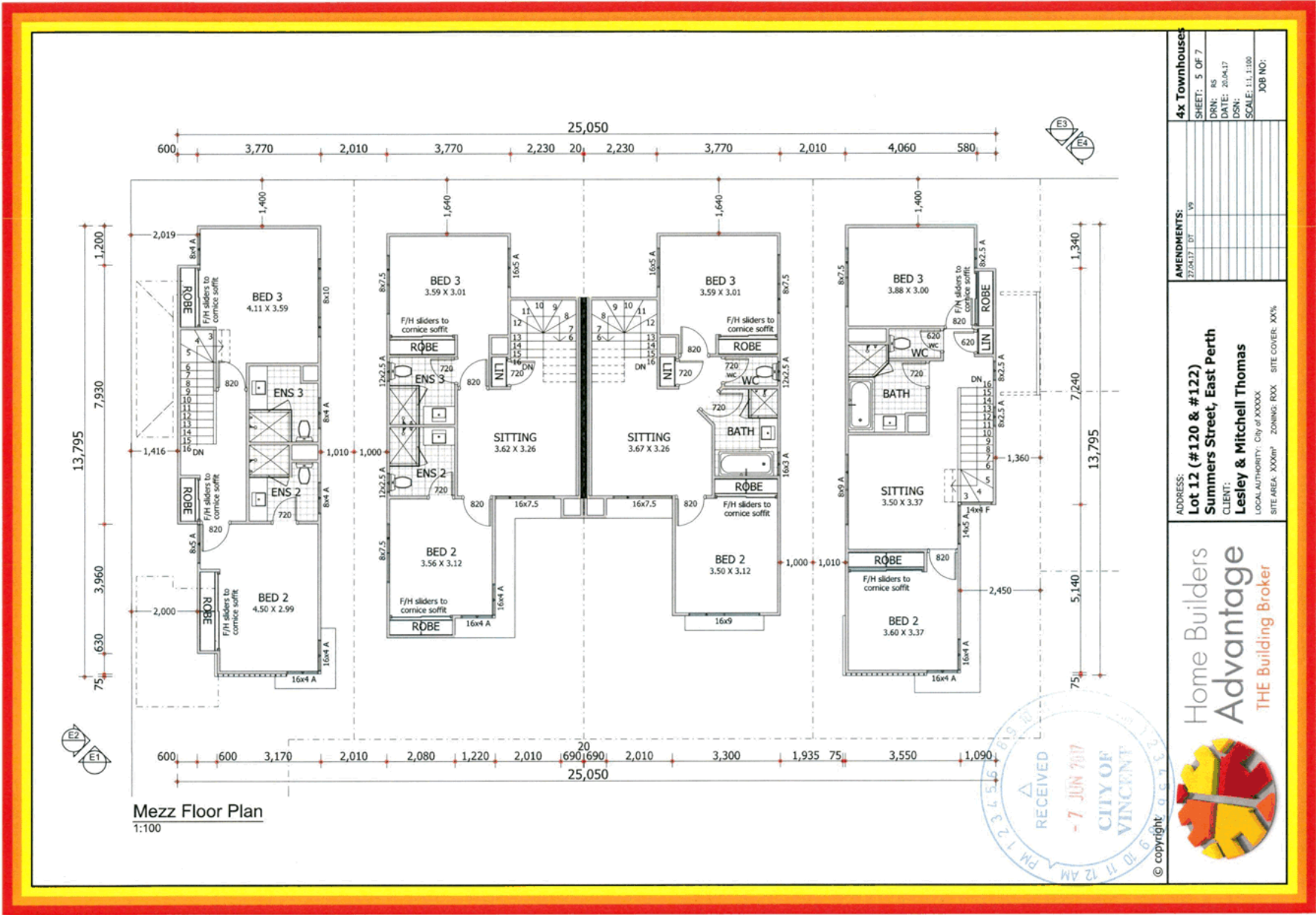


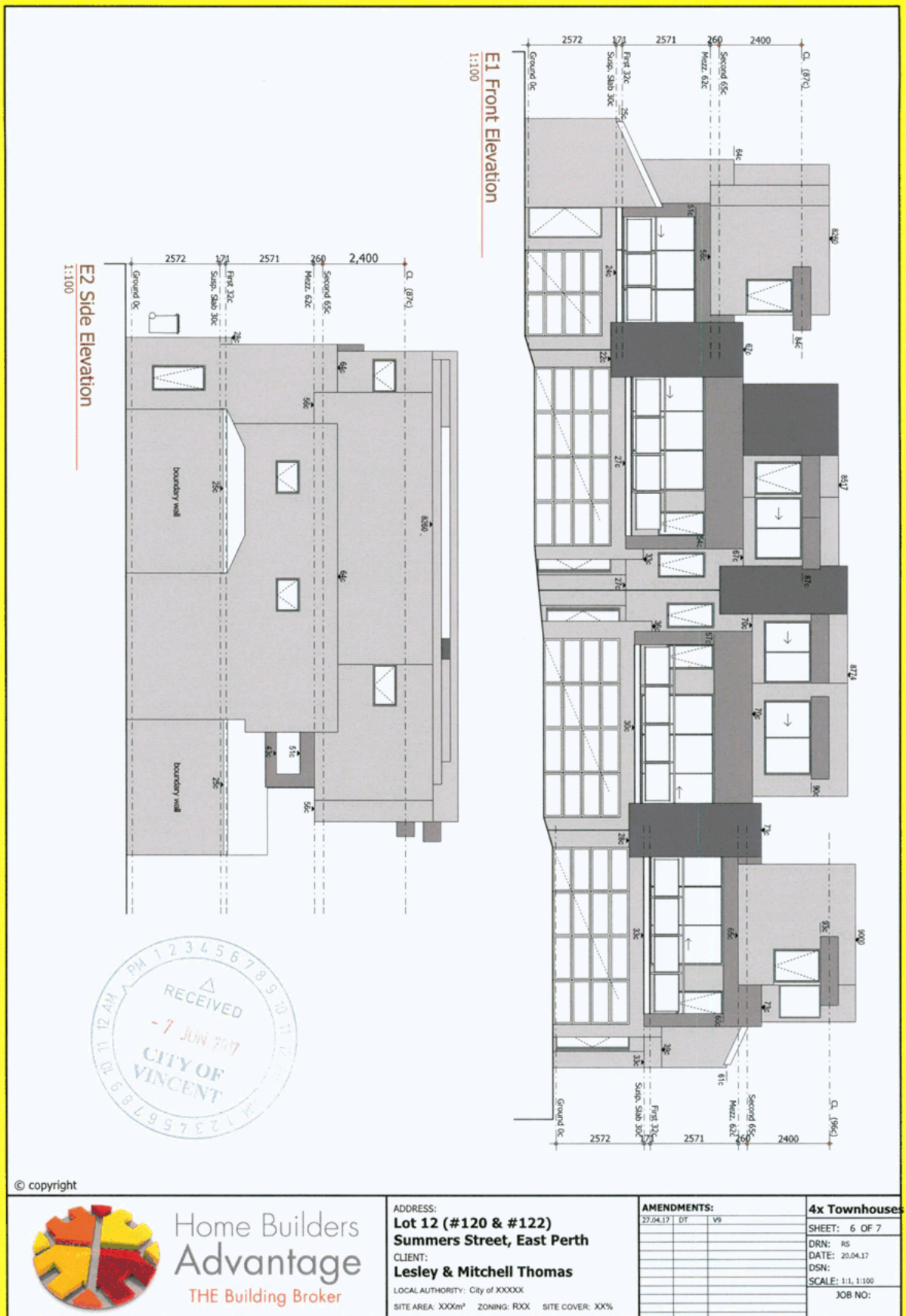


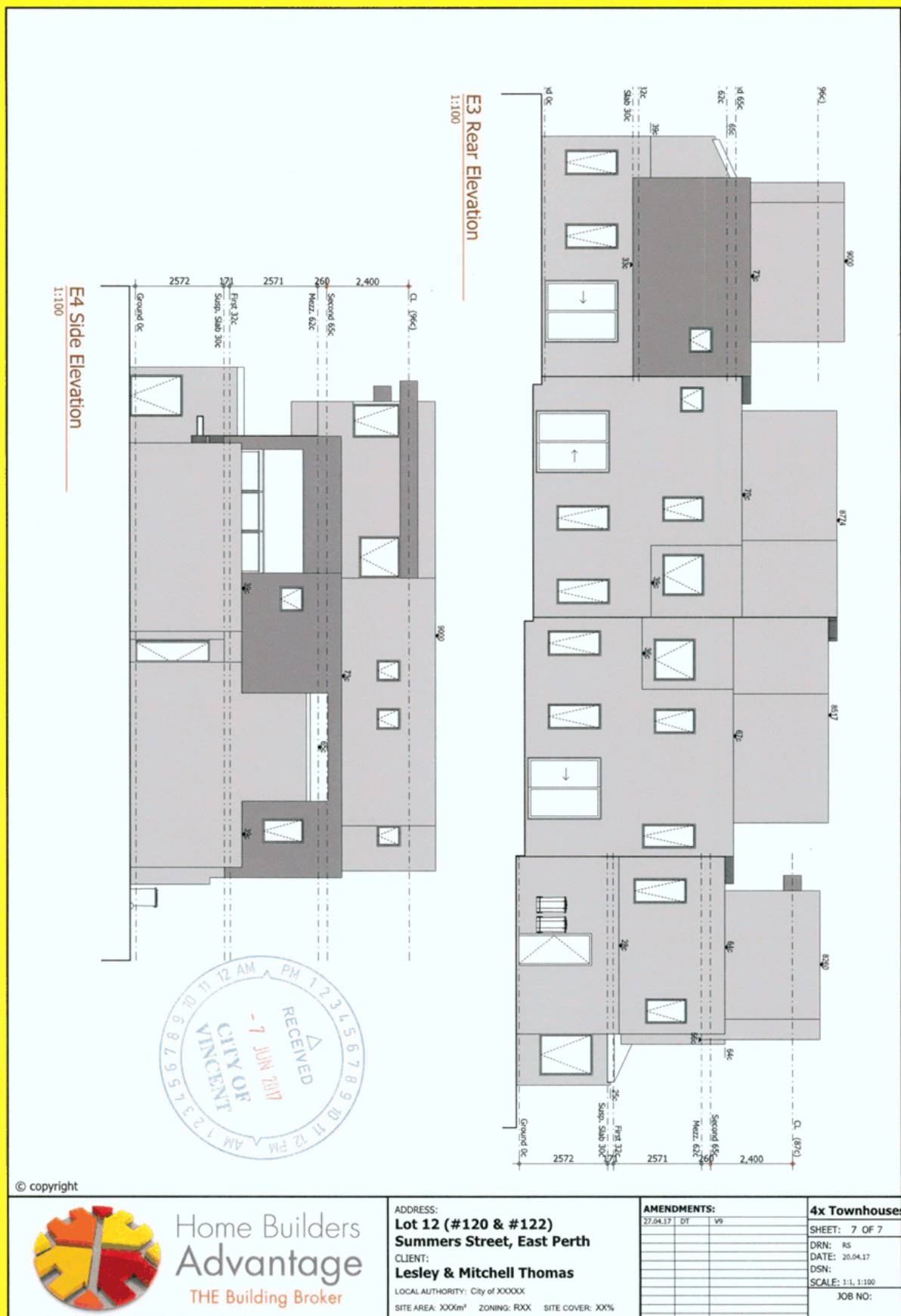


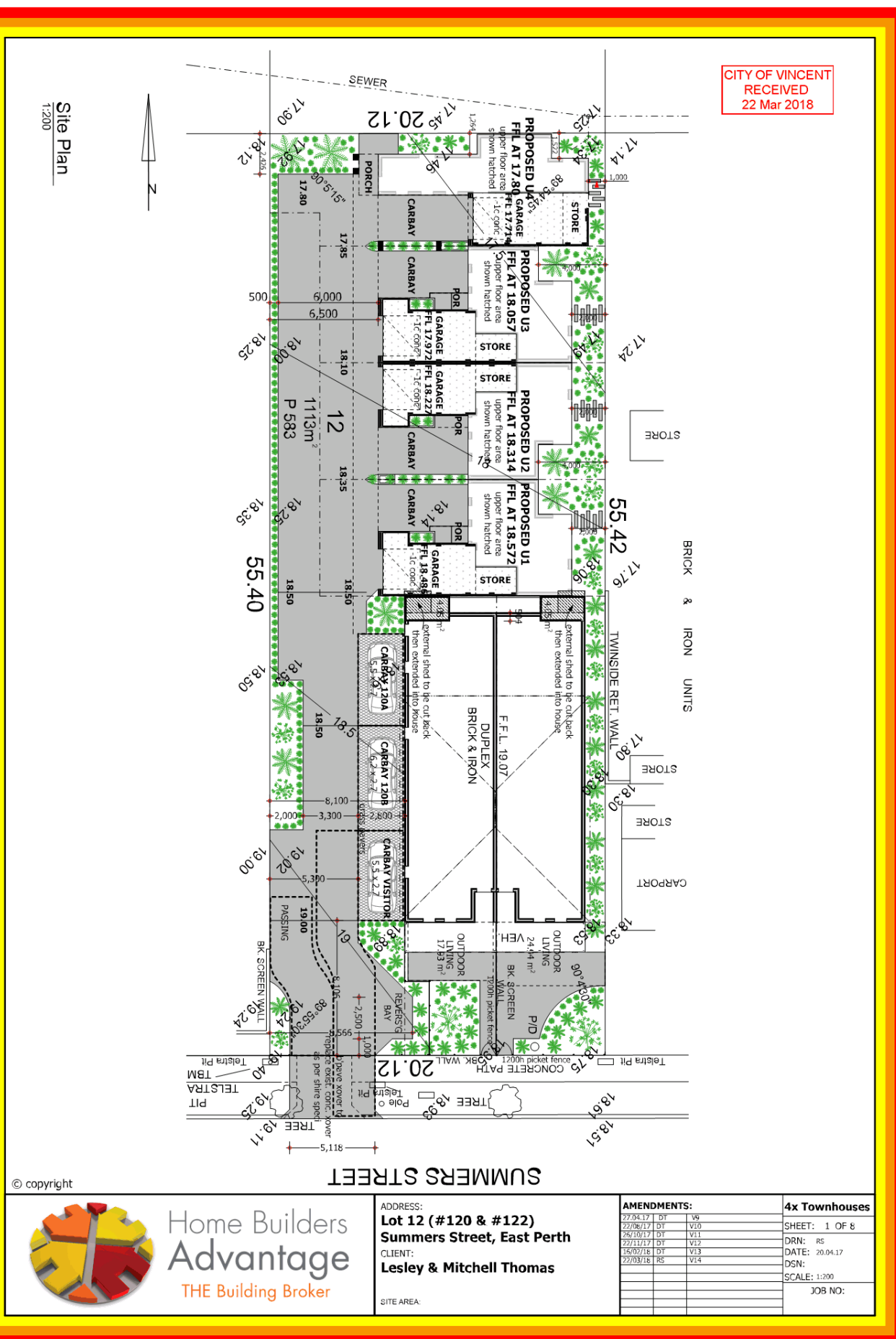


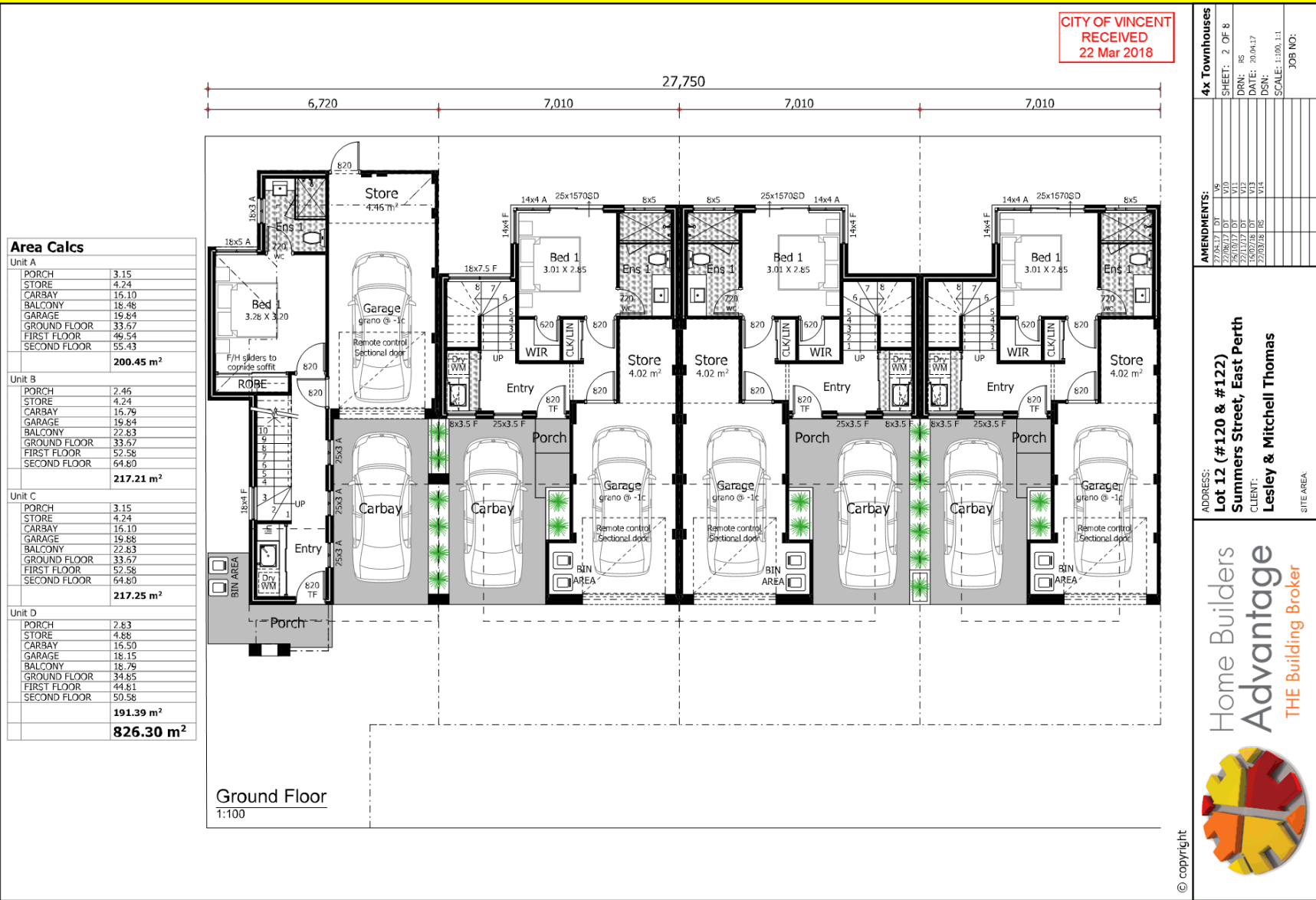


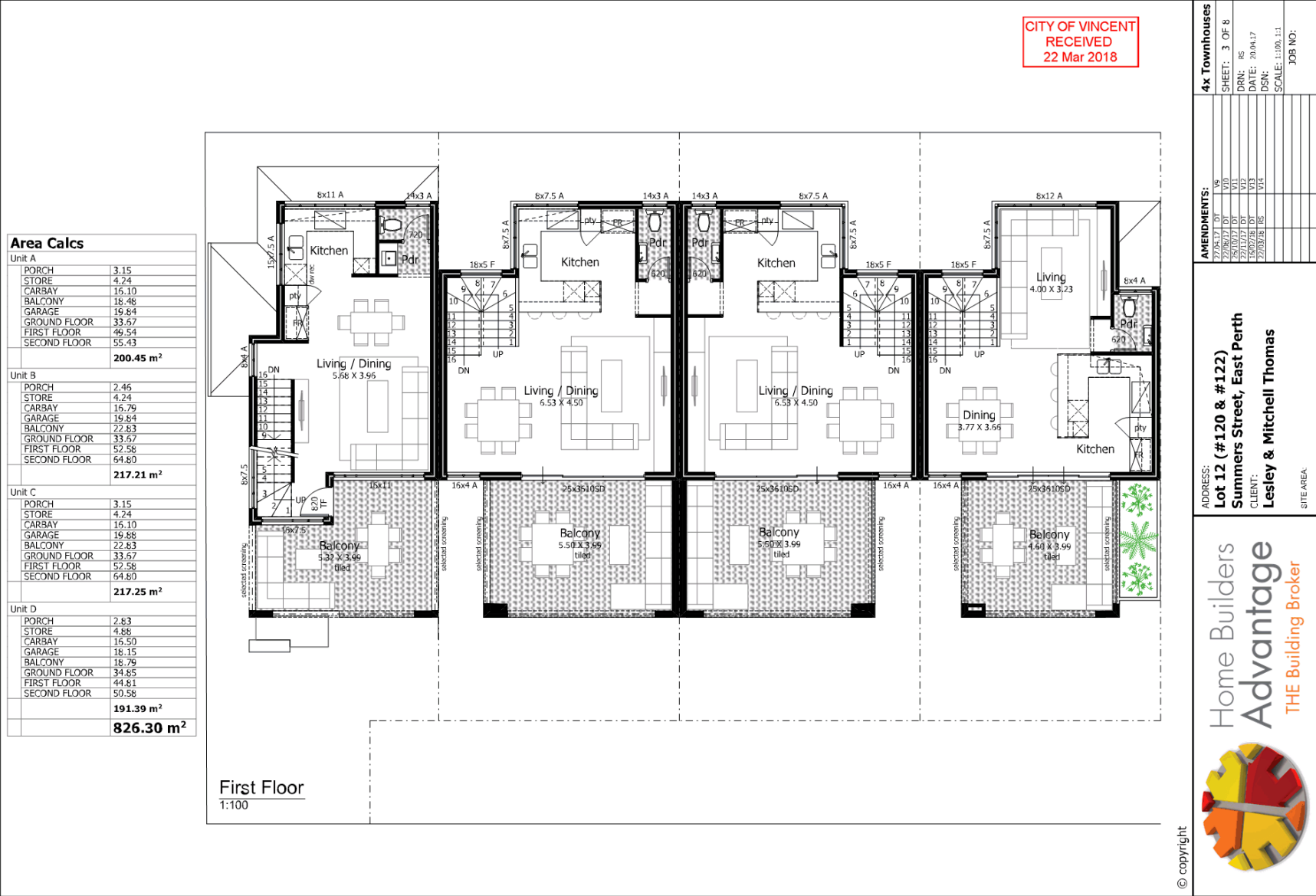


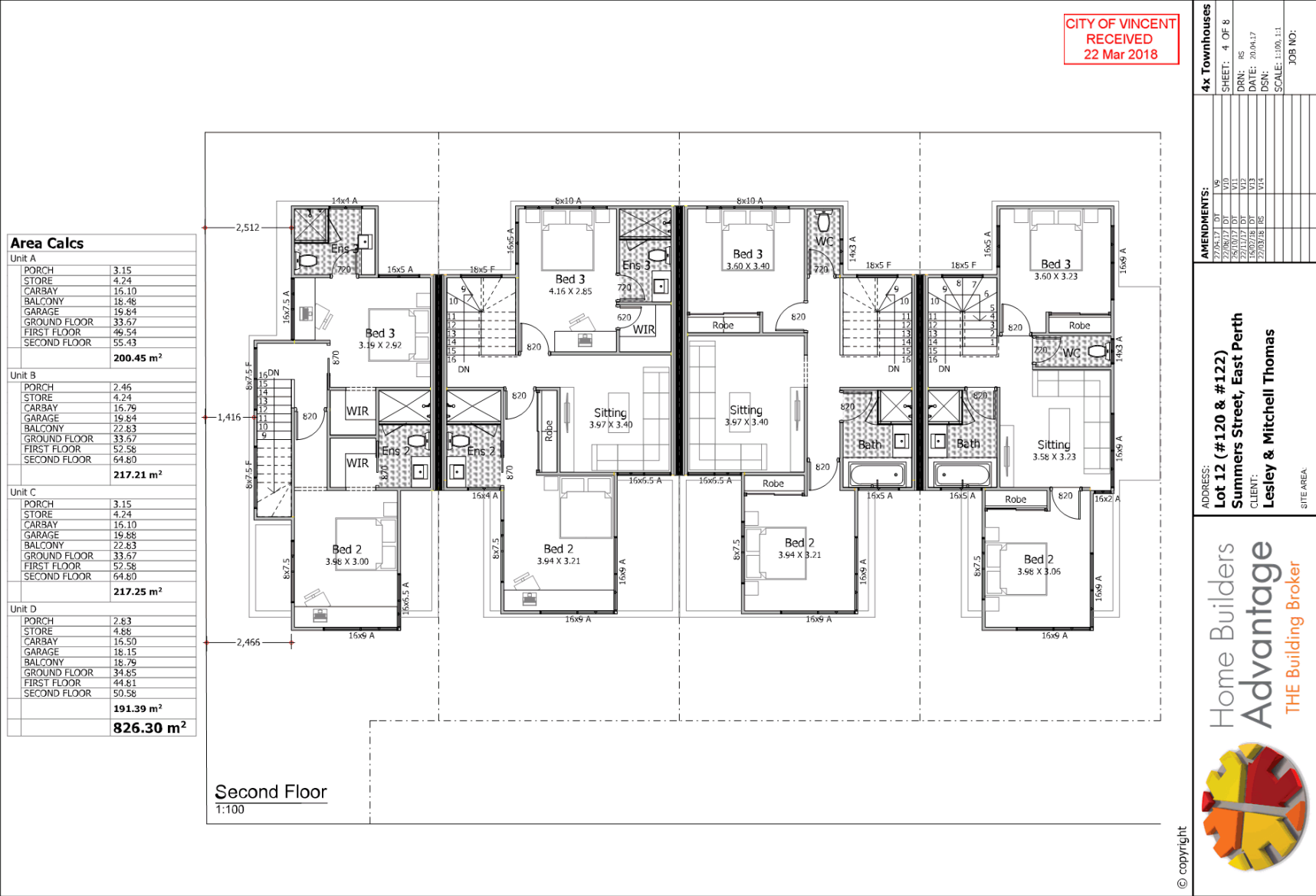


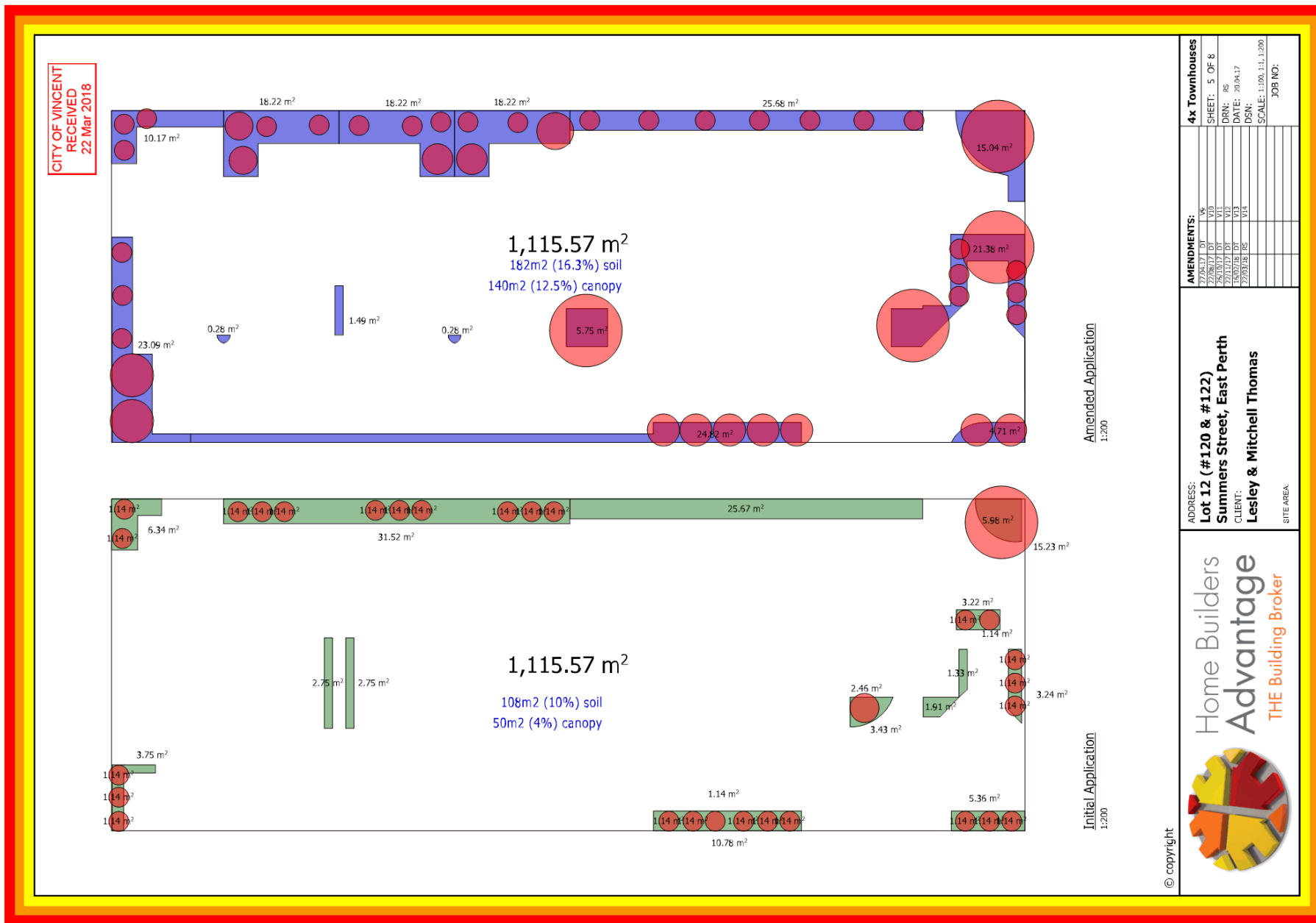










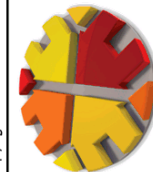




Site Plan - Pre-Calc
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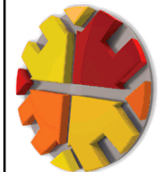
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ADDRESS:
Lot 12 (#120 & #122)
Summers Street, East Perth

CLIENT:
Lesley & Mitchell Thomas

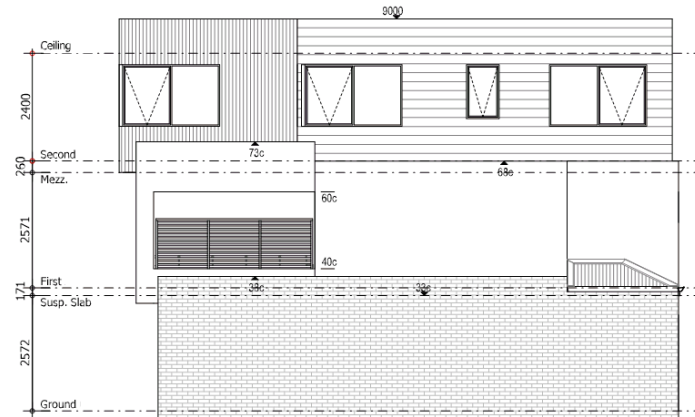
SITE AREA:

Home Builders
Advantage
THE Building Broker





E3 Rear Elevation
1:100



E4 Side Elevation
1:100

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22 Mar 2018

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4x Townhouses	
SHEET: 8 OF 8	
DRN: RS	
DATE: 20.04.17	
DSN:	
SCALE: 1:1, 1:100	
JOB NO:	

AMENDMENTS:	
V5	
27/04/17 DT	
V10	
25/07/17 DT	
27/11/17 DT	
V13	
15/07/18 DT	
22/09/18 RS	
V14	

ADDRESS: **Lot 12 (#120 & #122)**
Summers Street, East Perth
 CLIENT: **Lesley & Mitchell Thomas**
 SITE AREA:

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Lesley & Mitchell Thomas
Lot 12 (#120 & #122) , Summers Street, East Perth

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Summary of Submissions:

The tables below summarise the comments received during the advertising period of the proposal, together with the City's response to each comment.

Comments Received in Support:	Officer Technical Comment:
<u>Density</u> Supports the development of Summers Street into a high density precinct. More residents will also bring an increased level of vibrancy to the area.	Support noted.
Comments Received in Objection:	Officer Technical Comment:
<u>Building Height</u> Excessive height, scale and bulk of this development will have an adverse effect on the amenity of the habitable space (Courtyard B). A three storey high development will result in loss of natural light into habitable spaces of the adjoining properties. The size and scale is not in keeping with the existing streetscape and will detract from the character of the street.	The City's Policy No. 7.1.1 – Built Form designates the area as Residential with a four storey deemed-to-comply building height. The proposal incorporates a three storey development which is compliant with the requirements of the Built Form Policy and is therefore, acceptable.
<u>Visual Privacy</u> The proposal will result in a loss of privacy for the adjoining properties.	Noted. The proposed major openings to the western boundary will result in overlooking into the adjoining property. In this regard, it has been recommended to impose a condition on the approval to require these openings to meet the deemed-to-comply standards of Clause 5.4.1 of the Residential Design Codes (R-Codes) by providing screening or changing these openings to be highlight windows so as to restrict the extent of overlooking.
Comments Received in Concern:	Officer Technical Comment:
<u>Trees and Vegetation</u> Concerned about the removal of the mature tree on the north western corner of the subject site. The removal of this tree will result in direct overlooking and a greater impact from noise.	The proposal will result in the removal of the existing trees on the subject site. Notwithstanding, the applicant is proposing to incorporate 16.3 per cent deep soil zones to facilitate for additional landscaping on the subject site. A condition of approval has been recommended which requires a detailed landscaping plan to be submitted to the City for approval which includes 30 per cent canopy cover. This is considered to adequately compensate for the loss of vegetation on the subject site.

Note: Submissions are considered and assessed by issue rather than by individual submitter.

Summary of Submissions:

The tables below summarises the comments received during the advertising period of the proposal, together with the City's response to each comment.

Comments Received in Support:	Applicant Comments
<u>Density</u> Supports the development of Summers Street into a high density precinct. More residents will also bring an increased level of vibrancy to the area.	Noted.
Comments Received in Objection:	Applicant Comments
<u>Building Height</u> Excessive height, scale and bulk of this development will have an adverse effect on the amenity of the habitable space (Courtyard B). A three storey high development will result in loss of natural light into habitable spaces of the adjoining properties. The size and scale is not in keeping with the existing streetscape and will detract from the character of the street.	<p>The property is located within the East Perth Station precinct as identified in Perth and Peel@3.5million. This document stated that station precincts should be examined for opportunities to increase residential and mixed-use densities, where appropriate. The proposed development is therefore considered to be appropriate in terms of height.</p> <p>Due to the north south orientation of the lot the majority of the overshadowing will only affect the existing retained dwellings on the lot. There will be some minor impact on the habitable spaces of adjoining properties in the early morning and late evening although this impact is considered minor.</p> <p>The proposed dwellings are located behind existing dwellings which are being retained. The impact on the streetscape is therefore very minimal as the properties will be heavily screened when viewed from a pedestrian level. In addition it is expected that the prevailing and future streetscape will be that of more dense and taller buildings given its proximity to East Perth train station.</p>
<u>Visual Privacy</u> The proposal will result in a loss of privacy for the adjoining properties.	Adjoining properties are not considered to be impacted by the development in relation to overlooking. The only areas that will be affected are common access legs. Visual privacy to all adjoining properties outdoor living area and habitable room windows is maintained.
<u>Trees and Vegetation</u> Concerned about the removal of the mature tree on the north western corner of the subject site. The removal of this tree will result in direct overlooking and a greater impact from noise.	The applicant will look at the possibly of retaining this tree if possible.

Summary of Submissions:

Comments Received in Objection:	Applicant Comments
<p data-bbox="338 266 577 290">Lot Boundary Setbacks</p> <p data-bbox="338 317 1070 367">The reduced lot boundary setbacks may have an impact on surrounding landowners</p>	<p data-bbox="1077 317 1832 464">The proposed design is sympathetic to the surrounding buildings and the minor variations proposed will not have an adverse impact on the adjoining residents. Due to the orientation of the lots there will be no impact on overshadowing or access to direct sunlight, nor will ventilation be compromised. The reduced setbacks also have no impact on visual privacy no overlooking from any openings on walls with setback variations proposed.</p>

Note: Submissions are considered and assessed by issue rather than by individual submitter.

Determination Advice Notes:

1. With regard to Condition 1, the owners of the subject land shall obtain the consent of the owners of the relevant adjoining properties before entering those properties in order to make good the boundary walls.
2. With regard to Condition 3, no further consideration shall be given to the disposal of storm water 'off site' without the submission of a geotechnical report from a qualified consultant. Should approval to dispose of storm water 'off site' be subsequently provided, detailed design drainage plans and associated calculations of the proposed storm water disposal shall be lodged together with the building permit application working drawings.
3. The applicant and owner are advised that sufficient parking can be provided on the subject site and as such the City of Vincent will not issue a residential or visitor car parking permit to any owner or occupier of the residential dwellings under Policy No. 3.9.3 – Parking Permits. This information should be provided to all prospective purchasers and it is recommended that a notice be placed on Sales Contracts to advise purchasers of this restriction.
4. The car parking area(s) which form part of this approval shall be sealed, drained, paved and line marked in accordance with the approved plans prior to the first occupation of the development and maintained thereafter by the owner/occupier to the satisfaction of the City.
5. An Infrastructure Protection Bond for the sum of \$3,000 together with a non-refundable inspection fee of \$100 shall be lodged with the City by the applicant, prior to commencement of works, and will be held until all building/development works have been completed and any disturbance of, or damage to the City's infrastructure, including verge trees, has been repaired/reinstated to the satisfaction of the City. An application for the refund of the bond shall be made in writing. The bond is non-transferable.
6. All pedestrian access and vehicle driveway/crossover levels shall match into existing verge, footpath and Right of Way levels to the satisfaction of the City.
7. The movement of all path users, with or without disabilities, within the road reserve, shall not be impeded in any way during the course of the building works. This area shall be maintained in a safe and trafficable condition and a continuous path of travel (minimum width 1.5m) shall be maintained for all users at all times during construction works. Permits are required for placement of any material within the road reserve.
8. All new crossovers to lots are subject to a separate application to be approved by the City. All new crossovers shall be constructed in accordance with the City's Standard Crossover Specifications.
9. Prior to the first occupation of the development, redundant or "blind" crossovers shall be removed and the verge and kerb made good to the satisfaction of the City, at the applicant/owner's full expense.
10. Standard 'Visual Truncations', in accordance with the City's Policy No. 2.2.6 and/or to the satisfaction of the City are to be provided at the intersection of the road reserve or Right of Way boundary, and all internal vehicle access points to ensure that the safety of pedestrians and other road users is not compromised. Details of all required visual truncations shall be included on the building permit application working drawings.
11. If an applicant or owner is aggrieved by this determination there is a right of review by the State Administrative Tribunal in accordance with the *Planning and Development Act 2005* Part 14. An application must be made within 28 days of the determination.
12. If the development the subject of this approval is not substantially commenced within a period of 2 years, or another period specified in the approval after the date of determination, the approval will lapse and be of no further effect.
13. Where an approval has so lapsed, no development must be carried out without the further approval of the local government having first been sought and obtained.

5.6 NO. 18 (LOT: 80; D/P: 2334) SCARBOROUGH BEACH ROAD, NORTH PERTH - PROPOSED CHANGE OF USE FROM WAREHOUSE TO RECREATIONAL FACILITY

TRIM Ref: D17/167016







Author: Rana Murad, Senior Urban Planner

Authoriser: John Corbellini, Director Development Services

Ward: North

Precinct: 7 – Charles Centre

Attachments:

1. Attachment 1 - Location and Consultation Map [↓](#) 
2. Attachment 2 - Proposed Development Plans [↓](#) 
3. Attachment 3 - Car Parking Survey [↓](#) 
4. Attachment 4 - Summary of Submissions and Administration's Comments [↓](#) 
5. Attachment 5 - Summary of Submissions and Applicant's Response [↓](#) 
6. Attachment 6 - Determination Advice Notes [↓](#) 

RECOMMENDATION:

That Council, in accordance with the provisions of the City of Vincent Town Planning Scheme No. 1 and the Metropolitan Region Scheme, **APPROVES** the application for development approval for a Change of Use from Warehouse to Recreational Facility at No. 18 Scarborough Beach Road, North Perth, in accordance with the plans shown as Attachment 2, subject to the following conditions, with the associated determination advice notes in Attachment 6:

1. Use of Premises

1.1 This approval only relates to the Change of Use from Warehouse to Recreational Facility as shown on the plans dated 21 September 2016. It does not relate to any other development on the site;

1.2 The use of the premises shall conform with the City of Vincent's Town Planning Scheme No. 1 definition of Recreational Facility which states:

(a) *"Recreational Facilities" means any land or building or part of a building used for:*

(b)

a) *Public tennis courts;*

b) *Public or private swimming pools;*

c) *Squash courts or centres;*

d) *Basketball centres;*

e) *Gymnasias;*

f) *Ice and roller skating rinks;*

g) *Physical health studios; and*

h) *Any other similar purpose;*

in respect of which a charge is made for the use thereof";

1.3 A maximum of three staff and 26 patrons are permitted on the site at any one time;

- 1.4 The business operating from the premises is permitted a maximum of 35 members at any one time; and
- 1.4 The hours of operation for the 'Recreational Facility' shall be limited to 5:00am – 10:00pm Monday to Sunday;

2. Active Frontage

The development shall maintain an active and interactive relationship and uninterrupted views between the 'Reception and Class Area' and Scarborough Beach Road and Sydney Street during the hours of the development's operation to the satisfaction of the City. Darkened, obscured, mirror or tinted glass or the like is prohibited. Curtains, blinds and other internal or external treatments that obscure the view of these areas from Scarborough Beach Road and Sydney Street are not permitted to be used during the hours of the developments operation;

3. Bicycle Parking

- 3.1 Within 90 days of the date of this approval, a minimum of one long term bicycle bay designed in accordance with AS2890.3 shall to be provided onsite to the City's satisfaction; and
- 3.2 Within 90 days of the date of this approval, four short term bicycle bays shall be provided at the applicants cost within the road verge immediately adjacent to the subject site in a location to the City's satisfaction. The bicycle facilities shall be designed in accordance with AS2890.3 and all works shall be undertaken to the City's specification and satisfaction; and

4. General

Conditions that have a time limitation for compliance, and the condition is not met in the required time frame, the obligation to comply with the requirements of the condition continues whilst the approved development exists.

PURPOSE OF REPORT:

To consider an application for development approval for a proposed Change of Use from Warehouse to Recreational Facility at No. 18 Scarborough Beach Road, North Perth (subject site).

PROPOSAL:

The application proposes to change the approved use of subject site from Warehouse to Recreational Facility to accommodate personal training and small format fitness classes. The application proposes operating hours of 5:00am to 10:00pm Monday to Sunday with a maximum of 26 patrons at any one time.

BACKGROUND:

Landowner:	C Fiore Nominees Pty Ltd
Applicant:	Lucas Cox and Michael Colley
Date of Application:	19 September 2016
Zoning:	MRS: Urban TPS1: Zone: Commercial LPS2: Zone: Commercial
Built Form Area:	Mixed Use Area
Current Approved Land Use:	Warehouse
Existing Land Use:	Recreational Facility
Proposed Use Class:	Recreational Facility
Lot Area:	475m ²
Right of Way (ROW):	None
Heritage List:	Not applicable

The subject site is located on the corner of Scarborough Beach Road and Sydney Street, North Perth, approximately 150 metres west of Charles Street. The subject site is zoned Urban under the Metropolitan Region Scheme and Commercial under the City's Town Planning Scheme No. 1 (TPS1). This zoning will not change under the City's Local Planning Scheme No. 2 (LPS2).

The subject site abuts Commercial zoned land to the north, east and south (across Scarborough Beach Road). To the west of the subject site is Sydney Street with Residential zoned land. The area to the north west has been developed with residential developments including single houses and grouped dwellings. Directly to the north is a car park associated with the adjoining Liquorland. To the east are a number of commercial uses including a car wash, funeral parlour and eating houses. The location of the subject site is shown on the plan included as **Attachment 1**.

On 22 September 2016, the City received a development application for a change of use from Warehouse to Recreation Facility at the subject site. The proposed operating hours are Monday to Sunday: 5:00am to 10:00pm, with a maximum number of 26 patrons permitted at any one time. The plans submitted as part of this application are included as **Attachment 2**.

The proposal was advertised from 6 October 2016 – 19 October 2016. At the conclusion of the advertising period a request for further information was sent to the applicant on 26 October 2016 which was subsequently responded to by the applicant on the same day. The response was not noted by the assessing officer at the time and as a result the application was not progressed further after until 15 June 2017 when the application was allocated to a new assessing officer who followed up on the previous request. The applicant again responded to the same day to advise that this request had already been responded to. Following this the City met with the applicant to discuss the proposal and requested a car parking survey to justify the shortfall of car parking on the site. The applicant was aggrieved by the timeframe for processing the application and stated that the business had commenced operating on the presumption that development approval had been issued. However, the applicant agreed to provide a car parking survey to justify the shortfall in car parking. On 30 March 2018, the car parking survey was submitted to the City and this is included as **Attachment 3**.

DETAILS:

Summary Assessment

The table below summarises the planning assessment of the proposal against the provisions of the City of Vincent Town Planning Scheme No. 1 (TPS1) and the City's Policy No, 7.7.1 – Parking and Access. In each instance where the proposal requires the discretion of Council, the relevant planning element is discussed in the Detailed Assessment section following from this table.

Planning Element	Use Permissibility/ Deemed-to-Comply	Requires the Discretion of Council
Land Use		✓
Parking and Access		✓
Bicycle Facilities		✓

Detailed Assessment

The deemed-to-comply assessment of the elements that require the discretion of Council are as follows:

Land Use	
Deemed-to-Comply Standard	Proposal
Town Planning Scheme No. 1	
Permitted Use	Recreational Facility – "AA" Use
Car Parking	
Deemed-to-Comply Standard	Proposal
Policy No. 7.7.1 – Parking and Access	
Recreational Facility (maximum 26 patrons at any one time): 5.2 car parking bays required	Nil.
Bicycle Facilities	

Deemed-to-Comply Standard	Proposal
Policy No. 7.7.1 – Parking and Access	
Long term: 1	Nil.

The above elements of the proposal do not meet the specified deemed-to-comply standards and are discussed in the comments section below.

CONSULTATION/ADVERTISING:

Community consultation was undertaken for a period of 14 days in accordance with the *Planning and Development (Local Planning Scheme) Regulations 2015*, from 6 October 2016 to 19 October 2016. The method of community consultation included advertising the proposal on the City's website and letters sent to owners and occupiers within close proximity to the subject site as shown in **Attachment 1**, in accordance with the City's Policy No. 4.1.5 – Community Consultation. At the conclusion of the consultation period a total of five submissions were received of which three raised concerns and two objected to the proposal. The key issues raised from the community consultation related to:

- Lack of on-site car parking; and
- Concerns regarding the potential impact on surrounding landowners as a result of excessive noise.

A summary of submissions and Administration comments on each is provided in **Attachment 4**. The applicant's response to the submissions is included in **Attachment 5**.

Design Advisory Committee (DAC):

Referred to DAC: No

LEGAL/POLICY:

- *Planning and Development Act 2005*;
- *Planning and Development (Local Planning Schemes) Regulations 2015*;
- City of Vincent Town Planning Scheme No. 1;
- Policy No. 4.1.5 – Community Consultation;
- Policy No. 7.1.1 – Built Form Policy; and
- Policy No. 7.7.1 – Parking and Access.

In accordance with Schedule 2 Clause 76(2) of the *Planning and Development (Local Planning Schemes) Regulations 2015* and Part 14 of the *Planning and Development Act 2005*, the applicant has the right to apply to the State Administrative Tribunal for a review of Council's determination.

Draft Local Planning Scheme No. 2

On 4 April 2018, the Acting Minister for Planning endorsed the LPS2. LPS2 is scheduled to be gazetted and become operational on 10 May 2018.

As such, LPS2 should be given due regard as a seriously entertained planning proposal when determining this application. LPS2 includes the following new objectives for the Commercial zone:

“Commercial –

- To facilitate a wide range of compatible commercial uses that support sustainable economic development within the City; and*
- To ensure development design incorporates sustainability principles with particular regard to waste management and recycling and including but not limited to solar passive design, energy efficient and water conservation.”*

Delegation to Determine Applications:

This matter is being referred to Council as the application proposes a car parking shortfall of more than five car parking bays under the City's Policy No. 7.7.1 – Parking and Access.

RISK MANAGEMENT IMPLICATIONS:

It is Administration's view that there are minimal risks to Council and the City's business function when Council exercises its discretionary power to determine a planning application.

STRATEGIC IMPLICATIONS:

The City's Strategic Plan 2013-2023 states:

"Natural and Built Environment"

1.1 *Improve and maintain the natural and built environment and infrastructure."*

SUSTAINABILITY IMPLICATIONS:

Nil.

FINANCIAL/BUDGET IMPLICATIONS:

Nil.

COMMENTS:

Land Use

A Recreational Facility is a discretionary land use under TPS1. The subject site is zoned Commercial which is consistent with the zoning of the adjacent properties. The zoning of the site as well as the adjoining properties will not change in LPS2. The immediate vicinity is characterised by a mix of residential and commercial uses. The proposed Recreational Facility is considered to be compatible with the existing commercial uses in the surrounding area and the objectives of the Commercial zone under LPS 2, which envisages a compatible commercial uses that support sustainable economic development.

The surrounding context of the subject site comprises of a mixture of land uses including car wash, funeral parlour, eating house, liquor store and grouped and single dwellings. The subject site is bound by Scarborough Beach Road, Sydney Street, a car park and a car wash, which adequately buffers the subject site from the surrounding residential dwellings. The proposal is considered to be low scale with a maximum of two staff members and 26 patrons.

The operating hours are restricted to 5:00am to 10:00pm Monday to Sunday and are considered appropriate in the locality. The adjoining car wash operates 24 hours a day, seven days a week. There are a number of eating houses surrounding the subject site which operate until 10:00pm and one of which operates 24 hours a day. Therefore, the proposed operating hours are considered to be generally in keeping with the surrounding locality. It is noted that, since the Recreational Facility has commenced operating in 2016, the City has not received any noise complaints relating to this property.

Car Parking and Bicycle Facilities

The City's Policy No 7.7.1 – Parking and Access sets a deemed-to-comply standard of 5.2 car parking bays for the subject site as well as one long term bicycle bays. The proposal does not incorporate any car parking bays or bicycle parking, but does incorporate end-of-trip facilities. The subject site has been built out and the building currently on the site occupies the entirety of the site. Therefore, there is no opportunity for the provision of car parking bays on-site.

The portion of Scarborough Beach Road abutting the subject site has been developed with on-road cycle lanes on both sides. The pathway abutting the Scarborough Beach Road reserve has been designed as a shared path with the ability for both pedestrians and cyclists to utilise this existing infrastructure. Whilst the development plans submitted do not show any bicycle parking bays, it has been recommended that a condition requiring the provision of long term bicycle parking in accordance with the City's Parking and Access Policy be imposed on the development approval. Scarborough Beach Road provides a high frequency bus route with direct bus services. The existing provision of cycle facilities and a high frequency bus route is considered to contribute to achieving more active and sustainable transport modes.

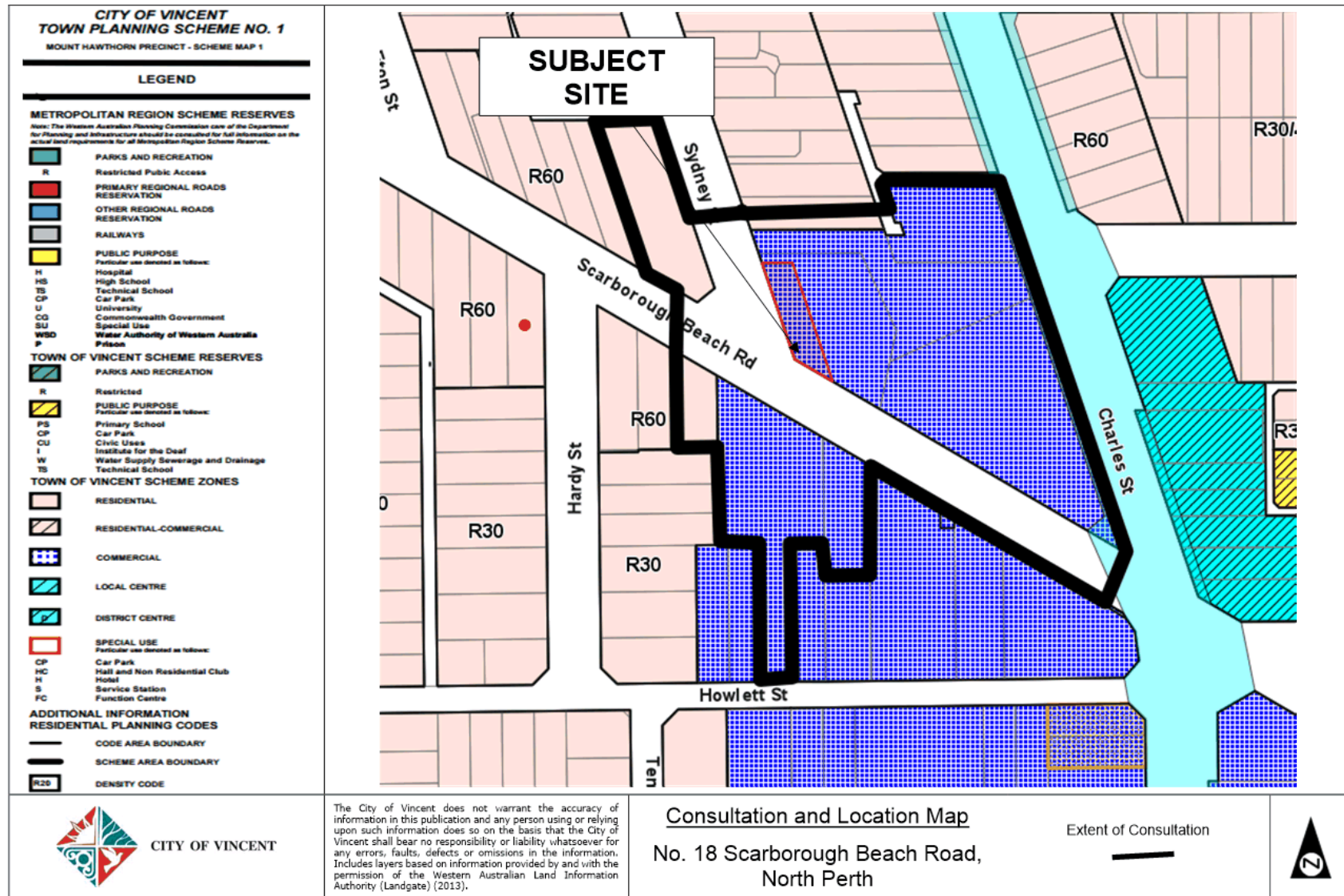
In order to justify the shortfall of car parking, the applicant has provided a car parking assessment, including an assessment of the on-street car parking available in the immediate vicinity of the site. A total of 22 car parking bays were surveyed within close proximity to the subject site along Scarborough Beach Road and up to the speed hump on Sydney Street. The time periods for the survey are considered to coincide with the peak operating hours of the Recreational Facility. The car parking survey were undertaken while the Recreation Facility was operation and demonstrate that there is a significant surplus in on-street car parking bays at the peak operating times of the development.

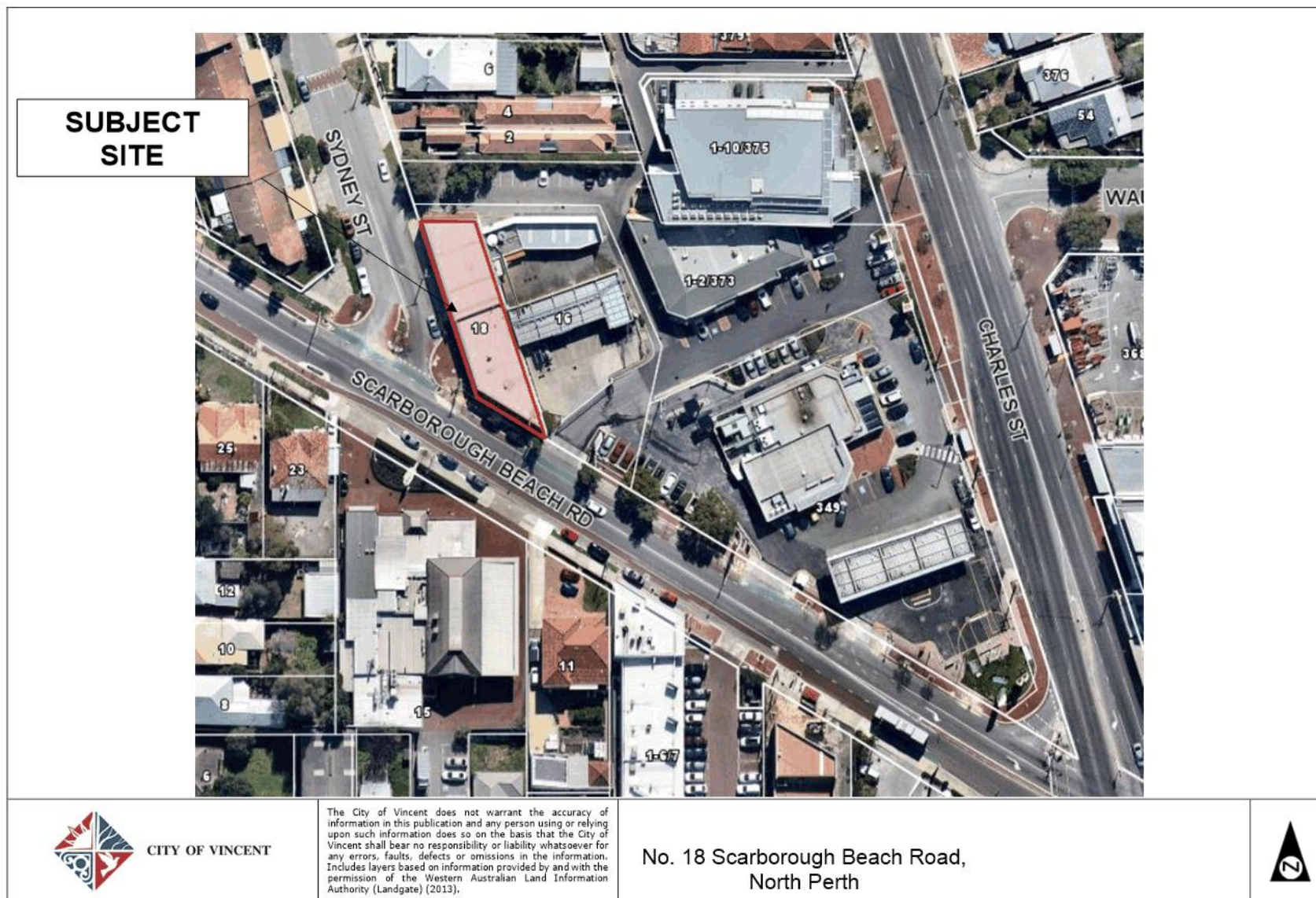
In light of the above, it is not considered that the proposal will have any negative impact on car parking in the area. As part of the car parking assessment the applicant has mentioned that a number of patrons cycle to the premises and stated that there is capacity for four short term bicycle parking bays to be provided in the adjoining road verge. Given the lack of car parking and the local nature of the development it is considered necessary for this bicycle parking to be provided and a condition has been recommended accordingly. The existing infrastructure surrounding the site will also provide alternative and sustainable methods of transport to the site. As such, it is considered that the proposal satisfies the objectives of the City's Policy No. 7.7.1 – Parking and Access and that cash-in-lieu of car parking is not required.

Conclusion

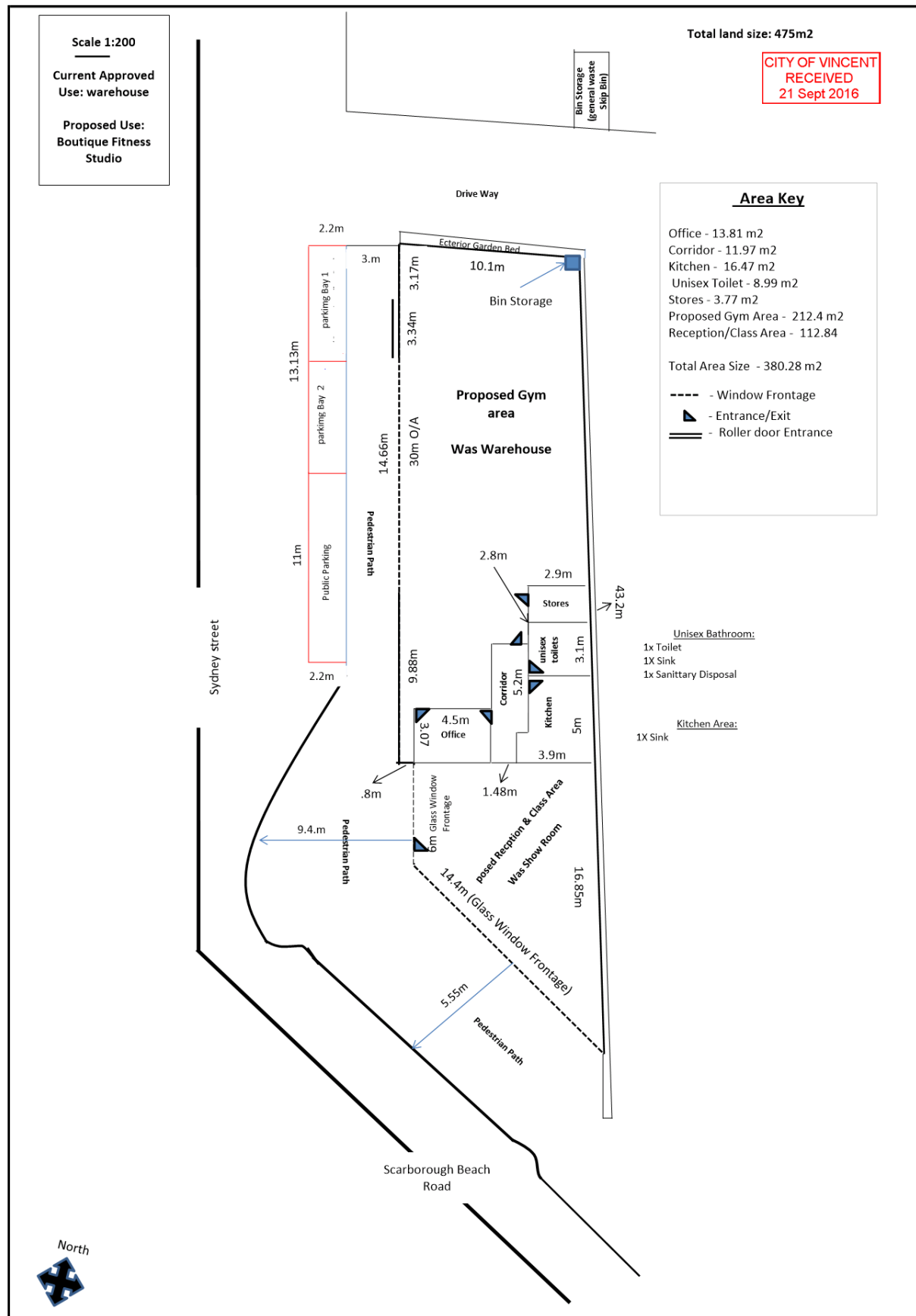
The proposed Recreational Facility is considered to be an appropriate land use within the locality given the immediately surrounding commercial land uses. The proposal is considered to be low scale with only two employees, a maximum of 26 patrons and restricted operating hours. The location of the subject site is considered to be well separated from the surrounding residential developments and therefore, the impact on these properties is considered to be negligible. This is demonstrated by the fact that the Recreation Facility has been operating for over a year without any complaint.

As mentioned above, the subject site is entirely occupied by the existing building and therefore, the subject site cannot provide any car parking on site. A parking survey has been submitted by the applicant which demonstrates that the surrounding on street car parking bays are capable of accommodating the required number of parking bays for the proposed Recreation Facility. The site is located within close proximity to high frequency bus route, an on street cycle lane and existing shared paths which allow for alternative modes of transport. A condition requiring short and long term bicycle bays has been recommended to ensure that sufficient bicycle parking is provided on site. In light of this, it is recommended that the proposal is approved subject to conditions.





18 Scarborough Beach road
 Lot Number 80 | Folio 962 | Vol: 1434 | Plan:2334 | Location Number: Swan660 |



Gym and Fitness Training Studio
(RE-BOOT FITNESS)
CHANGE OF USE APPLICATION

18 Scarborough Beach Road, North Perth

Car Parking Assessment – V3

Prepared for: Re-Boot Fitness

Prepared by: Move Consultants



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April 2018

Client Name: Re-Boot Fitness.
Project Name: 18 Scarborough Beach Road

April 2018

DOCUMENT ISSUE AUTHORISATION

Issue	Rev	Date	Description	Checked	Approved
1	0	09/03/18	FINAL	HH	HH
2	1	04/04/18	REV	HH	HH
3	2	05/04/18	REV	HH	HH

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1. INTRODUCTION

Move Consultants has been commissioned to prepare a Car Parking Assessment for a retro-active approval for the existing Re-Boot Fitness Studio located within the existing tenancies at 18 Scarborough Beach Road, North Perth in the City of Vincent's *Planning Policy 7.71: Parking and Access* and the *WAPC Transport Impact Assessment Guidelines – Vol. 4: Individual Developments* as well as in the context of documented car parking demand surveys within the existing on-street supply in close proximity to the site. This update reflects correction of the on-street car parking supply surveyed.

The site is located at the south-west corner of north-east corner of Scarborough Beach Road and Sydney Street, with the subject tenancy fronting to both roads. The subject site is immediately west of the existing McDonalds restaurant and BP Service Station located within the north-western corner of the signalised intersection of Charles Street/Scarborough Beach Road. The subject site is shown in Figure 1. The site is located approximately 900m due north-west of the North Perth Town Centre and is located within an established mixed-use area with high quality transport links and a walkable catchment.



Figure 1 – Local Context

The location of the site in a metropolitan context is shown in Figure 2.

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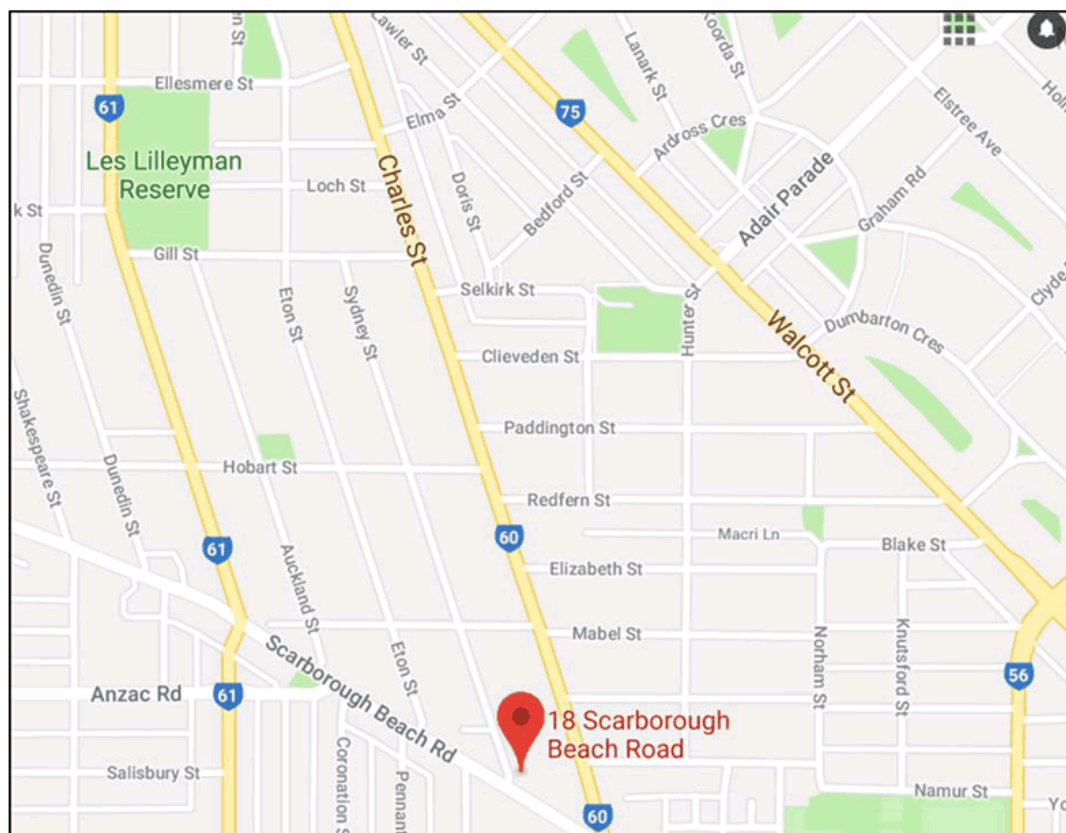


Figure 2: Metropolitan Context

The proposal consists of the refitting of an existing previous tenancy at 18 Scarborough Beach Road, North Perth to accommodate a small-format fitness facility (gym) which caters to a limited clientele of up to 35 members with demand for small format fitness classes and personal training of a maximum of 20 patrons and 3 staff members at any one time. The tenancy was previously used for showroom uses. A copy of the proposed site plan is attached in **Appendix A**.

A detailed site visit and car parking demand surveys were conducted during the week of 26th February and 5th March 2018 to quantify the existing car parking availability in close proximity to the site along both Sydney Street and Scarborough Beach Road.

1.1 SCOPE OF ASSESSMENT

This report has been prepared in accordance with the Western Australian Planning Commission's *Transport Assessment Guidelines for Developments: Volume 4 – Individual Developments* (2016) and reflects the car parking demand assessment methodology required to be addressed as part of the Change of Use application.

Specifically, this report aims to assess the impacts of the potential car parking demands of the proposal on the existing on-street supply in close proximity to the site during peak demand periods and how this demand would impact on other legitimate competing demands within the area. Further to the collection of car parking demand

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data, the assessment considers the existing City of Vincent Council policy in the context of a proposed car parking concession associated with the proposal.

2. EXISTING MOVEMENT NETWORK

2.2 ROAD INFRASTRUCTURE

Scarborough Beach Road, running along the north-western boundary of the subject tenancy, has been designated as a *District Distributor A* under the MRWA Functional Road Hierarchy and is defined as a road which "...carries traffic between industrial, commercial and residential areas and generally connect to Primary Distributors. These roads are likely to be truck routes and provide only limited access to adjoining property and are managed by Local Government. It carries in the order of 11,300 vpd (MRWA, 2016) and operates under a speed limit of 60kph. It is owned, operated and maintained by the City of Vincent to the north-west of the site. It has been constructed as an undivided dual carriageway in the vicinity of the site with on-road cycle lanes on both sides of the road. Indented on-street car parking is in place primarily on the southern side of Scarborough Beach Road with up to three (3) bays located on the north side between Sydney Street and Charles Street immediately abutting the site and approximately eight (8) located on the south side between Charles Street to the east and Hardy Street to the west.

Charles Street is located to the east of the site and runs in a north-south direction connecting Wanneroo Road to the north with the Perth CBD via Northbridge and the Kwinana Freeway to the south. It has been designated as a *Primary Distributor* road under the MRWA Functional Road Hierarchy and is defined as a road which "...provides for major regional and inter-regional traffic movement and carry large volumes of generally fast-moving traffic. Some are strategic freight routes, and all are National or State roads and are managed by Main Roads." It carries in the order of 28,000 vpd (MRWA, 2016) and operates under a speed limit of 60kph. It is owned, operated and maintained by Main Roads Western Australia and has been constructed as a dual divided carriageway to the east of the site.

Sydney Street, along the western boundary of the site, has been designated as an *Access Road* under the MRWA Functional Road Hierarchy and provides local access to the community within the north-western quadrant of the Charles Street/Scarborough Beach Road intersection as well as direct access to the tenancies located at 18 Scarborough Beach Road, including the subject tenancy. It has been constructed as a single undivided carriageway in the vicinity of the proposal with footpaths on both sides of the road. It operates under a speed limit of 50kph and is owned, operated and maintained by the City of Vincent. On-street car parking is permitted on both sides of the street immediately adjacent to and opposite the subject proposal with approximately 13 bays located between the T-intersection with Scarborough Beach Road and the speed hump located between 5 and 6 Sydney Street to the north.

An extract from the MRWA's *Functional Road Hierarchy* is shown in Figure 3.

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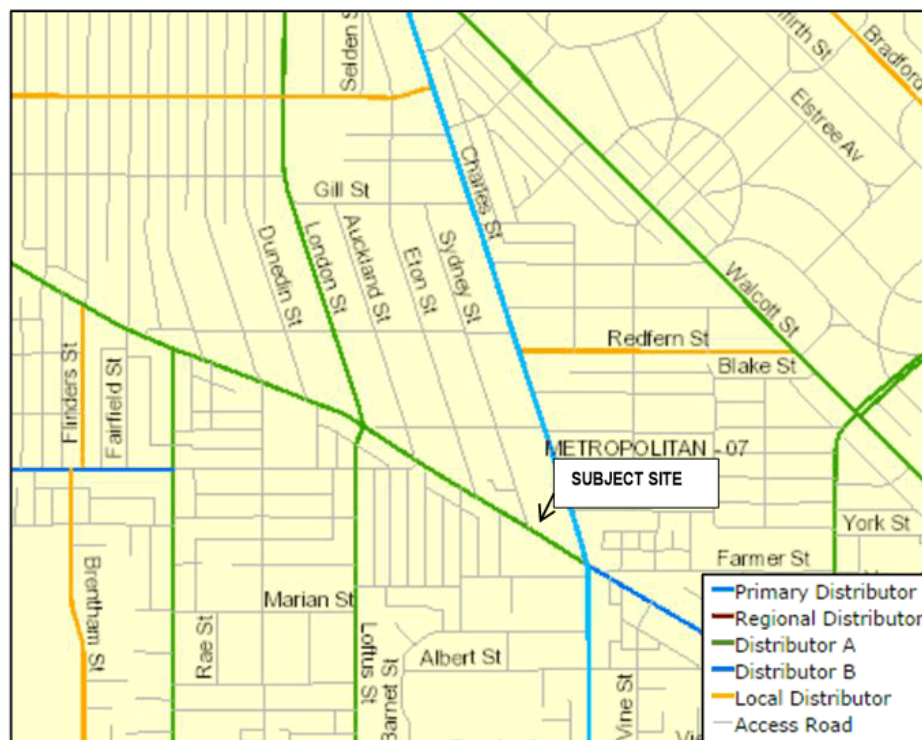


Figure 3 – MRWA Functional Road Hierarchy

2.3 PEDESTRIAN AND CYCLING INFRASTRUCTURE

There are on-road cycle lanes on both sides of Scarborough Beach Road adjacent to the southern boundary of the proposal. Footpaths are in place on both sides of Scarborough Beach Road and Charles Street as well as on Sydney Street adjacent to the western boundary of the site.

Figure 4 shows the existing pedestrian and cycling infrastructure in the vicinity of the site.

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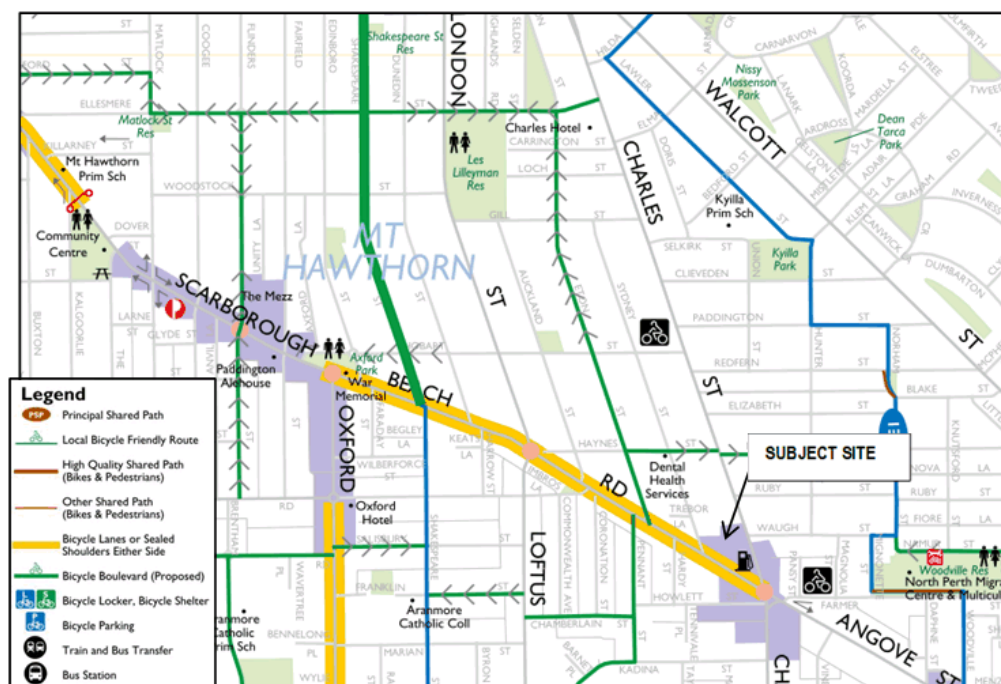


Figure 4: Pedestrian and Cycling Infrastructure

2.4 PUBLIC TRANSPORT INFRASTRUCTURE

The closest bus stops are in place to the north of the site on either side of Scarborough Beach Road to the south and Charles Street to the east providing direct and frequent service to the north-western suburbs and the Perth CBD, respectively. Bus services along these routes run line haul services with frequencies of approximately 5 to 10-minute services during the roadway and midday peak periods with 10- to 15-minute services during the midday and early evening peak periods and weekends. Figure 5 shows the public transport infrastructure in the vicinity of the site.

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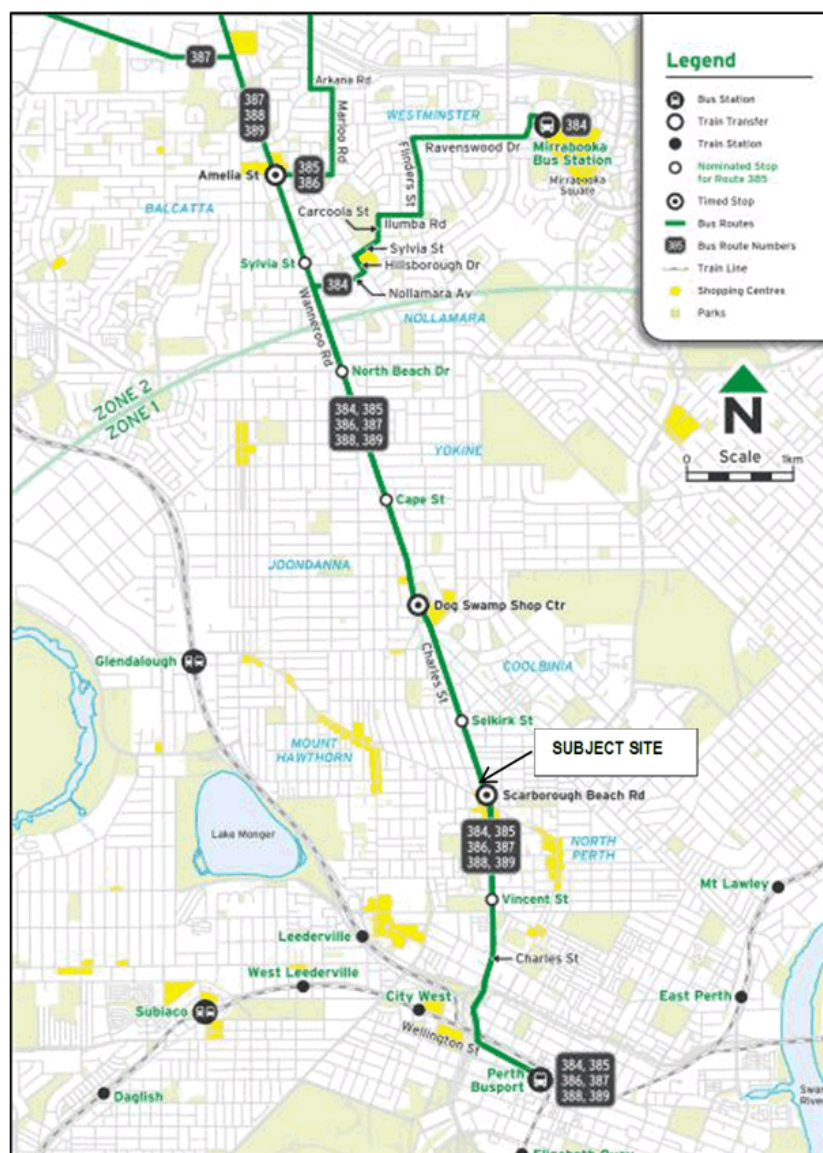


Figure 5: Public Transport Infrastructure

3. CHANGE OF USE PROPOSAL

3.1 PROPOSED ACTIVITY, ACCESS AND CAR PARKING

The Change of Use Application consists of the proposed change of use of an existing tenancy located at 18 Scarborough Beach Road, North Perth in the City of Vincent from showroom uses to a small-format gym and fitness studio/ personal training facility to cater for up to a maximum of 35 members. It should be noted that membership at the studio is capped. The Re-Boot Fitness Studio has been operating since 2017 at this location and is currently operating at 100% capacity. A retroactive Change of Use approval has now been sought through the City of Vincent who have engaged directly with the owner/operator. A site plan for the proposal is attached in Appendix A.

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No dedicated vehicular access is proposed to cater to the proposal as current parking on the overall site at 18 Scarborough Beach Road as existing car parking supply on the currently already allocated to other tenants on the site with no visitor or public parking permitted.

Existing car parking adjacent to the subject proposal consists of three (3) on-street bays on the east side of Sydney Street and approximately eight (8) bays further north on both sides of Sydney Street between the northern boundary of the property and the speed hump located between 5 and 6 Sydney Street. Additional on-street public car parking is in place on both sides of Scarborough Beach Road with three (3) bays located along the southern boundary of the property on the north side and approximately eight (8) indented on-street bays on the south side of Scarborough Beach Road between Charles Street and Hardy Street opposite the site.

4.2 END OF TRIP FACILITIES

Secure on-site end-of-journey facilities are provided for staff in the form of secure bicycle storage and changing rooms. If requested by the City of Vincent, a double bicycle U-rail could be constructed adjacent to the tenancy to cater to cyclists accessing the site.

4. CAR PARKING ASSESSMENT

As part of the consideration of the application by the City of Vincent as part of the review of the proposed Change of Use application, it was noted that in absence of a detailed car parking assessment, a theoretical car parking supply of up to six (6) bays would be required to cater to the proposal. Discussions with Council officers indicated that confirmation of the waiving of this requirement would be favourably considered if a series of detailed car parking demand surveys were undertaken during anticipated site peak demand periods to quantify the existing surplus within the public on-street supply. The following sections outline the results of this assessment.

4.1. EXISTING CAR PARKING SUPPLY

As noted previously, the existing on-site car parking supply consists of ten (10) right-angle bays at the rear (northern edge) of the overall building at 18 Scarborough Beach Road. None of these bays will typically be available to cater to patrons of the proposal. However, there is significant on-street supply on both Scarborough Beach Road and Sydney Street to the north-west and west, respectively, within a 1-minute walk to the site.

The following on-street public indented supply was considered in the context of this assessment:

- Scarborough Beach Road – between Charles Street and Hardy Street
 - North Side – 3 bays
 - South Side – 8 bays
- Sydney Street – between Scarborough Beach Road and the speed hump located between 5 and 6 Sydney Street to the north.
 - West Side – approximately 6 bays
 - East Side – approximately 5 bays

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On-street car parking on both roads is controlled by the City of Vincent with relevant signage in place allowing for 2-hour parking maximum between 8:00 a.m. and 5 p.m. Monday-Friday and between 8:00 a.m. and 12:00 p.m. on Saturday mornings in order to minimise commuter all-day parking and maximise turnover for attractors in the area such as the proposal.

The road sections surveyed are shown in Figure 6.



Figure 6: Location of On-Street Car Parking Surveys

The theoretical car parking requirement, according to the City's Parking and Access Policy is 6 bays after application of relevant concessions. Existing on-street car parking supply is available to cater to all legitimate and appropriate activities in the area including patrons of the proposal.

4.2. CAR PARKING SURVEYS

In addition to the review of planning instruments and policies, a detailed set of surveys was undertaken along the Scarborough Beach Road and Sydney Street road frontages adjacent to and opposite the site. These hours were selected as they were the most convenient and proximate bays to the site as well as having 'high value' to other attractors in the area.

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Surveys were undertaken during the following time-periods:

- Saturday 24th February 2018
 - 8-10 a.m.
- Wednesday 28th February 2018
 - 6-8 a.m.
 - 10 a.m. -12 p.m.
 - 5-7 p.m.
- Saturday 3rd March 2018
 - 8-10 a.m.
- Wednesday 7th March 2018
 - 6-8 a.m.
 - 10 a.m. – 12 p.m.
 - 5-7 p.m.

These time periods were selected based upon a review of peak demands for car parking in the area for other uses as well as peak demand periods associated with the proposal.

The results of the surveys are outlined in Table 1.

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Table 1: Results of Car Parking Surveys (Revised)

Road Link	Date	Time Period	Existing Supply	Existing Demand	Surplus
Scarborough Beach Road (Sydney St. to Charles St.)	Sat 24 February 2018	8-10 a.m.	11	5	6
	Wed 28 February 2018	6-8 a.m.	11	5	6
		10 a.m.-12 p.m.	11	7	4
		5-7 p.m.	11	4	7
	Sat 3 March 2018	8-10 a.m.	11	6	5
	Wed 7 March 2018	6-8 a.m.	11	6	5
		10 a.m.-12 p.m.	11	8	3
		5-7 p.m.	11	2	9
Sydney Street (Scarborough Beach Road to 5 and 6 Sydney Road)	Sat 24 February 2018	8-10 a.m.	11	4	7
	Wed 28 February 2018	6-8 a.m.	11	3	8
		10 a.m.-12 p.m.	11	7	4
		5-7 p.m.	11	5	6
	Sat 3 March 2018	8-10 a.m.	11	6	5
	Wed 7 March 2018	6-8 a.m.	11	4	7
		10 a.m.-12 p.m.	11	7	4
		5-7 p.m.	11	3	8

A summary of the existing total demand on both road links and the resultant surplus is shown in Table 2.

Table 2: Summary of Existing Car Parking Demand and Measured Surplus in On-Street Supply – Scarborough Beach Road and Sydney Street (Revised)

Date:	Existing Total Supply:	Maximum Demand:	Measured Existing Surplus
Sat 24 February 2018	22	9	13
Wed 28 February 2018	22	14	8
Sat 3 March 2018	22	12	10
Wed 7 March 2018	22	15	7

Client Name: Re-Boot Fitness.
Project Name: 18 Scarborough Beach Road

April 2018

Based upon the results of the detailed car parking demand surveys over several days during peak demand periods for both the proposal and other activities in the area generating parking demand, the minimum available supply was quantified at 7 bays during the peak demand periods of the proposed fitness studio at 18 Scarborough Beach Road within a short walking distance of the site. It should also be noted that the demands measured during these periods actually include any parking demands associated with the Re-Boot Fitness Studio which has been operating on the site since 2017. As a result, the existing car parking demands associated with the proposal are already reflected in existing on-street car parking demands and demonstrate that there is adequate surplus within the public on-street supply to cater to not only to the proposal but also other activities in the area.

It should also be noted that a review of the documented crash history for both Scarborough Beach Road, between Charles Street and Hardy Street, and Sydney Street, north of Scarborough Beach Road indicates that for the 5-year reporting period 2012-2016 that only crash occurred involving car parking. This would indicate that any residual demand for on-street car parking in this area represents a negligible impact to the risk profile on these roads.

This demand is also reflective of the significant local custom generated by the fitness studio which has a clientele who quite frequently walk or cycle to the studio. The small format of the fitness studio and the maximum cap on membership will also ensure that car parking demands do not inflate beyond the existing surplus measured within the existing supply.

It should also be noted that the existing residential uses in the immediate vicinity of the site will not generate significant demands for on-street car parking the area during the peak demands associated with the proposal as visitor or tenant parking associated with these uses tend to peak outside roadway peak periods (evenings and weekends. This has been confirmed by the results of the surveys in particular on Sydney Street. The 2-hour maximum car parking limit during peak periods also ensures appropriate turnover of bays in order to result in efficient of this car parking for demands generated by commercial uses in the area

The results of the assessment are consistent with standard traffic engineering methodology and support the waiving of a car parking requirement for 6 bays or associated cash-in-lieu payments associated with the Change of Use Application. This position is supported by Council Policy 7.7.1: Parking and Access and is reflective of traffic engineering and car parking management best practice consistent with other inner urban suburbs within the Perth Metropolitan Area where the efficient use and turnover of public assets such as on-street car parking is used to offset the need to provide unnecessary additional on-site car parking bays.

The proposed approach to the provision of car parking associated with the proposal is also consistent with the City of Vincent's *Car Parking Strategy*, the WAPC's *Liveable Neighbourhoods Guidelines* and relevant Development Control Policies and car parking policies and guidelines issued by the Department of Transport with regard to the planning, provision and management of on- and off-street car parking to be consistent with anticipated demand, use and turnover.

Client Name: Re-Boot Fitness.
Project Name: 18 Scarborough Beach Road

April 2018

5. REVISED CONCLUSIONS

The results of the assessment are consistent with standard traffic engineering methodology and support the waiving of a car parking requirement for 6 bays or associated cash-in-lieu payments associated with the Change of Use Application. This position is supported by Council Policy 7.7.1: Parking and Access and is reflective of traffic engineering and car parking management best practice consistent with other inner urban suburbs within the Perth Metropolitan Area where the efficient use and turnover of public assets such as on-street car parking is used to offset the need to provide unnecessary additional on-site car parking bays.

The proposed approach to the provision of car parking associated with the proposal is also consistent with the City of Vincent's *Car Parking Strategy*, the WAPC's *Liveable Neighbourhoods Guidelines* and relevant Development Control Policies and car parking policies and guidelines issued by the Department of Transport with regard to the planning, provision and management of on- and off-street car parking to be consistent with anticipated demand, use and turnover.

It should also be noted that a review of the documented crash history for both Scarborough Beach Road, between Charles Street and Hardy Street, and Sydney Street, north of Scarborough Beach Road indicates that for the 5-year reporting period 2012-2016 that only crash occurred involving car parking. This would indicate that any residual demand for on-street car parking in this area represents a negligible impact to the risk profile on these roads.

It can therefore be concluded that the existing on-street car parking supply bays is appropriate and sufficient to meet expected demands associated with the development and is compliant with industry-standard practice and that the proposed concession associated with the required 6 bays is reasonable and applicable to this proposal in the context of on-site car parking and cash-in-lieu. The proposed Change of Use Application should therefore be supported from a traffic engineering perspective.

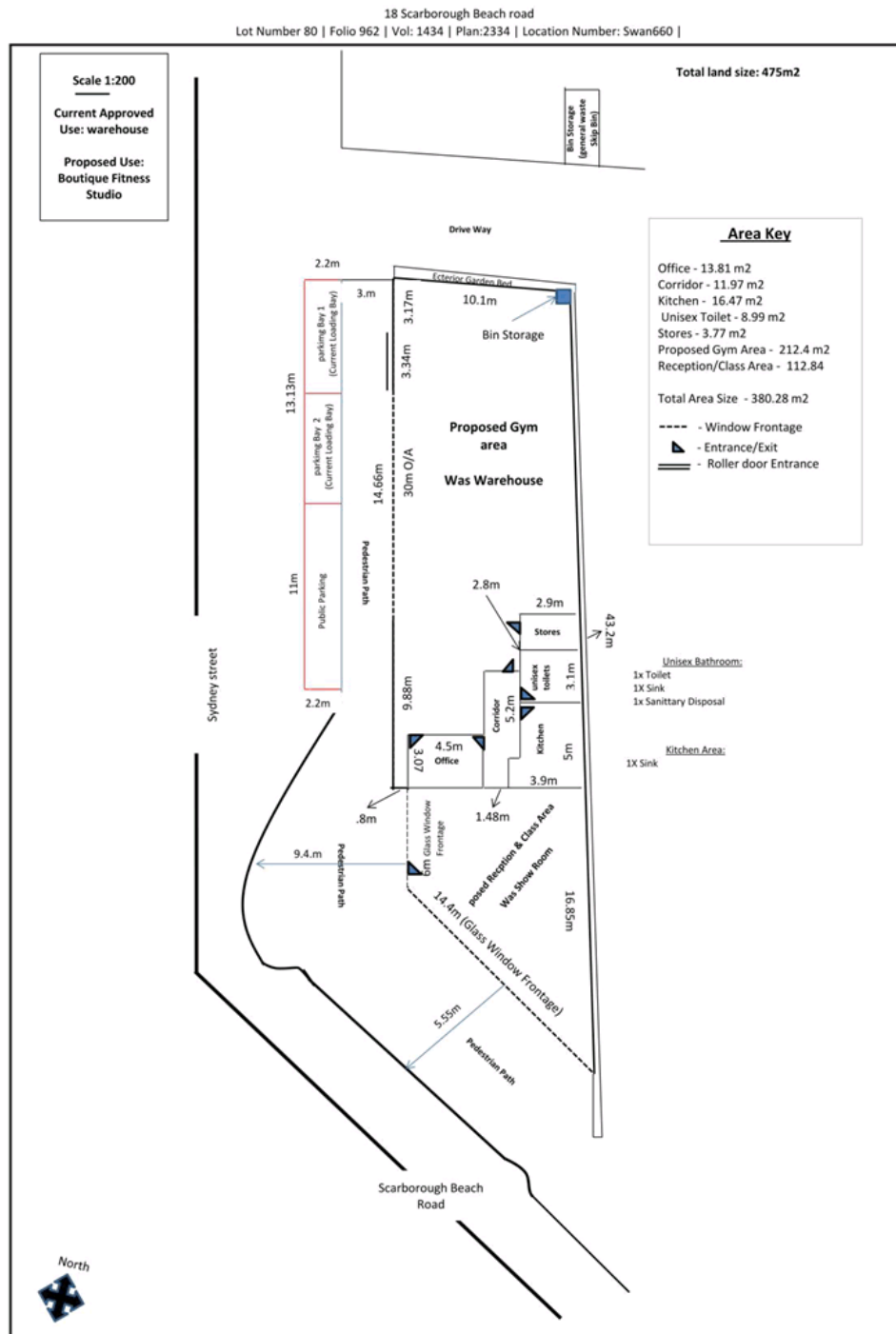
Client Name: Re-Boot Fitness.
Project Name: 18 Scarborough Beach Road

April 2018

APPENDIX A: SITE PLAN

Client Name: Re-Boot Fitness.
Project Name: 18 Scarborough Beach Road

April 2018



Summary of Submissions:

The tables below summarise the comments received during the advertising period of the proposal, together with the City's response to each comment.

Comments Received in Concern:	Officer Technical Comment:
<p><u>Noise</u></p> <p>Concerned about the impact of noise from the proposed recreation facility which proposes to operate from 5:00am. Particularly concerned about amplified music.</p>	<p>The operating hours are restricted to 5:00am to 10:00pm Monday to Sunday and are considered appropriate in the locality. The adjoining car wash operates 24 hours a day, seven days a week. There are a number of eating houses surrounding the subject site which operate until 10:00pm and one of which operates 24 hours a day. Therefore, the proposed operating hours are considered to be generally in keeping with the surrounding locality. It is noted that, since the recreation facility has commenced operating, the City has not received any noise complaints relating to this property. The proposal is required to operate in accordance with the <i>Environmental Protection (Noise) Regulations 1997</i>.</p>
Comments Received in Objection:	Officer Technical Comment:
<p><u>Car Parking</u></p> <p>The subject site has no allocated car parking. Residents surrounding Sydney Street are currently experiencing congestion of on street car parking.</p>	<p>The proposal is required to provide a total of 5.2 car parking bays on the subject site. The subject site has been built out and the building currently on the site occupies the entirety of the site. Therefore, there is no opportunity for the provision of car parking bays. In order to justify the shortfall of car parking, the applicant has provided a car parking survey. The car parking survey a total of 22 car parking bays within close proximity to the subject site. The time periods for the survey are considered to coincide with the peak operation hours of the recreational facility. The car parking survey has indicated that there is a sufficient surplus in the amount of on-street car parking bays to cater for the proposed development at its peak operating hours. The existing on-street car parking bays are considered to satisfactorily meet the needs of the recreation facility and this is considered to satisfy objective 3 of the City's Policy No. 7.7.1 – Parking and Access.</p>
<p><u>Litter</u></p> <p>The area currently has a litter issue and the proposed recreation facility will add to this.</p>	<p>The applicant has advised that they are supplying fully serviced bins in the facility to mitigate any potential littering issues.</p>

Note: Submissions are considered and assessed by issue rather than by individual submitter.

Summary of Submissions:

The tables below summarise the comments received during the advertising period of the proposal, together with the City's response to each comment.

Comments Received in Concern:	Applicant's Comment:
<u>Noise</u> Concerned about the impact of noise from the proposed recreation facility which proposes to operate from 5:00am. Particularly concerned about amplified music.	The business is a studio setup not a gym. We have limited members and Reduced sound systems operations at the back warehouse area to operate from 730 am only. Sound system is only to be controlled by the owners. All classes are operated out of the front show room and will have only low level music due to our business specializing in technique and form with limited numbers. Reception is in the same section so noise is to be controlled at all times.
Comments Received in Objection:	Applicant's Comment:
<u>Car Parking</u> The subject site has no allocated car parking. Residents surrounding Sydney Street are currently experiencing congestion of on street car parking.	We are a small boutique setup not a gym. We have limited spots available and there is plenty of public parking around the streets and near suburbs. During consultations Clients will be advised to park only in public parking areas and to ensure streets are kept available for local traffic. We will issue Re-boot Fitness parking cards to inform locals of purpose of car parked. If there are any issues locals are able to approach in a fair and polite manner to discuss any issue that may arise with the owners.
<u>Litter</u> The area currently has a litter issue and the proposed recreation facility will add to this.	We are supplying fully serviced bins in the facility and littering will not be tolerated at all. We are a family business and community involved to promote healthy living as a team.

Note: Submissions are considered and assessed by issue rather than by individual submitter.

Determination Advice Notes:

1. Any new signage that does not comply with the City's Policy No. 7.5.2 – Signs and Advertising shall be subject to a separate Development Application and all signage shall be subject to a Building Permit application, being submitted and approved prior to the erection of the signage.
2. This is a development approval issued under the City of Vincent Town Planning Scheme No. 1 and the Metropolitan Region Scheme only. It is not a building permit or an approval to commence or carry out development under any other law. It is the responsibility of the applicant/owner to obtain any other necessary approvals and to commence and carry out development in accordance with all other laws.
3. If an applicant or owner is aggrieved by this determination there is a right of review by the State Administrative Tribunal in accordance with the *Planning and Development Act 2005* Part 14. An application must be made within 28 days of the determination.

5.7	LATE REPORT: NO. 48 (LOT: 66; D/P: 6049) MILTON STREET, MOUNT HAWTHORN - PROPOSED FIVE GROUPED DWELLINGS
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REPORT TO BE ISSUED PRIOR TO COUNCIL BRIEFING ON 24 APRIL 2018.




5.8 SUBMISSION ON WALGA DRAFT CLIMATE CHANGE POLICY STATEMENT

TRIM Ref: D18/44610

Author: Anita Marriott, Sustainability Officer

Authoriser: Stephanie Smith, Manager Policy and Place

Attachments:

1. Attachment 1 - Discussion Paper - WALGA Climate Change Policy Statement Review [↓](#) 
2. Attachment 2 - Submission - WALGA Climate Change Policy Statement Review [↓](#) 
3. Attachment 3 - Draft WALGA Climate Change Policy Statement [↓](#) 

WRECOMMENDATION:

That Council:

1. **SUPPORTS** the Western Australian Local Government Association's draft Climate Change Policy Statement; and
2. **NOTES** that Administration will forward a submission in support of the draft Climate Change Policy Statement to the Western Australian Local Government Association.

PURPOSE OF REPORT:

To consider Administration's comments on the Western Australian Local Government Association's (WALGA's) draft Climate Change Policy Statement.

BACKGROUND:

WALGA released a discussion paper on the review of its current Climate Change Policy (adopted in 2009) for comment by local government in 6 November 2017. This Discussion Paper is included as **Attachment 1**.

A submission prepared by Administration was circulated to Elected Members on 12 January 2018 and amended in line with the feedback received.

Administration's submission was provided to WALGA on 16 January 2018 and is included as **Attachment 2**.

WALGA subsequently released its draft Climate Change Policy Statement (included as **Attachment 3**) for consultation with local government on 12 March 2018. The consultation period closed on 24 April 2018, however the City of Vincent was granted an extension until 3 May 2018.

At the Ordinary Council Meeting on 4 April 2018 (Item 14.1) Council considered a notice of motion and endorsed the position expressed in the Western Australian Local Government Association's Draft Climate Change Policy Statement that there is a climate emergency which requires urgent action by all levels of government to avoid an unacceptable burden on future generations.

DETAILS:

A summary of the key themes and proposed changes to WALGA's current Climate Policy Statement is provided below:

Key themes

The key themes covered by the draft Climate Change Policy Statement are as follows:

- Acknowledgement of the science of climate change – Local government supports the scientific consensus that climate change is happening now, and human activities are the dominant cause.
- Acknowledgement of the threat posed by climate change to human societies and the Earth's ecosystems - climate change is a global threat, and Australia has committed to being part of the solution.

- Call for shared responsibility for action on climate change – Local government is already acting to implement both mitigation and adaptation actions, but all levels of government must act in cooperation.
- Call for urgent mitigation action – a range of policy measures is needed across all levels of government, including a greenhouse trigger at the federal level. Local government is well placed to delivery localised projects and programs but requires the support and coordination of state and federal governments.
- Call for effective adaptation and resilience planning – all regulation and policies should take into consideration the likely impact of climate change on current and future human settlements, natural resources and ecosystems and facilitate adaptation to these.

Key changes proposed to the existing Policy

1. Strengthening of language around the urgency of climate change action

WALGA's current Climate Change Policy Statement includes a statement to the effect that local governments acknowledge anthropogenic climate change and support immediate action on climate change mitigation and adaptation. The draft Policy proposes to strengthen its language to state: *"Local government recognises that we are in a state of climate emergency which requires urgent action."* This is in line with the City's previous submission.

2. Greater emphasis on the need for state and federal governments to play a stronger leadership and coordination role, and engage in long-term planning on climate change

The existing Policy Statement states that climate change is a matter of national significance, and is therefore the primary responsibility of State and Commonwealth Governments. Given the inconsistent climate change policy approach and lack of leadership at state and federal levels over the last decade, this issue is emphasised in the draft Policy Statement: *"Local Government stresses that climate change is a matter of national significance, and is a direct responsibility of both the State and Federal Governments. The State and Federal Governments have an obligation to address climate change in cooperation with Local Governments, and in consultation with the Australian community as a whole."* This is in line with the City's previous submission.

3. Call for evidence-based action

The draft Policy calls on state and federal governments to ensure that all action on climate change is evidence-based and guided by the scientific consensus. This is in line with the City's recommendation in its previous submission.

4. Call for state and federal governments to remove regulatory barriers and support local government to take action on climate change

The existing Policy Statement acknowledges climate change as a *"new and additional aspect of environmental management that Local Governments will have to broaden their suite of services to include."* and that cost impacts are likely to be proportionately high for Local Governments. It calls for local government to be *"adequately resourced via Australian Government revenue avenues to meet these community and political obligations."*

The draft Policy Statement goes further, in calling for the removal of existing barriers to climate mitigation actions by local governments and active support of local governments to take mitigation and adaptation actions (without placing undue liability for the delivery of such actions on Local Governments). It also calls upon state and federal governments to take direct responsibility for the delivery of mitigation actions, adaptation and resilience planning in areas that lend themselves to centralised coordination, while partnering with and resourcing local governments to deliver community emissions reduction programs that are most effectively implemented at the local government level. These changes are in line with the City's recommendation in its previous submission.

5. Strengthened call for adaptation and resilience planning

The existing Policy Statement broadly asserts that *"it is the responsibility of all spheres of Australian Government to ensure that all current regulation and policies take into consideration the likely impact of climate change on current and future human settlements, natural resources and ecosystems and facilitate adaptation to these."*

The draft Policy has been updated to state that the effects of climate change are now being felt and that local government are already responding to these effects, as well as planning for a changing climate into the future. It goes on to identify a number of state government actions urgently needed to assist local governments with adaptation and resilience planning, including emergency management and disaster relief policies that adequately incorporate climate change in their planning and implementation. This is in line with the City's previous submission.

CONSULTATION/ADVERTISING:

Consultation on this matter by the City is not required by legislation or by City of Vincent Policy.

The timing of WALGA's consultation period and the timeline for Council Report preparation precluded consultation of the City's Environmental Advisory Group on this matter.

LEGAL/POLICY:

The proposed changes to WALGA's Climate Change Policy Statement will have no direct legal or policy impact on the City of Vincent.

The Policy Statement will inform WALGA's future advocacy position on climate change matters.

It is in the City's interest to ensure that WALGA's Policy Statement is closely aligned with the City's stance on climate change as such alignment will strengthen the City's voice and advocacy position on related matters into the future.

RISK MANAGEMENT IMPLICATIONS:

Low: Providing comment on the draft Climate Change Policy Statement by WALGA poses no significant risk to the City.

STRATEGIC IMPLICATIONS:

The City's Strategic plan 2013-2023 states:

"1.1 Improve and maintain the natural and built environment and infrastructure.

1.1.3 Take action to reduce the City's environmental impacts and provide leadership on environmental matters."

SUSTAINABILITY IMPLICATIONS:

The City's Sustainable Environment Strategy 2011-2016 states:

"Air and emissions (objectives)

- 1. Contribute to a cleaner local and regional air environment...*
- 2. Reduce and offset the use of non-renewable energy ...*
- 3. Promote the use of renewable energy sources, and use such sources in the City's operations where possible".*

FINANCIAL/BUDGET IMPLICATIONS:

Nil

COMMENTS:

The key themes and changes in WALGA's draft Climate Change Policy Statement closely align with Administration's comments and recommendations provided in its submission to WALGA on 16 January 2018 and are therefore supported by Administration.

Specific areas of concern raised by Administration in its submission were the need for:

- Removal of regulatory barriers to mitigation and adaptation actions by local governments;
- Appropriate leadership, coordination, responsibility and support from state and federal governments for climate change actions undertaken by local governments; and
- All action on climate change to be evidence-based and guided by the strongest scientific consensus.

Administration's recommendations in relation to the above three areas have been incorporated into WALGA's draft Climate Policy Statement. Changes proposed in the draft Policy Statement to these areas are therefore supported by Administration.

(a) The other proposed changes in WALGA's draft Policy Statement align with the City's 16 January 2018 submission to WALGA and are therefore also supported by Administration. Key among these changes is the strengthening of language around the urgency of climate change action, which was endorsed by Council at its Meeting on 4 April 2018 (Decision Item 14.1).

(b)

As the key themes and changes in WALGA's draft Climate Change Policy Statement closely align with Administration's previous submission and with Council's recent resolution on Climate Change, Administration recommends that Council supports WALGA's draft Climate Change Policy Statement.



Climate Change Policy Statement Review

Discussion Paper November 2017

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1.0 Climate Change and Local Governments

Climate change is a key issue for Local Governments that impacts almost all aspects of their operations and responsibilities. As the level of government closest to the community, Local Governments manage and plan for a range of impacts of climate change, including on community assets, disruption of council services, unbudgeted financial impacts and adverse health impacts on residents. There continues to be significant uncertainty for Local Government around potential legal liability flowing from climate change effects, actions taken (or not taken) in relation to these effects, and how planning laws, schemes and policies mesh with climate change issues.

Local Governments have, for a number of years, been actively engaged in a range of climate change mitigation and adaptation activity, together with education and encouraging awareness and behaviour change amongst residents¹. This action is seen to go hand in hand with Local Governments' responsibilities under the *Local Government Act 1995* (WA), in particular:

In carrying out its functions a local government is to use its best endeavours to meet the needs of current and future generations through an integration of environmental protection, social advancement and economic prosperity. (Section 1.3(3))

Many Local Governments have made voluntary commitments or pledges in relation to climate change, including the following:

Pledge	Description	Number of Local Government Participants
Local Government Climate Change Declaration	Developed by WALGA. A voluntary opportunity for Local Governments to demonstrate their political commitment to locally appropriate climate change adaptation and mitigation action. ²	40 (representing 65% of the WA population)
Divesting from fossil fuels	Commitment to shift money out of banks that fund fossil fuels. ³	12 (representing 30% of the WA population)
Compact of Mayors	A coalition of city leaders around the world committed to addressing climate change. ⁴	4
Cities Power Partnership	Launched July 2017 by the Climate Council, aims to celebrate and accelerate emission reductions and clean energy in Australian towns and cities. ⁵	4

¹ See for example WALGA's Local Government Climate Change Project Map: <http://walga.asn.au/Policy-Advice-and-Advocacy/Environment/Climate-Change/Local-Government-Project-Map.aspx>.

² For further information see here: <http://walga.asn.au/Policy-Advice-and-Advocacy/Environment/Climate-Change.aspx>.

³ For a list of Australian Local Governments that have committed to divest see here: <http://gofossilfree.org.au/fossil-free-councils/>. Not listed are City of Bayswater, City of Subiaco and the Shire of Mundaring, which have also recently committed to divest.

⁴ Cities of Joondalup, Perth, Melville and Mandurah. Further information about the Compact of Mayors available here: <https://www.compactofmayors.org/>.

⁵ The Cities of Kalgoorlie-Boulder, Swan, Canning and Fremantle. Further information about the Cities Power Partnership is available here: <http://citiespowerpartnership.org.au/>.



In the past, Western Australian Local Governments have been key delivery agents of Commonwealth Government climate change mitigation programs, such as the Community Energy Efficiency Program (CEEP), the Local Government Energy Efficiency Program (LGEEP) and the Cities for Climate Protection (CCP) Program that was delivered by ICLEI with Commonwealth Government support.

Program	Program dates	WA Local Government participants
Cities for Climate Protection	1999-2006	30
Local Government Energy Efficiency Program (LGEEP)	2011-2014	50 (includes 1 WALGA grant)
Community Energy Efficiency Program (CEEP)	2011-2016	15 (includes 1 WALGA grant)

The LGEEP and CEEP grants assisted Local Governments in undertaking a wide range of building energy efficiency, LED street lighting and geothermal projects.

WALGA seeks to provide information, resources and advocacy to assist Local Governments in this challenging area. An essential part of this is having an up-to-date, Local Government endorsed Policy Statement on Climate Change.

2.0 Policy Statement on Climate Change

The [WALGA Policy Statement on Climate Change](#) (the **existing Policy Statement**) was endorsed by State Council in June 2009 (521.3/2009). A summary of the existing Policy Statement is also included in WALGA's Advocacy Position Statement (Paragraph 4.1 available [here](#)). The existing Policy Statement is used to inform WALGA's advocacy position on climate change matters. For example, the existing Policy Statement is referenced in the following recent WALGA climate change submissions:

- [Interim Submission to the Climate Change Authority's Review of the Carbon Farming Initiative legislation and Emissions Reduction Fund](#) (September 2017);
- [Submission to the Australian Government inquiry into the impacts of climate change on housing, buildings and infrastructure](#) (August 2017; endorsed by State Council September 2017); and
- [Submission in response to the Australian Government's Review of Climate Change Policies](#) (May 2017; endorsed by State Council July 2017).

The statement is now showing its age and it is recommended that a new Policy Statement is developed to ensure it reflects the contemporary views of the sector and as a basis for WALGA's policy and advocacy activity. In particular it should be take account of contemporary scientific understanding of the extent and impacts of climate change and political developments domestically and internationally (including the Paris Agreement and the Sustainable Development Goals) since 2009.



At the July 2017 State Council, the South East Metropolitan Zone requested that WALGA review its existing Policy Statement on Climate Change, to include consideration of awareness and behaviour change strategies for climate change mitigation and energy efficiency.

This Discussion Paper outlines key developments since the existing Position Statement was finalised in 2009, seeks input from Local Government on key advocacy priorities for Local Government, and on the preferred content of the Policy Statement. After input has been received and incorporated, State Council's approval will be sought. The endorsed Policy Statement will provide the basis for WALGA's climate change advocacy plan, which will further detail how WALGA will promote and prosecute Local Governments' key climate change priorities over the next one to three years.

2.1 Climate change submissions

This paper incorporates references to, and quotations from the submissions referred to above (at 2.0). In particular, key climate change issues outlined in those submissions are set out throughout this paper. These submissions represent the most up-to-date State Council endorsed climate change advocacy positions and the submissions capture many of Local Governments' key priorities in relation to climate change. It should be noted however that these submissions were developed in response to particular inquiries and do not necessarily represent a comprehensive Local Government position.

3.0 Current uses for the existing Policy Statement

WALGA has relied on the State Council endorsed existing Policy Statement as a statement of climate change principles and priorities, broadly agreed upon by WA Local Government, to inform its advocacy for climate change action. It is intended that the updated policy statement will serve the same purpose. In addition, the Policy Statement will provide the basis for WALGA's climate change advocacy plan, which will detail how WALGA will promote and prosecute Local Governments' key climate change priorities over the next one to three years (subject to changes / developments in this area).

The existing Policy Statement is currently made available on the WALGA website as a generic/template form for Local Governments to use and adopt themselves.

Question 1: Have you made use of the existing Climate Change Policy Statement? How?

Question 2: Have you used the Policy Statement *template*? How?

Question 3: Is it useful to make the Policy Statement available in template format (eg, to assist in developing your own Local Government Climate Change Policy)?

4.0 Current climate change science

Since the existing Climate Change Policy statement was finalised in 2009, scientific understanding and consensus has continued to increase. There is overwhelming scientific evidence that the climate is warming and that greenhouse gas emissions arising from human activities are the main factor in this warming.



The Fifth Assessment Report, the latest report of the Intergovernmental Panel on Climate Change (IPCC), states that “Warming of the climate system is unequivocal, and since the 1950s, many of the observed changes are unprecedented over decades to millennia. The atmosphere and ocean have warmed, the amounts of snow and ice have diminished, sea level has risen, and the concentrations of greenhouse gases have increased”⁶. The IPCC’s reports are consensus based, meaning that the above statements reflect international scientific consensus.

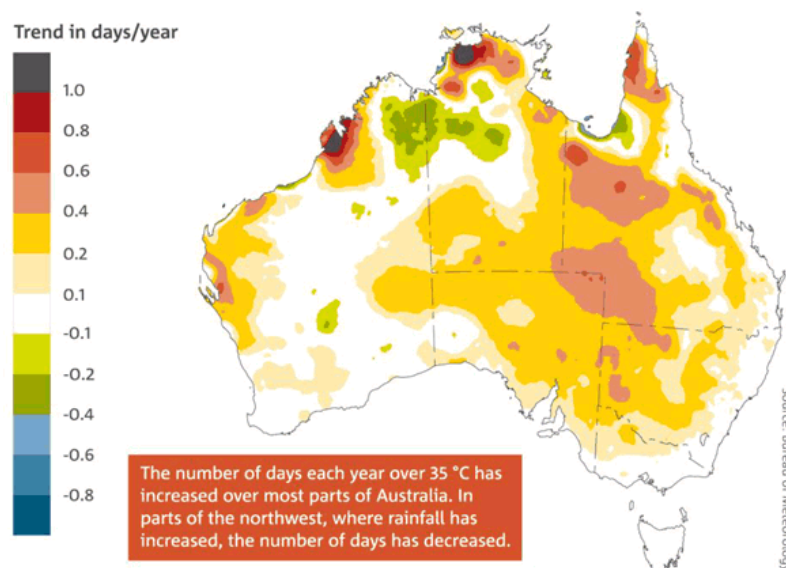


Figure 1: The trend in annual number of days per year above 35 °C from 1957–2015. An increase of 0.2 days/year since 1957 means, on average, that there are almost 12 more days per year over 35 °C.

In Australia, the climate has warmed in both mean surface air temperature and surrounding sea surface temperature by around 1°C since 1910. The duration, frequency and intensity of extreme heat events have increased across large parts of Australia. There has been an increase in extreme fire weather, and a longer fire season, across large parts of Australia since the 1970s. Sea levels have risen around Australia. The rise in mean sea level amplifies the effects of high tides and storm surges.⁷

In Western Australia, there has been significant drying across the south west land division, with the drying trend particularly strong between May and July, with rainfall since 1970 around 19 per cent less than the long-term average. Since 1996, the decline from the long-term average has increased to around 25 per cent. In the far south west, streamflow has declined

⁶ IPCC, 2013: Summary for Policymakers. In: *Climate Change 2013: The Physical Science Basis. Contribution of Working Group I to the Fifth Assessment Report of the Intergovernmental Panel on Climate Change*. Cambridge University Press, Cambridge, United Kingdom and New York, NY, USA at 4. Available at: <https://www.ipcc.ch/report/ar5/>.

⁷ Australian Government (Bureau of Meteorology), *State of the Climate 2016*. Available at: <http://www.bom.gov.au/state-of-the-climate/>.



by more than 50 per cent since the mid-1970s. There has also been a reduction in the number of cold fronts impacting the southwest. In the north of Western Australia, there has been increased rainfall since the 1970s. In these parts, the number of hot days has decreased (while in the rest of Australia this has increased). There is strong evidence of a trend to higher stream flows in far northern Australia.⁸

Scientific modelling undertaken by the Australian Bureau of Meteorology shows that as Australia's climate evolves, a number of long-term changes, such as an increase in mean temperatures, will occur. The degree of change in temperature over the next few decades is relatively clear, while the extent to which the climate will change later in the century depends on the level of emissions now and into the future.⁹

A certain degree of climate change is now locked in, due to historical emissions. The IPCC's Fifth Assessment Report observes that '*Most aspects of climate change will persist for many centuries even if emissions of CO₂ are stopped*', and goes on to say:

*Surface temperatures will remain approximately constant at elevated levels for many centuries after a complete cessation of net anthropogenic CO₂ emissions. Due to the long time scales of heat transfer from the ocean surface to depth, ocean warming will continue for centuries. Depending on the scenario, about 15 to 40% of emitted CO₂ will remain in the atmosphere longer than 1,000 years. It is virtually certain that global mean sea level rise will continue beyond 2100, with sea level rise due to thermal expansion to continue for many centuries.*¹⁰

The IPCC states "*it is extremely likely [95–100%] that human influence has been the dominant cause of the observed warming since the mid-20th century.*"¹¹ A CSIRO study finds "*there is less than 1 chance in 100,000 that global average temperature over the past 60 years would have been as high without human-caused greenhouse gas emissions*"¹².

Areas of remaining uncertainty relate to the exact effects of climate change, the timing of changes, and degree of changes. This uncertainty is due in no small part to lack of clarity regarding the world's future emissions trajectory (ie, how fast and how deeply greenhouse gas emissions will be cut). The Fifth Assessment Report states that "*There are multiple mitigation pathways that are likely to limit warming to below 2°C relative to pre-industrial levels. These*

⁸ Australian Government (Bureau of Meteorology), 'Australia's Changing Climate', *State of the Climate* 2016. Available at: <http://www.bom.gov.au/state-of-the-climate/>.

⁹ Australian Government (Bureau of Meteorology), 'Future Climate', *State of the Climate* 2016. Available at: <http://www.bom.gov.au/state-of-the-climate/future-climate.shtml>.

¹⁰ IPCC, 2013: Summary for Policymakers. In: *Climate Change 2013: The Physical Science Basis. Contribution of Working Group I to the Fifth Assessment Report of the Intergovernmental Panel on Climate Change*. Cambridge University Press, Cambridge, United Kingdom and New York, NY, USA at 27–28. Available at: <https://www.ipcc.ch/report/ar5/>.

¹¹ Ibid at 17.

¹² P Kocio, M Howden & S Crimp (CSIRO), "99.999% certainty humans are driving global warming: new study", *The Conversation*, 4 September 2014. Available at: <https://theconversation.com/99-999-certainty-humans-are-driving-global-warming-new-study-29911>.



*pathways would require substantial emissions reductions over the next few decades and near zero emissions of CO₂ and other long-lived greenhouse gases by the end of the century.*¹³

It is proposed that the Policy Statement incorporate up-to-date scientific research, in particular, the practical certainty that climate change is happening, and that humans caused it.

Climate scientist Stefan Rahmstorf, commenting in response to a spike in world temperatures in February 2016, recently stated that the world is now in a climate emergency.¹⁴ Since this statement was made, it has been frequently cited. While considering WALGA's *Interim Submission in response to the Australian Government's review of Climate Change Policies*, the South Metropolitan Zone endorsed the submission and noted that the climate change issue is today at the point of climate emergency¹⁵. The climate change statement of the Municipal Association of Victoria (MAV, WALGA's Victorian equivalent), includes the following:

The MAV recognises that:

- *we are in a state of climate emergency that requires urgent action by all levels of government, including local councils*
- *human induced climate change stands in the first rank of threats to humans, civilisation and other species*¹⁶

The Local Government Association of Queensland (LGAQ) also refers to the urgency of the issue, saying:

*Local government requires appropriate levels of funding and resourcing assistance to meet urgent climate change mitigation and adaptation requirements for the short and long term protection and benefit of communities.*¹⁷

The existing WALGA Policy Statement already includes a statement to the effect that Local Governments acknowledge that anthropogenic climate change is happening, and support immediate action in climate change adaptation and mitigation.

¹³ IPCC, 2014: *Climate Change 2014: Synthesis Report*. Contribution of Working Groups I, II and III to the Fifth Assessment Report of the Intergovernmental Panel on Climate Change [Core Writing Team, R.K. Pachauri and L.A. Meyer (eds.)]. IPCC, Geneva, Switzerland at 20. Available at: <https://www.ipcc.ch/report/ar5/syr/>.

¹⁴ Climate scientist Professor Stefan Rahmstorf stated in March 2016 that "we are in a kind of climate emergency now". Reference: Peter Hannam, "True shocker": February spike in global temperatures stuns scientists, Sydney Morning Herald, 14 March 2016. Available at <http://www.smh.com.au/environment/climate-change/true-shocker-spike-in-global-temperatures-stuns-scientists-20160313-gni10t.html>.

¹⁵ *South Metropolitan Zone Minutes*. 26 June 2017 at 4. Available at: <http://walga.asn.au/getattachment/About-WALGA/Structure/Zones/South-Metropolitan-Zone/Minutes-South-Metropolitan-Zone-26-June-2017.pdf.aspx>.

¹⁶ MAV, "Adapting to a Changing Climate". Available at <http://www.mav.asn.au/policy-services/environment/Pages/climate-change.aspx>.

¹⁷ LGAQ, *Policy Statement*, 2014 at 20. Available at <https://lgaq.asn.au/corporate-documents>.



Question 4: In light of current observations of the effects of climate change, would you support the inclusion of a stronger statement, similar to that set out in the MAV climate change statement?

5.0 Domestic developments

5.1 The role of State and Commonwealth Governments in climate change policy

5.1.1 Coordination, leadership and planning

The existing Policy Statement states that climate change is a matter of national significance, and is therefore the primary responsibility of State and Commonwealth Governments, in cooperation with Local Governments and the Australian community as a whole. Given the shifting, inconsistent and sometimes contradictory climate change policy and program emphasis at a Federal level over the last eight years (including the continuing lack of certainty as to climate change policies into the future), and the lack of substantive climate change policy or leadership at a State level, it is proposed that this issue is emphasised in the Policy Statement.

This issue has been canvassed in WALGA's recent climate change submissions (see list of submissions above at 2.0). In its submission to the Climate Change Authority's *Review of the Carbon Farming Initiative legislation and Emissions Reduction Fund* the following statement was made about Commonwealth and State climate change policies:

*Unfortunately, there is currently little in the way of long-term State and Commonwealth plans or resources directed to climate change action. There is a particularly significant policy vacuum within the Western Australian Government, with negligible demonstrated and coordinated leadership and long-term planning across all areas. For example, the WA Government Climate Change Strategy which was released in October 2012 is inadequate and in need of an update and review.*¹⁸

In its submission to the Australian Government *Inquiry into the impacts of climate change on housing, buildings and infrastructure*, the following statement was made about Commonwealth and State climate change policies:

*Local Governments require effective and consistent legislation, policy and regulatory frameworks at the State and Commonwealth Government levels to support Local Government policy frameworks in order to deliver a coordinated approach to tackling the risks and impacts of climate change.*¹⁹

¹⁸ WALGA, [Submission to the Climate Change Authority's Review of the Carbon Farming Initiative legislation and Emissions Reduction Fund](#). September 2017 at 5. Available at:

¹⁹ WALGA, [Submission to the Australian Government inquiry into the impacts of climate change on housing, buildings and infrastructure](#). August 2017 at 8.



It should also be noted that the longer there continues to be a policy vacuum for climate change, the more significant the adaptation and mitigation task ahead will be.

Shortly after the change in government in Western Australia, the Environment Minister the Honourable Stephen Dawson MLC made the following statements in Parliament:

Since becoming Minister for Environment, I have instigated what we call a stocktake of existing climate change-linked policies and programs and actions undertaken by the state government and state government agencies so that it can inform our future approach and priorities... I am also very keen to ensure that the aforementioned gutted climate change unit is enlarged because, as I said, there is a great deal more work to be done in this space... The Labor Party, as a new government, is keen to lead by example and we are certainly ensuring that climate change considerations and emissions reductions opportunities are incorporated into government policy, particularly into our priority infrastructure projects and commitments.

...

*The state government has an important role to play, but, as I said, we will also require the collaboration of not only local government and national government but also business and industry if we are truly going to work with the community and all stakeholders in tackling the issues of climate change.*²⁰

It is proposed that the Policy Statement emphasise the need for Commonwealth and State governments to play a stronger leadership and coordination role, and engage in long-term planning on climate change. Such an advocacy position would certainly be consistent with the Environment Minister's public statements on climate change.

Question 5: Do you agree that the Policy Statement should emphasise the need for Commonwealth and State governments to play a stronger leadership and coordination role, and engage in long-term planning on climate change?

5.1.2 Taking advantage of Local Government emissions reductions

As noted above (at 1.0), WA Local Governments have, in the past been key delivery agents of Australian Government mitigation programs such as the CEEP, LGEEP and the CCP Program delivered by ICLEI. In its submission to the Climate Change Authority's *Review of the Carbon Farming Initiative legislation and Emissions Reduction Fund*, the point was made that Local Governments have a very limited availability to contribute to current Commonwealth mitigation programs and policies:

The Australian Government's climate change policies now offer very little in the way of enabling Local Government mitigation action. The ERF offers the potential for funding of

²⁰ Hansard at 1348, 21 June 2017. Available at [http://parliament.wa.gov.au/Hansard/hansard.nsf/0/2e9afbb5283875d8482581700018e93a/\\$FILE/C40+S1+20170621+p1348a-1363a.pdf](http://parliament.wa.gov.au/Hansard/hansard.nsf/0/2e9afbb5283875d8482581700018e93a/$FILE/C40+S1+20170621+p1348a-1363a.pdf).



mitigation action by Local Governments. Unfortunately, key features of the ERF hamper participation by Western Australian Local Governments... To date, no Western Australian Local Government Project has successfully bid in the ERF. There are just two WA Local Government Projects which are part of the ERF, both of which were transitioned from the Carbon Farming Initiative.²¹

This submission recommends that the Australian Government climate change mitigation policy settings include measures which can take advantage of the substantial emissions reductions that can be achieved by Local Governments. This position might also be extended to State Government measures, for example, encouraging/enabling widespread retrofit of LED energy efficient street lights.

Question 6: Do you agree that Commonwealth (and State) Government climate change mitigation policy settings should include measures that can take advantage of the substantial emissions reductions that can be achieved by Local Governments?

Question 7: Do you have suggestions or examples of Local Government projects that could achieve significant emissions reductions?

5.2 Climate change policy developments

5.2.1 Mitigation policy

There have been many developments in energy and climate change policy which were not envisaged at the time the existing Policy Statement was finalised, such as the rise of small scale renewable energy, the greatly reduced cost of renewables, availability of battery storage and increasing concerns about energy security and the need for coordinated energy planning and strategies (eg, as identified in the Finkel Review).

5.2.2 Mitigation in the Policy Statement

The existing Policy Statement refers to domestic mitigation measures generally, with a specific reference to an emissions trading scheme, including some references to the long defunct Carbon Pollution Reduction Scheme. There is no reference to current Commonwealth measures (eg, the Emissions Reduction Fund, funding mechanisms under the Clean Energy Finance Corporation etc.) nor other possible measures that might be considered in the near future (eg, the Commonwealth Government's recently announced National Energy Guarantee²²).

Despite the many changes to mitigation-related policy in Australia, the general statements about mitigation policy in the existing Policy Statement (at 1.4 and 2.4 – set out below)

²¹ WALGA, [Submission to the Climate Change Authority's Review of the Carbon Farming Initiative legislation and Emissions Reduction Fund](#), September 2017 at 5-7.

²² M Turnbull, "National Energy Guarantee to deliver affordable, reliable electricity", 17 October 2017. Available at <https://www.pm.gov.au/media/2017-10-17/national-energy-guarantee-deliver-affordable-reliable-electricity>.



appear to stand up well as clear statements in support of appropriate and effective mitigation policies.

As noted above at 2.0, the South East Metropolitan Zone requested that the policy statement include consideration of awareness and behaviour change strategies for climate change mitigation and energy efficiency. It is acknowledged that Local Governments play a substantial role in raising awareness and encouraging behaviour change through the provision of resources, tools, information and training sessions, as well modelling best practice behaviours (ie 'demonstrating by doing'). This is currently included in the existing policy statement (see 1.4.3 below) and it is recommended that this theme is retained.

There is some repetition in the two parts excerpted below. It is proposed that a condensed version of the mitigation statements is included in the Policy Statement, consistent with the existing statements.

Existing Policy Statement

1.4 Mitigation – Emission Reductions

1.4.1 Local Government recognises that Australia has the capacity to contribute to global climate change mitigation, by reducing emissions now, in a way that creates positive opportunities for communities, industries and our economic sustainability.

1.4.2 Local Government acknowledges that the magnitude of the mitigation task ahead is substantial, and that planning, investment and infrastructure decisions made today will shape the carbon intensity of our future. It therefore considers that a successful response to the challenge of meeting appropriate emission reduction targets should begin immediately and will require cross-sectoral action by government, business and broader community at all levels. Local Government supports the establishment of institutions and regulations that ensure effective, integrated action by these stakeholders.

1.4.3 Local Government acknowledges that no single policy measure will provide a solution to climate change. Local Government considers a wide range of policy measures - from regulatory intervention and market-based mechanisms through to voluntary schemes, education and behaviour change programs - is required to successfully achieve appropriate and adequate emission reduction targets.

1.4.4 Local Government acknowledges that no single technology will provide a solution to climate change; and that all reasonable options need to be researched, explored and facilitated.

...

2.4 Mitigation – Emission Reductions

2.4.1 Local Government is committed to working towards agreed national emission reduction targets, with caps and timeframes that will ensure the achievement of Article 2 of the UNFCCC, while also taking into account Australia's status as a developed country party to the UNFCCC given its high level per capita emissions.

2.4.2 Local Government is committed to supporting the introduction of a well designed and equitable national emissions trading scheme and regards an effective price on greenhouse gas emissions as an important measure for achieving emissions reduction targets.



- 2.4.3 Local Government is committed to reducing its operational greenhouse gas emissions and supporting the reduction of greenhouse gas emissions in the community.
- 2.4.4 Local Government acknowledges the critical role that innovation will play in combating climate change and is committed to supporting and encouraging policies and measures that drive appropriate technological development and commercialisation.
- 2.4.5 Local Government acknowledges that technological solutions go only part way to helping meet the necessary reduction in greenhouse emissions and that citizens must be encouraged to adopt more sustainable lifestyles that reduce greenhouse impact. Local Government is committed to supporting community and business in the transition towards sustainable lifestyles.

Question 8: Do you agree that the existing mitigation content reflects the Local Government position on mitigation action? Are there any issues in particular you would like to see highlighted? Do you have any suggestions for other content that should be included?

There is perhaps an aspect of this part of the existing Policy Statement that has dated. It is more of an overarching feature of mitigation action, that since 2009, the energy transformation has begun to take place: people, the market, business, Local Governments etc. are all moving in the direction of renewables, and more recently battery storage. For example, a project was recently announced to power the steelworks in Whyalla, South Australia with solar, battery and pumped hydro.²³ The market is moving in this direction, and what is needed is for the State and Commonwealth Governments to catch up, and encourage, accelerate and support what is already occurring. It is proposed that the Policy Statement pick up on this changed landscape.

Question 9: Do you agree that that the Policy Statement should incorporate reference to broad scale shift that is already occurring in Australia?

5.2.3 Adaptation

Since 2009, adaptation has grown in prominence as an issue for Local Government, particularly as the effects of climate change are now unequivocally being felt, and Local Governments are in a position where they need to be planning for further effects of climate change in the future. WALGA's submission to the Australian Government *Inquiry into the impacts of Climate Change on housing, buildings and infrastructure* notes:

Local Government is in many ways at the forefront of climate change adaptation. As the closest sphere of Government to the community, Local Governments are expected to manage the impacts of climate change such as reduced rainfall, increased fire risk, increased risk of heat stress in the community, extreme weather events and sea level

²³ The Guardian, "Whyalla steelworks to be powered by \$700m solar, battery and pumped hydro project". 31 October 2017. Available at: <https://www.theguardian.com/australia-news/2017/oct/31/whyalla-steelworks-to-be-powered-by-700m-solar-battery-and-pumped-hydro-project>.



rise that increases the potential for erosion and inundation in coastal and estuarine areas.

The effects of climate change are already being felt throughout Western Australia, and Local Governments are already devoting significant resources to adaptation planning and response, such as through the expensive and complex process of developing and implementing CHRMAPs [Coastal Hazard Risk Management and Adaptation Plans].

...

Whilst there are policies, programs and limited funding (particularly given the extent of the Western Australian coast) available to address coastal climate change, there is minimal capacity or resourcing to address other current and expected issues arising from changes in temperature, rainfall, and extreme weather events, including floods, heatwaves and bushfires. This will directly impact local government infrastructure and service provision in many areas including; social services infrastructure, local roads, public facilities, recreation and tourism facilities and insurance arrangements for buildings and infrastructure.

There will be other indirect consequences for Local Governments as a result of potential impacts to private properties, energy, telecommunications and water infrastructure, transport networks and health and education facilities. These impacts will be felt by local communities who will seek support and assistance from Local Government.

..

WALGA is deeply concerned that the current approach adopted by State Government in WA is one which seeks to reduce its resource commitments and legal liabilities relating to climate change, rather than undertaking a collaborative approach to tackle the issue effectively. This is perhaps most prevalent in relation to the management of coastal inundation, where despite the statutory mechanisms available to the State Government which allow it to manage coastal hazards most effectively at a regional level, a considered response has yet to have been adopted. Furthermore, the State Government is responsible for approving all subdivision applications and endorsing Local Planning Schemes. However the Western Australian State Government appears to be seeking to distance itself from these responsibilities and the guidance provided to Local Government to dealing with the issue is, at best, limited.²⁴

It should also be noted that in addition to CHRMAPs, a number of Local Governments are now undertaking Climate Change Risk Assessments and Adaptation Plans which look at all climate change risks, not just coastal risks.

²⁴ WALGA, [Submission to the Australian Government inquiry into the impacts of climate change on housing, buildings and infrastructure](#). August 2017 at 5, 8 and 9.



The above submission highlighted the following areas where climate change adaptation is a key issue for local governments:²⁵

- **Western Australian state planning system:** has not been altered sufficiently to take into account climate change issues. Recent changes include:
 - Sea Level Rise Position Statement (2010);
 - State Planning Policy 2.6 State Coastal Planning Policy (2013);
 - Coastal Hazard Risk Management and Adaptation Plans (2014);
 - Bush Fire Planning provisions (2015); and
 - WA Coastal Zone Strategy (2017)²⁶.

In September this year the Department of Planning, Lands and Heritage (DPLH) also released a draft *Planned or Managed Retreat Guidelines* for public comment by 1 December.²⁷ The focus to date has been on coastal planning, a key area for Western Australia, but adaptation planning needs to be expanded to deal with other current and expected issues such as changes in temperature, rainfall and extreme weather events (including floods), heatwaves and bushfires.

- **Coastal adaptation:** as noted above, there are State government policies, programs and limited funding available in relation to coastal adaptation. A number of Local Governments have completed, or are in the process of completing, CHRMAPs. Unlike other states such as New South Wales, South Australia, Victoria and Queensland there is currently no coastal management legislation in Western Australia that defines and establishes the principles, objectives and actions, including roles and responsibilities for integrated coastal zone management. The adoption of legislation in Western Australia could support a consistent and coordinated approach to the development and implementation of CHRMAPs, which has been (and continues to be) an issue in Western Australia. Legislation would provide the head of power needed to effectively undertake adaptation work.

A State Government policy framework could potentially be supported by State/Local Government partnership agreement to collaboratively deal with the issue, and/or an Intergovernmental Agreement on the Coastal Zone, National Coastal Policy and National Coastal Management Strategy that would define the roles and responsibilities of all levels of government and would establish consistent and coordinated principles, objectives and actions across Australia.

Other State Governments, such as New South Wales and Queensland, have provided substantial assistance to Local Governments for coastal hazard mapping,

²⁵ As above, at 5-7.

²⁶ DPLH, WA Coastal Zone Strategy (2017). Available at:

<https://www.planning.wa.gov.au/10223.aspx>.

²⁷ Not available on DPLH website, but accessible through WALGA's *EnviroNews* here:

[http://walga.asn.au/getattachment/News,-Events-and-Publications/Publications/EnviroNews/201709_EnviroNews-Issue-9.html.aspx#Retreat Guidelines](http://walga.asn.au/getattachment/News,-Events-and-Publications/Publications/EnviroNews/201709_EnviroNews-Issue-9.html.aspx#Retreat%20Guidelines).



risk assessment and adaptation planning. The New South Wales State Government is providing \$63 million over five years *"to support councils in implementing equitable and cost effective actions that reduce exposure to coastal hazards, such as beach erosion, coastal inundation or cliff instability."*²⁸ The Queensland State Government's QCoast²¹⁰⁰ program provides four million dollars a year for three years *"to enable all Queensland coastal local governments to progress the preparation of plans and strategies to address climate change related coastal hazard risks over the long-term."*²⁹ By contrast, the Western Australian State Government provides around \$1.3 million funding per year under the CoastWest, Coastal Management Plan Assistance Program and Coastal Adaptation and Protection programs³⁰.

- **Extreme weather events:** extreme weather events in isolation, or when combined with rising sea levels, will potentially result in coastal erosion and increased risk of inundation in coastal and non-coastal areas. In at risk areas, extreme weather events such as floods, bushfires and storms can result in damage or loss of infrastructure such as roads, social services infrastructure, public, recreation and tourism facilities and can have impacts on the cost and acquisition of insurance for buildings and infrastructure. Challenges for Local Governments seeking to address these risks include lack of access to adequate funding, relevant information and tools, and overarching (State and Federal level) policies and strategies.
- **Local government infrastructure and assets:** Australian Local Governments are responsible for the management of a range of assets (eg, roads, footpaths, parks, stormwater drainage systems, coastal retaining walls, water supply and waste water systems, buildings and other structures) valued at approximately \$212 billion.³¹ Many of these assets have a life span greater than 50 years and will be affected by climate change, including increasing frequency and intensity of heat waves, bushfires and storms: To date there has been very little information and no available tools to translate these impacts into Local Government financial and asset management plans.

²⁸ NSW Government, Media Release: NSW Budget: Biggest Funding Boosts to Coastal Management since the 1970s. 7 May 2016. Available at:

<https://www.treasury.nsw.gov.au/sites/default/files/mediarelease/20160507---Media-Release---Berejiklian---NSW-Budget-biggest-funding-boost-to-coastal-management-since-1970s.pdf>.

²⁹ QCoast100, Program Purpose. Available at: <http://www.qcoast2100.com.au/>

³⁰ Coastwest: <https://www.planning.wa.gov.au/coastwest.aspx>, CMPAP:

<https://www.planning.wa.gov.au/6857.aspx> and CAP:

<https://www.transport.wa.gov.au/inline/coastal-adaptation-and-protection-cap-grants.asp>.

³¹ Balston, JM, Kellett, J, Wells, G, Li, S, Gray, A & Iankov, I, "Quantifying the costs of climate change on local government assets". 2013. National Climate Change Adaptation Research Facility at 5. Available at:

https://www.nccarf.edu.au/sites/default/files/attached_files_publications/Balston_2013_Quantifying_cost_of_climate_change_impacts.pdf.



- **Green infrastructure:** the loss of tree canopy cover, often as a result of pressure to meet urban infill targets and for greenfield development, is a significant issue for Local Governments and impacts adaptation planning (the urban heat island effect compounds heat waves and extreme heat weather events) and the mitigation of carbon emissions. In the absence of appropriate planning mechanisms, many Local Governments in Western Australian are seeking to address this issue by developing Urban Forest Plans and amending their Local Planning Schemes, but are facing a number of challenges including inconsistent Western Australian Government policies, inadequate protection for existing trees, lack of a requirement for revegetation in new developments; lack of funding in support of urban forest measures; and a lack of knowledge regarding the benefits of an urban forest.

Of the range of issues outlined, perhaps the most pressing issues for Local Governments in this area could be identified as:

- the need for climate change to be adequately incorporated into the State planning system (in particular, expanding beyond coastal planning, into current and expected effects of changes in temperature, extreme weather events etc.);
- the need for greater certainty for Local Governments in knowing what action is necessary to manage their own risk and liability flowing from adaptation planning decisions;
- the need for coastal management legislation in Western Australia that defines and establishes the principles, objectives and actions, including roles and responsibilities for integrated coastal zone management; and
- the need for a formalised coordinated approach, potentially via State/Local Government partnership agreement, or Intergovernmental Agreement defining the roles and responsibilities of all levels of government, establishing consistent and coordinated principles, objectives and actions across Australia.

Question 10: Do you agree that the above areas are key issues for Local Government? Are there other key adaptation priorities/issues for Local Governments?

Question 11: Do you agree that reference to these issues should be included in the Policy Statement?

Question 12: Do you agree that one element of an effective approach to climate change adaptation would include a State/Local Government partnership agreement?

5.2.4 Adaptation in the Policy Statement

In a general sense, the content covering adaptation policy (at 1.5 and 2.4 – set out below) in the existing Policy Statement stands up fairly well as a clear call to ensure appropriate and effective adaptation policies, including the need to bring together all levels of Government, business and the broader community on climate change adaptation.

Existing Policy Statement



1.5 Adaptation – Collaborative Action

1.5.1 Local Government acknowledges that the magnitude of the adaptation task ahead is substantial, and that planning, investment and infrastructure decisions made today will determine how successfully the community is able to adapt to the impacts of climate change, reduce its risks and vulnerabilities to these and take advantage of any opportunities. It therefore considers that a successful response to the challenge of adapting to climate change impacts should begin immediately and will require cross-sectoral action by government, business and broader community at all levels. Local Government supports the establishment of institutions and regulations that ensure effective, integrated action by these stakeholders as being crucial to cohesive and effective climate change management.

...

2.5 Adaptation – Collaborative Action

2.5.1 Local Government is committed to contributing to the common goal of ensuring that Western Australia's human communities and natural ecosystems have the resources and other assistance necessary to enable them to build maximum resilience and adapt to climate change impacts that are now understood to be unavoidable.

2.5.2 Local Government asserts that it is the responsibility of all spheres of Australian Government to inform individuals and communities about the likely impacts of climate change. Local Government is committed to working with the community to ensure a high level of understanding of climate change impacts and develop strategies to help adapt to these.

2.5.3 Local Government asserts that it is the responsibility of all spheres of Australian Government to ensure that all current regulation and policies take into consideration the likely impact of climate change on current and future human settlements, natural resources and ecosystems and facilitate adaptation to these. These policies should include but not be limited to those pertaining to disaster relief, national security, infrastructure, planning, water, energy, housing, health, transport, environment and energy.

One key way in which this content now appears dated is due to the fact that the impacts of climate change are now clearly being felt. Businesses are incorporating climate change into their corporate risk assessment and planning; Local Governments are *currently* undertaking adaptation action, and planning for future adaptation action. For example, the Australian Business Roundtable (members include company CEOs of insurance companies, banks and the Red Cross) has stated that given the expected increase in frequency and severity of natural disasters due to climate change, it is essential that the resilience of Australia's infrastructure to natural disasters is improved.³²

It is proposed that the adaptation content in the Policy Statement include an acknowledgement that the impacts of climate change are now clearly being felt, that in many ways Local Governments are at the forefront of adaptation action, and are *currently* already undertaking adaptation work and planning for the future. It is also proposed that the Policy

³² Australian Business Roundtable, *Building Resilient infrastructure*, March 2016 at 19-21. Available at: <http://australianbusinessroundtable.com.au/our-papers>.



Statement call for effective long term policy instruments, legislation, strategies and/or policies, along with adequate resourcing for climate change adaptation and planning.

Question 13: Do you support an acknowledgment that the impacts of climate change are already being felt, and that Local Governments are currently undertaking adaptation work, as well as planning for the future?

Question 14: Do you support a call for effective long term policy instruments, legislation and/or policies, along with adequate resourcing for climate change adaptation and planning?

5.2.5 Emergency management

There is currently no reference to emergency management and how climate change is, and will, affect planning and implementation (eg, planning for the increasing risk of extreme weather events, spending required to increase resilience and ameliorate damages in the event of a flood, bushfire etc.). WALGA's submission to the Australian Government *Inquiry into the impacts of climate change on housing, buildings and infrastructure* raised this as an issue:

The Western Australia Natural Disaster Relief and Recovery Arrangements (WANDARRA) funding program, jointly funded by the Western Australian and Australian Governments, makes funding available to Local Governments for the restoration and replacement of essential public assets owned by a local government to the extent necessary "to restore the asset to the equivalent of its pre-disaster standard." WA Local Government supports the betterment of assets, that is, ensuring that funding to reinstate a damaged or destroyed asset allows it to be reinstated to a more disaster resilient standard. This is to prevent a situation where, for example, valuable infrastructure is washed away and then identically replaced every few years.

...

Disaster relief funding of course remains an essential part of an adequate response to climate change, but of equal importance is ensuring an adequate focus on building resilience, to ameliorate the effects of disasters.

Question 15: Do you support inclusion in the Policy Statement of the need for emergency management and disaster relief policies to adequately incorporate climate change in their planning and implementation? Are there other related issues you would like included?

6.0 International developments

6.1 The Paris agreement

The Paris agreement was negotiated at the United Nations Framework Convention on Climate Change (UNFCCC) Conference of Parties in December 2015. It was adopted by



consensus of 196 countries,³³ with post-2020 emissions targets nominated by almost all countries, representing 96 per cent of global emissions.³⁴ Key outcomes of the Paris climate agreement include:

- A global goal to hold the average temperature increase to well below 2°C and pursue efforts to keep warming below 1.5°C above pre-industrial levels.
- All countries setting mitigation targets from 2020, with a review of targets every 5 years to build ambition over time, informed by a global stocktake.
- Robust transparency and accountability rules to provide confidence in countries' actions and track progress towards targets.
- Promoting action to adapt and build resilience to climate impacts.
- Financial, technological and capacity building support to help developing countries implement the Agreement.³⁵

As a signatory to the Paris Agreement, Australia has committed to taking action on climate change. Importantly, this expressly includes adaptation and resilience building, as well as mitigation action. Current worldwide commitments are insufficient to limit global temperature rise to well below 2°C, and countries will need to increase their ambition over time if this goal is to be met.

Existing Policy Statement

2.3. Australia's Obligation to Act

2.3.1 Local Government is committed to actively promoting and supporting efforts to develop effective global, national and state strategies to reduce the severity of climate change by reducing greenhouse gas emissions in a manner consistent with the intention of Article 3.1 of the UNFCCC.

2.3.2 Local Government is committed to meeting its local, national and international obligations through participation in protocols and agreements established under the UNFCCC, including but not limited to the Kyoto Protocol and its successor international treaties, and supporting the Kyoto Protocol's further development and effective implementation.

2.3.3 Local Government is committed to actively addressing climate change in a way which reflects Australia's disproportionate per capita contribution, as opposed to its global emissions ratio contribution.

It is proposed that the Policy Statement reflect the position outlined in the existing policy statement, but incorporate the Paris Agreement and Australia's mitigation commitments (current and future). It is also proposed that the Policy Statement:

³³ Nicaragua and Syria are the only countries not to sign the Paris climate agreement. The US has indicated its intention to leave the Paris Agreement.

³⁴ World Resources Institute, "Paris Contributions Map" *CAIT Climate Data Tracker*. Available at <http://cait.wri.org/indc/>.

³⁵ Full text of the Paris Agreement is available here: http://unfccc.int/files/home/application/pdf/paris_agreement.pdf.



- support / urge setting of more ambitious nationwide targets at the five yearly Paris agreement reviews; and
- support / urge adequate action to adapt and build resilience to climate impacts.

Question 16: Do you agree the Policy Statement should incorporate the Paris Agreement and Australia's commitment, and urge or support a more ambitious target, and effective adaptation action?

6.2 Sustainable Development Goals



In September 2015, 193 countries (including Australia) agreed to the United Nations 17 Sustainable Development Goals (SDGs) and 169 targets.³⁶ The SDGs guide global action on sustainable development until their completion in 2030. The SDGs are a successor to the Millennium Development Goals, but unlike the Millennium Development Goals, relate to all developed and emerging countries, as well as developing countries.

WALGA ran a Sustainability Officers Network Group meeting on the SDGs in July 2016, which considered the SDGs and their application to the work of Local Government. The goals include climate action (Goal 13), affordable and clean energy (Goal 7), responsible consumption and production (Goal 12) and of particular relevance to Local Governments, sustainable cities and communities (Goal 11).³⁷

³⁶ Detailed information on the SDG Goals and Targets is available here:

<http://www.un.org/sustainabledevelopment/sustainable-development-goals/>.

³⁷ For further information on how the SDGs are relevant to Local Governments, see the Global Network of Cities, Local and Regional Government (UCLG) publication "The Sustainable Development Goals: What Local governments need to know", available here:

<https://www.uclg.org/en/media/news/sustainable-development-goals-what-local-governments-need-know>.



The existing Policy Statement includes a statement on equity and social justice, outlining issues that arise from mitigation measures, and relating to the need for developing countries to increase their share of global wealth in ways that remain within the ecological capacities of the planet. Issues raised in this part of the existing Policy Statement have some similarities with the aims of the SDGs.

Existing Policy Statement

1.6 Equity and Social Justice

1.6.1 Local Government acknowledges that both the impacts of climate change and the policy responses required to contribute to the avoidance of dangerous climate change have significant equity implications. These equity considerations have domestic and international dimensions, and implications for both present and future human generations, and for the survival of other species.

1.6.2 Local Government acknowledges that climate equity has both domestic and international impacts. It supports global equity and the right of developing countries to increase their share of global wealth in ways that remain within the ecological capacities of the planet.

1.6.3 Local Government acknowledges that the burden of reducing greenhouse emissions domestically must be equitably dispersed and that disadvantaged communities or cultural groups need access to State and Commonwealth support in order to enable them to adequately respond to and cope with the cost increases likely to arise from a variety of mitigation and adaptation schemes, including the Carbon Pollution Reduction Scheme.

1.6.4 Local Government acknowledges that in order for standards of living to become globally equitable, culture shift towards sustainable standards of living in developed and prosperous countries, including Australia, will be required.

Given that the aims of the SDGs have similarities with existing aims set out in the existing Policy Statement, it is proposed that the SDGs are incorporated into the Policy Statement, including an express statement in support of them.

Question 17: Do you agree with incorporating reference to the Sustainable Development Goals in the Policy Statement, including an express statement in support?

7.0 Conclusion

WALGA encourages Councillors, CEOs and Local Government Officers to provide input in response to this discussion paper. The more comments WALGA receives, the more effective the Policy Statement can be, as a document reflecting key Local Government climate change priorities.

Please provide any comments by **Friday, 15 December 2017** to environment@walga.asn.au (subject line: Climate Change Policy Statement).

After input has been received and incorporated, a draft Policy Statement will be submitted to State Council for its approval or comment. Once the Policy Statement has been endorsed by State Council, it will provide the basis for WALGA's climate change advocacy plan, which will



be developed in consultation with the sector and will further detail how WALGA will promote and prosecute Local Governments' key climate change priorities over the next one to three years.



Appendix – List of questions

- Question 1: Have you made use of the existing Climate Change Policy Statement? How?
- Question 2: Have you used the Policy Statement *template*? How?
- Question 3: Is it useful to make the Policy Statement available in template format (eg, to assist in developing your own Local Government Climate Change Policy)?
- Question 4: In light of current observations of the effects of climate change, would you support the inclusion of a stronger statement, similar to that set out in the MAV climate change statement?
- Question 5: Do you agree that the Policy Statement should emphasise the need for Commonwealth and State governments to play a stronger leadership and coordination role, and engage in long-term planning on climate change?
- Question 6: Do you agree that Commonwealth (and State) Government climate change mitigation policy settings should include measures that can take advantage of the substantial emissions reductions that can be achieved by Local Governments?
- Question 7: Do you have suggestions or examples of Local Government projects that could achieve significant emissions reductions?
- Question 8: Do you agree that the existing mitigation content reflects the Local Government position on mitigation action? Are there any issues in particular you would like to see highlighted? Do you have any suggestions for other content that should be included?
- Question 9: Do you agree that that the Policy Statement should incorporate reference to broad scale shift that is already occurring in Australia?
- Question 10: Do you agree that the above areas are key issues for Local Government? Are there other key adaptation priorities/issues for Local Governments?
- Question 11: Do you agree that reference to these issues should be included in the Policy Statement?
- Question 12: Do you agree that one element of an effective approach to climate change adaptation would include a State/Local Government partnership agreement?
- Question 13: Do you support an acknowledgment that the impacts of climate change are already being felt, and that Local Governments are currently undertaking adaptation work, as well as planning for the future?
- Question 14: Do you support a call for effective long term policy instruments, legislation and/or policies, along with adequate resourcing for climate change adaptation and planning?
- Question 15: Do you support inclusion in the Policy Statement of the need for emergency management and disaster relief policies to adequately incorporate climate change in their planning and implementation? Are there other related issues you would like included?
- Question 16: Do you agree the Policy Statement should incorporate the Paris Agreement and Australia's commitment, and urge or support a more ambitious target, and effective adaptation action?
- Question 17: Do you agree with incorporating reference to the Sustainable Development Goals in the Policy Statement, including an express statement in support?

City of Vincent Submission on WALGA Climate Change Policy Statement

Section	Climate Change Policy Statement Review Discussion Paper	City of Vincent Comment & Recommendation
1.	Climate Change and Local Governments	
	<p>Climate change is a key issue for Local Governments that impacts almost all aspects of operations and responsibilities.</p> <p>Local Governments are actively engaged in a range of climate change mitigation and adaptation activity, as well as encouraging behaviour change amongst residents.</p> <p>WALGA seeks to provide information, resources and advocacy to assist Local Governments in this challenging area. An essential part of this is having an up-to-date, Local Government endorsed Policy Statement on Climate Change.</p>	[no comment sought on this part of the discussion paper – information only]
2.	Policy Statement on Climate Change	
	<p>WALGA's Policy Statement on Climate Change is used to inform WALGA's advocacy position on climate change matters and to provide a template for Local Governments developing climate change policies.</p> <p>WALGA's existing Policy Statement on Climate Change was adopted in 2009. It is now outdated and needs to be brought into alignment with the current views of the Local Government sector as well as the latest scientific knowledge and technological and political developments.</p>	[no comment sought on this part of the discussion paper – information only]
2.1.	Climate change submissions	
	<p>The Discussion Paper incorporates references to, and quotations from a number of WALGA submissions on climate change matters made to the Commonwealth Government in 2017.</p> <p>These submissions represent the most up-to-date WALGA State Council endorsed climate change advocacy positions and the submissions capture many of Local Governments' key priorities in relation to climate change.</p> <p>Key climate change issues outlined in these submissions are set out throughout the Discussion Paper.</p>	[no comment sought on this part of the discussion paper – information only]

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Section	Climate Change Policy Statement Review Discussion Paper	City of Vincent Comment & Recommendation
3.	Current uses for the existing Policy Statement	
	<p>WALGA has relied on the existing Policy Statement as a statement of climate change principles and priorities, broadly agreed upon by WA Local Governments, to inform its advocacy for climate change action.</p> <p>It is intended that the updated policy statement will serve the same purpose.</p> <p>In addition, the Policy Statement will provide the basis for WALGA's climate change advocacy plan, which will detail how WALGA will promote and prosecute Local Governments' key climate change priorities going forward.</p> <p>The existing Policy Statement is currently made available on the WALGA website in a template form for Local Governments to use and adapt.</p> <p>Section 3 of the Discussion Paper asks the following questions:</p> <ol style="list-style-type: none"> 1. <i>Have you made use of the existing Climate Change Policy Statement? How?</i> 2. <i>Have you used the Policy Statement template? How?</i> 3. <i>Is it useful to make the Policy Statement available in template format to assist in developing your own Local Government Climate Change Policy?</i> 	<p>The City has used WALGA's existing Climate Change Policy Statement to guide a climate change risk assessment and adaptation study undertaken in 2011-12.</p> <p>The City has not used the existing Policy Statement template, but would look to use such a template as a starting point in developing a climate change policy of its own.</p> <p>The City recommends that the updated Policy Statement be made available in template format for local governments to use.</p>
4.	Current climate change science	
	<p>Since the existing Climate Change Policy statement was adopted in 2009, scientific understanding and consensus has continued to increase.</p> <p>There is now overwhelming evidence that the climate is warming and that greenhouse gas emissions from human activities are the main factor in this warming.</p> <p>Uncertainty now remains only in relation to the exact effects of climate change in the longer term – the timing and degree of changes by the end of the current century and beyond. This uncertainty is partly due to lack of clarity about the world's future emissions trajectory.</p>	<p>The City accepts the scientific consensus on the causes and effects of global climate change and agrees that effective mitigation action is required.</p> <p>Based on the definition of "emergency" being a serious or dangerous situation that requires immediate action, the City agrees with the Municipal Association of Victoria in its characterisation of the current state of the global climate.</p> <p>The City recommends strengthening WALGA's Climate Change Policy Statement to more closely resemble that of the Municipal Association of Victoria.</p>

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Section	Climate Change Policy Statement Review Discussion Paper	City of Vincent Comment & Recommendation
	<p>Regardless of emissions trajectory, warming effects are locked in for centuries to come.</p> <p>Information from a number of IPCC¹, Bureau of Meteorology and CSIRO publications is used to make a case for strengthening the wording of WALGA's Policy Statement to reflect the increasing urgency for action on climate change. The climate change statement of the Municipal Association of Victoria² is used as an example of what may be included in WALGA's Policy Statement:</p> <p><i>"The MAV recognises that:</i></p> <ul style="list-style-type: none"> <i>we are in a state of climate emergency that requires urgent action by all levels of government, including local councils</i> <i>human induced climate change stands in the first rank of threats to humans, civilisation and other species"</i> <p>Section 4 of the Discussion Paper asks the following question:</p> <p><i>4. In light of current observations of the effects of climate change, would you support the inclusion of a stronger statement, similar to that set out in the MAV climate change statement?</i></p>	
5.	Domestic developments	
5.1.	The role of State and Commonwealth Governments in climate change policy	
5.1.1	<p>Coordination, leadership and planning</p> <p>Climate change is a matter of national significance. Coordination, leadership and planning should therefore be the primary responsibility of State and Commonwealth Governments.</p>	<p>The City agrees with the Discussion Paper's characterisation of Commonwealth and Western Australian Government policy and leadership to date.</p> <p>The City also supports the proposed emphasis on the need for Commonwealth and State governments to play a stronger leadership and coordination role, and to engage in long-term planning on climate change.</p> <p>It is the City's view that long-term planning and coordination must be evidence-based and guided by the strongest scientific consensus. Without this guiding</p>

¹ Intergovernmental Panel on Climate Change - the leading international body for the assessment of climate change.

² WALGA's Victorian equivalent.

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	<p>The Commonwealth Government's climate change policy to date has been shifting, inconsistent and at times contradictory. It continues to lack certainty going forward.</p> <p>At a State level in Western Australia there has been a lack of substantive climate change policy or leadership.</p> <p>It is proposed that the Policy Statement emphasise the need for Commonwealth and State governments to play a stronger leadership and coordination role, and engage in long-term planning on climate change.</p> <p>Section 5.1.1 of the Discussion Paper asks the following question:</p> <p>5. <i>Do you agree that the Policy Statement should emphasise the need for Commonwealth and State governments to play a stronger leadership and coordination role, and engage in long-term planning on climate change?</i></p>	<p>principle at its centre, leadership will be vulnerable to ideology and vested interests.</p> <p>The City recommends that, in calling for leadership, coordination and long-term planning from the Commonwealth and State governments, the Policy Statement make it explicit that such actions must be evidence-based and guided by the strongest scientific consensus.</p>
5.1.2	<p>Taking advantage of Local Government emissions reductions</p> <p>WA Local Governments have, in the past, been key delivery agents of Australian Government mitigation programs. However, current Commonwealth Government climate change policies offer little to enable Local Government mitigation action.</p> <p>It is proposed that WALGA's Policy Statement call for climate change mitigation policy settings at the Federal level (and where possible also at the State level) to include measures that can take advantage of the substantial emissions reduction potential of Local Governments.</p> <p>Section 5.1.2 of the Discussion Paper asks the following questions:</p> <p>6. <i>Do you agree that Commonwealth (and State) Government climate change mitigation policy settings should include measures that can take advantage of</i></p>	<p>Local Governments have significant potential for delivering climate change mitigation actions, both directly through corporate emissions reductions and indirectly through community programs that address emissions by residents and businesses. The City of Vincent has implemented energy efficiency measures across a number of its facilities and its community, enabled by past Commonwealth and State Government mitigation programs CEEP³, LGEEP⁴ and SEDO⁵ grants. Such measures have included LED lighting retrofits, solar hot water system installations, real-time energy monitoring, and free home energy audits for our community.</p> <p>The City of Vincent and other WA Local Governments continue to proactively pursue carbon reduction projects and initiatives in the absence of Commonwealth and State Government incentives or guidance. In some cases local governments take such actions in the face of regulatory barriers imposed by higher levels of government.</p> <p>Examples of relevant projects include large scale renewable energy generation; geothermal heating/cooling; LED street lighting; planning and building policies requiring new developments to be low-carbon and to include tree canopy</p>

³ Community Energy Efficiency Program

⁴ Local Government Energy Efficiency Program

⁵ Sustainable Energy Development Office

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	<p><i>the substantial emissions reductions that can be achieved by Local Governments?</i></p> <p>7. <i>Do you have suggestions or examples of Local Government projects that could achieve significant emissions reductions?</i></p>	<p>planting; and programs providing community education and discounts on energy efficiency and renewable energy generation and storage.</p> <p>The City recommends that the Policy Statement call on Commonwealth and State Governments to adjust their climate change mitigation policy settings to:</p> <ul style="list-style-type: none"> - Remove existing barriers to climate mitigation actions by Local Governments; - Actively support Local Governments to take mitigation actions where appropriate, without placing undue responsibility for the delivery of such actions on Local Governments; - Take direct responsibility for the delivery of mitigation actions in areas that lend themselves to centralised coordination at State or Federal level; and - Partner with and resource Local Governments to deliver community emissions reduction programs that are most effectively implemented at the grass roots level. <p>Further, the City recommends that WALGA provide guidance and examples on practical climate mitigation steps and measures (both corporate and community-based) that are available to Local Governments. This will help Local Governments understand what other Local Governments have achieved and evaluate their options.</p>
5.2.	Climate change policy developments	
5.2.1	<p>Mitigation policy</p> <p>Section 5.2.1 explains that there have been many developments in the energy space over recent years, which were not envisaged at the time the existing WALGA Policy Statement was finalised. These include the rise of small scale renewable energy, reduced cost of renewables, availability of battery storage and growing concern about energy security.</p>	[no comment sought on this part of the discussion paper – information only]
5.2.2	<p>Mitigation in the Policy Statement</p> <p>The general points about mitigation policy in WALGA's existing Policy Statement remain relevant. They stand as clear statements in support of appropriate and effective mitigation policies.</p>	<p>The City agrees that the existing general mitigation content within the Policy Statement continues to reflect the Local Government position. It essentially states that:</p> <ul style="list-style-type: none"> - The magnitude of the mitigation task ahead is substantial and that planning, investment and infrastructure decisions made today will shape the carbon intensity of the future;

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	<p>However the Policy Statement is outdated in its reference to mitigation measures that no longer exist and lacks reference to current mitigation measures.</p> <p>Further, an energy transformation is now taking place: people, the market, business and Local Governments are moving in the direction of renewables, and more recently battery storage. It is proposed that the Policy Statement pick up on this changed landscape and call on State and Commonwealth Governments to catch up and encourage, accelerate and support what is already occurring.</p> <p>Section 5.2.2 of the Discussion Paper asks the following questions:</p> <p>8. <i>Do you agree that the existing mitigation content reflects the Local Government position on mitigation action? Are there any issues in particular you would like to see highlighted? Do you have any suggestions for other content that should be included?</i></p> <p>9. <i>Do you agree that that the Policy Statement should incorporate reference to broad scale shift that is already occurring in Australia?</i></p>	<ul style="list-style-type: none"> - It considers a successful response to the challenge of emission reduction should begin immediately and will require cross-sectoral action by government, business and broader community at all levels; and - Local Government supports the establishment of institutions and regulations that ensure effective, integrated action by these stakeholders. <p>The City is supportive of bringing the Policy Statement up to date with regard to current and potential future mitigation measures (such as funding mechanisms under the Clean Energy Finance Corporation and the National Energy Guarantee).</p> <p>The City also agrees that the Policy Statement should incorporate reference to the broad scale shift toward renewable energy and energy storage already occurring in Australia.</p>
5.2.3	<p>Adaptation</p> <p>Section 5.2.3 discusses climate change adaptation and asserts that the existing content on adaptation within the Policy Statement remains current. It calls for appropriate and effective adaptation policies, including the need to bring together all levels of Government, business and the broader community.</p> <p>One significant change since the adoption of the existing Policy Statement is that the impacts of climate change are now clearly being felt. Businesses are now incorporating climate change into their corporate risk assessment and planning, and Local Governments are already undertaking adaptation action. The Discussion paper identifies the following key areas for Local Government:</p> <ul style="list-style-type: none"> • The need for climate change to be adequately incorporated into the State planning system; 	<p>The City agrees that the nominated areas are key issues for Local Government and recommends that these issues be included in the Policy Statement.</p> <p>The City also agrees that a formalised coordinated approach between different levels of government is needed. This may take the form of a State/Local Government partnership or a Commonwealth/State/Local Government partnership. Regardless of form, it is essential that the roles and responsibilities of all levels of government are clearly defined in any such agreement.</p>

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Section	Climate Change Policy Statement Review Discussion Paper	City of Vincent Comment & Recommendation
	<ul style="list-style-type: none"> The need for greater certainty for Local Governments in knowing what action is necessary to manage their own climate change risk and liability; The need for coastal management legislation in Western Australia, including clear roles and responsibilities; and The need for a formalised coordinated approach, potentially via State/Local Government partnership agreement, or Intergovernmental Agreement defining the roles and responsibilities of all levels of government. <p>Section 5.2.3 of the Discussion Paper asks the following questions:</p> <p><i>10. Do you agree that the above areas are key issues for Local Government? Are there other key adaptation priorities/issues for Local Governments?</i></p> <p><i>11. Do you agree that reference to these issues should be included in the Policy Statement?</i></p> <p><i>12. Do you agree that one element of an effective approach to climate change adaptation would include a State/Local Government partnership agreement?</i></p>	
5.2.4	<p>Adaptation in the Policy Statement</p> <p>Following on from the discussion in section 5.2.3, section 5.2.4 proposes that WALGA's Policy Statement be amended to include an acknowledgement of the impacts of climate change now being felt and of the efforts already being made by Local Governments to plan for the future and undertake adaptation action.</p> <p>It is also proposed that the Policy Statement call for effective long term policy instruments, legislation, strategies and/or policies, along with adequate resourcing for climate change adaptation and planning.</p> <p>Section 5.2.4 of the Discussion Paper asks the following questions:</p> <p><i>13. Do you support an acknowledgment that the impacts of climate change are already being felt, and that Local Governments are currently undertaking adaptation work, as well as planning for the future?</i></p>	<p>The City supports the inclusion in the Policy Statement of an acknowledgment that climate change impacts are already being felt, and of the work Local Governments are currently undertaking to plan and adapt for the future.</p> <p>The City also supports the inclusion of a call for effective long term policy instruments, legislation and/or policies, along with adequate resourcing for climate change adaptation and planning.</p>

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Section	Climate Change Policy Statement Review Discussion Paper	City of Vincent Comment & Recommendation
	<p>14. Do you support a call for effective long term policy instruments, legislation and/or policies, along with adequate resourcing for climate change adaptation and planning?</p>	
5.2.5	<p>Emergency management</p> <p>WALGA's existing Policy Statement makes no reference to emergency management and how climate change is, and will, affect planning and implementation for the management of emergencies.</p> <p>Section 5.2.5 of the Discussion Paper asks the following question:</p> <p>15. Do you support inclusion in the Policy Statement of the need for emergency management and disaster relief policies to adequately incorporate climate change in their planning and implementation? Are there other related issues you would like included?</p>	<p>Existing disaster relief funding in WA only allows for the restoration and replacement of essential public assets owned by a local government to the extent necessary "to restore the asset to the equivalent of its pre-disaster standard."</p> <p>Given the increasing frequency and severity of disaster events driven by climate change, it is the City's view that disaster relief funding should allow for the upgrading of assets to a higher standard of resilience.</p> <p>The City therefore supports the inclusion in the Policy Statement of the need for emergency management and disaster relief policies to adequately incorporate climate change in their planning and implementation.</p>
6.	International developments	
6.1.	The Paris Agreement	
	<p>The Paris Agreement was negotiated at the United Nations Framework Convention on Climate Change in 2015. It was adopted by consensus of 196 countries including Australia. Its key outcomes included:</p> <ul style="list-style-type: none"> • A global goal to hold the average temperature increase to well below 2°C and pursue efforts to keep warming below 1.5°C above pre-industrial levels; • All countries setting mitigation targets; • Robust transparency and accountability rules; • Promoting action to adapt and build resilience to climate impacts; and • Financial, technological and capacity building support for developing countries. 	<p>Australia has set a target to reduce emissions by five per cent below 2000 levels by 2020 and 26-28 per cent below 2005 levels by 2030.</p> <p>The Australian Climate Change Authority recommends strengthening the 2020 target to a minimum of 15 per cent below 2000 levels, which it considers to be the minimum consistent with the scientific evidence.⁶</p> <p>The City therefore agrees that the Policy Statement should incorporate the Paris Agreement and use Australia's commitment to urge or support more ambitious targets, and effective adaptation action.</p>

⁶ Climate Change Authority *Targets and Progress Review*. Available at <http://climatechangeauthority.gov.au/reviews/targets-and-progress-review/part-c/chapter-9-australia%E2%80%99s-2020-and-2030-goals>

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	<p>As the current worldwide mitigation commitments are insufficient to limit global temperature rise to well below 2°C, signatories will need to increase their ambition over time if this goal is to be met.</p> <p>WALGA's existing Policy Statement does not include reference to the Paris Agreement.</p> <p>Section 6.1 of the Discussion Paper asks the following question:</p> <p><i>16. Do you agree the Policy Statement should incorporate the Paris Agreement and Australia's commitment, and urge or support a more ambitious target, and effective adaptation action?</i></p>	
6.2.	Sustainable Development Goals	
	<p>In September 2015, 193 countries (including Australia) agreed to the United Nations' 17 Sustainable Development Goals. These Goals guide global action on sustainable development and apply to all developed and emerging countries, as well as developing countries.</p> <p>WALGA has identified four Goals that are specifically relevant to Local Government:</p> <ol style="list-style-type: none"> 1. Climate action (Goal 13); 2. Affordable and clean energy (Goal 7); 3. Responsible consumption and production (Goal 12); and 4. Sustainable cities and communities (Goal 11). <p>Issues outlined in WALGA's existing Policy Statement already share some similarities with the Sustainable Development Goals, specifically equity and social justice issues arising from emissions mitigation measures.</p> <p>Given the existing alignment, it is proposed that the Sustainable Development Goals are incorporated into WALGA's Policy Statement, along with an express statement in support.</p>	<p>The United Nations Sustainable Development Goals are in alignment with the attitudes of our City's community, as reflected by community feedback during the recent engagement process for the City's Strategic Community Plan.</p> <p>The City is already taking action in the areas related to the four Sustainable Development Goals specific to Local Government and therefore agrees that the Policy Statement should incorporate both reference to and support of the Sustainable Development Goals.</p>

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	Section 6.2 of the Discussion Paper asks the following question: <i>17. Do you agree with incorporating reference to the Sustainable Development Goals in the Policy Statement, including an express statement in support?</i>	
7.	Conclusion	
	WALGA encourages Councillors, CEOs and Local Government Officers to provide input in response to this discussion paper. After input has been received and incorporated, a draft Policy Statement will be submitted to State Council for its approval or comment.	[no comment sought on this part of the discussion paper – information only]



Climate Change Policy Statement

Draft – March 2018

**Version tracking**

Version number	Date	Author	Comments / Modifications
1	February 2018	Laura Simes	Major revision of 2009 Climate Change Policy Statement.

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1.0 Policy Statement

Local Government acknowledges:

- I. The science is clear: climate change is occurring now, and human activities are the dominant cause.
- II. Climate change threatens human societies and the Earth's ecosystems.
- III. Climate change requires urgent action to mitigate against catastrophic climate change and to adapt to the climate change that is now unavoidable.
- IV. Mitigation and adaptation strategies must be efficient, effective and equitable.
- V. A failure to adequately address this climate change emergency places an unacceptable burden on future generations.

Local Government is committed to acting on climate change, and are already active in climate change mitigation and adaptation, but an effective response to climate change requires strong action, leadership and coordination at all levels of government.

Local Government is calling for adequate Commonwealth and State policies, programs and funding to underpin climate change action, in particular, for climate change adaptation.

2.0 Rationale

2.1 The science is clear

Local Government supports the scientific consensus that climate change is happening now, and human activities are the dominant cause.

Local Government cites the *Fifth Assessment Report*, the latest report of the consensus-based Intergovernmental Panel on Climate Change (IPCC), which finds:

Warming of the climate system is unequivocal, and since the 1950s, many of the observed changes are unprecedented over decades to millennia. The atmosphere and ocean have warmed, the amounts of snow and ice have diminished, sea level has risen, and the concentrations of greenhouse gases have increased¹.

Most aspects of climate change will persist for many centuries even if emissions of CO₂ are stopped².

Surface temperatures will remain approximately constant at elevated levels for many centuries after a complete cessation of net anthropogenic CO₂ emissions. Due to the long time scales of heat transfer from the ocean surface to depth, ocean warming will continue for centuries. Depending on the scenario, about 15 to 40% of emitted CO₂ will remain in the atmosphere longer than 1,000 years. It is virtually certain that global

¹ IPCC (2013). Summary for Policymakers. In: Climate Change 2013: The Physical Science Basis. Contribution of Working Group I to the Fifth Assessment Report of the Intergovernmental Panel on Climate Change. Cambridge University Press, Cambridge, United Kingdom and New York, NY, USA at 4. Available at: <https://www.ipcc.ch/report/ar5/>.

² As above, at 27.



mean sea level rise will continue beyond 2100, with sea level rise due to thermal expansion to continue for many centuries³.

Local Government also cites a recent CSIRO study which determined “*there is less than 1 chance in 100,000 that global average temperature over the past 60 years would have been as high without human-caused greenhouse gas emissions*”, that is, a certainty of 99.999% that humans are driving climate change⁴.

2.2 Climate change is a global threat, and Australia has committed to being part of the solution

As a signatory to the Paris Agreement and the Sustainable Development Goals (SDGs), Australia has committed to taking action on climate change and to ensuring that mitigation and adaptation action is equitable and consistent with the aims of the SDGs.

Local Government is committed to meeting international obligations through Australia’s participation in protocols and agreements established under the UNFCCC, including but not limited to the Paris Agreement and successor international treaties.

Local Government notes the Paris Agreement expressly recognises the importance of engagement at all levels of government⁵, and **are committed** to contributing to national and international emissions reduction targets to achieve the Paris Agreement goal of limiting global temperature rise to well below 2° Celsius and to pursue efforts to limit the temperature increase even further to 1.5° Celsius.

However, **Local Government acknowledges** that current worldwide commitments under the Paris Agreement are insufficient to achieve even the 2° Celsius goal⁶. Australia is a developed country with amongst the highest per capita emissions in the world⁷. Recognising this, **Local Government demands the Federal Government commit to a more ambitious target.**

Local Government recognises that both the impacts of climate change and the policy responses required to contribute to the avoidance of dangerous climate change have significant equity implications. These equity considerations have domestic and international

³ As above, at 28.

⁴ P Kovic, M Howden & S Crimp (CSIRO) (2014). “99.999% certainty humans are driving global warming: new study”, *The Conversation*, 4 September 2014. Available at: <https://theconversation.com/99-999-certainty-humans-are-driving-global-warming-new-study-29911>.

⁵ United Nations / Framework Convention on Climate Change (2015) *Adoption of the Paris Agreement*, 21st Conference of the Parties, Paris: United Nations at 2. Available at: http://unfccc.int/files/home/application/pdf/paris_agreement.pdf.

⁶ Climate Action Tracker (Climate Analytics, Ecofys & NewClimate Institute) (2018). “Improvement in warming outlook as India and China move ahead, but Paris Agreement gap still looms large”. 13 November 2017. Available at: <http://climateactiontracker.org/publications/briefing/288/Improvement-in-warming-outlook-as-India-and-China-move-ahead-but-Paris-Agreement-gap-still-looms-large.html>.

⁷ Australia has the highest per capita emissions of the OECD countries, and is seventh in the world after Kuwait, Brunei, Qatar, Belize, Oman and Bahrain: CAIT Climate Data Explorer (World Resources Institute) (2018). *GHG Emissions Totals Excluding Land Use Change and Forestry Per Capita 2014*. Available at: <http://cait.wri.org/historical>.



dimensions, implications for both present and future generations, and for the survival of other species.

Local Government supports an equitable transition to a carbon constrained world:

- **globally**, the right of developing countries to increase their share of global wealth in ways that remain within the ecological capacities of the planet;
- **domestically**, the need to equitably share the cost of climate change adaptation and mitigation and ensure socioeconomically disadvantaged groups receive adequate support.

Local Government supports the United Nations Sustainable Development Goals, and support climate change action as part of a broader sustainable development agenda.

2.3 Local Government is already acting on climate change, but all levels of Government must act

Climate change is a key issue for Local Governments that impacts almost all aspects of their operations and responsibilities. Local Government has, for a number of years, been actively engaged in a range of climate change mitigation and adaptation activities, together with education and encouraging awareness and behaviour change amongst residents.

Local Government stresses that climate change is a matter of national significance, and is a direct responsibility of both the State and Federal Governments. The State and Federal Governments have an obligation to address climate change in cooperation with Local Governments, and in consultation with the Australian community as a whole.

There is currently little in the way of long-term State and Commonwealth plans or resources directed to climate change action. There is a particularly significant policy vacuum within the Western Australian Government, with negligible demonstrated or coordinated leadership or long-term planning.

Australia and the world is already seeing a broad scale shift away from fossil fuels towards energy efficient and renewable technologies that includes widespread uptake of rooftop



solar⁸, battery storage⁹, energy trading¹⁰, virtual power plants¹¹ and electric vehicles.¹² The market, business, insurers, many Local Governments, and (other) State Governments are moving in this direction. Local Governments are calling on the Western Australian and Federal Governments to catch up, to remove regulatory barriers, to support and accelerate the movement towards a low carbon, energy efficient and sustainable society.

Local Government calls on the State and Federal Governments to:

- take a strong leadership and coordination role;
- engage in long-term planning on climate change;
- ensure all action is evidence-based, and guided by the scientific consensus on climate change;
- consider amending their investment strategies and /or policies to invest in financial institutions which do not fund fossil fuel, directly or indirectly, subject to minimum credit risk and portfolio exposure limits; and
- embed climate change mitigation and adaptation in the Government projects and policies (including procurement, land management, development etc.).

Local Government seeks State and Federal Government cooperation in:

- removing existing barriers to climate mitigation actions by Local Governments;
- actively supporting Local Governments to take mitigation and adaptation actions where appropriate, without placing undue liability for the delivery of such actions on Local Governments;
- taking direct responsibility for the delivery of mitigation actions, adaptation and resilience planning in areas that lend themselves to centralised coordination at State or Federal level; and
- partnering with and resourcing Local Governments to deliver community emissions reduction programs that are most effectively implemented at the Local Government level.

⁸ See for example: A Bruce & I MacGill. "FactCheck Q&A: is Australia the world leader in household solar power?" The Conversation. 28 March 2016. Available at: <https://theconversation.com/factcheck-qanda-is-australia-the-world-leader-in-household-solar-power-56670>.

⁹ See for example: N Harmsen. "Elon Musk's giant lithium ion battery completed by Tesla in SA's Mid North". ABC News. 24 November 2017. Available at: <http://www.abc.net.au/news/2017-11-23/worlds-most-powerful-lithium-ion-battery-finished-in-sa/9183868>; Climate Council. *Renewables and Storage Powering Australia*. 2018. Available at: <https://www.climatecouncil.org.au/uploads/d4a4f17c09c83d03f13234051e3e77d8.pdf>.

¹⁰ See for example: K Diss, "Blockchain technology fuels peer-to-peer solar energy trading in Perth start-up". ABC News. 11 October 2017. Available at: <http://www.abc.net.au/news/2017-10-11/blockchain-technology-fuels-peer-to-peer-energy-trading-start-up/9035616>.

¹¹ See for example: C Chang. "South Australian government strikes deal with Tesla to install free batteries to 50,000 homes". *News.com.au*. 5 February 2018. Available at: <http://www.news.com.au/technology/innovation/south-australian-government-strikes-deal-with-tesla-to-install-free-batteries-to-50000-homes/news-story/fd04731350da176c374383f3b25e947/>.

¹² A Gray. "Countries are announcing plans to phase out petrol and diesel cars. Is yours on the list?" *World Economic Forum*. 26 September 2017. Available at: <https://www.weforum.org/agenda/2017/09/countries-are-announcing-plans-to-phase-out-petrol-and-diesel-cars-is-yours-on-the-list/>.



State Government leadership is required in the following areas:

- a **‘joined up government’ approach to climate change**, so that climate change action is coordinated and cohesive throughout State Government, with clear lines of responsibility, and accountability for required actions;
- **climate change adaptation and building resilience**, which requires an overarching strategic view, and a strategic approach to progressing and funding action (eg, actions arising from Local Government coastal hazard mapping and adaptation planning);
- **driving mass LED public lighting retrofits**, which is an area where regulatory hurdles and unaligned incentives continue to hinder action by Local Governments;
- undertaking a major revision and update to the **Western Australian Government’s Climate Change Strategy**¹³;
- ensuring that **statutory planning policies** are consistent with climate change mitigation priorities (eg, maintaining urban forest to reduce heat island effect, best practice building energy efficiency etc); and
- in the absence of effective State-level climate change policy, the **Environmental Protection Authority must take a greater regulatory role** in assessing and recommending conditions to mitigate the greenhouse gas emissions associated with major projects within the Environment Impact Assessment process.¹⁴

Local Government has, in the past, been key delivery agents of Australian Government mitigation programs. **Local Government calls on the State and Federal Governments to implement climate change policy and programs that take advantage of the substantial emissions reductions that can be achieved by Local Governments and their communities.**

2.4 Local Government urges effective mitigation action

Local government recognises that we are in a state of climate emergency which requires urgent action.

Local Government is committed to reducing operational GHG emissions and supporting the reduction of GHG emissions in the community.

Local Government recognises that Australia has the capacity to contribute to global climate change mitigation, by reducing emissions now, in a way that creates positive opportunities for communities, industries and our economic sustainability.

Local Government acknowledges a successful response to the challenge of climate change requires cross-sectoral action by government, business and the community.

¹³ Western Australian Government (2012). *Adapting to our Changing Climate*. Available at: <https://www.der.wa.gov.au/images/documents/your-environment/climate-change/adapting-to-our-changing-climate-october-2012.pdf>.

¹⁴ See commentary on State climate change in the EPA’s *Annual Report 2016-2017* at 38-40. Available here: http://www.epa.wa.gov.au/sites/default/files/Annual_reports/EPA%20Annual%20Report%202016-2017.pdf.



Local Government considers a wide range of policy measures - from regulatory intervention and market-based mechanisms (such as an emissions trading scheme) through to voluntary schemes, education and behaviour change programs - are required to successfully achieve appropriate and adequate emission reduction targets.

In the absence of an effective market-based mechanism at the Federal level, **Local Government calls on the Federal Government** to introduce an interim greenhouse trigger under the Environment Protection and Biodiversity Conservation legislation.¹⁵

Local Governments can be key delivery agents for mitigation projects, including, but not limited to:

- renewable energy projects (small scale and large scale);
- energy efficiency projects (eg, mass LED public lighting retrofits);
- waste management;
- enabling take-up of new renewable and sustainable technologies; and
- accelerating the take up of low or zero emissions vehicles (within Local Government fleets, but also more broadly, eg, through the installation of more electric vehicle charging stations).

2.5 Local Government urges effective adaptation and resilience planning

Local Government stresses that the effects of climate change are now unequivocally being felt, as they respond to current effects of climate change, and plan for a changed climate into the future.

Local Government is committed to contributing to the common goal of ensuring that Western Australia's human communities and natural ecosystems have the resources and other assistance necessary to enable them to build maximum resilience and adapt to climate change impacts that are now understood to be unavoidable.

Local Government asserts that it is the responsibility of all spheres of Australian Government to ensure that all current regulation and policies take into consideration the likely impact of climate change on current and future human settlements, natural resources and ecosystems and facilitate adaptation to these. These policies should include but not be limited to those pertaining to disaster relief, national security, infrastructure and land use planning, water, energy, housing, health, transport, environment and energy.

Local Government notes there are few policies, programs and limited funding for coastal adaptation in Western Australia, but this is not sufficient, and there is currently only *minimal* capacity and resourcing to adapt to other effects of climate change, such as changes in

¹⁵ As recommended in the A Hawke *Independent review of the EPBC Act 1999*, at 12. Available here: <http://www.environment.gov.au/system/files/resources/5f3fdad6-30ba-48f7-ab17-c99e8bcc8d78/files/fact-sheet-5-climate-change.pdf>.



temperature and rainfall, extreme weather events such as heatwaves, bushfires and floods, along with flow-on effects such as the health impacts of climate change¹⁶.

Local Governments simply do not have the financial capacity to shoulder the financial cost of protection measures required in response to rising sea levels and more frequent extreme weather events. This must be a shared responsibility. **Local Government demands** that adequate funding be provided by the State Government for hazard and risk mapping, together with the priority adaptation measures identified through this process. The State Government should follow the examples of other States, such as New South Wales and Queensland, who have devoted substantially more resources for this purpose (noting both States have significantly less coastline than Western Australia¹⁷).

Local Government is calling for effective adaptation and resilience planning, by all levels of government, including:

- ensuring the Western Australian planning system adequately incorporates consideration of climate change effects and adaptation issues;
- hazard identification and planning beyond coastal planning, into current and expected effects of changes change on extreme weather events, bushfires, biodiversity, health etc.;
- sustainable management of water resources;
- providing greater certainty for Local Governments in knowing what action is necessary to manage their own risk and liability flowing from adaptation planning decisions;
- a State-Wide Coastal Hazard Map, and coastal management legislation in Western Australia to define and establish principles, objects, actions, roles and responsibilities for integrated coastal zone management;
- a formalised coordinated approach, potentially in the form of a State/Local Government partnership agreement or an Intergovernmental Agreement taking in all levels of government, establishing consistent and coordinated principles, objectives and actions across Australia;
- adequate assistance, including funding, for Local Governments engaged in adaptation action.

Local Government is calling for emergency management and disaster relief policies that adequately incorporate climate change in their planning and implementation.

Western Australia Natural Disaster Relief and Recovery Arrangements (WANDRRA) financial measures need to provide funding to reinstate a damaged or destroyed asset to a more disaster resilient standard, where this is an appropriate and cost effective response based on likely recurrence of the disaster event.

¹⁶ For a summary of Western Australian adaptation policies, refer to 'Western Australian Local Government action on climate change' in Appendix - Background Information below.

¹⁷ As above.



Appendix

Background Information

Intergovernmental Panel on Climate Change (IPCC): is the international body for assessing the science related to climate change. IPCC assessments provide a scientific basis for governments at all levels to develop climate related policies, and they underlie negotiations at the UN Climate Conferences. IPCC reports undergo multiple rounds of drafting and review to ensure they are comprehensive and objective and produced in an open and transparent way. Thousands of other experts contribute to the reports by acting as reviewers, ensuring the reports reflect the full range of views in the scientific community.

Paris Agreement: The first-ever universal, legally binding global climate deal, adopted by 195 countries at the UNFCCC Conference of Parties in Paris, December 2015. It aims to respond to the global climate change threat by keeping a global temperature rise this century well below 2°C above pre-industrial levels and to pursue efforts to limit the temperature increase even further to 1.5°C. It aims for global greenhouse gases to peak as soon as possible, and seeks to foster resilience and climate adaptation. Full text of the Paris Agreement is available [here](#). As of November 2017, all 195 countries have signed on to the Paris Agreement. The United States of America has indicated an intention to withdraw (it is unable to withdraw until November 2020). Further information tracking country ratifications and targets is available [here](#).

Sustainable Development Goals (SDGs): In September 2015, 193 countries (including Australia) agreed to the United Nations 17 Sustainable Development Goals (SDGs) and 169 targets. The SDGs are a successor to the Millennium Development Goals, but unlike the Millennium Development Goals, relate to all developed and emerging countries, as well as developing countries. They aim to end poverty, hunger and inequality, take action on climate change and the environment, improve access to health and education, build strong institutions and partnerships, and more. Aims include climate action (Goal 13), affordable and clean energy (Goal 7), responsible consumption and production (Goal 12) and sustainable cities and communities (Goal 11). For further information on how the SDGs are relevant to Local Governments, see the Global Network of Cities, Local and Regional Government (UCLG) publication "The Sustainable Development Goals: What Local governments need to know", available [here](#).

United Nations Framework Convention on Climate Change (UNFCCC): an international environmental treaty adopted on 9 May 1992. The UNFCCC objective is to "stabilise greenhouse gas concentrations in the atmosphere at a level that would prevent dangerous anthropogenic interference with the climate system".

Western Australia Natural Disaster Relief and Recovery Arrangements (WANDRRA): provides a range of financial relief measures to assist communities to recover from an eligible natural disaster event, jointly funded by the Western Australian and Australian Governments, which reimburses Local Governments for the restoration and replacement of



essential public assets owned by a local government to the extent necessary to restore the asset to the equivalent of its pre-disaster standard.

Western Australian Local Government action on climate change: WA Local Governments have, for a number of years, been actively engaged in a range of climate change mitigation and adaptation activity, together with education and encouraging awareness and behaviour change amongst residents. Many Local Governments have made voluntary commitments or pledges in relation to climate change, including the following:

Pledge	Description	Number of Local Government Participants
Local Government Climate Change Declaration	Developed by WALGA. A voluntary opportunity for Local Governments to demonstrate their political commitment to locally appropriate climate change adaptation and mitigation action. ¹⁸	40 (representing 65% of the WA population)
Divesting from fossil fuels	Commitment to shift money out of banks that fund fossil fuels. ¹⁹	12 (representing 30% of the WA population)
Compact of Mayors	A coalition of city leaders around the world committed to addressing climate change. ²⁰	4
Cities Power Partnership	Launched July 2017 by the Climate Council, aims to celebrate and accelerate emission reductions and clean energy in Australian towns and cities. ²¹	10

In the past, Western Australian Local Governments have been key delivery agents of Commonwealth Government climate change mitigation programs, such as the Community Energy Efficiency Program (CEEP), the Local Government Energy Efficiency Program (LGEEP) and the Cities for Climate Protection (CCP) Program that was delivered by ICLEI with Commonwealth Government support. The LGEEP and CEEP grants assisted Local Governments in undertaking a wide range of building energy efficiency, LED public lighting and geothermal projects.

¹⁸ For further information see here: <http://walga.asn.au/Policy-Advice-and-Advocacy/Environment/Climate-Change.aspx>.

¹⁹ For a list of Australian Local Governments that have committed to divest see here: <http://gofossilfree.org.au/fossil-free-councils/>. Not listed are City of Bayswater, City of Subiaco and the Shire of Mundaring, which have also recently committed to divest.

²⁰ Cities of Joondalup, Perth, Melville and Mandurah. Further information about the Compact of Mayors available here: <https://www.compactofmayors.org/>.

²¹ Local Governments participating in the Cities Power Partnership are shown on the map here: <http://citiespowerpartnership.org.au/power-partners/>.



Program	Program dates	WA Local Government participants
Cities for Climate Protection	1999-2006	30
Local Government Energy Efficiency Program (LGEEP)	2011-2014	50 (includes 1 WALGA grant)
Community Energy Efficiency Program (CEEP)	2011-2016	15 (includes 1 WALGA grant)
Emissions Reduction Fund (ERF)	2014-present	2 (both transitioned from the Carbon Farming Initiative)

Adaptation is a current issue for Local Government, particularly as the effects of climate change are now unequivocally being felt, and Local Governments are in a position where they need to be planning for further effects of climate change in the future. The Western Australian State Government provides around \$1.3 million funding per year under the CoastWest, Coastal Management Plan Assistance Program and Coastal Adaptation and Protection programs. In contrast, the New South Wales State Government (with a coastline one sixth the length of Western Australia), is providing \$63 million over five years. The Queensland State Government (with a coastline a little over half the length of Western Australia) provides \$12 million dollars over three years. The Western Australian state planning system has encompassed coastal adaptation planning, this has not yet been expanded to deal with other current and expected issues such as changes in temperature, rainfall and extreme weather events (including floods), heatwaves and bushfires.





5.9 AMENDMENT TO POLICY NO. 7.5.15 - CHARACTER RETENTION AREAS AND HERITAGE AREAS

TRIM Ref: D18/29386

Author: Amanda Fox, Strategic Planning Officer

Authoriser: Stephanie Smith, Manager Policy and Place

Attachments:

1. Attachment 1 - Policy No. 7.5.15 - Character Retention Areas and Heritage Areas - Advertised version [↓](#) 
2. Attachment 2 - Summary of Submissions [↓](#) 
3. Attachment 3 - Policy No. 7.5.15 - Character Retention and Heritage Areas with tracked changes [↓](#) 
4. Attachment 4 - Policy No. 7.5.15 - Character Retention and Heritage Areas without tracked changes [↓](#) 

RECOMMENDATION:

That Council:

1. **PROCEEDS** with the amendment to Local Planning Policy No. 7.5.15 – Character Retention Areas and Heritage Areas with modifications, and **ADOPTS** the Heritage Area designation of Janet Street, with modifications, as shown in at Attachment 4 pursuant to Clauses 5 and 9 of Schedule 2 of the *Planning and Development (Local Planning Schemes) Regulations 2015*; and
2. **NOTES:**
 - 2.1 the submissions received in relation to the advertising of the amendment to Local Planning Policy No. 7.5.15 – Character Retention Areas and Heritage Areas and the proposed Heritage Area designation of Janet Street and **ENDORSES** Administration’s responses to those submissions included as Attachment 2; and
 - 2.2 that the approved Local Planning Policy No. 7.5.15 – Character Retention Areas and Heritage Areas, as shown in Attachment 4, will be published and the City will give notice of the Heritage Area designation to the Heritage Council of Western Australia and each owner of land affected by the designation pursuant to Clauses 5 and 9 of Schedule 2 of the *Planning and Development (Local Planning Schemes) Regulations 2015*.

PURPOSE OF REPORT:

For Council to consider the outcomes of the public consultation on draft Local Planning Policy No. 7.5.15 – Character Retention and Heritage Areas (the Policy) and determine whether to proceed with the designation of Janet Street, West Perth as a Heritage Area and Carr Street, West Perth as a Character Retention Area.

BACKGROUND:

On 12 December 2017 Council resolved to prepare an amendment to the Policy to designate Carr Street, West Perth as a Character Retention Area and Janet Street, West Perth as a Heritage Area. The proposed amendment includes the addition of new policy provisions for both areas. The amendment was advertised between 18 December 2017 and 2 February 2018 in accordance with Council’s resolution. A copy of the advertised draft Policy is included as **Attachment 1**.

DETAILS:

The City received four written submissions on the proposal to designate Carr Street as a Character Retention Area and 16 submissions on the proposal to designate Janet Street as a Heritage Area. A summary of the key issues for each proposal is included below. A full summary of submissions and Administration’s response to those submissions is included as **Attachment 2**.

1. Carr Street Advertising Results

The City received four submissions in support of designating Carr Street as a Character Retention Area. No submissions objecting to the proposal were received. Of the submissions received in relation to Carr Street, none made specific comment or suggestion on the policy provisions and as a result no modifications are proposed to the Carr Street policy provisions. It is recommended that Carr Street Character Retention Area be adopted as advertised.

2. Janet Street Advertising Results

During the formal advertising period, the City received a number of submissions representing a mix of views on the proposal to designate Janet Street as a Heritage Area. The submissions only provided comment on the proposed Heritage Area designation and did not provide comment on the potential for Janet Street to be designated as a Character Retention Area instead.

To clarify the community's views on designating Janet Street as a Character Retention Area, the City undertook further consultation with all landowners in Janet Street. The City received 16 submissions on Janet Street in total. A summary of the community's views on designating Janet Street as either a Heritage Area or Character Retention Area is included below:

	Heritage Area	Character Area
Submitter 1	Object	Object
Submitter 2	No Objection	N/A
Submitter 3	Object	Object
Submitter 4	Object	Object
Submitter 5	Support	Support
Submitter 6	Support	Support
Submitter 7	Object	N/A
Submitter 8	Support	Support
Submitter 9	Support	Support
Submitter 10	Object	Support
Submitter 11	Object	Object
Submitter 12	Support	Support
Submitter 13	Support	Support
Submitter 14	Object	N/A
Submitter 15	Object	Object
Submitter 16	Support	Support
Total breakdown	8 Object to Heritage	5 Object to Character
	7 Support Heritage	8 Support Character
	1 No Objection	0 No Objection

There were four key issues raised in the submissions on Janet Street and these are summarised below.

- 1.1 *Existing Development*

Submitters were concerned that although Janet Street is a largely intact streetscape there is existing unsympathetic development that has already occurred.

Any redevelopment in and around Janet Street has occurred prior to a Character Retention or Heritage Area Guidelines being in place to prevent demolition and subsequent redevelopment of an uncharacteristic nature. Notwithstanding this, the remaining Janet Street is a highly intact representation of the original 1920s streetscape. In direct response to the threat of further loss of this valued streetscape character, a nomination from 47% of Janet Street owners represents

an interest from the community to explore opportunities to protect the Janet Street streetscape into the future through the Policy.

- *1.2 Heritage Significance*

Submitters objected to the Heritage Area designation of Janet Street as they felt that the heritage significance of Janet Street had been overstated.

Despite these submissions the City's heritage assessment of the street clearly demonstrates that the area does have heritage significance and meets the criteria for the area to be deemed a Heritage Area in accordance with the State Heritage Office Criteria for the Assessment of Local Heritage Places and Areas, Clause 9(1) of Schedule 2 of the *Planning and Development (Local Planning Schemes) Regulations 2015* and Clause 6.3 of the City's Policy No. 7.6.2 – Heritage Management – Assessment. As a result it is recommended that the City proceed with the Heritage Area designation for Janet Street.

- *1.3 Heritage Area Imposition*

Submitters objected to the Heritage Area designation of Janet Street as they felt that the listing is being imposed by the City and not at the request of landowners.

The Policy provides a mechanism for the Council to consider an area as a Heritage Area (Clause 6) where an area has been nominated for character retention, where a heritage assessment has been undertaken and the area is deemed to qualify as a Heritage Area. In this instance a valid nomination for Character Retention was received for Janet Street and a heritage assessment deemed the area suitably qualified as a Heritage Area.

Clause 6.2 of the Policy requires that the City consult with landowners on the proposed heritage area designation prior to the Council making a decision whether to proceed with the heritage area designation. The City has undertaken formal consultation in accordance with this requirement, outcomes of which will be taken into consideration by the Council.

- *1.4 Heritage Requirements*

Submitters were concerned that the Heritage Area designation will place burdensome and unfair restrictions on landowners, will reduce property values and will make selling properties difficult.

The development of all properties in the City are already subject to the statutory requirements of the R-Codes and the City's local planning policies. The Character Retention Areas and Heritage Areas guidelines simply replaces or augments certain planning provisions to ensure that new development maintains the existing streetscape character and/or heritage value of the area.

Property value is not a valid planning consideration to be addressed by this policy amendment. This policy deals with the development and built form within the designated area. Encouraging and supporting proposals to respect the existing built form and to contribute to an area's preferred neighbourhood character is a fundamental principle of good planning and design and serves to enhance the intrinsic value of the area.

Following advertising of the draft Policy Administration identified a minor administrative error on the first page of Appendix 4 where the caption of the aerial photograph incorrectly refer to "Janet Street Character Retention Area". It is recommended that this caption be modified to read "Janet Street Heritage Area" in the revised draft Policy. There are no other modifications proposed to the advertised draft Policy. The relevant page of the revised draft Policy with track change is included as **Attachment 3** and the clean version of the revised draft Policy, is included as **Attachment 4**.

CONSULTATION/ADVERTISING:

The formal advertising of the amendment to the Local Planning Policy No. 7.5.15 – Character Retention Areas and Heritage Areas was undertaken for a period of 46 days from 18 December 2017 to 2 February 2018.

Consultation was undertaken in accordance with Schedule 2, Part 2, Clauses 4 and 5 of the *Planning and Development (Local Planning Schemes) Regulations 2015* and the City's Policy No. 4.1.5 – Community Consultation and included:

- Written notification to landowners in affected areas;
- Advertisements in the Guardian and the Perth Voice newspapers;
- Notice on the City's website; and
- Copies displayed at City of Vincent Administration and Civic Building and Library and Local History Centre.

Following the outcome of the Council decision, further consultation will involve notifying landowners affected by the Council decision.

LEGAL/POLICY:

- *Planning and Development Act 2005*;
- *Planning and Development (Local Planning Schemes) Regulations 2015* (the Regulations);
- City of Vincent Town Planning Scheme No. 1; and
- State Planning Policy 3.1: Residential Design Codes (R-Codes).

RISK MANAGEMENT IMPLICATIONS:

The risk of not progressing an adequate Character Retention Area and Heritage Area policy framework is that the City will be unable to appropriately deal with development issues, potentially resulting in unintended development outcomes, resulting in the loss of character streetscapes that create attractive and desirable places to live.

STRATEGIC IMPLICATIONS:

The City's Strategic Plan 2013-2023 states:

"1.1.1 Develop and implement a Town Planning Scheme and associated policies, guidelines and initiatives that deliver the community vision.

1.1.2 Enhance and maintain the character and heritage of the City."

The proposal aligns with Council's Strategic Priority:

"Supporting Liveable Neighbourhoods – we want to continue our focus on making our streets greener, safer, more attractive and inviting, and easier to get around Vincent for pedestrians and cyclists."

SUSTAINABILITY IMPLICATIONS:

Nil

FINANCIAL/BUDGET IMPLICATIONS:

The cost of advertising and implementing this proposal will be met through the existing operational budget.

COMMENTS:

The adoption of the Policy amendment will still allow landowners to develop their individual properties and will ensure redevelopment is sensitive to the existing streetscapes, neighbourhood character and heritage value. Administration recommends that Council adopts the final amended version of Local Planning Policy No. 7.5.15 – Character Retention and Heritage Areas as shown in **Attachment 4** and to designate Carr Street, West Perth as a Character Retention Area and Janet Street, West Perth as Heritage Area.

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CHARACTER RETENTION AREAS AND HERITAGE AREAS

PART 1 – PRELIMINARY

POLICY DEVELOPMENT

This Policy has been prepared under the provisions of Schedule 2, Part 2 and 3 of the *Planning and Development (Local Planning Schemes) Regulations 2015*.

PURPOSE & APPLICATION

The purpose of this Policy is to:

1. Establish a framework to identify areas within the City of Vincent that contain characteristics that are valued by the community; and
2. Provide guidance on development in identified Character Retention Areas and Heritage Areas.

This Policy applies to:

1. The process used to identify and formally recognise Character Retention Areas and Heritage Areas;
2. The identification and listing of development standards which will be used in assessing all development applications for properties within those Character Retention Areas and Heritage Areas;
3. Appendix 1 of this Policy applies to applications for development in the St Albans Avenue Character Retention Area identified in Table 1 in Appendix 1;
4. Appendix 2 of this Policy applies to applications for development in the Harley Street Heritage Area identified on Figure 2 in Appendix 2;
5. Appendix 3 of this Policy applies to applications for development in the Carr Street Character Retention Area identified on Figure 1 in Appendix 3; and
6. Appendix 4 of this Policy applies to applications for development in the Janet Street Heritage Area identified on Figure 1 in Appendix 4.

POLICY OBJECTIVES

1. To identify areas within the City that contain characteristics valued by the community to be known as Character Retention Areas and/or Heritage Areas;
 2. To establish a planning and design framework to protect the streetscapes located within Character Retention Areas and/or Heritage Areas;
 3. To ensure that new buildings and additions to existing buildings will be sympathetic to the unique character of the streetscape; and
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4. To distinguish between buildings within each Character Retention Area and/or Heritage Areas that contribute to the integrity of the streetscape and those which do not.

RELATIONSHIP TO OTHER DOCUMENTS

This Local Planning Policy forms part of the City of Vincent local planning policy framework. Where this Policy is inconsistent with the City's local planning scheme, the local planning scheme prevails. Where this Policy is inconsistent with an adopted Local Development Plan, Activity Centre Plan or Structure Plan, the adopted Local Development Plan, Activity Centre Plan or Structure Plan prevails.

Where this Policy is permitted to amend or replace the Deemed to Comply provisions under Clause 7.3.1(a) of the Residential Design Codes, the provisions of this Policy shall prevail. Where this Policy augments the Design Principles under Clause 7.3.1(b) of the Residential Design Codes by providing Local Housing Objectives, both the Design Principles of the Residential Design Codes and the Local Housing Objectives of this Policy shall apply.

Where this Policy is inconsistent with the provisions of another local planning policy the provisions of this Policy shall prevail.

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PART 2 – POLICY PROVISIONS

1. Development Standards

- 1.1. Applications for development that comply with the relevant 'Deemed to Comply' policy provisions and 'Local Housing Objectives' are considered to meet the Policy Objectives.
- 1.2. Applications for development that seek departure from the 'Deemed to Comply' policy provisions may be deemed to be acceptable where:
 - 1.2.1 The applicant applies for assessment, and provides adequate justification, against the relevant Design Principles of the R-Codes, Design Objectives, Local Housing Objectives, Policy Objectives and Objectives of the local planning scheme; and
 - 1.2.2 The application obtains the support of the City's Design Advisory Committee where the City determines it to be necessary.
- 1.3 The City will assess and determine at its discretion that the same or better outcome will be achieved than would have been provided by the 'Deemed to Comply' criteria.
- 1.4 Applications for development shall include a contextual elevation showing the elevation of the proposed development and the existing development on the adjoining properties either side pursuant to Schedule 2, Part 8, Clause 63(1)(d) of the *Planning and Development (Local Planning Schemes) Regulations 2015*.

2. Character Retention Area Nomination

- 2.1 A Character Retention Area may include the following:
 - 2.1.1 A collection of no less than five adjoining buildings;
 - 2.1.2 A street block; or
 - 2.1.3 A part of, or whole suburb.
- 2.2 A Character Retention Area may be nominated in writing by a member of the public or by the City.
- 2.3 The City will only proceed with the nomination of the Character Retention Area where it is demonstrated by the nominee that owners of at least 40% of affected properties support proceeding with the nomination.

3. Consultation and Preparation of Guidelines

- 3.1 Following the successful nomination of a Character Retention Area, all owners of the affected properties will be notified of the intention to proceed with the nomination.
- 3.2 The City will invite all owners of the affected properties to attend a facilitated workshop to:
 - 3.2.1 Discuss what the prevailing character of the area is and how it can best be protected;

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- 3.2.2 Agree which buildings contribute to the character of the area and which do not; and
- 3.2.3 Prepare a policy framework (the Guidelines) and draft provisions to protect the identified character of the area.
- 3.3 This workshop will be held at a mutually agreed time between the City and the owners of the affected properties. This group is not a decision making authority but acts only in an advisory capacity.
- 3.4 The City may abandon the nomination at any time during this process if there is a prevailing view from the community that it no longer wishes to proceed.

4. Approval of the Guidelines

- 4.1 Once the draft Guidelines have been prepared, Administration will request that Council initiate formal consultation in accordance with the City's community consultation policy.
- 4.2 Following advertising, Council will be asked to approve, refuse or approve with modifications the Guidelines to be included as an appendix to this policy based on the submissions received.

5. Amendments to the Guidelines

- 5.1 The City may consider amending the Character Retention Area Guidelines where it can be demonstrated that owners of at least 40% of the affected properties support the amendment(s).
- 5.2 Council must initiate formal consultation to advertise any amendment(s) in accordance with the City's community consultation policy.
- 5.3 Following advertising, Council will be asked to determine the amendment(s) on the basis of the submissions received.

6. Rescission of a Character Retention Area

- 6.1 The City will only consider initiating the removal of a Character Retention Area where it can be demonstrated that owners of at least 60% of the affected properties support their removal.
- 6.2 If supported, Council must initiate formal consultation to amend the policy to remove the Character Retention Area in accordance with the City's community consultation policy.
- 6.3 Following advertising, Council will be asked to determine the amendment on the basis of the submissions received.

7. Heritage Areas

- 7.1 The City may consider designating a Heritage Area in accordance with Part 3 of Schedule 2 of the *Planning and Development (Local Planning Schemes) Regulations 2015* in the following instances:
-

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- 7.1.1 Where a nomination has been received for a Character Retention Area in accordance with (1) of this policy and the City is satisfied the area is suitably qualified to be designated as a Heritage Area following a Heritage Assessment;
- 7.1.2 Where the City has undertaken a Heritage Assessment of any area and is satisfied it is suitably qualified to be designated as a Heritage Area following a Heritage Assessment.
- 7.2 If an area qualifies as a Heritage Area, the City will consult with affected landowners on the designation prior to making a recommendation to Council on whether to proceed in accordance with Part 3 of Schedule 2 of the *Planning and Development (Local Planning Schemes) Regulations 2015*.

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APPENDIX 1: ST ALBANS AVENUE GUIDELINES

Table 1: Properties included in St Albans Avenue Character Retention Area

	Character Retention Areas Name	Street Number of Contributing Buildings	Street Number of Non-Contributing Buildings
1.	St Albans	6, 8, 10, 12, 14, 16, 18 7, 11, 15	9, 11A, 17

St Albans Avenue is located in the suburb of Highgate, to the west of Beaufort Street. Many of the residences located within the area were part of the 1890 Chatsworth Estate development, which was a residential development resulting from the Gold Boom. Buildings constructed during this time contribute to the highly intact and visually cohesive area.

KEY CHARACTERISTICS

- The area is a highly intact example of late nineteenth to early twentieth century residential development comprising fine examples of modest, single storey dwellings constructed in the Federation period of architecture;
- The overall form, style, height, setback and selection of materials of the character dwellings contribute to the uniformity of the streetscape, providing a coherent character with a high level of retained original detail including street facing verandahs and decorative gables;
- Generally consistent lot widths (where semi-detached residences are considered as one);
- A low number of carports or garages to street fronts; and
- Generally consistent setback of dwellings from the street.

DESIRED DEVELOPMENT OUTCOMES

- Retention and conservation of the Federation style dwellings;
- Retention of the visual dominance of late nineteenth to early twentieth century residential development within the Area.

1. DEVELOPMENT GUIDELINES FOR CONTRIBUTING BUILDINGS

Design Objectives	
1.1	Demolition
1.1.1	Applications for the full demolition of the façade of dwellings will not be supported.
1.1.2	The removal of original character features from a contributing dwelling which, are visible from the street will not be supported. Where original character features have been removed from dwellings, they should be reinstated where possible.
1.2	Building Setbacks

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Design Objectives	
1.2.1	Additions to the building, will only be supported where they are located behind the building.
1.2.2	Additions to the side of the original dwelling maybe supported where the applicant can demonstrate to the satisfaction of the Council that there are no adverse impacts on the original building façade and the character of the streetscape.
1.2.3	Side setbacks variations may be supported where they are in line with the existing dwelling and is in keeping with the rhythm of the existing streetscape.
1.3 Building Walls	
1.3.1	Variations to the building wall height may be supported if the proposed height is a continuation of the existing dwelling, and is in keeping with the rhythm of the existing streetscape.
1.4 Building Height	
1.4.1	Where an addition proposes an additional storey, it must not exceed 1 storey above the number of storeys of the original dwelling.
1.4.2	Any additional storey must be setback sufficiently to be in keeping with the rhythm of the streetscape.
1.5 Car Parking, Garages and Car Ports	
1.5.1	Carports or garages are not to be located within the front setback area. Hardstand car parking bays may be supported where it can be demonstrated that there are no visual impacts on the streetscape.
1.5.2	Car ports and garages may be supported where they are located to the side or rear of a dwelling and are set back a minimum of 500mm behind the main building line. The structure must be open or a minimum of 50% visually permeable.
1.6 Street Walls and Fences	
1.6.1	Traditional fencing types as illustrated in Figure 1 (Appendix 1) are encouraged. Minor variations to the examples indicated in Figure 1 may be supported.
1.6.2	The maximum height of new fences facing the street is to be 1200mm above the adjacent footpath level.

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Design Objectives	
1.6.3	The maximum height of any solid portion of a new fence is to be 750mm above the adjacent footpath level. The remaining portion (up to 1200mm total height) is to be a minimum of 50% visually permeable.
1.7	External Features and Decorative Treatments
1.7.1	Original and intact unpainted surfaces are not permitted to be rendered or painted.
1.7.2	Removal of paint/render from originally unpainted/non-rendered masonry is supported.
1.7.3	Loft additions may be supported where the development is contained wholly within the roof space and where no visible change to the dwellings appearance from the street is made.
1.8	Roof Works
1.8.1	New roofing additions must be sympathetic to the existing roof form.

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2. DEVELOPMENT GUIDELINES FOR NON-CONTRIBUTING BUILDINGS

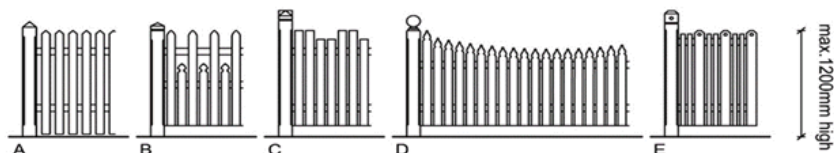
Design Objectives	
2.1	Demolition
2.1.1	Applications for full demolition of dwellings may be supported.
2.2	Building Setbacks
2.2.1	Setback variations may be supported where they are in line with existing dwellings on the street and is in keeping with the rhythm of the existing streetscape.
2.3	Appearance of Additions & New Dwellings
2.3.1	New dwellings must address the street and be consistent with the bulk and scale of adjacent dwellings.
2.4	Building Height
2.4.1	The height of any new development shall not exceed 2 storeys.
2.5	Street Walls and Fences
2.5.1	The maximum height of new fences facing the street is to be 1200mm above the adjacent footpath level.
2.5.2	The maximum height of any solid portion of a new fence is to be 750mm above the adjacent footpath level. The remaining portion (up to 1200mm total height) is to be a minimum of 50% visually permeable.
2.5.3	The use of contemporary style fences that complement the existing streetscape will be supported.

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3. APPROPRIATE FENCING TYPES FOR CHARACTER RETENTION AREAS

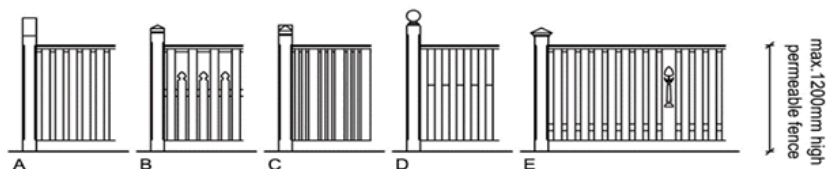
Open Picket Fencing Examples

- A Simple pointed picket
- B Alternating picket shape and height
- C Castellated
- D Shaped tops
- E Alternating picket width (particular example more typical of California Bungalow)



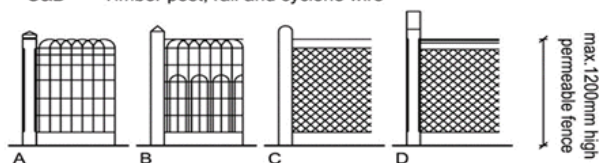
Closed Picket Fencing Examples

- A Simple
- B Alternating picket shape and height
- C Alternating picket width
- D Closed picket lower, open picket upper.
- E Wider picket with decorative cut out (particular example more typical of California Bungalow)

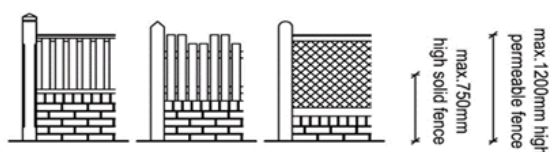


Wire Fencing Examples

- A&B Woven wire with timber posts and rails
- C&D Timber post, rail and cyclone wire



Masonry and Timber Fencing Examples



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APPENDIX 2: HARLEY STREET HERITAGE AREA GUIDELINES

These guidelines are to be read in conjunction with the City's Policy 7.5.15 – Character Retention Areas and Heritage Areas.

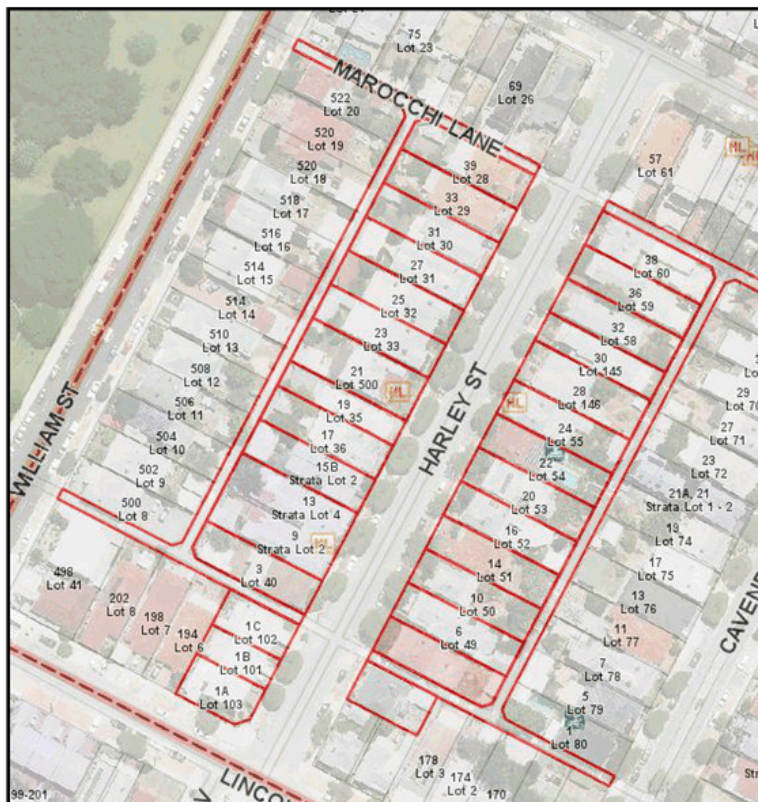


Figure 1: Harley Street Heritage Area

1. PURPOSE

These guidelines have been adopted for the purpose of preserving and enhancing the established neighbourhood character and amenity of Harley Street, while allowing for new development that meets the changing needs of the community.

The guidelines:

1. Provide a comprehensive basis for the control of all development within Harley Street including new development and additions/alterations to existing development;
2. Replace the deemed to comply requirements and/or provide additional deemed to comply requirements in relation to certain elements of the R-Codes.

2. STATEMENT OF HERITAGE SIGNIFICANCE

Harley Street has moderate aesthetic value through its dominant display of single storey residences constructed in the Federation style of architecture.

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Harley Street has moderate historic value as an almost complete example of a 19th century streetscape, with the residences that were predominantly built in the late 1890s - 1910s. It provides a good and rare historic record of the accommodation of people in this period.

Harley Street demonstrates a unified and cohesive physical form in the public realm. The overall form, style, height, setback and selection of materials of the historic dwellings contribute to the uniformity of the streetscapes, providing a coherent character with varied levels of intactness.

Harley Street contains a good representation of the wide variety of building design applied to the inner city residential areas during the Gold Rush period of 1891 to 1919. This includes substantial single residential dwellings with individual architectural detail, modest single residential dwellings, semi-detached and terraced dwellings. All these styles are represented in Harley Street, and although alterations have been undertaken to some of the dwellings, and some new replacement development has occurred in the 1980s, the streetscape is largely consistent with the styles of the Gold Boom period and construction applied during this time.

Overall, Harley Street is a highly intact example of late nineteenth to early twentieth century residential development comprising fine examples of modest single storey dwellings constructed in the Federation period of architecture.

3. RECORD OF PLACES OF HERITAGE SIGNIFICANCE

Property Address	Constructed (circa)	Architectural style ¹	Level of Significance
1A-1C Harley	c.1988	Post-war Conventional Suburban Style	No contribution
2 Harley	c.2017	Contemporary	No contribution
3 Harley	c.1898	Federation Bungalow	Moderate contribution
4 Harley	c.1914	Federation Bungalow	Moderate contribution
6 Harley	c.1900	Federation Queen Anne	Moderate contribution
7, 9, 11 & 13 Harley	c.1898	Federation Italianate	Moderate contribution
10 Harley	c.1905	Federation Queen Anne	Moderate contribution
14 Harley	c.2017	Contemporary	No contribution
15A & 15B Harley	c.1982	Reproduction of Federation Terrace	No contribution
16 Harley	c.1908	Federation Queen Anne	Moderate contribution
17 Harley	c.1900	Federation Bungalow	Moderate contribution
19 Harley	c.1900	Federation Bungalow	Moderate contribution
20 Harley	c.1898	Federation Bungalow	Moderate contribution

¹ The architectural style applied to dwellings below are based on those outlined in *Identifying Australian Architecture* by Apperly, Irving and Reynolds and the City of Vincent Housing Style Guide.

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Property Address	Constructed (circa)	Architectural style ¹	Level of Significance
21 Harley	c.1898	Federation Queen Anne	Moderate contribution
22 Harley	c.1899	Federation Bungalow	Moderate contribution
23 Harley	c.1910	Federation Queen Anne	Moderate contribution
24 Harley	c.1898	Federation Bungalow	Moderate contribution
25 Harley	c.1903	Federation Queen Anne	Moderate contribution
27 Harley	c.1905	Federation Bungalow	Moderate contribution
28 Harley	c.1898	Federation Queen Anne	Moderate contribution
30 Harley	c.1988	Post-war Conventional Suburban Style	No contribution
31 Harley	c.1908	Federation Bungalow	Moderate contribution
32 Harley	c.1900	Federation Bungalow	Moderate contribution
33 Harley	c.1920	Federation Bungalow with Inter War California Bungalow elements	Moderate contribution
36 Harley	c.1905	Federation Bungalow	Moderate contribution
38 Harley	c.1905	Federation Bungalow	Moderate contribution
39 Harley	c.1898	Federation Bungalow	Moderate contribution

4. HARLEY STREET LOCAL HOUSING OBJECTIVES

- Retention and conservation of the original Federation style dwellings;
- Protection and enhancement of existing streetscape character;
- Retention of the visual character of late nineteenth to early twentieth century residential development;
- Encourage a high standard of architectural and sustainable design solutions for additions to existing development and new development;
- Additions to existing development and new development is appropriately set back so as to maintain the visual prominence of the single storey streetscape when viewed from Harley Street;
- New development is to respond appropriately to the surrounding street context through:
 - consistent scale and bulk in relation to the original street pattern, maintaining front and side setback patterns;
 - built form that incorporates consistent physical built form elements without the requirement to mimic the style of the original character dwellings;
- The reinstatement and reconstruction of missing design elements to original building facades such as a timber verandahs, decorative timber gables and the removal of render from original brickwork; and site features such as landscaping and front fences;

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- Maintain the absence of and promote the removal of visually intrusive car storage structures and spaces and vehicular crossovers to the primary streetscape; and
- Maintain an open atmosphere of street frontage by ensuring front boundary fences are low and/or visually permeable.

5. DEVELOPMENT GUIDELINES FOR ALL DEVELOPMENT

Local Housing Objectives			Deemed to Comply		
Pursuant to clause 7.3.1 (b) of the R-Codes, the following Local Housing Objectives augment or add to the listed sections of the R-Codes. For all development that is not subject to the R-Codes, the following apply as Design Principles.			Pursuant to clause 7.3.1 (a) of the R-Codes, the following provisions replace the Deemed to Comply requirements in the listed sections of the R-Codes. For all development that is not subject to the R-Codes, the following apply as Deemed-to-Comply provisions.		
Street Setbacks					
Augment 5.1.2 P2.1	Augment 6.1.3 P3	Dwellings should not detract from the streetscape by being set back too close or too far from the front boundary when compared with adjacent properties and the predominant streetscape character.	Replace 5.1.2 C2.1	Replace 6.1.3 C3.1	Ground floor street setbacks to be an average of the two directly adjoining properties on either side of the proposed development. First floor development shall not be located within 10 meters of the primary street boundary; or First floor development shall not be visible from Harley Street when measured in accordance with 'Figure 2 – Line of Sight'.
New 5.1.2 P2.3	New 6.1.3 P3.1	First floor development is to be adequately setback to maintain the predominant single storey appearance of the streetscape.			
Lot Boundary Setbacks					
Augment 5.1.3 P3.1	Augment 6.1.4 P4.1	Reduce impacts of building bulk on adjoining properties by maintaining a setback similar to any adjoining properties or the predominant development context while also complying with relevant overshadowing and visual privacy requirements.			
Building Height					

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Local Housing Objectives <i>Pursuant to clause 7.3.1 (b) of the R-Codes, the following Local Housing Objectives augment or add to the listed sections of the R-Codes. For all development that is not subject to the R-Codes, the following apply as Design Principles.</i>			Deemed to Comply <i>Pursuant to clause 7.3.1 (a) of the R-Codes, the following provisions replace the Deemed to Comply requirements in the listed sections of the R-Codes. For all development that is not subject to the R-Codes, the following apply as Deemed-to-Comply provisions.</i>										
Augment 5.1.6 P6	Augment 6.1.2 P2	Building height that creates no adverse impact on the amenity of adjoining properties or the streetscape by maintaining similar features of adjoining properties or the streetscape in terms of scale and proportions. The plate height of new dwellings, particularly the portions in view from the street, should approximate the street's typical wall plate height to avoid an under scaled squat appearance. <i>Note: The plate heights on Harley Street are typically around 40 courses, usually starting above limestone footings equal to the internal floor level.</i>	Replace 5.1.6 C6	Replace 6.1.2 C2	The maximum height of a dwelling is to be 2 storeys and comply with the following measurements: <table><tr><td>Element</td><td>Max allowable Heights for Two Storey Dwellings</td></tr><tr><td>Top of external wall (roof above)</td><td>7 metres</td></tr><tr><td>Top of external wall (concealed roof)</td><td>8 meters</td></tr><tr><td>Top of pitched roof</td><td>10 metres</td></tr></table>	Element	Max allowable Heights for Two Storey Dwellings	Top of external wall (roof above)	7 metres	Top of external wall (concealed roof)	8 meters	Top of pitched roof	10 metres
			Element	Max allowable Heights for Two Storey Dwellings									
			Top of external wall (roof above)	7 metres									
Top of external wall (concealed roof)	8 meters												
Top of pitched roof	10 metres												
New 5.1.6 C6.1	New 6.1.2 C2.1	Loft additions will be contained wholly within the roof space and where no visible change is made to the dwelling's appearance from the street. The addition of front facing dormer windows and gables to lofts will cause lofts to be assessed as a storey for the purpose of this policy.											
Vehicular Access													
Augment 5.3.5 P5.1	Augment 6.3.5 P5	No crossovers to Harley Street unless the property has no other vehicular access opportunities.											
Setback of Garages and Carports													
Augment 5.2.1	Augment 6.3.4	Maintain the absence of visually intrusive car storage facilities within the streetscape.	Replace 5.2.1 C1.1, C1.2 and C1.5		Carports, garages or hardstand car bays are to be located at the rear of the property where ROW access is available.								
Street Surveillance													

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Local Housing Objectives <i>Pursuant to clause 7.3.1 (b) of the R-Codes, the following Local Housing Objectives augment or add to the listed sections of the R-Codes. For all development that is not subject to the R-Codes, the following apply as Design Principles.</i>			Deemed to Comply <i>Pursuant to clause 7.3.1 (a) of the R-Codes, the following provisions replace the Deemed to Comply requirements in the listed sections of the R-Codes. For all development that is not subject to the R-Codes, the following apply as Deemed-to-Comply provisions.</i>		
Augment 5.2.3 P3	Augment 6.2.1 P1.1	Buildings to be designed to encourage active use and actual surveillance of the front yard by including verandahs, porches or Outdoor Living Areas and by including habitable rooms at the front of the dwelling.	Replace 5.2.3 C3.1	Replace 6.2.1 C1.1	Ensure a front verandah is incorporated into the façade of new dwellings (at a minimum of 50% of the width of the front facade) with a useable minimum depth of 1.8 metres.
			Replace 5.2.3 C3.2	Replace 6.2.1 C1.2	Incorporate habitable rooms to the front of the development with generous openings to provide street engagement and passive surveillance to the street.
Street Walls and Fences					
Augment 5.2.4 P4	Augment 6.2.2 P2	Ensure front boundary fences enhance the streetscape by being designed in the predominant style of the street and are low enough to retain views to dwellings and front gardens.	Replace 5.2.4 C4	Replace 6.2.2 C2	a) The maximum height of new fences facing the street is to be 1.2 metres above the adjacent footpath level; b) The maximum height of any solid portion of a new fence is to be 500mm above the adjacent footpath level. The remaining portion is to be a minimum of 40% visually permeable; c) The maximum height of fence piers with decorative capping to be 1.8 metres above the adjacent footpath level; and d) Maximum width of piers to be 470mm; or e) The maximum height of new fences facing the street is to be 1.8 metres above the adjacent footpath level; f) The maximum height of any solid portion of a new fence is to be 750mm above the adjacent footpath level. The remaining portion is to be a minimum of 80% visually permeable; and g) The maximum height of fence piers with decorative capping to be 2.0 metres above the adjacent footpath level; or

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Local Housing Objectives <i>Pursuant to clause 7.3.1 (b) of the R-Codes, the following Local Housing Objectives augment or add to the listed sections of the R-Codes. For all development that is not subject to the R-Codes, the following apply as Design Principles.</i>			Deemed to Comply <i>Pursuant to clause 7.3.1 (a) of the R-Codes, the following provisions replace the Deemed to Comply requirements in the listed sections of the R-Codes. For all development that is not subject to the R-Codes, the following apply as Deemed-to-Comply provisions.</i>		
					h) Fencing types as illustrated in the diagrams below are permitted. Variations to the examples indicated below may be supported where it can be demonstrated that they are compatible with the existing fence styles in the street.
General Building Design					
New 5.4.6 P6.1	New 6.2.4 P4.3	The roof of a building is to be designed so that it is similar to the existing streetscape character.	New 5.4.6 C6.1	Pursuant to 6.2.4 C4	Roof pitch of ground and upper storeys of between 30 and 40 degrees, with 35 to 45 degree pitches to gables where it can be viewed from the street.
New 5.4.6 P6.2	New 6.2.4 P4.4	New buildings must respond to the prevailing surrounding character and ensure unsympathetic contrasts in scale, mass and materials are avoided.	New 5.4.6 C6.2	Pursuant to 6.2.4 C4	New dwellings' floor levels match, or mediate between, properties on both sides of the proposed dwelling. <i>Floor levels of the original dwellings in Harley Street are raised approximately 300 - 500mm above footpath level, which assists to define the verandah area and provide additional privacy as views into front rooms are obscured.</i>
New 5.4.6 P6.3	New 6.2.4 P4.5	Each street facing window should have a style that suits the predominant character of the street and the architectural style of the proposed dwelling.	New 5.4.6 C6.3	Pursuant to 6.2.4 C4	Street facing windows have a height of at least 1.6 times their width.
New 5.4.6 P6.4	New 6.2.4 P4.6	Additions visible from the street should be compatible with and respectful of the existing dwelling and the predominant character of the existing dwellings within the street.	New 5.4.6 C6.4	Pursuant to 6.2.4 C4	Additions to existing buildings will only be supported where they are located behind the original facade and set back so that the existing front building and roof form remains the dominant feature to the street.
Demolition					
Applications for development approval should maintain the front façade of a contributing dwelling.			Applications for development approval that retain the original dwelling are considered acceptable.		

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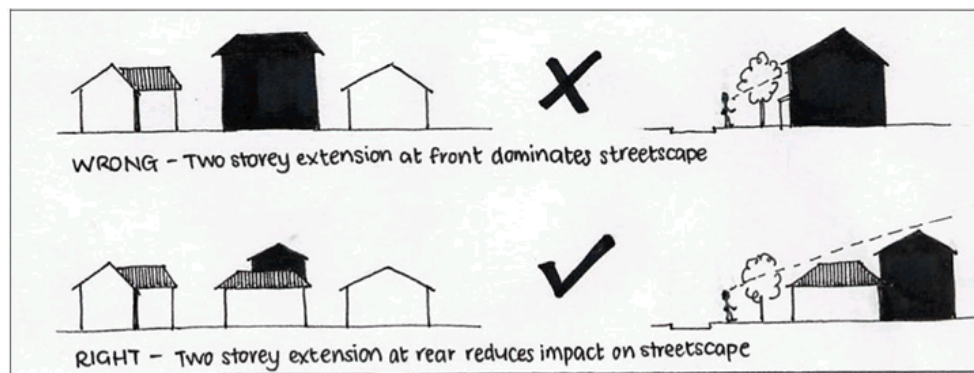


Figure 2 – Line of Sight

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6. RECOMMENDED FENCING STYLES FOR HARLEY STREET



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APPENDIX 3: CARR STREET GUIDELINES

These guidelines are to be read in conjunction with the City's Policy 7.5.15 – Character Retention Areas and Heritage Areas.



Figure 1 – Carr Street Character Retention Area

1. PURPOSE

These guidelines have been adopted for the purpose of preserving and enhancing the established neighbourhood character and amenity of Carr Street, while allowing for new development that meets the changing needs of the community.

The guidelines:

1. Provide a basis for the control of all development within Carr Street including new dwellings and additions/alterations to existing buildings;
2. Replace the deemed to comply requirements and/or provide additional deemed to comply requirements in relation to certain elements of the R-Codes.

2. CARR STREET LOCAL HOUSING OBJECTIVES

- Retention and conservation the original Federation and Interwar Bungalow style dwellings;
- Protection and enhancement of existing streetscape character;
- Retention of the visual character of late nineteenth to early twentieth century residential development;
- Encourage a high standard of architectural and sustainable design solutions for additions to existing buildings and the development of new buildings;
- Additions to existing buildings and new dwellings are appropriately setback so as to maintain the visual prominence of the single storey streetscape when viewed from Carr Street;

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- New development is to respond appropriately to the surrounding street context through:
 - consistent scale and bulk in relation to the original street pattern, maintaining front and side setback patterns;
 - built form that incorporates consistent physical built form elements without the requirement to mimic the style of the original character dwellings;
- The reinstatement and reconstruction of missing design elements to original building facades such a timber verandah, decorative timber gables and the removal of paint and render from original brickwork;
- Maintain the absence of visually intrusive car storage structures and spaces and vehicular crossovers to the primary streetscape; and
- Maintain an open street frontage by ensuring front boundary fences are low and/or visually permeable.

3. DEVELOPMENT GUIDELINES FOR ALL BUILDINGS

Local Housing Objectives			Deemed to Comply		
Pursuant to clause 7.3.1 (b) of the R-Codes, the following Local Housing Objectives augment or add to the listed sections of the R-Codes. For all development that is not subject to the R-Codes, the following apply as Design Principles.			Pursuant to clause 7.3.1 (a) of the R-Codes, the following provisions replace the Deemed to Comply requirements in the listed sections of the R-Codes. For all development that is not subject to the R-Codes, the following apply as Deemed-to-Comply provisions.		
Street Setbacks					
Augment 5.1.2 P2.1	Augment 6.1.3 P3	Dwellings should not detract from the streetscape by being set back too close or too far from the front boundary when compared with adjacent properties or the predominant streetscape character.	Replace 5.1.2 C2.1	Replace 6.1.3 C3.1	Ground floor street setbacks to be an average of the two directly adjoining properties on either side of the proposed development. First floor development shall not be located within 4 meters of the ground floor primary street setback; or First floor development shall not be visible from Carr Street when measured in accordance with 'Figure 2 – Line of Sight'.
New 5.1.2 P2.3	New 6.1.3 P3.1	First floor development is to be adequately setback to maintain the predominant single storey appearance of the streetscape.			
Lot Boundary Setbacks					
Augment 5.1.3 P3.1	Augment 6.1.4 P4.1	Reduce impacts of building bulk on adjoining properties by maintaining a setback similar to any adjoining properties or the predominant development context while also complying with relevant overshadowing and visual privacy requirements.			
Building Height					

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Local Housing Objectives			Deemed to Comply										
Pursuant to clause 7.3.1 (b) of the R-Codes, the following Local Housing Objectives augment or add to the listed sections of the R-Codes. For all development that is not subject to the R-Codes, the following apply as Design Principles.			Pursuant to clause 7.3.1 (a) of the R-Codes, the following provisions replace the Deemed to Comply requirements in the listed sections of the R-Codes. For all development that is not subject to the R-Codes, the following apply as Deemed-to-Comply provisions.										
Augment 5.1.6 P6	Augment 6.1.2 P2	Building height that creates no adverse impact on the amenity of adjoining properties or the streetscape by maintaining similar features of adjoining properties or the streetscape in terms of scale and proportions. The plate height of new dwellings, particularly the portions in view from the street, should approximate the street's typical wall plate height to avoid an under scaled squat appearance.	Replace 5.1.6 C6	Replace 6.1.2 C2	<div>Minimum building height fronting primary street: 3m</div> <div>Maximum building height:</div> <table><tr><td>Element</td><td>Max allowable Heights for Two Storey Dwellings</td></tr><tr><td>Top of external wall (roof above)</td><td>7 metres</td></tr><tr><td>Top of external wall (concealed roof)</td><td>8 metres</td></tr><tr><td>Top of pitched roof</td><td>10 metres</td></tr></table>	Element	Max allowable Heights for Two Storey Dwellings	Top of external wall (roof above)	7 metres	Top of external wall (concealed roof)	8 metres	Top of pitched roof	10 metres
Element	Max allowable Heights for Two Storey Dwellings												
Top of external wall (roof above)	7 metres												
Top of external wall (concealed roof)	8 metres												
Top of pitched roof	10 metres												
New 5.1.6 P6.1		Windows and gables are consistent with the existing dwellings in the street.	New 5.1.6 C6.1	New 6.1.2 C2.1	Loft additions where the development is contained wholly within the roof space and where there is no visible change to the dwellings appearance from the street.								
Setback of Garages and Carports													
Augment 5.2.1 P5.1	Augment 6.3.4	Maintaining an absence of car parking facilities within the streetscape.	Replace 5.2.1 C1.1, C1.2 and C1.5		<div>Carports, garages or hardstand car bays are to be located at the rear of the property where ROW access is available.</div> <div>Carports setback 500mm behind the front setback line where access is from the Primary Street.</div>								
Street Surveillance													
Augment 5.2.3 P3	Augment 6.2.1 P1.1	Buildings to be designed to encourage active use and actual surveillance of the front yard by including verandahs, porches or Outdoor Living Areas and by including habitable rooms at the front of the dwelling.	Replace 5.2.3 C3.1	Replace 6.2.1 C1.1	A front verandah is incorporated into the façade of new dwellings (at a minimum 50% of the width of the front façade) with a useable minimum depth of 1.8 metres.								
Street Walls and Fences													

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Local Housing Objectives <i>Pursuant to clause 7.3.1 (b) of the R-Codes, the following Local Housing Objectives augment or add to the listed sections of the R-Codes. For all development that is not subject to the R-Codes, the following apply as Design Principles.</i>			Deemed to Comply <i>Pursuant to clause 7.3.1 (a) of the R-Codes, the following provisions replace the Deemed to Comply requirements in the listed sections of the R-Codes. For all development that is not subject to the R-Codes, the following apply as Deemed-to-Comply provisions.</i>		
Augment 5.2.4 P4	Augment 6.2.2 P2	Ensure front boundary fences enhance the streetscape by being designed in the predominant style of the street and are low enough to retain views to dwellings and front gardens.	Replace 5.2.4 C4	Replace 6.2.2 C2	a) The maximum height of new fences facing the street is to be 1.8 metres above natural ground level; b) The maximum height of any solid portion of a new fence is to be 750mm above natural ground level. The remaining portion is to be a minimum of 80% visually permeable; and c) The maximum height of fence piers with decorative capping to be 2.0 metres above natural ground level.
General Building Design					
New 5.4.6 P6.1	New 6.2.4 P4.3	The roof of a building is to be designed so that it is similar to the existing streetscape character.	New 5.4.6 C6.1	Pursuant to 6.2.4 C4	Roof pitch of ground and upper storeys of between 30 and 40 degrees, with 35 - 45 degree pitches to gables where it can be viewed from the street.
New 5.4.6 P6.2	New 6.2.4 P4.4	New buildings must respond to the prevailing surrounding character and ensure unsympathetic contrasts in scale mass and materials are avoided.	New 5.4.6 C6.2	Pursuant to 6.2.4 C4	New dwellings' floor levels match, or mediate between, properties on both sides of the proposed dwelling. <i>Note: Floor levels of the original dwellings in Carr Street are raised approximately 300 - 500mm above footpath level, which assists to define the verandah area and provide additional privacy as views into front rooms are obscured.</i>
New 5.4.6 P6.3	New 6.2.4 P4.5	Each street facing window should have a style that suits the predominant character of the street and the architectural style of the proposed dwelling.	New 5.4.6 C6.3	Pursuant to 6.2.4 C4	Street facing windows have a height of at least 1.6 times their width.
New 5.4.6 P6.4	New 6.2.4 P4.6	Additions visible from the street should be compatible with and respectful of the existing dwelling and the predominant character of the original dwellings within the street.	New 5.4.6 C6.4	Pursuant to 6.2.4 C4	Additions to existing buildings will only be supported where they are located behind the original façade and set back so that the original building and roof form remains the dominant feature to the street.

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Local Housing Objectives	Deemed to Comply
<i>Pursuant to clause 7.3.1 (b) of the R-Codes, the following Local Housing Objectives augment or add to the listed sections of the R-Codes. For all development that is not subject to the R-Codes, the following apply as Design Principles.</i>	<i>Pursuant to clause 7.3.1 (a) of the R-Codes, the following provisions replace the Deemed to Comply requirements in the listed sections of the R-Codes. For all development that is not subject to the R-Codes, the following apply as Deemed-to-Comply provisions.</i>
Demolition	
Application for development approval should maintain the front façade of the original dwelling.	Applications for development approval retain the original dwelling. ²

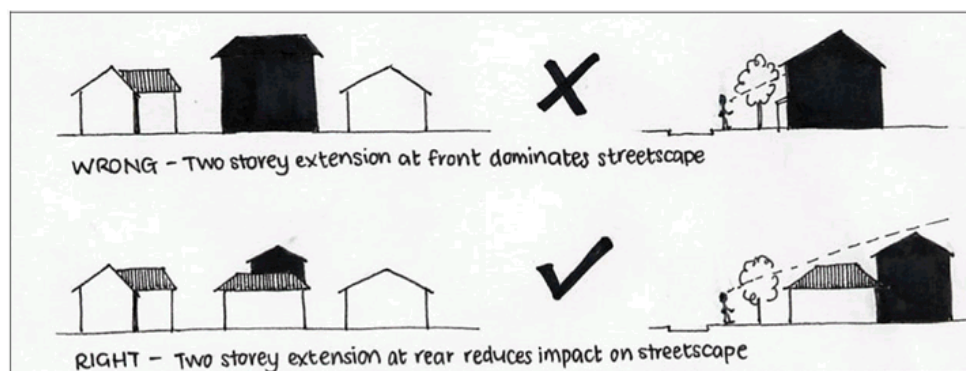


Figure 2 – Line of sight

² Schedule 2, Part 7, Clause 61(1)(e) in the *Planning and Development (Local Planning Schemes) Regulations 2015* does not require a development application for the demolition of a single house, ancillary dwelling, outbuilding, external fixture, boundary wall or fence, patio, pergola, veranda, garage, carport or swimming pool where the structure is not affected by heritage legislation. C7.4 has been included as the requirement in the Regulations may be removed and the provision could then be implemented.

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APPENDIX 4: JANET STREET HERITAGE AREA GUIDELINES

These guidelines are to be read in conjunction with the City's Policy 7.5.15 – Character Retention Areas and Heritage Areas.



Figure 1 – Janet Street Character Retention Area

1. PURPOSE

These guidelines have been adopted for the purpose of preserving and enhancing the established neighbourhood character and amenity of Janet Street, while allowing for new development that meets the changing needs of the community.

The guidelines:

1. Provide a basis for the control of all development within the Janet Street Heritage Area including new buildings and additions/alterations to existing buildings;
2. Replace the deemed to comply requirements and/or provide additional deemed to comply requirements in relation to certain elements of the R-Codes.

2. STATEMENT OF HERITAGE SIGNIFICANCE

Janet Street has moderate aesthetic value through its dominant display of single storey residences constructed in the Federation and Interwar style of architecture.

Janet Street has moderate historic value as an almost intact and cohesive example of a 20th century streetscape, with the residences that were predominantly built in the 1920's. It provides a good and rare historic record of the accommodation of people in this period.

Janet Street demonstrates a cohesive physical form in the public realm. The overall form, style, height, setback and selection of materials of the historic dwellings contribute

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to the uniformity of the streetscapes, providing a coherent character with varied levels of intactness.

3. RECORD OF PLACES OF HERITAGE SIGNIFICANCE

Property Address	Constructed (circa)	Architectural style ³	Level of Significance
1 Janet St	c1922	Interwar bungalow	Moderate Contribution
2 Janet St	c1924	Federation bungalow	Moderate Contribution
3 Janet St	c1922	Interwar bungalow	Moderate Contribution
4 Janet St	c1923	Federation bungalow	Moderate Contribution
5 Janet St	c1922	Interwar bungalow	Moderate Contribution
6 Janet St	c1923	Federation bungalow	Moderate Contribution
7 Janet St	c1922	Interwar bungalow	Moderate Contribution
8 Janet St	c1923	Interwar bungalow	Moderate Contribution
9 Janet St	c1921	Interwar bungalow	Moderate Contribution
10 Janet St	c1923	Federation bungalow	Moderate Contribution
11 Janet St	c1921	Interwar bungalow	Moderate Contribution
12 Janet St	c2009	Contemporary dwelling	No contribution
13 Janet St	c1921	Interwar bungalow	Moderate Contribution
14 Janet St	c1923	Federation bungalow	Moderate Contribution
15 Janet St	C1923	Interwar bungalow	Moderate Contribution

4. JANET STREET LOCAL HOUSING OBJECTIVES

- Retention and conservation of the original Federation style dwellings;
- Protection and enhancement of the existing streetscape character;
- Retention of the visual character of late nineteenth to early twentieth century residential development;
- Encouragement of a high standard of architectural and sustainable design solutions for additions to existing buildings and the development of new buildings;
- Ensuring additions to existing buildings and new dwellings are appropriately setback so as to maintain the visual prominence of the single storey streetscape when viewed from Janet Street;
- New development is appropriate in scale and bulk in relation to the original street pattern, maintaining front and side setback patterns;
- The reinstatement and reconstruction of missing design elements to original building facades such as a timber verandah, decorative timber gables and the removal of render from original brickwork; and site features such as landscaping and front fences;
- Maintain the absence of and promote the removal of visually intrusive car storage structures and spaces, and vehicular crossovers to the primary streetscape; and
- Maintain an open atmosphere of street frontage by ensuring front boundary fences are low and/or visually permeable.

³ The architectural style applied to dwellings below are based on those outlined in *Identifying Australian Architecture* by Apperly, Irving and Reynolds and the City of Vincent Housing Style Guide.

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5. DEVELOPMENT GUIDELINES FOR ALL BUILDINGS

Local Housing Objectives			Deemed to Comply		
Pursuant to clause 7.3.1 (b) of the R-Codes, the following Local Housing Objectives augment or add to the listed sections of the R-Codes. For all development that is not subject to the R-Codes, the following apply as Design Principles.			Pursuant to clause 7.3.1 (a) of the R-Codes, the following provisions replace the Deemed to Comply requirements in the listed sections of the R-Codes. For all development that is not subject to the R-Codes, the following apply as Deemed-to-Comply provisions.		
Street Setbacks					
Augment 5.1.2 P2.1	Augment 6.1.3 P3	Dwellings should not detract from the streetscape by being set back too close or too far from the front boundary when compared with adjacent properties or the predominant streetscape character.	Replace 5.1.2 C2.1	Replace 6.1.3 C3.1	Ground floor street setbacks to be an average of the two directly adjoining properties on either side of the proposed development. First floor development shall not be located within 4 meters of the ground floor primary street setback; or First floor development shall not be visible from Janet Street when measured in accordance with 'Figure 2 – Line of Sight'.
New 5.1.2 P2.3	New 6.1.3 P3.1	First floor development is to be adequately setback to maintain the predominant single storey appearance of the streetscape.			
Lot Boundary Setbacks					
Augment 5.1.3 P3.1	Augment 6.1.4 P4.1	Reduce impacts of building bulk on adjoining properties by maintaining a setback similar to any adjoining properties or the predominant development context while also complying with relevant overshadowing and visual privacy requirements.			
Building Height					

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Local Housing Objectives			Deemed to Comply										
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Augment 5.1.6 P6.1	Augment 6.1.2 P2	Building height that creates no adverse impact on the amenity of adjoining properties or the streetscape by maintaining similar features of adjoining properties or the streetscape in terms of scale and proportions. The plate height of new dwellings, particularly the portions in view from the street, should approximate the street's typical wall plate height to avoid an under scaled squat appearance.	Replace 5.1.6 C6	Replace 6.1.2 C2	Minimum building height fronting primary street: 3m Maximum building height: <table><tr><td>Element</td><td>Max allowable Heights for Two Storey Dwellings</td></tr><tr><td>Top of external wall (roof above)</td><td>7 metres</td></tr><tr><td>Top of external wall (concealed roof)</td><td>8 metres</td></tr><tr><td>Top of pitched roof</td><td>10 metres</td></tr></table>	Element	Max allowable Heights for Two Storey Dwellings	Top of external wall (roof above)	7 metres	Top of external wall (concealed roof)	8 metres	Top of pitched roof	10 metres
Element	Max allowable Heights for Two Storey Dwellings												
Top of external wall (roof above)	7 metres												
Top of external wall (concealed roof)	8 metres												
Top of pitched roof	10 metres												
New 5.1.6 P6.1		Windows and gables are consistent with the existing dwellings in the street.	New C6.1	New 6.1.2 C2.1	Loft additions where the development is contained wholly within the roof space and where there is no visible change to the dwellings appearance from the street.								
Setback of Garages and Carports													
Augment 5.2.1 P5.1		Maintaining an absence of car parking facilities within the streetscape.	Replace 5.2.1 C1.1, C1.2 and C1.5		Carports, garages or hardstand car bays are to be located at the rear of the property where ROW access is available. Carports setback 500mm behind the front setback line where access is from the Primary Street.								
Street Surveillance													
Augment 5.2.3 P3	Augment 6.2.1 P1.1	Buildings to be designed to encourage active use and actual surveillance of the front yard by including verandahs, porches or Outdoor Living Areas and by including habitable rooms at the front of the dwelling.	Replace 5.2.3 C3.1	Replace 6.2.1 C1.1	A front verandah is incorporated into the façade of new dwellings (at a minimum 50% of the width of the front façade) with a useable minimum depth of 1.8 metres.								
Street Walls and Fences													
Augment 5.2.4 P4	Augment 6.2.2 P2	Ensure front boundary fences enhance the streetscape by being designed in the	Replace 5.2.4 C4	Replace 6.2.2 C2	a) The maximum height of new fences facing the street is to be 1.2 metres								

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Local Housing Objectives <i>Pursuant to clause 7.3.1 (b) of the R-Codes, the following Local Housing Objectives augment or add to the listed sections of the R-Codes. For all development that is not subject to the R-Codes, the following apply as Design Principles.</i>			Deemed to Comply <i>Pursuant to clause 7.3.1 (a) of the R-Codes, the following provisions replace the Deemed to Comply requirements in the listed sections of the R-Codes. For all development that is not subject to the R-Codes, the following apply as Deemed-to-Comply provisions.</i>		
		predominant style of the street and are low enough to retain views to dwellings and front gardens.			<p>above the adjacent footpath level;</p> <p>b) The maximum height of any solid portion of a new fence is to be 500mm above the adjacent footpath level. The remaining portion is to be a minimum of 40% visually permeable;</p> <p>c) The maximum height of fence piers with decorative capping to be 1.8 metres above the adjacent footpath level; and</p> <p>d) Maximum width of piers to be 470mm</p> <p>or</p> <p>e) The maximum height of new fences facing the street is to be 1.8 metres above the adjacent footpath level;</p> <p>f) The maximum height of any solid portion of a new fence is to be 750mm above the adjacent footpath level. The remaining portion is to be a minimum of 80% visually permeable; and</p> <p>g) The maximum height of fence piers with decorative capping to be 2.0 metres above the adjacent footpath level.</p>
General Building Design					
New 5.4.6 P6.1	New 6.2.4 P4.3	The roof of a building is to be designed so that it is similar to the existing streetscape character.	New 5.4.6 C6.1	Pursuant to 6.2.4 C4	Roof pitch between 30 and 40 degrees, with 35 - 45 degree pitches to gables where it can be viewed from the street.
New 5.4.6 P6.2	New 6.2.4 P4.4	New buildings must respond to the prevailing surrounding character and ensure unsympathetic contrasts in scale mass and materials are avoided.	New 5.4.6 C6.2	Pursuant to 6.2.4 C4	<p>New dwellings' floor levels match, or mediate between, properties on both sides of the proposed dwelling.</p> <p><i>Note: Floor levels of the original dwellings in Janet Street are raised approximately 300mm above footpath level, which assists to define the verandah area and provide additional privacy as views into front rooms are obscured.</i></p>

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Local Housing Objectives <i>Pursuant to clause 7.3.1 (b) of the R-Codes, the following Local Housing Objectives augment or add to the listed sections of the R-Codes. For all development that is not subject to the R-Codes, the following apply as Design Principles.</i>			Deemed to Comply <i>Pursuant to clause 7.3.1 (a) of the R-Codes, the following provisions replace the Deemed to Comply requirements in the listed sections of the R-Codes. For all development that is not subject to the R-Codes, the following apply as Deemed-to-Comply provisions.</i>		
New 5.4.6 P6.3	New 6.2.4 P4.5	Each street facing window should have a style that suits the predominant character of the street and the architectural style of the proposed dwelling.	New 5.4.6 C6.3	Pursuant to 6.2.4 C4	Street facing windows have a height of at least 1.6 times their width.
New 5.4.6 P6.4	New 6.2.4 P4.6	Additions visible from the street should be compatible with and respectful of the existing dwelling and the predominant character of the original dwellings within the street.	New 5.4.6 C6.4	Pursuant to 6.2.4 C4	Additions to existing buildings will only be supported where they are located behind the original façade and set back so that the original building and roof form remains the dominant feature to the street.
Demolition					
Applications for development approval should maintain the front façade of a contributing dwelling.			Applications for development approval that retain the original dwelling are considered acceptable.		

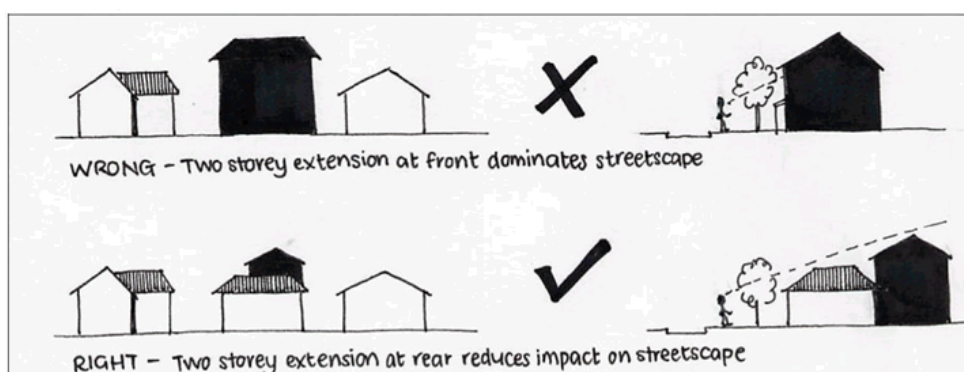


Figure 2 – Line of sight

Date Adopted: 22 September 2015
Date Amended: 12 December 2017
Date Reviewed: NA
Date of Next Review: September 2020

Summary of Submissions – Character Retention and Heritage Areas

Issue	Administration Response	Recommended Modification
<p><u>Objection:</u> <u>Development precedence has been already set in Janet Street</u> 3 objections- A precedent has already been set by the approved demolition and redevelopment of No. 12 Janet Street with a two storey contemporary design.</p> <p>Additionally, the development of the existing apartment and town house complexes at the entrance to Janet Street detract from the heritage façade of Janet Street.</p>	<p>Any redevelopment in and around Janet Street has occurred prior to a Character Retention or Heritage Area Policy guidelines being in place to prevent demolition and subsequent redevelopment of an uncharacteristic nature. Despite this, the remaining Janet Street is a highly intact representation of the original 1920s streetscape. In direct response to the threat of further loss of this valued streetscape character, a nomination from 47% of Janet Street owners represents an interest from the community to explore opportunities to protect the Janet Street streetscape into the future, through a Character Retention or Heritage Area designation.</p>	<p>No modifications proposed.</p>
<p><u>Purchased Janet Street property without heritage status</u> 2 objections- The heritage listing and policy implications were not in place at the time and were not an expectation when property was purchased. Two owner expressed opposition to the subsequent imposition of a heritage listing on their property and the additional restriction that this would require.</p>	<p>The Character Retention And Heritage Area Policy is an initiative that has been developed over a number of years as a result of ongoing interest from the community for the protection of areas with character and heritage value. The Council has responded to a request from a number of owners on Janet Street to consider additional mechanisms for protection of this streetscape.</p>	<p>No modifications proposed.</p>
<p><u>The heritage status of Janet Street</u> 3 objections- The heritage significance of Janet Street has been overstated. Many of the original facades have been removed, modified or obscured. Sound justification of the heritage value of Janet Street has not been provided to the owners.</p>	<p>The City has undertaken a heritage assessment of Janet Street and is satisfied it meets the criteria to be included as a 'Heritage Area', in accordance with the State Heritage Office <i>Criteria for the Assessment of Local Heritage Places and Areas</i>, Clause 9 (1) of Schedule 2 of the <i>Planning and Development (Local Planning Schemes) Regulations 2015</i> and Clause 6.3 of the City's <i>Policy No. 7.6.2 – Heritage Management – Assessment</i>.</p>	<p>No modification proposed.</p>

Summary of Submissions – Character Retention and Heritage Areas

Issue	Administration Response	Recommended Modification
<p><u>Heritage listing imposed by Council</u> 3 objections-</p> <p>The heritage listing is being imposed by the Council and was not requested or supported by the residents.</p>	<p>The Policy provides a mechanism for the Council to consider an area as a Heritage Area (Clause 6) where an area has been nominated for character retention, where a heritage assessment has been undertaken and the area is deemed to qualify as a Heritage Area. In this instance a valid nomination for Character Retention was received for Janet Street and a heritage assessment deemed the area suitably qualified as a Heritage Area.</p> <p>Clause 6.2 of the Policy requires that the City consult with landowners on the proposed heritage area designation prior to the Council making a decision whether to proceed with the heritage area designation. The City has undertaken formal consultation in accordance with this requirement, outcomes of which will be taken into consideration by the Council.</p>	No modification proposed.
<p><u>Heritage listing will devalue properties</u> 1 objection –</p> <p>The heritage listing will devalue the property and make it difficult to sell. The objector opposes to an encumbrance on the Certificate of Title.</p>	<p>Property value is not a valid planning consideration to be addressed by this policy amendment. This policy deals with the development and built form within the designated area.</p> <p>A Heritage Area designation will not be subject to any encumbrance on the Certificate of Title.</p>	No modification proposed.
<p><u>Heritage listing and design guidelines will impose unfair restrictions</u> 2 objections-</p> <p>The proposed guidelines will place burdensome and unfair restrictions on owners land and property.</p>	<p>The development of all properties in the City are already subject to the statutory requirements of the R-Codes and the City's planning policies. The Character Retention Areas and Heritage Areas guidelines simply replace or augment certain planning provisions to ensure that new development maintains the existing streetscape character and/or heritage value of the area.</p>	No modification proposed.

Summary of Submissions – Character Retention and Heritage Areas

Issue	Administration Response	Recommended Modification
<p><u>Proposed heritage listing will impose additional bureaucratic processes</u></p> <p>1 objection-</p> <p>Additional administrative burden and bureaucratic process imposed by a heritage listing.</p>	<p>The development of land is already subject to planning assessment and administrative process. Minimal if any additional process will occur as a result of the character or heritage designation of an area.</p>	<p>No modification proposed.</p>
<p><u>Heritage guidelines are not applicable retrospectively</u></p> <p>1 objection-</p> <p>There is no statement in the proposed guidelines that the heritage guidelines will not be applicable retrospectively.</p>	<p>The design guidelines provide a basis for the control of new development, as has been addressed in the 'Purpose' section of the policy. The policy is not intended to be applicable retrospectively, nor is this stated in the policy.</p>	<p>No modification proposed.</p>
<p><u>Flawed and non-compliant process</u></p> <p>1 objection-</p> <p>Objection was raised that the original nomination may not have been valid because the landowner in question was not approached and given opportunity to support/object to the initial nomination for Character Retention. The policy requires 40% of landowners support, however the submitter expressed concern at the validity of the 40% support (namely support from non-owner occupiers instead of owners).</p> <p>As the original nomination was 2 years ago, the Council should not base their decision to proceed on the proposal on the original nomination.</p> <p>Furthermore, owners were not advised that the original Character Retention Area nomination was going to be considered as a Heritage Area. The process lacks transparency and adequate consultation.</p>	<p>A valid nomination representing 47% of Janet Street owners for character retention was received by the City. The City's Character Retention Areas and Heritage Areas Policy (the Policy) requires 40% representation from land owners.</p> <p>The Policy also provides a mechanism for the Council to consider an area as a Heritage Area (clause 6) where an area has been nominated for character retention and a heritage assessment has been undertaken and the area is deemed to qualify as a heritage area. In this instance a valid nomination for Character Retention in Janet Street and a heritage assessment deemed the area suitably qualified.</p> <p>Clause 6.2 of the Policy requires that the City consult with landowners on the proposed heritage area designation prior to the Council making a decision whether to proceed with the heritage area designation. The City has undertaken formal consultation in accordance with this requirement.</p>	<p>No modification proposed.</p>

Summary of Submissions – Character Retention and Heritage Areas

Issue	Administration Response	Recommended Modification
<u>Support:</u> General support for the protection of the heritage and character value and streetscape.	Noted	No modification proposed.
<u>Parking permits to maintain streetscape</u> 1 comment- A request for additional residential parking permits for owners on Janet Street to facilitate adequate parking, without the requirement for crossovers and parking structures within the front setback areas. This will assist in maintaining the existing streetscape character.	Noted, however parking is not a specific matter for consideration as part of this policy amendment.	No modification proposed.

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PART 1 – PRELIMINARY

POLICY DEVELOPMENT

This Policy has been prepared under the provisions of Schedule 2, Part 2 and 3 of the *Planning and Development (Local Planning Schemes) Regulations 2015*.

PURPOSE & APPLICATION

The purpose of this Policy is to:

1. Establish a framework to identify areas within the City of Vincent that contain characteristics that are valued by the community; and
2. Provide guidance on development in identified Character Retention Areas and Heritage Areas.

This Policy applies to:

1. The process used to identify and formally recognise Character Retention Areas and Heritage Areas;
2. The identification and listing of development standards which will be used in assessing all development applications for properties within those Character Retention Areas and Heritage Areas;
3. Appendix 1 of this Policy applies to applications for development in the St Albans Avenue Character Retention Area identified in Table 1 in Appendix 1;
4. Appendix 2 of this Policy applies to applications for development in the Harley Street Heritage Area identified on Figure 2 in Appendix 2;
5. Appendix 3 of this Policy applies to applications for development in the Carr Street Character Retention Area identified on Figure 1 in Appendix 3; and
6. Appendix 4 of this Policy applies to applications for development in the Janet Street Heritage Area identified on Figure 1 in Appendix 4.

POLICY OBJECTIVES

1. To identify areas within the City that contain characteristics valued by the community to be known as Character Retention Areas and/or Heritage Areas;
 2. To establish a planning and design framework to protect the streetscapes located within Character Retention Areas and/or Heritage Areas;
 3. To ensure that new buildings and additions to existing buildings will be sympathetic to the unique character of the streetscape; and
-

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4. To distinguish between buildings within each Character Retention Area and/or Heritage Areas that contribute to the integrity of the streetscape and those which do not.

RELATIONSHIP TO OTHER DOCUMENTS

This Local Planning Policy forms part of the City of Vincent local planning policy framework. Where this Policy is inconsistent with the City's local planning scheme, the local planning scheme prevails. Where this Policy is inconsistent with an adopted Local Development Plan, Activity Centre Plan or Structure Plan, the adopted Local Development Plan, Activity Centre Plan or Structure Plan prevails.

Where this Policy is permitted to amend or replace the Deemed to Comply provisions under Clause 7.3.1(a) of the Residential Design Codes, the provisions of this Policy shall prevail. Where this Policy augments the Design Principles under Clause 7.3.1(b) of the Residential Design Codes by providing Local Housing Objectives, both the Design Principles of the Residential Design Codes and the Local Housing Objectives of this Policy shall apply.

Where this Policy is inconsistent with the provisions of another local planning policy the provisions of this Policy shall prevail.

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PART 2 – POLICY PROVISIONS

1. Development Standards

- 1.1. Applications for development that comply with the relevant 'Deemed to Comply' policy provisions and 'Local Housing Objectives' are considered to meet the Policy Objectives.
- 1.2. Applications for development that seek departure from the 'Deemed to Comply' policy provisions may be deemed to be acceptable where:
 - 1.2.1 The applicant applies for assessment, and provides adequate justification, against the relevant Design Principles of the R-Codes, Design Objectives, Local Housing Objectives, Policy Objectives and Objectives of the local planning scheme; and
 - 1.2.2 The application obtains the support of the City's Design Advisory Committee where the City determines it to be necessary.
- 1.3 The City will assess and determine at its discretion that the same or better outcome will be achieved than would have been provided by the 'Deemed to Comply' criteria.
- 1.4 Applications for development shall include a contextual elevation showing the elevation of the proposed development and the existing development on the adjoining properties either side pursuant to Schedule 2, Part 8, Clause 63(1)(d) of the *Planning and Development (Local Planning Schemes) Regulations 2015*.

2. Character Retention Area Nomination

- 2.1 A Character Retention Area may include the following:
 - 2.1.1 A collection of no less than five adjoining buildings;
 - 2.1.2 A street block; or
 - 2.1.3 A part of, or whole suburb.
- 2.2 A Character Retention Area may be nominated in writing by a member of the public or by the City.
- 2.3 The City will only proceed with the nomination of the Character Retention Area where it is demonstrated by the nominee that owners of at least 40% of affected properties support proceeding with the nomination.

3. Consultation and Preparation of Guidelines

- 3.1 Following the successful nomination of a Character Retention Area, all owners of the affected properties will be notified of the intention to proceed with the nomination.
- 3.2 The City will invite all owners of the affected properties to attend a facilitated workshop to:
 - 3.2.1 Discuss what the prevailing character of the area is and how it can best be protected;

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- 3.2.2 Agree which buildings contribute to the character of the area and which do not; and
- 3.2.3 Prepare a policy framework (the Guidelines) and draft provisions to protect the identified character of the area.
- 3.3 This workshop will be held at a mutually agreed time between the City and the owners of the affected properties. This group is not a decision making authority but acts only in an advisory capacity.
- 3.4 The City may abandon the nomination at any time during this process if there is a prevailing view from the community that it no longer wishes to proceed.

4. Approval of the Guidelines

- 4.1 Once the draft Guidelines have been prepared, Administration will request that Council initiate formal consultation in accordance with the City's community consultation policy.
- 4.2 Following advertising, Council will be asked to approve, refuse or approve with modifications the Guidelines to be included as an appendix to this policy based on the submissions received.

5. Amendments to the Guidelines

- 5.1 The City may consider amending the Character Retention Area Guidelines where it can be demonstrated that owners of at least 40% of the affected properties support the amendment(s).
- 5.2 Council must initiate formal consultation to advertise any amendment(s) in accordance with the City's community consultation policy.
- 5.3 Following advertising, Council will be asked to determine the amendment(s) on the basis of the submissions received.

6. Rescission of a Character Retention Area

- 6.1 The City will only consider initiating the removal of a Character Retention Area where it can be demonstrated that owners of at least 60% of the affected properties support their removal.
- 6.2 If supported, Council must initiate formal consultation to amend the policy to remove the Character Retention Area in accordance with the City's community consultation policy.
- 6.3 Following advertising, Council will be asked to determine the amendment on the basis of the submissions received.

7. Heritage Areas

- 7.1 The City may consider designating a Heritage Area in accordance with Part 3 of Schedule 2 of the *Planning and Development (Local Planning Schemes) Regulations 2015* in the following instances:
-

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- 7.1.1 Where a nomination has been received for a Character Retention Area in accordance with (1) of this policy and the City is satisfied the area is suitably qualified to be designated as a Heritage Area following a Heritage Assessment;
- 7.1.2 Where the City has undertaken a Heritage Assessment of any area and is satisfied it is suitably qualified to be designated as a Heritage Area following a Heritage Assessment.
- 7.2 If an area qualifies as a Heritage Area, the City will consult with affected landowners on the designation prior to making a recommendation to Council on whether to proceed in accordance with Part 3 of Schedule 2 of the *Planning and Development (Local Planning Schemes) Regulations 2015*.

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APPENDIX 1: ST ALBANS AVENUE GUIDELINES

Table 1: Properties included in St Albans Avenue Character Retention Area

	Character Retention Areas Name	Street Number of Contributing Buildings	Street Number of Non-Contributing Buildings
1.	St Albans	6, 8, 10, 12, 14, 16, 18 7, 11, 15	9, 11A, 17

St Albans Avenue is located in the suburb of Highgate, to the west of Beaufort Street. Many of the residences located within the area were part of the 1890 Chatsworth Estate development, which was a residential development resulting from the Gold Boom. Buildings constructed during this time contribute to the highly intact and visually cohesive area.

KEY CHARACTERISTICS

- The area is a highly intact example of late nineteenth to early twentieth century residential development comprising fine examples of modest, single storey dwellings constructed in the Federation period of architecture;
- The overall form, style, height, setback and selection of materials of the character dwellings contribute to the uniformity of the streetscape, providing a coherent character with a high level of retained original detail including street facing verandahs and decorative gables;
- Generally consistent lot widths (where semi-detached residences are considered as one);
- A low number of carports or garages to street fronts; and
- Generally consistent setback of dwellings from the street.

DESIRED DEVELOPMENT OUTCOMES

- Retention and conservation of the Federation style dwellings;
- Retention of the visual dominance of late nineteenth to early twentieth century residential development within the Area.

1. DEVELOPMENT GUIDELINES FOR CONTRIBUTING BUILDINGS

Design Objectives	
1.1	Demolition
1.1.1	Applications for the full demolition of the façade of dwellings will not be supported.
1.1.2	The removal of original character features from a contributing dwelling which, are visible from the street will not be supported. Where original character features have been removed from dwellings, they should be reinstated where possible.
1.2	Building Setbacks

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Design Objectives	
1.2.1	Additions to the building, will only be supported where they are located behind the building.
1.2.2	Additions to the side of the original dwelling maybe supported where the applicant can demonstrate to the satisfaction of the Council that there are no adverse impacts on the original building façade and the character of the streetscape.
1.2.3	Side setbacks variations may be supported where they are in line with the existing dwelling and is in keeping with the rhythm of the existing streetscape.
1.3 Building Walls	
1.3.1	Variations to the building wall height may be supported if the proposed height is a continuation of the existing dwelling, and is in keeping with the rhythm of the existing streetscape.
1.4 Building Height	
1.4.1	Where an addition proposes an additional storey, it must not exceed 1 storey above the number of storeys of the original dwelling.
1.4.2	Any additional storey must be setback sufficiently to be in keeping with the rhythm of the streetscape.
1.5 Car Parking, Garages and Car Ports	
1.5.1	Carports or garages are not to be located within the front setback area. Hardstand car parking bays may be supported where it can be demonstrated that there are no visual impacts on the streetscape.
1.5.2	Car ports and garages may be supported where they are located to the side or rear of a dwelling and are set back a minimum of 500mm behind the main building line. The structure must be open or a minimum of 50% visually permeable.
1.6 Street Walls and Fences	
1.6.1	Traditional fencing types as illustrated in Figure 1 (Appendix 1) are encouraged. Minor variations to the examples indicated in Figure 1 may be supported.
1.6.2	The maximum height of new fences facing the street is to be 1200mm above the adjacent footpath level.

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Design Objectives	
1.6.3	The maximum height of any solid portion of a new fence is to be 750mm above the adjacent footpath level. The remaining portion (up to 1200mm total height) is to be a minimum of 50% visually permeable.
1.7	External Features and Decorative Treatments
1.7.1	Original and intact unpainted surfaces are not permitted to be rendered or painted.
1.7.2	Removal of paint/render from originally unpainted/non-rendered masonry is supported.
1.7.3	Loft additions may be supported where the development is contained wholly within the roof space and where no visible change to the dwellings appearance from the street is made.
1.8	Roof Works
1.8.1	New roofing additions must be sympathetic to the existing roof form.

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2. DEVELOPMENT GUIDELINES FOR NON-CONTRIBUTING BUILDINGS

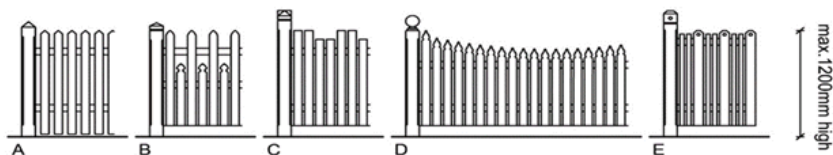
Design Objectives	
2.1	Demolition
2.1.1	Applications for full demolition of dwellings may be supported.
2.2	Building Setbacks
2.2.1	Setback variations may be supported where they are in line with existing dwellings on the street and is in keeping with the rhythm of the existing streetscape.
2.3	Appearance of Additions & New Dwellings
2.3.1	New dwellings must address the street and be consistent with the bulk and scale of adjacent dwellings.
2.4	Building Height
2.4.1	The height of any new development shall not exceed 2 storeys.
2.5	Street Walls and Fences
2.5.1	The maximum height of new fences facing the street is to be 1200mm above the adjacent footpath level.
2.5.2	The maximum height of any solid portion of a new fence is to be 750mm above the adjacent footpath level. The remaining portion (up to 1200mm total height) is to be a minimum of 50% visually permeable.
2.5.3	The use of contemporary style fences that complement the existing streetscape will be supported.

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3. APPROPRIATE FENCING TYPES FOR CHARACTER RETENTION AREAS

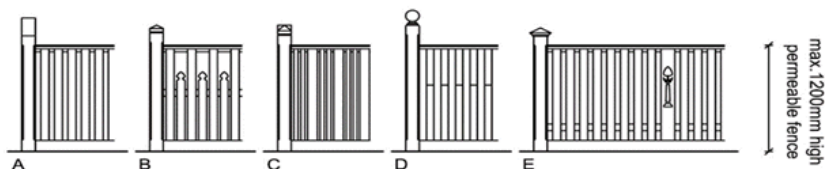
Open Picket Fencing Examples

- A Simple pointed picket
- B Alternating picket shape and height
- C Castellated
- D Shaped tops
- E Alternating picket width (particular example more typical of California Bungalow)



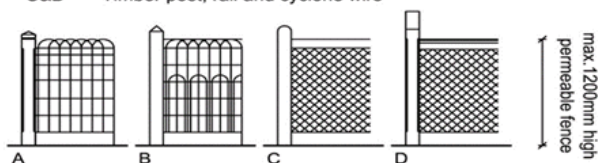
Closed Picket Fencing Examples

- A Simple
- B Alternating picket shape and height
- C Alternating picket width
- D Closed picket lower, open picket upper.
- E Wider picket with decorative cut out (particular example more typical of California Bungalow)

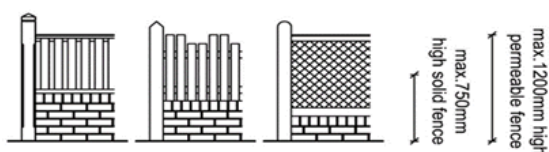


Wire Fencing Examples

- A&B Woven wire with timber posts and rails
- C&D Timber post, rail and cyclone wire



Masonry and Timber Fencing Examples



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APPENDIX 2: HARLEY STREET HERITAGE AREA GUIDELINES

These guidelines are to be read in conjunction with the City's Policy 7.5.15 – Character Retention Areas and Heritage Areas.

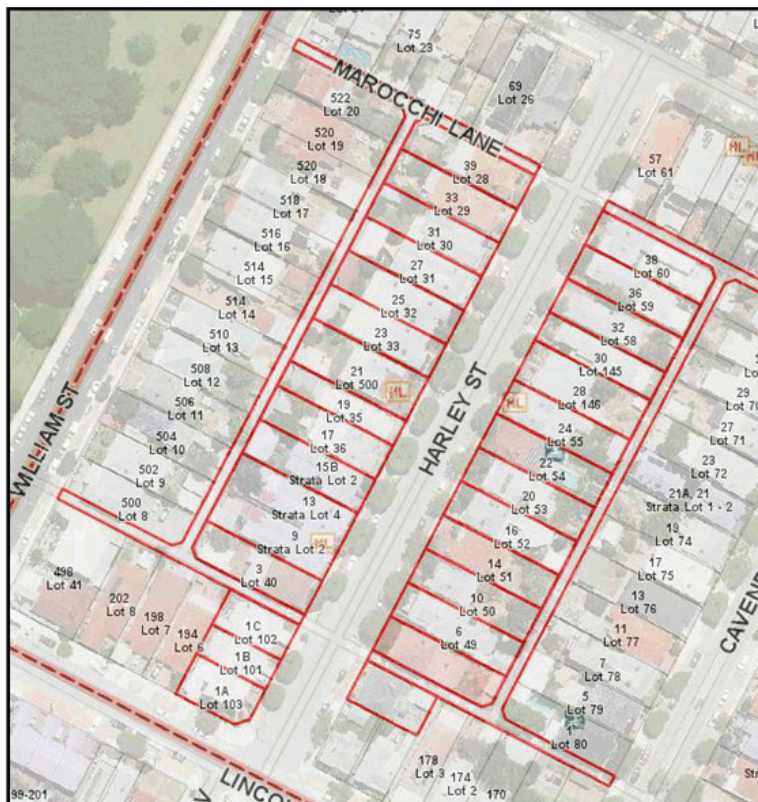


Figure 1: Harley Street Heritage Area

1. PURPOSE

These guidelines have been adopted for the purpose of preserving and enhancing the established neighbourhood character and amenity of Harley Street, while allowing for new development that meets the changing needs of the community.

The guidelines:

1. Provide a comprehensive basis for the control of all development within Harley Street including new development and additions/alterations to existing development;
2. Replace the deemed to comply requirements and/or provide additional deemed to comply requirements in relation to certain elements of the R-Codes.

2. STATEMENT OF HERITAGE SIGNIFICANCE

Harley Street has moderate aesthetic value through its dominant display of single storey residences constructed in the Federation style of architecture.

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Harley Street has moderate historic value as an almost complete example of a 19th century streetscape, with the residences that were predominantly built in the late 1890s - 1910s. It provides a good and rare historic record of the accommodation of people in this period.

Harley Street demonstrates a unified and cohesive physical form in the public realm. The overall form, style, height, setback and selection of materials of the historic dwellings contribute to the uniformity of the streetscapes, providing a coherent character with varied levels of intactness.

Harley Street contains a good representation of the wide variety of building design applied to the inner city residential areas during the Gold Rush period of 1891 to 1919. This includes substantial single residential dwellings with individual architectural detail, modest single residential dwellings, semi-detached and terraced dwellings. All these styles are represented in Harley Street, and although alterations have been undertaken to some of the dwellings, and some new replacement development has occurred in the 1980s, the streetscape is largely consistent with the styles of the Gold Boom period and construction applied during this time.

Overall, Harley Street is a highly intact example of late nineteenth to early twentieth century residential development comprising fine examples of modest single storey dwellings constructed in the Federation period of architecture.

3. RECORD OF PLACES OF HERITAGE SIGNIFICANCE

Property Address	Constructed (circa)	Architectural style ¹	Level of Significance
1A-1C Harley	c.1988	Post-war Conventional Suburban Style	No contribution
2 Harley	c.2017	Contemporary	No contribution
3 Harley	c.1898	Federation Bungalow	Moderate contribution
4 Harley	c.1914	Federation Bungalow	Moderate contribution
6 Harley	c.1900	Federation Queen Anne	Moderate contribution
7, 9, 11 & 13 Harley	c.1898	Federation Italianate	Moderate contribution
10 Harley	c.1905	Federation Queen Anne	Moderate contribution
14 Harley	c.2017	Contemporary	No contribution
15A & 15B Harley	c.1982	Reproduction of Federation Terrace	No contribution
16 Harley	c.1908	Federation Queen Anne	Moderate contribution
17 Harley	c.1900	Federation Bungalow	Moderate contribution
19 Harley	c.1900	Federation Bungalow	Moderate contribution
20 Harley	c.1898	Federation Bungalow	Moderate contribution

¹ The architectural style applied to dwellings below are based on those outlined in *Identifying Australian Architecture* by Apperly, Irving and Reynolds and the City of Vincent Housing Style Guide.

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Property Address	Constructed (circa)	Architectural style ¹	Level of Significance
21 Harley	c.1898	Federation Queen Anne	Moderate contribution
22 Harley	c.1899	Federation Bungalow	Moderate contribution
23 Harley	c.1910	Federation Queen Anne	Moderate contribution
24 Harley	c.1898	Federation Bungalow	Moderate contribution
25 Harley	c.1903	Federation Queen Anne	Moderate contribution
27 Harley	c.1905	Federation Bungalow	Moderate contribution
28 Harley	c.1898	Federation Queen Anne	Moderate contribution
30 Harley	c.1988	Post-war Conventional Suburban Style	No contribution
31 Harley	c.1908	Federation Bungalow	Moderate contribution
32 Harley	c.1900	Federation Bungalow	Moderate contribution
33 Harley	c.1920	Federation Bungalow with Inter War California Bungalow elements	Moderate contribution
36 Harley	c.1905	Federation Bungalow	Moderate contribution
38 Harley	c.1905	Federation Bungalow	Moderate contribution
39 Harley	c.1898	Federation Bungalow	Moderate contribution

4. HARLEY STREET LOCAL HOUSING OBJECTIVES

- Retention and conservation of the original Federation style dwellings;
- Protection and enhancement of existing streetscape character;
- Retention of the visual character of late nineteenth to early twentieth century residential development;
- Encourage a high standard of architectural and sustainable design solutions for additions to existing development and new development;
- Additions to existing development and new development is appropriately set back so as to maintain the visual prominence of the single storey streetscape when viewed from Harley Street;
- New development is to respond appropriately to the surrounding street context through:
 - consistent scale and bulk in relation to the original street pattern, maintaining front and side setback patterns;
 - built form that incorporates consistent physical built form elements without the requirement to mimic the style of the original character dwellings;
- The reinstatement and reconstruction of missing design elements to original building facades such as a timber verandahs, decorative timber gables and the removal of render from original brickwork; and site features such as landscaping and front fences;

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- Maintain the absence of and promote the removal of visually intrusive car storage structures and spaces and vehicular crossovers to the primary streetscape; and
- Maintain an open atmosphere of street frontage by ensuring front boundary fences are low and/or visually permeable.

5. DEVELOPMENT GUIDELINES FOR ALL DEVELOPMENT

Local Housing Objectives			Deemed to Comply		
Pursuant to clause 7.3.1 (b) of the R-Codes, the following Local Housing Objectives augment or add to the listed sections of the R-Codes. For all development that is not subject to the R-Codes, the following apply as Design Principles.			Pursuant to clause 7.3.1 (a) of the R-Codes, the following provisions replace the Deemed to Comply requirements in the listed sections of the R-Codes. For all development that is not subject to the R-Codes, the following apply as Deemed-to-Comply provisions.		
Street Setbacks					
Augment 5.1.2 P2.1	Augment 6.1.3 P3	Dwellings should not detract from the streetscape by being set back too close or too far from the front boundary when compared with adjacent properties and the predominant streetscape character.	Replace 5.1.2 C2.1	Replace 6.1.3 C3.1	Ground floor street setbacks to be an average of the two directly adjoining properties on either side of the proposed development. First floor development shall not be located within 10 meters of the primary street boundary; or First floor development shall not be visible from Harley Street when measured in accordance with 'Figure 2 – Line of Sight'.
New 5.1.2 P2.3	New 6.1.3 P3.1	First floor development is to be adequately setback to maintain the predominant single storey appearance of the streetscape.			
Lot Boundary Setbacks					
Augment 5.1.3 P3.1	Augment 6.1.4 P4.1	Reduce impacts of building bulk on adjoining properties by maintaining a setback similar to any adjoining properties or the predominant development context while also complying with relevant overshadowing and visual privacy requirements.			
Building Height					

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Local Housing Objectives			Deemed to Comply										
Pursuant to clause 7.3.1 (b) of the R-Codes, the following Local Housing Objectives augment or add to the listed sections of the R-Codes. For all development that is not subject to the R-Codes, the following apply as Design Principles.			Pursuant to clause 7.3.1 (a) of the R-Codes, the following provisions replace the Deemed to Comply requirements in the listed sections of the R-Codes. For all development that is not subject to the R-Codes, the following apply as Deemed-to-Comply provisions.										
Augment 5.1.6 P6	Augment 6.1.2 P2	<p>Building height that creates no adverse impact on the amenity of adjoining properties or the streetscape by maintaining similar features of adjoining properties or the streetscape in terms of scale and proportions.</p> <p>The plate height of new dwellings, particularly the portions in view from the street, should approximate the street's typical wall plate height to avoid an under scaled squat appearance.</p> <p><i>Note: The plate heights on Harley Street are typically around 40 courses, usually starting above limestone footings equal to the internal floor level.</i></p>	Replace 5.1.6 C6	Replace 6.1.2 C2	<p>The maximum height of a dwelling is to be 2 storeys and comply with the following measurements:</p> <table><tr><td>Element</td><td>Max allowable Heights for Two Storey Dwellings</td></tr><tr><td>Top of external wall (roof above)</td><td>7 metres</td></tr><tr><td>Top of external wall (concealed roof)</td><td>8 meters</td></tr><tr><td>Top of pitched roof</td><td>10 metres</td></tr></table>	Element	Max allowable Heights for Two Storey Dwellings	Top of external wall (roof above)	7 metres	Top of external wall (concealed roof)	8 meters	Top of pitched roof	10 metres
			Element	Max allowable Heights for Two Storey Dwellings									
Top of external wall (roof above)	7 metres												
Top of external wall (concealed roof)	8 meters												
Top of pitched roof	10 metres												
New 5.1.6 C6.1	New 6.1.2 C2.1	<p>Loft additions will be contained wholly within the roof space and where no visible change is made to the dwelling's appearance from the street.</p> <p>The addition of front facing dormer windows and gables to lofts will cause lofts to be assessed as a storey for the purpose of this policy.</p>											
Vehicular Access													
Augment 5.3.5 P5.1	Augment 6.3.5 P5	No crossovers to Harley Street unless the property has no other vehicular access opportunities.											
Setback of Garages and Carports													
Augment 5.2.1	Augment 6.3.4	Maintain the absence of visually intrusive car storage facilities within the streetscape.	Replace 5.2.1 C1.1, C1.2 and C1.5		Carports, garages or hardstand car bays are to be located at the rear of the property where ROW access is available.								
Street Surveillance													

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Local Housing Objectives <i>Pursuant to clause 7.3.1 (b) of the R-Codes, the following Local Housing Objectives augment or add to the listed sections of the R-Codes. For all development that is not subject to the R-Codes, the following apply as Design Principles.</i>			Deemed to Comply <i>Pursuant to clause 7.3.1 (a) of the R-Codes, the following provisions replace the Deemed to Comply requirements in the listed sections of the R-Codes. For all development that is not subject to the R-Codes, the following apply as Deemed-to-Comply provisions.</i>		
Augment 5.2.3 P3	Augment 6.2.1 P1.1	Buildings to be designed to encourage active use and actual surveillance of the front yard by including verandahs, porches or Outdoor Living Areas and by including habitable rooms at the front of the dwelling.	Replace 5.2.3 C3.1	Replace 6.2.1 C1.1	Ensure a front verandah is incorporated into the façade of new dwellings (at a minimum of 50% of the width of the front facade) with a useable minimum depth of 1.8 metres.
			Replace 5.2.3 C3.2	Replace 6.2.1 C1.2	Incorporate habitable rooms to the front of the development with generous openings to provide street engagement and passive surveillance to the street.
Street Walls and Fences					
Augment 5.2.4 P4	Augment 6.2.2 P2	Ensure front boundary fences enhance the streetscape by being designed in the predominant style of the street and are low enough to retain views to dwellings and front gardens.	Replace 5.2.4 C4	Replace 6.2.2 C2	a) The maximum height of new fences facing the street is to be 1.2 metres above the adjacent footpath level; b) The maximum height of any solid portion of a new fence is to be 500mm above the adjacent footpath level. The remaining portion is to be a minimum of 40% visually permeable; c) The maximum height of fence piers with decorative capping to be 1.8 metres above the adjacent footpath level; and d) Maximum width of piers to be 470mm; or e) The maximum height of new fences facing the street is to be 1.8 metres above the adjacent footpath level; f) The maximum height of any solid portion of a new fence is to be 750mm above the adjacent footpath level. The remaining portion is to be a minimum of 80% visually permeable; and g) The maximum height of fence piers with decorative capping to be 2.0 metres above the adjacent footpath level; or

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Local Housing Objectives <i>Pursuant to clause 7.3.1 (b) of the R-Codes, the following Local Housing Objectives augment or add to the listed sections of the R-Codes. For all development that is not subject to the R-Codes, the following apply as Design Principles.</i>			Deemed to Comply <i>Pursuant to clause 7.3.1 (a) of the R-Codes, the following provisions replace the Deemed to Comply requirements in the listed sections of the R-Codes. For all development that is not subject to the R-Codes, the following apply as Deemed-to-Comply provisions.</i>		
					h) Fencing types as illustrated in the diagrams below are permitted. Variations to the examples indicated below may be supported where it can be demonstrated that they are compatible with the existing fence styles in the street.
General Building Design					
New 5.4.6 P6.1	New 6.2.4 P4.3	The roof of a building is to be designed so that it is similar to the existing streetscape character.	New 5.4.6 C6.1	Pursuant to 6.2.4 C4	Roof pitch of ground and upper storeys of between 30 and 40 degrees, with 35 to 45 degree pitches to gables where it can be viewed from the street.
New 5.4.6 P6.2	New 6.2.4 P4.4	New buildings must respond to the prevailing surrounding character and ensure unsympathetic contrasts in scale, mass and materials are avoided.	New 5.4.6 C6.2	Pursuant to 6.2.4 C4	New dwellings' floor levels match, or mediate between, properties on both sides of the proposed dwelling. <i>Floor levels of the original dwellings in Harley Street are raised approximately 300 - 500mm above footpath level, which assists to define the verandah area and provide additional privacy as views into front rooms are obscured.</i>
New 5.4.6 P6.3	New 6.2.4 P4.5	Each street facing window should have a style that suits the predominant character of the street and the architectural style of the proposed dwelling.	New 5.4.6 C6.3	Pursuant to 6.2.4 C4	Street facing windows have a height of at least 1.6 times their width.
New 5.4.6 P6.4	New 6.2.4 P4.6	Additions visible from the street should be compatible with and respectful of the existing dwelling and the predominant character of the existing dwellings within the street.	New 5.4.6 C6.4	Pursuant to 6.2.4 C4	Additions to existing buildings will only be supported where they are located behind the original facade and set back so that the existing front building and roof form remains the dominant feature to the street.
Demolition					
Applications for development approval should maintain the front façade of a contributing dwelling.			Applications for development approval that retain the original dwelling are considered acceptable.		

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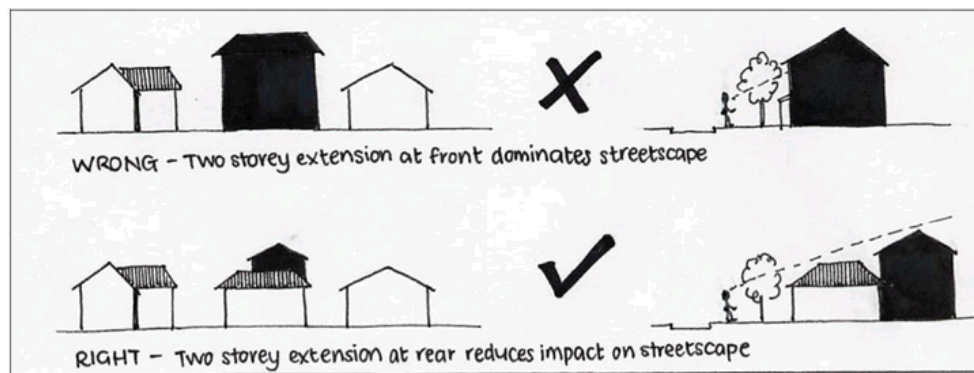


Figure 2 – Line of Sight

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6. RECOMMENDED FENCING STYLES FOR HARLEY STREET



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APPENDIX 3: CARR STREET GUIDELINES

These guidelines are to be read in conjunction with the City's Policy 7.5.15 – Character Retention Areas and Heritage Areas.



Figure 1 – Carr Street Character Retention Area

1. PURPOSE

These guidelines have been adopted for the purpose of preserving and enhancing the established neighbourhood character and amenity of Carr Street, while allowing for new development that meets the changing needs of the community.

The guidelines:

1. Provide a basis for the control of all development within Carr Street including new dwellings and additions/alterations to existing buildings;
2. Replace the deemed to comply requirements and/or provide additional deemed to comply requirements in relation to certain elements of the R-Codes.

2. CARR STREET LOCAL HOUSING OBJECTIVES

- Retention and conservation the original Federation and Interwar Bungalow style dwellings;
- Protection and enhancement of existing streetscape character;
- Retention of the visual character of late nineteenth to early twentieth century residential development;
- Encourage a high standard of architectural and sustainable design solutions for additions to existing buildings and the development of new buildings;
- Additions to existing buildings and new dwellings are appropriately setback so as to maintain the visual prominence of the single storey streetscape when viewed from Carr Street;

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- New development is to respond appropriately to the surrounding street context through:
 - consistent scale and bulk in relation to the original street pattern, maintaining front and side setback patterns;
 - built form that incorporates consistent physical built form elements without the requirement to mimic the style of the original character dwellings;
- The reinstatement and reconstruction of missing design elements to original building facades such a timber verandah, decorative timber gables and the removal of paint and render from original brickwork;
- Maintain the absence of visually intrusive car storage structures and spaces and vehicular crossovers to the primary streetscape; and
- Maintain an open street frontage by ensuring front boundary fences are low and/or visually permeable.

3. DEVELOPMENT GUIDELINES FOR ALL BUILDINGS

Local Housing Objectives			Deemed to Comply		
Pursuant to clause 7.3.1 (b) of the R-Codes, the following Local Housing Objectives augment or add to the listed sections of the R-Codes. For all development that is not subject to the R-Codes, the following apply as Design Principles.			Pursuant to clause 7.3.1 (a) of the R-Codes, the following provisions replace the Deemed to Comply requirements in the listed sections of the R-Codes. For all development that is not subject to the R-Codes, the following apply as Deemed-to-Comply provisions.		
Street Setbacks					
Augment 5.1.2 P2.1	Augment 6.1.3 P3	Dwellings should not detract from the streetscape by being set back too close or too far from the front boundary when compared with adjacent properties or the predominant streetscape character.	Replace 5.1.2 C2.1	Replace 6.1.3 C3.1	Ground floor street setbacks to be an average of the two directly adjoining properties on either side of the proposed development. First floor development shall not be located within 4 meters of the ground floor primary street setback; or First floor development shall not be visible from Carr Street when measured in accordance with 'Figure 2 – Line of Sight'.
New 5.1.2 P2.3	New 6.1.3 P3.1	First floor development is to be adequately setback to maintain the predominant single storey appearance of the streetscape.			
Lot Boundary Setbacks					
Augment 5.1.3 P3.1	Augment 6.1.4 P4.1	Reduce impacts of building bulk on adjoining properties by maintaining a setback similar to any adjoining properties or the predominant development context while also complying with relevant overshadowing and visual privacy requirements.			
Building Height					

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Local Housing Objectives			Deemed to Comply										
Pursuant to clause 7.3.1 (b) of the R-Codes, the following Local Housing Objectives augment or add to the listed sections of the R-Codes. For all development that is not subject to the R-Codes, the following apply as Design Principles.			Pursuant to clause 7.3.1 (a) of the R-Codes, the following provisions replace the Deemed to Comply requirements in the listed sections of the R-Codes. For all development that is not subject to the R-Codes, the following apply as Deemed-to-Comply provisions.										
Augment 5.1.6 P6	Augment 6.1.2 P2	Building height that creates no adverse impact on the amenity of adjoining properties or the streetscape by maintaining similar features of adjoining properties or the streetscape in terms of scale and proportions. The plate height of new dwellings, particularly the portions in view from the street, should approximate the street's typical wall plate height to avoid an under scaled squat appearance.	Replace 5.1.6 C6	Replace 6.1.2 C2	<div>Minimum building height fronting primary street: 3m</div> <div>Maximum building height:</div> <table><tr><td>Element</td><td>Max allowable Heights for Two Storey Dwellings</td></tr><tr><td>Top of external wall (roof above)</td><td>7 metres</td></tr><tr><td>Top of external wall (concealed roof)</td><td>8 metres</td></tr><tr><td>Top of pitched roof</td><td>10 metres</td></tr></table>	Element	Max allowable Heights for Two Storey Dwellings	Top of external wall (roof above)	7 metres	Top of external wall (concealed roof)	8 metres	Top of pitched roof	10 metres
Element	Max allowable Heights for Two Storey Dwellings												
Top of external wall (roof above)	7 metres												
Top of external wall (concealed roof)	8 metres												
Top of pitched roof	10 metres												
New 5.1.6 P6.1		Windows and gables are consistent with the existing dwellings in the street.	New 5.1.6 C6.1	New 6.1.2 C2.1	Loft additions where the development is contained wholly within the roof space and where there is no visible change to the dwellings appearance from the street.								
Setback of Garages and Carports													
Augment 5.2.1 P5.1	Augment 6.3.4	Maintaining an absence of car parking facilities within the streetscape.	Replace 5.2.1 C1.1, C1.2 and C1.5		<div>Carports, garages or hardstand car bays are to be located at the rear of the property where ROW access is available.</div> <div>Carports setback 500mm behind the front setback line where access is from the Primary Street.</div>								
Street Surveillance													
Augment 5.2.3 P3	Augment 6.2.1 P1.1	Buildings to be designed to encourage active use and actual surveillance of the front yard by including verandahs, porches or Outdoor Living Areas and by including habitable rooms at the front of the dwelling.	Replace 5.2.3 C3.1	Replace 6.2.1 C1.1	A front verandah is incorporated into the façade of new dwellings (at a minimum 50% of the width of the front façade) with a useable minimum depth of 1.8 metres.								
Street Walls and Fences													

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Local Housing Objectives <i>Pursuant to clause 7.3.1 (b) of the R-Codes, the following Local Housing Objectives augment or add to the listed sections of the R-Codes. For all development that is not subject to the R-Codes, the following apply as Design Principles.</i>			Deemed to Comply <i>Pursuant to clause 7.3.1 (a) of the R-Codes, the following provisions replace the Deemed to Comply requirements in the listed sections of the R-Codes. For all development that is not subject to the R-Codes, the following apply as Deemed-to-Comply provisions.</i>		
Augment 5.2.4 P4	Augment 6.2.2 P2	Ensure front boundary fences enhance the streetscape by being designed in the predominant style of the street and are low enough to retain views to dwellings and front gardens.	Replace 5.2.4 C4	Replace 6.2.2 C2	a) The maximum height of new fences facing the street is to be 1.8 metres above natural ground level; b) The maximum height of any solid portion of a new fence is to be 750mm above natural ground level. The remaining portion is to be a minimum of 80% visually permeable; and c) The maximum height of fence piers with decorative capping to be 2.0 metres above natural ground level.
General Building Design					
New 5.4.6 P6.1	New 6.2.4 P4.3	The roof of a building is to be designed so that it is similar to the existing streetscape character.	New 5.4.6 C6.1	Pursuant to 6.2.4 C4	Roof pitch of ground and upper storeys of between 30 and 40 degrees, with 35 - 45 degree pitches to gables where it can be viewed from the street.
New 5.4.6 P6.2	New 6.2.4 P4.4	New buildings must respond to the prevailing surrounding character and ensure unsympathetic contrasts in scale mass and materials are avoided.	New 5.4.6 C6.2	Pursuant to 6.2.4 C4	New dwellings' floor levels match, or mediate between, properties on both sides of the proposed dwelling. <i>Note: Floor levels of the original dwellings in Carr Street are raised approximately 300 - 500mm above footpath level, which assists to define the verandah area and provide additional privacy as views into front rooms are obscured.</i>
New 5.4.6 P6.3	New 6.2.4 P4.5	Each street facing window should have a style that suits the predominant character of the street and the architectural style of the proposed dwelling.	New 5.4.6 C6.3	Pursuant to 6.2.4 C4	Street facing windows have a height of at least 1.6 times their width.
New 5.4.6 P6.4	New 6.2.4 P4.6	Additions visible from the street should be compatible with and respectful of the existing dwelling and the predominant character of the original dwellings within the street.	New 5.4.6 C6.4	Pursuant to 6.2.4 C4	Additions to existing buildings will only be supported where they are located behind the original façade and set back so that the original building and roof form remains the dominant feature to the street.

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Local Housing Objectives	Deemed to Comply
<i>Pursuant to clause 7.3.1 (b) of the R-Codes, the following Local Housing Objectives augment or add to the listed sections of the R-Codes. For all development that is not subject to the R-Codes, the following apply as Design Principles.</i>	<i>Pursuant to clause 7.3.1 (a) of the R-Codes, the following provisions replace the Deemed to Comply requirements in the listed sections of the R-Codes. For all development that is not subject to the R-Codes, the following apply as Deemed-to-Comply provisions.</i>
Demolition	
Application for development approval should maintain the front façade of the original dwelling.	Applications for development approval retain the original dwelling. ²

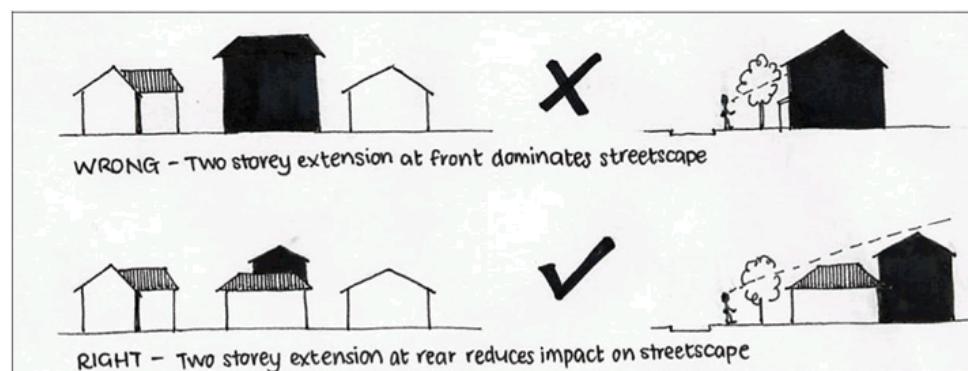


Figure 2 – Line of sight

² Schedule 2, Part 7, Clause 61(1)(e) in the *Planning and Development (Local Planning Schemes) Regulations 2015* does not require a development application for the demolition of a single house, ancillary dwelling, outbuilding, external fixture, boundary wall or fence, patio, pergola, veranda, garage, carport or swimming pool where the structure is not affected by heritage legislation. C7.4 has been included as the requirement in the Regulations may be removed and the provision could then be implemented.

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APPENDIX 4: JANET STREET HERITAGE AREA GUIDELINES

These guidelines are to be read in conjunction with the City's Policy 7.5.15 – Character Retention Areas and Heritage Areas.



Figure 1 – Janet Street ~~Character Retention Area~~ Heritage Area

1. PURPOSE

These guidelines have been adopted for the purpose of preserving and enhancing the established neighbourhood character and amenity of Janet Street, while allowing for new development that meets the changing needs of the community.

The guidelines:

1. Provide a basis for the control of all development within the Janet Street Heritage Area including new buildings and additions/alterations to existing buildings;
2. Replace the deemed to comply requirements and/or provide additional deemed to comply requirements in relation to certain elements of the R-Codes.

2. STATEMENT OF HERITAGE SIGNIFICANCE

Janet Street has moderate aesthetic value through its dominant display of single storey residences constructed in the Federation and Interwar style of architecture.

Janet Street has moderate historic value as an almost intact and cohesive example of a 20th century streetscape, with the residences that were predominantly built in the 1920's. It provides a good and rare historic record of the accommodation of people in this period.

Janet Street demonstrates a cohesive physical form in the public realm. The overall form, style, height, setback and selection of materials of the historic dwellings contribute

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to the uniformity of the streetscapes, providing a coherent character with varied levels of intactness.

3. RECORD OF PLACES OF HERITAGE SIGNIFICANCE

Property Address	Constructed (circa)	Architectural style ³	Level of Significance
1 Janet St	c1922	Interwar bungalow	Moderate Contribution
2 Janet St	c1924	Federation bungalow	Moderate Contribution
3 Janet St	c1922	Interwar bungalow	Moderate Contribution
4 Janet St	c1923	Federation bungalow	Moderate Contribution
5 Janet St	c1922	Interwar bungalow	Moderate Contribution
6 Janet St	c1923	Federation bungalow	Moderate Contribution
7 Janet St	c1922	Interwar bungalow	Moderate Contribution
8 Janet St	c1923	Interwar bungalow	Moderate Contribution
9 Janet St	c1921	Interwar bungalow	Moderate Contribution
10 Janet St	c1923	Federation bungalow	Moderate Contribution
11 Janet St	c1921	Interwar bungalow	Moderate Contribution
12 Janet St	c2009	Contemporary dwelling	No contribution
13 Janet St	c1921	Interwar bungalow	Moderate Contribution
14 Janet St	c1923	Federation bungalow	Moderate Contribution
15 Janet St	C1923	Interwar bungalow	Moderate Contribution

4. JANET STREET LOCAL HOUSING OBJECTIVES

- Retention and conservation of the original Federation style dwellings;
- Protection and enhancement of the existing streetscape character;
- Retention of the visual character of late nineteenth to early twentieth century residential development;
- Encouragement of a high standard of architectural and sustainable design solutions for additions to existing buildings and the development of new buildings;
- Ensuring additions to existing buildings and new dwellings are appropriately setback so as to maintain the visual prominence of the single storey streetscape when viewed from Janet Street;
- New development is appropriate in scale and bulk in relation to the original street pattern, maintaining front and side setback patterns;
- The reinstatement and reconstruction of missing design elements to original building facades such as a timber verandah, decorative timber gables and the removal of render from original brickwork; and site features such as landscaping and front fences;
- Maintain the absence of and promote the removal of visually intrusive car storage structures and spaces, and vehicular crossovers to the primary streetscape; and
- Maintain an open atmosphere of street frontage by ensuring front boundary fences are low and/or visually permeable.

³ The architectural style applied to dwellings below are based on those outlined in *Identifying Australian Architecture* by Apperly, Irving and Reynolds and the City of Vincent Housing Style Guide.

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5. DEVELOPMENT GUIDELINES FOR ALL BUILDINGS

Local Housing Objectives			Deemed to Comply		
Pursuant to clause 7.3.1 (b) of the R-Codes, the following Local Housing Objectives augment or add to the listed sections of the R-Codes. For all development that is not subject to the R-Codes, the following apply as Design Principles.			Pursuant to clause 7.3.1 (a) of the R-Codes, the following provisions replace the Deemed to Comply requirements in the listed sections of the R-Codes. For all development that is not subject to the R-Codes, the following apply as Deemed-to-Comply provisions.		
Street Setbacks					
Augment 5.1.2 P2.1	Augment 6.1.3 P3	Dwellings should not detract from the streetscape by being set back too close or too far from the front boundary when compared with adjacent properties or the predominant streetscape character.	Replace 5.1.2 C2.1	Replace 6.1.3 C3.1	Ground floor street setbacks to be an average of the two directly adjoining properties on either side of the proposed development. First floor development shall not be located within 4 meters of the ground floor primary street setback; or First floor development shall not be visible from Janet Street when measured in accordance with 'Figure 2 – Line of Sight'.
New 5.1.2 P2.3	New 6.1.3 P3.1	First floor development is to be adequately setback to maintain the predominant single storey appearance of the streetscape.			
Lot Boundary Setbacks					
Augment 5.1.3 P3.1	Augment 6.1.4 P4.1	Reduce impacts of building bulk on adjoining properties by maintaining a setback similar to any adjoining properties or the predominant development context while also complying with relevant overshadowing and visual privacy requirements.			
Building Height					

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Local Housing Objectives			Deemed to Comply										
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Augment 5.1.6 P6.1	Augment 6.1.2 P2	Building height that creates no adverse impact on the amenity of adjoining properties or the streetscape by maintaining similar features of adjoining properties or the streetscape in terms of scale and proportions. The plate height of new dwellings, particularly the portions in view from the street, should approximate the street's typical wall plate height to avoid an under scaled squat appearance.	Replace 5.1.6 C6	Replace 6.1.2 C2	Minimum building height fronting primary street: 3m Maximum building height: <table><tr><td>Element</td><td>Max allowable Heights for Two Storey Dwellings</td></tr><tr><td>Top of external wall (roof above)</td><td>7 metres</td></tr><tr><td>Top of external wall (concealed roof)</td><td>8 metres</td></tr><tr><td>Top of pitched roof</td><td>10 metres</td></tr></table>	Element	Max allowable Heights for Two Storey Dwellings	Top of external wall (roof above)	7 metres	Top of external wall (concealed roof)	8 metres	Top of pitched roof	10 metres
Element	Max allowable Heights for Two Storey Dwellings												
Top of external wall (roof above)	7 metres												
Top of external wall (concealed roof)	8 metres												
Top of pitched roof	10 metres												
New 5.1.6 P6.1		Windows and gables are consistent with the existing dwellings in the street.	New C6.1	New 6.1.2 C2.1	Loft additions where the development is contained wholly within the roof space and where there is no visible change to the dwellings appearance from the street.								
Setback of Garages and Carports													
Augment 5.2.1 P5.1		Maintaining an absence of car parking facilities within the streetscape.	Replace 5.2.1 C1.1, C1.2 and C1.5		Carports, garages or hardstand car bays are to be located at the rear of the property where ROW access is available. Carports setback 500mm behind the front setback line where access is from the Primary Street.								
Street Surveillance													
Augment 5.2.3 P3	Augment 6.2.1 P1.1	Buildings to be designed to encourage active use and actual surveillance of the front yard by including verandahs, porches or Outdoor Living Areas and by including habitable rooms at the front of the dwelling.	Replace 5.2.3 C3.1	Replace 6.2.1 C1.1	A front verandah is incorporated into the façade of new dwellings (at a minimum 50% of the width of the front façade) with a useable minimum depth of 1.8 metres.								
Street Walls and Fences													
Augment 5.2.4 P4	Augment 6.2.2 P2	Ensure front boundary fences enhance the streetscape by being designed in the	Replace 5.2.4 C4	Replace 6.2.2 C2	a) The maximum height of new fences facing the street is to be 1.2 metres								

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Local Housing Objectives <i>Pursuant to clause 7.3.1 (b) of the R-Codes, the following Local Housing Objectives augment or add to the listed sections of the R-Codes. For all development that is not subject to the R-Codes, the following apply as Design Principles.</i>			Deemed to Comply <i>Pursuant to clause 7.3.1 (a) of the R-Codes, the following provisions replace the Deemed to Comply requirements in the listed sections of the R-Codes. For all development that is not subject to the R-Codes, the following apply as Deemed-to-Comply provisions.</i>		
		predominant style of the street and are low enough to retain views to dwellings and front gardens.			<p>above the adjacent footpath level;</p> <p>b) The maximum height of any solid portion of a new fence is to be 500mm above the adjacent footpath level. The remaining portion is to be a minimum of 40% visually permeable;</p> <p>c) The maximum height of fence piers with decorative capping to be 1.8 metres above the adjacent footpath level; and</p> <p>d) Maximum width of piers to be 470mm</p> <p>or</p> <p>e) The maximum height of new fences facing the street is to be 1.8 metres above the adjacent footpath level;</p> <p>f) The maximum height of any solid portion of a new fence is to be 750mm above the adjacent footpath level. The remaining portion is to be a minimum of 80% visually permeable; and</p> <p>g) The maximum height of fence piers with decorative capping to be 2.0 metres above the adjacent footpath level.</p>
General Building Design					
New 5.4.6 P6.1	New 6.2.4 P4.3	The roof of a building is to be designed so that it is similar to the existing streetscape character.	New 5.4.6 C6.1	Pursuant to 6.2.4 C4	Roof pitch between 30 and 40 degrees, with 35 - 45 degree pitches to gables where it can be viewed from the street.
New 5.4.6 P6.2	New 6.2.4 P4.4	New buildings must respond to the prevailing surrounding character and ensure unsympathetic contrasts in scale mass and materials are avoided.	New 5.4.6 C6.2	Pursuant to 6.2.4 C4	<p>New dwellings' floor levels match, or mediate between, properties on both sides of the proposed dwelling.</p> <p><i>Note: Floor levels of the original dwellings in Janet Street are raised approximately 300mm above footpath level, which assists to define the verandah area and provide additional privacy as views into front rooms are obscured.</i></p>

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Local Housing Objectives <i>Pursuant to clause 7.3.1 (b) of the R-Codes, the following Local Housing Objectives augment or add to the listed sections of the R-Codes. For all development that is not subject to the R-Codes, the following apply as Design Principles.</i>			Deemed to Comply <i>Pursuant to clause 7.3.1 (a) of the R-Codes, the following provisions replace the Deemed to Comply requirements in the listed sections of the R-Codes. For all development that is not subject to the R-Codes, the following apply as Deemed-to-Comply provisions.</i>		
New 5.4.6 P6.3	New 6.2.4 P4.5	Each street facing window should have a style that suits the predominant character of the street and the architectural style of the proposed dwelling.	New 5.4.6 C6.3	Pursuant to 6.2.4 C4	Street facing windows have a height of at least 1.6 times their width.
New 5.4.6 P6.4	New 6.2.4 P4.6	Additions visible from the street should be compatible with and respectful of the existing dwelling and the predominant character of the original dwellings within the street.	New 5.4.6 C6.4	Pursuant to 6.2.4 C4	Additions to existing buildings will only be supported where they are located behind the original façade and set back so that the original building and roof form remains the dominant feature to the street.
Demolition					
Applications for development approval should maintain the front façade of a contributing dwelling.			Applications for development approval that retain the original dwelling are considered acceptable.		

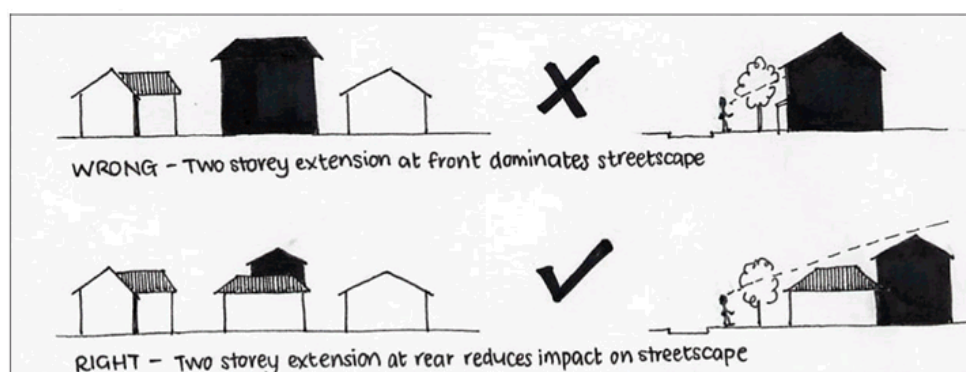


Figure 2 – Line of sight

Date Adopted: 22 September 2015
Date Amended: 12 December 2017
Date Reviewed: NA
Date of Next Review: September 2020

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PART 1 – PRELIMINARY

POLICY DEVELOPMENT

This Policy has been prepared under the provisions of Schedule 2, Part 2 and 3 of the *Planning and Development (Local Planning Schemes) Regulations 2015*.

PURPOSE & APPLICATION

The purpose of this Policy is to:

1. Establish a framework to identify areas within the City of Vincent that contain characteristics that are valued by the community; and
2. Provide guidance on development in identified Character Retention Areas and Heritage Areas.

This Policy applies to:

1. The process used to identify and formally recognise Character Retention Areas and Heritage Areas;
2. The identification and listing of development standards which will be used in assessing all development applications for properties within those Character Retention Areas and Heritage Areas;
3. Appendix 1 of this Policy applies to applications for development in the St Albans Avenue Character Retention Area identified in Table 1 in Appendix 1;
4. Appendix 2 of this Policy applies to applications for development in the Harley Street Heritage Area identified on Figure 2 in Appendix 2;
5. Appendix 3 of this Policy applies to applications for development in the Carr Street Character Retention Area identified on Figure 1 in Appendix 3; and
6. Appendix 4 of this Policy applies to applications for development in the Janet Street Heritage Area identified on Figure 1 in Appendix 4.

POLICY OBJECTIVES

1. To identify areas within the City that contain characteristics valued by the community to be known as Character Retention Areas and/or Heritage Areas;
 2. To establish a planning and design framework to protect the streetscapes located within Character Retention Areas and/or Heritage Areas;
 3. To ensure that new buildings and additions to existing buildings will be sympathetic to the unique character of the streetscape; and
-

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4. To distinguish between buildings within each Character Retention Area and/or Heritage Areas that contribute to the integrity of the streetscape and those which do not.

RELATIONSHIP TO OTHER DOCUMENTS

This Local Planning Policy forms part of the City of Vincent local planning policy framework. Where this Policy is inconsistent with the City's local planning scheme, the local planning scheme prevails. Where this Policy is inconsistent with an adopted Local Development Plan, Activity Centre Plan or Structure Plan, the adopted Local Development Plan, Activity Centre Plan or Structure Plan prevails.

Where this Policy is permitted to amend or replace the Deemed to Comply provisions under Clause 7.3.1(a) of the Residential Design Codes, the provisions of this Policy shall prevail. Where this Policy augments the Design Principles under Clause 7.3.1(b) of the Residential Design Codes by providing Local Housing Objectives, both the Design Principles of the Residential Design Codes and the Local Housing Objectives of this Policy shall apply.

Where this Policy is inconsistent with the provisions of another local planning policy the provisions of this Policy shall prevail.

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PART 2 – POLICY PROVISIONS

1. Development Standards

- 1.1. Applications for development that comply with the relevant 'Deemed to Comply' policy provisions and 'Local Housing Objectives' are considered to meet the Policy Objectives.
- 1.2. Applications for development that seek departure from the 'Deemed to Comply' policy provisions may be deemed to be acceptable where:
 - 1.2.1 The applicant applies for assessment, and provides adequate justification, against the relevant Design Principles of the R-Codes, Design Objectives, Local Housing Objectives, Policy Objectives and Objectives of the local planning scheme; and
 - 1.2.2 The application obtains the support of the City's Design Advisory Committee where the City determines it to be necessary.
- 1.3 The City will assess and determine at its discretion that the same or better outcome will be achieved than would have been provided by the 'Deemed to Comply' criteria.
- 1.4 Applications for development shall include a contextual elevation showing the elevation of the proposed development and the existing development on the adjoining properties either side pursuant to Schedule 2, Part 8, Clause 63(1)(d) of the *Planning and Development (Local Planning Schemes) Regulations 2015*.

2. Character Retention Area Nomination

- 2.1 A Character Retention Area may include the following:
 - 2.1.1 A collection of no less than five adjoining buildings;
 - 2.1.2 A street block; or
 - 2.1.3 A part of, or whole suburb.
- 2.2 A Character Retention Area may be nominated in writing by a member of the public or by the City.
- 2.3 The City will only proceed with the nomination of the Character Retention Area where it is demonstrated by the nominee that owners of at least 40% of affected properties support proceeding with the nomination.

3. Consultation and Preparation of Guidelines

- 3.1 Following the successful nomination of a Character Retention Area, all owners of the affected properties will be notified of the intention to proceed with the nomination.
- 3.2 The City will invite all owners of the affected properties to attend a facilitated workshop to:
 - 3.2.1 Discuss what the prevailing character of the area is and how it can best be protected;

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- 3.2.2 Agree which buildings contribute to the character of the area and which do not; and
- 3.2.3 Prepare a policy framework (the Guidelines) and draft provisions to protect the identified character of the area.
- 3.3 This workshop will be held at a mutually agreed time between the City and the owners of the affected properties. This group is not a decision making authority but acts only in an advisory capacity.
- 3.4 The City may abandon the nomination at any time during this process if there is a prevailing view from the community that it no longer wishes to proceed.

4. Approval of the Guidelines

- 4.1 Once the draft Guidelines have been prepared, Administration will request that Council initiate formal consultation in accordance with the City's community consultation policy.
- 4.2 Following advertising, Council will be asked to approve, refuse or approve with modifications the Guidelines to be included as an appendix to this policy based on the submissions received.

5. Amendments to the Guidelines

- 5.1 The City may consider amending the Character Retention Area Guidelines where it can be demonstrated that owners of at least 40% of the affected properties support the amendment(s).
- 5.2 Council must initiate formal consultation to advertise any amendment(s) in accordance with the City's community consultation policy.
- 5.3 Following advertising, Council will be asked to determine the amendment(s) on the basis of the submissions received.

6. Rescission of a Character Retention Area

- 6.1 The City will only consider initiating the removal of a Character Retention Area where it can be demonstrated that owners of at least 60% of the affected properties support their removal.
- 6.2 If supported, Council must initiate formal consultation to amend the policy to remove the Character Retention Area in accordance with the City's community consultation policy.
- 6.3 Following advertising, Council will be asked to determine the amendment on the basis of the submissions received.

7. Heritage Areas

- 7.1 The City may consider designating a Heritage Area in accordance with Part 3 of Schedule 2 of the *Planning and Development (Local Planning Schemes) Regulations 2015* in the following instances:
-

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- 7.1.1 Where a nomination has been received for a Character Retention Area in accordance with (1) of this policy and the City is satisfied the area is suitably qualified to be designated as a Heritage Area following a Heritage Assessment;
- 7.1.2 Where the City has undertaken a Heritage Assessment of any area and is satisfied it is suitably qualified to be designated as a Heritage Area following a Heritage Assessment.
- 7.2 If an area qualifies as a Heritage Area, the City will consult with affected landowners on the designation prior to making a recommendation to Council on whether to proceed in accordance with Part 3 of Schedule 2 of the *Planning and Development (Local Planning Schemes) Regulations 2015*.

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APPENDIX 1: ST ALBANS AVENUE GUIDELINES

Table 1: Properties included in St Albans Avenue Character Retention Area

	Character Retention Areas Name	Street Number of Contributing Buildings	Street Number of Non-Contributing Buildings
1.	St Albans	6, 8, 10, 12, 14, 16, 18 7, 11, 15	9, 11A, 17

St Albans Avenue is located in the suburb of Highgate, to the west of Beaufort Street. Many of the residences located within the area were part of the 1890 Chatsworth Estate development, which was a residential development resulting from the Gold Boom. Buildings constructed during this time contribute to the highly intact and visually cohesive area.

KEY CHARACTERISTICS

- The area is a highly intact example of late nineteenth to early twentieth century residential development comprising fine examples of modest, single storey dwellings constructed in the Federation period of architecture;
- The overall form, style, height, setback and selection of materials of the character dwellings contribute to the uniformity of the streetscape, providing a coherent character with a high level of retained original detail including street facing verandahs and decorative gables;
- Generally consistent lot widths (where semi-detached residences are considered as one);
- A low number of carports or garages to street fronts; and
- Generally consistent setback of dwellings from the street.

DESIRED DEVELOPMENT OUTCOMES

- Retention and conservation of the Federation style dwellings;
- Retention of the visual dominance of late nineteenth to early twentieth century residential development within the Area.

1. DEVELOPMENT GUIDELINES FOR CONTRIBUTING BUILDINGS

Design Objectives	
1.1	Demolition
1.1.1	Applications for the full demolition of the façade of dwellings will not be supported.
1.1.2	The removal of original character features from a contributing dwelling which, are visible from the street will not be supported. Where original character features have been removed from dwellings, they should be reinstated where possible.
1.2	Building Setbacks

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Design Objectives	
1.2.1	Additions to the building, will only be supported where they are located behind the building.
1.2.2	Additions to the side of the original dwelling maybe supported where the applicant can demonstrate to the satisfaction of the Council that there are no adverse impacts on the original building façade and the character of the streetscape.
1.2.3	Side setbacks variations may be supported where they are in line with the existing dwelling and is in keeping with the rhythm of the existing streetscape.
1.3 Building Walls	
1.3.1	Variations to the building wall height may be supported if the proposed height is a continuation of the existing dwelling, and is in keeping with the rhythm of the existing streetscape.
1.4 Building Height	
1.4.1	Where an addition proposes an additional storey, it must not exceed 1 storey above the number of storeys of the original dwelling.
1.4.2	Any additional storey must be setback sufficiently to be in keeping with the rhythm of the streetscape.
1.5 Car Parking, Garages and Car Ports	
1.5.1	Carports or garages are not to be located within the front setback area. Hardstand car parking bays may be supported where it can be demonstrated that there are no visual impacts on the streetscape.
1.5.2	Car ports and garages may be supported where they are located to the side or rear of a dwelling and are set back a minimum of 500mm behind the main building line. The structure must be open or a minimum of 50% visually permeable.
1.6 Street Walls and Fences	
1.6.1	Traditional fencing types as illustrated in Figure 1 (Appendix 1) are encouraged. Minor variations to the examples indicated in Figure 1 may be supported.
1.6.2	The maximum height of new fences facing the street is to be 1200mm above the adjacent footpath level.

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Design Objectives	
1.6.3	The maximum height of any solid portion of a new fence is to be 750mm above the adjacent footpath level. The remaining portion (up to 1200mm total height) is to be a minimum of 50% visually permeable.
1.7	External Features and Decorative Treatments
1.7.1	Original and intact unpainted surfaces are not permitted to be rendered or painted.
1.7.2	Removal of paint/render from originally unpainted/non-rendered masonry is supported.
1.7.3	Loft additions may be supported where the development is contained wholly within the roof space and where no visible change to the dwellings appearance from the street is made.
1.8	Roof Works
1.8.1	New roofing additions must be sympathetic to the existing roof form.

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2. DEVELOPMENT GUIDELINES FOR NON-CONTRIBUTING BUILDINGS

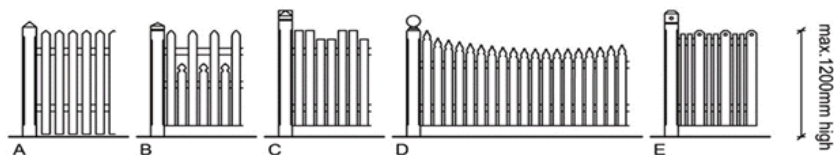
Design Objectives	
2.1	Demolition
2.1.1	Applications for full demolition of dwellings may be supported.
2.2	Building Setbacks
2.2.1	Setback variations may be supported where they are in line with existing dwellings on the street and is in keeping with the rhythm of the existing streetscape.
2.3	Appearance of Additions & New Dwellings
2.3.1	New dwellings must address the street and be consistent with the bulk and scale of adjacent dwellings.
2.4	Building Height
2.4.1	The height of any new development shall not exceed 2 storeys.
2.5	Street Walls and Fences
2.5.1	The maximum height of new fences facing the street is to be 1200mm above the adjacent footpath level.
2.5.2	The maximum height of any solid portion of a new fence is to be 750mm above the adjacent footpath level. The remaining portion (up to 1200mm total height) is to be a minimum of 50% visually permeable.
2.5.3	The use of contemporary style fences that complement the existing streetscape will be supported.

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3. APPROPRIATE FENCING TYPES FOR CHARACTER RETENTION AREAS

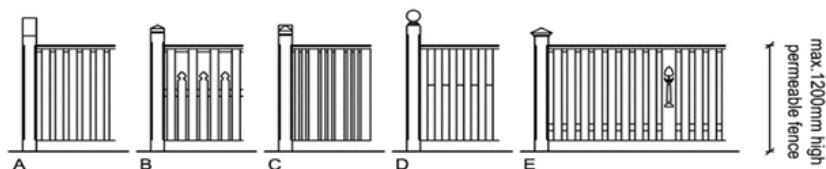
Open Picket Fencing Examples

- A Simple pointed picket
- B Alternating picket shape and height
- C Castellated
- D Shaped tops
- E Alternating picket width (particular example more typical of California Bungalow)



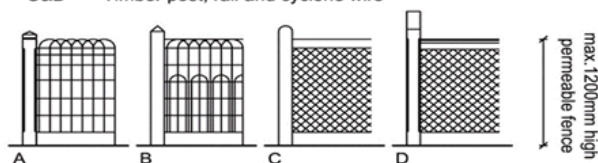
Closed Picket Fencing Examples

- A Simple
- B Alternating picket shape and height
- C Alternating picket width
- D Closed picket lower, open picket upper.
- E Wider picket with decorative cut out (particular example more typical of California Bungalow)

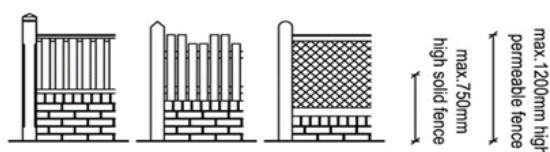


Wire Fencing Examples

- A&B Woven wire with timber posts and rails
- C&D Timber post, rail and cyclone wire



Masonry and Timber Fencing Examples



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APPENDIX 2: HARLEY STREET HERITAGE AREA GUIDELINES

These guidelines are to be read in conjunction with the City's Policy 7.5.15 – Character Retention Areas and Heritage Areas.

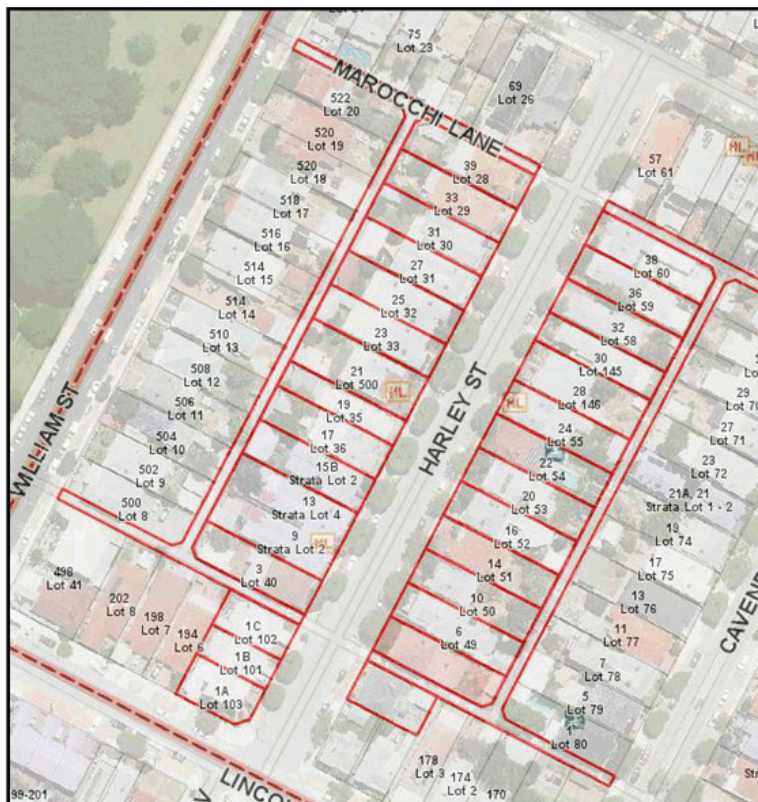


Figure 1: Harley Street Heritage Area

1. PURPOSE

These guidelines have been adopted for the purpose of preserving and enhancing the established neighbourhood character and amenity of Harley Street, while allowing for new development that meets the changing needs of the community.

The guidelines:

1. Provide a comprehensive basis for the control of all development within Harley Street including new development and additions/alterations to existing development;
2. Replace the deemed to comply requirements and/or provide additional deemed to comply requirements in relation to certain elements of the R-Codes.

2. STATEMENT OF HERITAGE SIGNIFICANCE

Harley Street has moderate aesthetic value through its dominant display of single storey residences constructed in the Federation style of architecture.

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Harley Street has moderate historic value as an almost complete example of a 19th century streetscape, with the residences that were predominantly built in the late 1890s - 1910s. It provides a good and rare historic record of the accommodation of people in this period.

Harley Street demonstrates a unified and cohesive physical form in the public realm. The overall form, style, height, setback and selection of materials of the historic dwellings contribute to the uniformity of the streetscapes, providing a coherent character with varied levels of intactness.

Harley Street contains a good representation of the wide variety of building design applied to the inner city residential areas during the Gold Rush period of 1891 to 1919. This includes substantial single residential dwellings with individual architectural detail, modest single residential dwellings, semi-detached and terraced dwellings. All these styles are represented in Harley Street, and although alterations have been undertaken to some of the dwellings, and some new replacement development has occurred in the 1980s, the streetscape is largely consistent with the styles of the Gold Boom period and construction applied during this time.

Overall, Harley Street is a highly intact example of late nineteenth to early twentieth century residential development comprising fine examples of modest single storey dwellings constructed in the Federation period of architecture.

3. RECORD OF PLACES OF HERITAGE SIGNIFICANCE

Property Address	Constructed (circa)	Architectural style ¹	Level of Significance
1A-1C Harley	c.1988	Post-war Conventional Suburban Style	No contribution
2 Harley	c.2017	Contemporary	No contribution
3 Harley	c.1898	Federation Bungalow	Moderate contribution
4 Harley	c.1914	Federation Bungalow	Moderate contribution
6 Harley	c.1900	Federation Queen Anne	Moderate contribution
7, 9, 11 & 13 Harley	c.1898	Federation Italianate	Moderate contribution
10 Harley	c.1905	Federation Queen Anne	Moderate contribution
14 Harley	c.2017	Contemporary	No contribution
15A & 15B Harley	c.1982	Reproduction of Federation Terrace	No contribution
16 Harley	c.1908	Federation Queen Anne	Moderate contribution
17 Harley	c.1900	Federation Bungalow	Moderate contribution
19 Harley	c.1900	Federation Bungalow	Moderate contribution
20 Harley	c.1898	Federation Bungalow	Moderate contribution

¹ The architectural style applied to dwellings below are based on those outlined in *Identifying Australian Architecture* by Apperly, Irving and Reynolds and the City of Vincent Housing Style Guide.

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Property Address	Constructed (circa)	Architectural style ¹	Level of Significance
21 Harley	c.1898	Federation Queen Anne	Moderate contribution
22 Harley	c.1899	Federation Bungalow	Moderate contribution
23 Harley	c.1910	Federation Queen Anne	Moderate contribution
24 Harley	c.1898	Federation Bungalow	Moderate contribution
25 Harley	c.1903	Federation Queen Anne	Moderate contribution
27 Harley	c.1905	Federation Bungalow	Moderate contribution
28 Harley	c.1898	Federation Queen Anne	Moderate contribution
30 Harley	c.1988	Post-war Conventional Suburban Style	No contribution
31 Harley	c.1908	Federation Bungalow	Moderate contribution
32 Harley	c.1900	Federation Bungalow	Moderate contribution
33 Harley	c.1920	Federation Bungalow with Inter War California Bungalow elements	Moderate contribution
36 Harley	c.1905	Federation Bungalow	Moderate contribution
38 Harley	c.1905	Federation Bungalow	Moderate contribution
39 Harley	c.1898	Federation Bungalow	Moderate contribution

4. HARLEY STREET LOCAL HOUSING OBJECTIVES

- Retention and conservation of the original Federation style dwellings;
- Protection and enhancement of existing streetscape character;
- Retention of the visual character of late nineteenth to early twentieth century residential development;
- Encourage a high standard of architectural and sustainable design solutions for additions to existing development and new development;
- Additions to existing development and new development is appropriately set back so as to maintain the visual prominence of the single storey streetscape when viewed from Harley Street;
- New development is to respond appropriately to the surrounding street context through:
 - consistent scale and bulk in relation to the original street pattern, maintaining front and side setback patterns;
 - built form that incorporates consistent physical built form elements without the requirement to mimic the style of the original character dwellings;
- The reinstatement and reconstruction of missing design elements to original building facades such as a timber verandahs, decorative timber gables and the removal of render from original brickwork; and site features such as landscaping and front fences;

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- Maintain the absence of and promote the removal of visually intrusive car storage structures and spaces and vehicular crossovers to the primary streetscape; and
- Maintain an open atmosphere of street frontage by ensuring front boundary fences are low and/or visually permeable.

5. DEVELOPMENT GUIDELINES FOR ALL DEVELOPMENT

Local Housing Objectives			Deemed to Comply		
Pursuant to clause 7.3.1 (b) of the R-Codes, the following Local Housing Objectives augment or add to the listed sections of the R-Codes. For all development that is not subject to the R-Codes, the following apply as Design Principles.			Pursuant to clause 7.3.1 (a) of the R-Codes, the following provisions replace the Deemed to Comply requirements in the listed sections of the R-Codes. For all development that is not subject to the R-Codes, the following apply as Deemed-to-Comply provisions.		
Street Setbacks					
Augment 5.1.2 P2.1	Augment 6.1.3 P3	Dwellings should not detract from the streetscape by being set back too close or too far from the front boundary when compared with adjacent properties and the predominant streetscape character.	Replace 5.1.2 C2.1	Replace 6.1.3 C3.1	Ground floor street setbacks to be an average of the two directly adjoining properties on either side of the proposed development. First floor development shall not be located within 10 meters of the primary street boundary; or First floor development shall not be visible from Harley Street when measured in accordance with 'Figure 2 – Line of Sight'.
New 5.1.2 P2.3	New 6.1.3 P3.1	First floor development is to be adequately setback to maintain the predominant single storey appearance of the streetscape.			
Lot Boundary Setbacks					
Augment 5.1.3 P3.1	Augment 6.1.4 P4.1	Reduce impacts of building bulk on adjoining properties by maintaining a setback similar to any adjoining properties or the predominant development context while also complying with relevant overshadowing and visual privacy requirements.			
Building Height					

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Local Housing Objectives			Deemed to Comply										
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Augment 5.1.6 P6	Augment 6.1.2 P2	<p>Building height that creates no adverse impact on the amenity of adjoining properties or the streetscape by maintaining similar features of adjoining properties or the streetscape in terms of scale and proportions.</p> <p>The plate height of new dwellings, particularly the portions in view from the street, should approximate the street's typical wall plate height to avoid an under scaled squat appearance.</p> <p><i>Note: The plate heights on Harley Street are typically around 40 courses, usually starting above limestone footings equal to the internal floor level.</i></p>	Replace 5.1.6 C6	Replace 6.1.2 C2	<p>The maximum height of a dwelling is to be 2 storeys and comply with the following measurements:</p> <table><tr><td>Element</td><td>Max allowable Heights for Two Storey Dwellings</td></tr><tr><td>Top of external wall (roof above)</td><td>7 metres</td></tr><tr><td>Top of external wall (concealed roof)</td><td>8 meters</td></tr><tr><td>Top of pitched roof</td><td>10 metres</td></tr></table>	Element	Max allowable Heights for Two Storey Dwellings	Top of external wall (roof above)	7 metres	Top of external wall (concealed roof)	8 meters	Top of pitched roof	10 metres
			Element	Max allowable Heights for Two Storey Dwellings									
Top of external wall (roof above)	7 metres												
Top of external wall (concealed roof)	8 meters												
Top of pitched roof	10 metres												
New 5.1.6 C6.1	New 6.1.2 C2.1	<p>Loft additions will be contained wholly within the roof space and where no visible change is made to the dwelling's appearance from the street.</p> <p>The addition of front facing dormer windows and gables to lofts will cause lofts to be assessed as a storey for the purpose of this policy.</p>											
Vehicular Access													
Augment 5.3.5 P5.1	Augment 6.3.5 P5	No crossovers to Harley Street unless the property has no other vehicular access opportunities.											
Setback of Garages and Carports													
Augment 5.2.1	Augment 6.3.4	Maintain the absence of visually intrusive car storage facilities within the streetscape.	Replace 5.2.1 C1.1, C1.2 and C1.5		Carports, garages or hardstand car bays are to be located at the rear of the property where ROW access is available.								
Street Surveillance													

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Augment 5.2.3 P3	Augment 6.2.1 P1.1	Buildings to be designed to encourage active use and actual surveillance of the front yard by including verandahs, porches or Outdoor Living Areas and by including habitable rooms at the front of the dwelling.	Replace 5.2.3 C3.1	Replace 6.2.1 C1.1	Ensure a front verandah is incorporated into the façade of new dwellings (at a minimum of 50% of the width of the front facade) with a useable minimum depth of 1.8 metres.
			Replace 5.2.3 C3.2	Replace 6.2.1 C1.2	Incorporate habitable rooms to the front of the development with generous openings to provide street engagement and passive surveillance to the street.
Street Walls and Fences					
Augment 5.2.4 P4	Augment 6.2.2 P2	Ensure front boundary fences enhance the streetscape by being designed in the predominant style of the street and are low enough to retain views to dwellings and front gardens.	Replace 5.2.4 C4	Replace 6.2.2 C2	a) The maximum height of new fences facing the street is to be 1.2 metres above the adjacent footpath level; b) The maximum height of any solid portion of a new fence is to be 500mm above the adjacent footpath level. The remaining portion is to be a minimum of 40% visually permeable; c) The maximum height of fence piers with decorative capping to be 1.8 metres above the adjacent footpath level; and d) Maximum width of piers to be 470mm; or e) The maximum height of new fences facing the street is to be 1.8 metres above the adjacent footpath level; f) The maximum height of any solid portion of a new fence is to be 750mm above the adjacent footpath level. The remaining portion is to be a minimum of 80% visually permeable; and g) The maximum height of fence piers with decorative capping to be 2.0 metres above the adjacent footpath level; or

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Local Housing Objectives <i>Pursuant to clause 7.3.1 (b) of the R-Codes, the following Local Housing Objectives augment or add to the listed sections of the R-Codes. For all development that is not subject to the R-Codes, the following apply as Design Principles.</i>			Deemed to Comply <i>Pursuant to clause 7.3.1 (a) of the R-Codes, the following provisions replace the Deemed to Comply requirements in the listed sections of the R-Codes. For all development that is not subject to the R-Codes, the following apply as Deemed-to-Comply provisions.</i>		
					h) Fencing types as illustrated in the diagrams below are permitted. Variations to the examples indicated below may be supported where it can be demonstrated that they are compatible with the existing fence styles in the street.
General Building Design					
New 5.4.6 P6.1	New 6.2.4 P4.3	The roof of a building is to be designed so that it is similar to the existing streetscape character.	New 5.4.6 C6.1	Pursuant to 6.2.4 C4	Roof pitch of ground and upper storeys of between 30 and 40 degrees, with 35 to 45 degree pitches to gables where it can be viewed from the street.
New 5.4.6 P6.2	New 6.2.4 P4.4	New buildings must respond to the prevailing surrounding character and ensure unsympathetic contrasts in scale, mass and materials are avoided.	New 5.4.6 C6.2	Pursuant to 6.2.4 C4	New dwellings' floor levels match, or mediate between, properties on both sides of the proposed dwelling. <i>Floor levels of the original dwellings in Harley Street are raised approximately 300 - 500mm above footpath level, which assists to define the verandah area and provide additional privacy as views into front rooms are obscured.</i>
New 5.4.6 P6.3	New 6.2.4 P4.5	Each street facing window should have a style that suits the predominant character of the street and the architectural style of the proposed dwelling.	New 5.4.6 C6.3	Pursuant to 6.2.4 C4	Street facing windows have a height of at least 1.6 times their width.
New 5.4.6 P6.4	New 6.2.4 P4.6	Additions visible from the street should be compatible with and respectful of the existing dwelling and the predominant character of the existing dwellings within the street.	New 5.4.6 C6.4	Pursuant to 6.2.4 C4	Additions to existing buildings will only be supported where they are located behind the original facade and set back so that the existing front building and roof form remains the dominant feature to the street.
Demolition					
Applications for development approval should maintain the front façade of a contributing dwelling.			Applications for development approval that retain the original dwelling are considered acceptable.		

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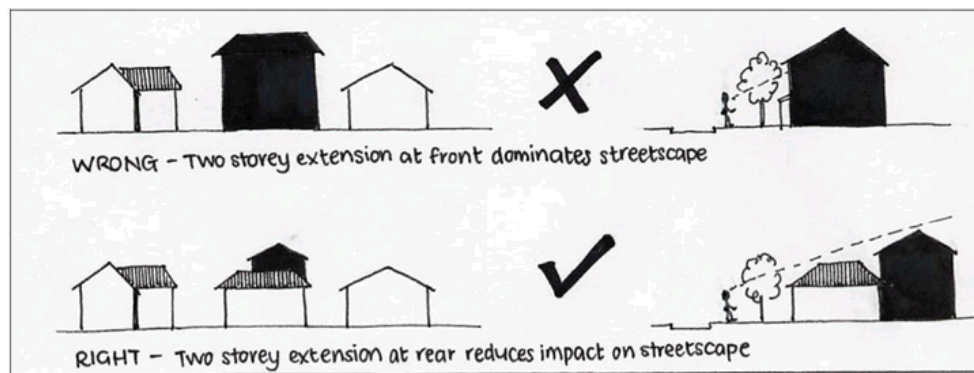
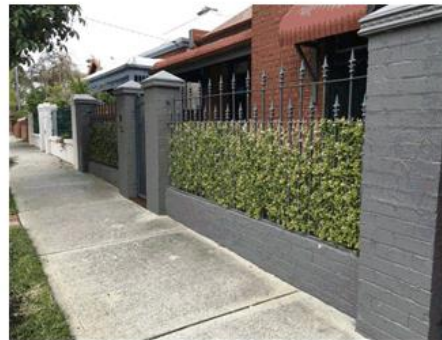


Figure 2 – Line of Sight

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6. RECOMMENDED FENCING STYLES FOR HARLEY STREET



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APPENDIX 3: CARR STREET GUIDELINES

These guidelines are to be read in conjunction with the City's Policy 7.5.15 – Character Retention Areas and Heritage Areas.



Figure 1 – Carr Street Character Retention Area

1. PURPOSE

These guidelines have been adopted for the purpose of preserving and enhancing the established neighbourhood character and amenity of Carr Street, while allowing for new development that meets the changing needs of the community.

The guidelines:

1. Provide a basis for the control of all development within Carr Street including new dwellings and additions/alterations to existing buildings;
2. Replace the deemed to comply requirements and/or provide additional deemed to comply requirements in relation to certain elements of the R-Codes.

2. CARR STREET LOCAL HOUSING OBJECTIVES

- Retention and conservation the original Federation and Interwar Bungalow style dwellings;
- Protection and enhancement of existing streetscape character;
- Retention of the visual character of late nineteenth to early twentieth century residential development;
- Encourage a high standard of architectural and sustainable design solutions for additions to existing buildings and the development of new buildings;
- Additions to existing buildings and new dwellings are appropriately setback so as to maintain the visual prominence of the single storey streetscape when viewed from Carr Street;

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- New development is to respond appropriately to the surrounding street context through:
 - consistent scale and bulk in relation to the original street pattern, maintaining front and side setback patterns;
 - built form that incorporates consistent physical built form elements without the requirement to mimic the style of the original character dwellings;
- The reinstatement and reconstruction of missing design elements to original building facades such a timber verandah, decorative timber gables and the removal of paint and render from original brickwork;
- Maintain the absence of visually intrusive car storage structures and spaces and vehicular crossovers to the primary streetscape; and
- Maintain an open street frontage by ensuring front boundary fences are low and/or visually permeable.

3. DEVELOPMENT GUIDELINES FOR ALL BUILDINGS

Local Housing Objectives			Deemed to Comply		
Pursuant to clause 7.3.1 (b) of the R-Codes, the following Local Housing Objectives augment or add to the listed sections of the R-Codes. For all development that is not subject to the R-Codes, the following apply as Design Principles.			Pursuant to clause 7.3.1 (a) of the R-Codes, the following provisions replace the Deemed to Comply requirements in the listed sections of the R-Codes. For all development that is not subject to the R-Codes, the following apply as Deemed-to-Comply provisions.		
Street Setbacks					
Augment 5.1.2 P2.1	Augment 6.1.3 P3	Dwellings should not detract from the streetscape by being set back too close or too far from the front boundary when compared with adjacent properties or the predominant streetscape character.	Replace 5.1.2 C2.1	Replace 6.1.3 C3.1	Ground floor street setbacks to be an average of the two directly adjoining properties on either side of the proposed development. First floor development shall not be located within 4 meters of the ground floor primary street setback; or First floor development shall not be visible from Carr Street when measured in accordance with 'Figure 2 – Line of Sight'.
New 5.1.2 P2.3	New 6.1.3 P3.1	First floor development is to be adequately setback to maintain the predominant single storey appearance of the streetscape.			
Lot Boundary Setbacks					
Augment 5.1.3 P3.1	Augment 6.1.4 P4.1	Reduce impacts of building bulk on adjoining properties by maintaining a setback similar to any adjoining properties or the predominant development context while also complying with relevant overshadowing and visual privacy requirements.			
Building Height					

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Local Housing Objectives			Deemed to Comply										
Pursuant to clause 7.3.1 (b) of the R-Codes, the following Local Housing Objectives augment or add to the listed sections of the R-Codes. For all development that is not subject to the R-Codes, the following apply as Design Principles.			Pursuant to clause 7.3.1 (a) of the R-Codes, the following provisions replace the Deemed to Comply requirements in the listed sections of the R-Codes. For all development that is not subject to the R-Codes, the following apply as Deemed-to-Comply provisions.										
Augment 5.1.6 P6	Augment 6.1.2 P2	Building height that creates no adverse impact on the amenity of adjoining properties or the streetscape by maintaining similar features of adjoining properties or the streetscape in terms of scale and proportions. The plate height of new dwellings, particularly the portions in view from the street, should approximate the street's typical wall plate height to avoid an under scaled squat appearance.	Replace 5.1.6 C6	Replace 6.1.2 C2	<div>Minimum building height fronting primary street: 3m</div> <div>Maximum building height:</div> <table><tr><td>Element</td><td>Max allowable Heights for Two Storey Dwellings</td></tr><tr><td>Top of external wall (roof above)</td><td>7 metres</td></tr><tr><td>Top of external wall (concealed roof)</td><td>8 metres</td></tr><tr><td>Top of pitched roof</td><td>10 metres</td></tr></table>	Element	Max allowable Heights for Two Storey Dwellings	Top of external wall (roof above)	7 metres	Top of external wall (concealed roof)	8 metres	Top of pitched roof	10 metres
Element	Max allowable Heights for Two Storey Dwellings												
Top of external wall (roof above)	7 metres												
Top of external wall (concealed roof)	8 metres												
Top of pitched roof	10 metres												
New 5.1.6 P6.1		Windows and gables are consistent with the existing dwellings in the street.	New 5.1.6 C6.1	New 6.1.2 C2.1	Loft additions where the development is contained wholly within the roof space and where there is no visible change to the dwellings appearance from the street.								
Setback of Garages and Carports													
Augment 5.2.1 P5.1	Augment 6.3.4	Maintaining an absence of car parking facilities within the streetscape.	Replace 5.2.1 C1.1, C1.2 and C1.5		<div>Carports, garages or hardstand car bays are to be located at the rear of the property where ROW access is available.</div> <div>Carports setback 500mm behind the front setback line where access is from the Primary Street.</div>								
Street Surveillance													
Augment 5.2.3 P3	Augment 6.2.1 P1.1	Buildings to be designed to encourage active use and actual surveillance of the front yard by including verandahs, porches or Outdoor Living Areas and by including habitable rooms at the front of the dwelling.	Replace 5.2.3 C3.1	Replace 6.2.1 C1.1	A front verandah is incorporated into the façade of new dwellings (at a minimum 50% of the width of the front façade) with a useable minimum depth of 1.8 metres.								
Street Walls and Fences													

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Local Housing Objectives <i>Pursuant to clause 7.3.1 (b) of the R-Codes, the following Local Housing Objectives augment or add to the listed sections of the R-Codes. For all development that is not subject to the R-Codes, the following apply as Design Principles.</i>			Deemed to Comply <i>Pursuant to clause 7.3.1 (a) of the R-Codes, the following provisions replace the Deemed to Comply requirements in the listed sections of the R-Codes. For all development that is not subject to the R-Codes, the following apply as Deemed-to-Comply provisions.</i>		
Augment 5.2.4 P4	Augment 6.2.2 P2	Ensure front boundary fences enhance the streetscape by being designed in the predominant style of the street and are low enough to retain views to dwellings and front gardens.	Replace 5.2.4 C4	Replace 6.2.2 C2	a) The maximum height of new fences facing the street is to be 1.8 metres above natural ground level; b) The maximum height of any solid portion of a new fence is to be 750mm above natural ground level. The remaining portion is to be a minimum of 80% visually permeable; and c) The maximum height of fence piers with decorative capping to be 2.0 metres above natural ground level.
General Building Design					
New 5.4.6 P6.1	New 6.2.4 P4.3	The roof of a building is to be designed so that it is similar to the existing streetscape character.	New 5.4.6 C6.1	Pursuant to 6.2.4 C4	Roof pitch of ground and upper storeys of between 30 and 40 degrees, with 35 - 45 degree pitches to gables where it can be viewed from the street.
New 5.4.6 P6.2	New 6.2.4 P4.4	New buildings must respond to the prevailing surrounding character and ensure unsympathetic contrasts in scale mass and materials are avoided.	New 5.4.6 C6.2	Pursuant to 6.2.4 C4	New dwellings' floor levels match, or mediate between, properties on both sides of the proposed dwelling. <i>Note: Floor levels of the original dwellings in Carr Street are raised approximately 300 - 500mm above footpath level, which assists to define the verandah area and provide additional privacy as views into front rooms are obscured.</i>
New 5.4.6 P6.3	New 6.2.4 P4.5	Each street facing window should have a style that suits the predominant character of the street and the architectural style of the proposed dwelling.	New 5.4.6 C6.3	Pursuant to 6.2.4 C4	Street facing windows have a height of at least 1.6 times their width.
New 5.4.6 P6.4	New 6.2.4 P4.6	Additions visible from the street should be compatible with and respectful of the existing dwelling and the predominant character of the original dwellings within the street.	New 5.4.6 C6.4	Pursuant to 6.2.4 C4	Additions to existing buildings will only be supported where they are located behind the original façade and set back so that the original building and roof form remains the dominant feature to the street.

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Local Housing Objectives	Deemed to Comply
<i>Pursuant to clause 7.3.1 (b) of the R-Codes, the following Local Housing Objectives augment or add to the listed sections of the R-Codes. For all development that is not subject to the R-Codes, the following apply as Design Principles.</i>	<i>Pursuant to clause 7.3.1 (a) of the R-Codes, the following provisions replace the Deemed to Comply requirements in the listed sections of the R-Codes. For all development that is not subject to the R-Codes, the following apply as Deemed-to-Comply provisions.</i>
Demolition	
Application for development approval should maintain the front façade of the original dwelling.	Applications for development approval retain the original dwelling. ²

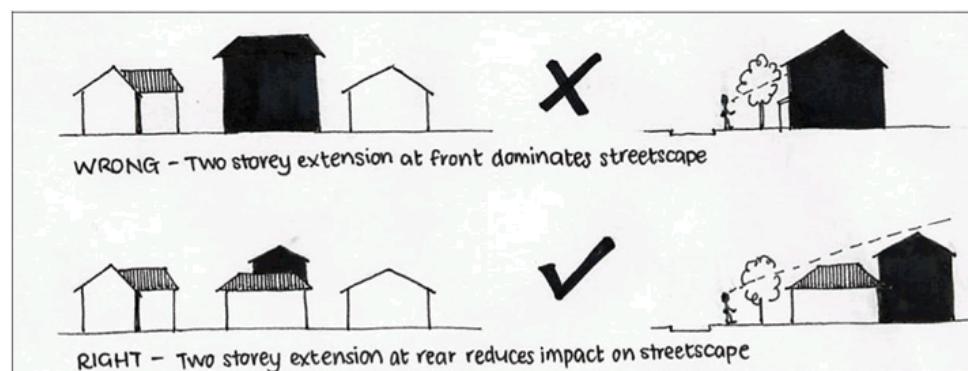


Figure 2 – Line of sight

² Schedule 2, Part 7, Clause 61(1)(e) in the *Planning and Development (Local Planning Schemes) Regulations 2015* does not require a development application for the demolition of a single house, ancillary dwelling, outbuilding, external fixture, boundary wall or fence, patio, pergola, veranda, garage, carport or swimming pool where the structure is not affected by heritage legislation. C7.4 has been included as the requirement in the Regulations may be removed and the provision could then be implemented.

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APPENDIX 4: JANET STREET HERITAGE AREA GUIDELINES

These guidelines are to be read in conjunction with the City's Policy 7.5.15 – Character Retention Areas and Heritage Areas.



Figure 1 – Janet Street Heritage Area

1. PURPOSE

These guidelines have been adopted for the purpose of preserving and enhancing the established neighbourhood character and amenity of Janet Street, while allowing for new development that meets the changing needs of the community.

The guidelines:

1. Provide a basis for the control of all development within the Janet Street Heritage Area including new buildings and additions/alterations to existing buildings;
2. Replace the deemed to comply requirements and/or provide additional deemed to comply requirements in relation to certain elements of the R-Codes.

2. STATEMENT OF HERITAGE SIGNIFICANCE

Janet Street has moderate aesthetic value through its dominant display of single storey residences constructed in the Federation and Interwar style of architecture.

Janet Street has moderate historic value as an almost intact and cohesive example of a 20th century streetscape, with the residences that were predominantly built in the 1920's. It provides a good and rare historic record of the accommodation of people in this period.

Janet Street demonstrates a cohesive physical form in the public realm. The overall form, style, height, setback and selection of materials of the historic dwellings contribute

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to the uniformity of the streetscapes, providing a coherent character with varied levels of intactness.

3. RECORD OF PLACES OF HERITAGE SIGNIFICANCE

Property Address	Constructed (circa)	Architectural style ³	Level of Significance
1 Janet St	c1922	Interwar bungalow	Moderate Contribution
2 Janet St	c1924	Federation bungalow	Moderate Contribution
3 Janet St	c1922	Interwar bungalow	Moderate Contribution
4 Janet St	c1923	Federation bungalow	Moderate Contribution
5 Janet St	c1922	Interwar bungalow	Moderate Contribution
6 Janet St	c1923	Federation bungalow	Moderate Contribution
7 Janet St	c1922	Interwar bungalow	Moderate Contribution
8 Janet St	c1923	Interwar bungalow	Moderate Contribution
9 Janet St	c1921	Interwar bungalow	Moderate Contribution
10 Janet St	c1923	Federation bungalow	Moderate Contribution
11 Janet St	c1921	Interwar bungalow	Moderate Contribution
12 Janet St	c2009	Contemporary dwelling	No contribution
13 Janet St	c1921	Interwar bungalow	Moderate Contribution
14 Janet St	c1923	Federation bungalow	Moderate Contribution
15 Janet St	C1923	Interwar bungalow	Moderate Contribution

4. JANET STREET LOCAL HOUSING OBJECTIVES

- Retention and conservation of the original Federation style dwellings;
- Protection and enhancement of the existing streetscape character;
- Retention of the visual character of late nineteenth to early twentieth century residential development;
- Encouragement of a high standard of architectural and sustainable design solutions for additions to existing buildings and the development of new buildings;
- Ensuring additions to existing buildings and new dwellings are appropriately setback so as to maintain the visual prominence of the single storey streetscape when viewed from Janet Street;
- New development is appropriate in scale and bulk in relation to the original street pattern, maintaining front and side setback patterns;
- The reinstatement and reconstruction of missing design elements to original building facades such as a timber verandah, decorative timber gables and the removal of render from original brickwork; and site features such as landscaping and front fences;
- Maintain the absence of and promote the removal of visually intrusive car storage structures and spaces, and vehicular crossovers to the primary streetscape; and
- Maintain an open atmosphere of street frontage by ensuring front boundary fences are low and/or visually permeable.

³ The architectural style applied to dwellings below are based on those outlined in *Identifying Australian Architecture* by Apperly, Irving and Reynolds and the City of Vincent Housing Style Guide.

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5. DEVELOPMENT GUIDELINES FOR ALL BUILDINGS

Local Housing Objectives			Deemed to Comply		
Pursuant to clause 7.3.1 (b) of the R-Codes, the following Local Housing Objectives augment or add to the listed sections of the R-Codes. For all development that is not subject to the R-Codes, the following apply as Design Principles.			Pursuant to clause 7.3.1 (a) of the R-Codes, the following provisions replace the Deemed to Comply requirements in the listed sections of the R-Codes. For all development that is not subject to the R-Codes, the following apply as Deemed-to-Comply provisions.		
Street Setbacks					
Augment 5.1.2 P2.1	Augment 6.1.3 P3	Dwellings should not detract from the streetscape by being set back too close or too far from the front boundary when compared with adjacent properties or the predominant streetscape character.	Replace 5.1.2 C2.1	Replace 6.1.3 C3.1	Ground floor street setbacks to be an average of the two directly adjoining properties on either side of the proposed development. First floor development shall not be located within 4 meters of the ground floor primary street setback; or First floor development shall not be visible from Janet Street when measured in accordance with 'Figure 2 – Line of Sight'.
New 5.1.2 P2.3	New 6.1.3 P3.1	First floor development is to be adequately setback to maintain the predominant single storey appearance of the streetscape.			
Lot Boundary Setbacks					
Augment 5.1.3 P3.1	Augment 6.1.4 P4.1	Reduce impacts of building bulk on adjoining properties by maintaining a setback similar to any adjoining properties or the predominant development context while also complying with relevant overshadowing and visual privacy requirements.			
Building Height					

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Local Housing Objectives			Deemed to Comply										
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Augment 5.1.6 P6.1	Augment 6.1.2 P2	Building height that creates no adverse impact on the amenity of adjoining properties or the streetscape by maintaining similar features of adjoining properties or the streetscape in terms of scale and proportions. The plate height of new dwellings, particularly the portions in view from the street, should approximate the street's typical wall plate height to avoid an under scaled squat appearance.	Replace 5.1.6 C6	Replace 6.1.2 C2	Minimum building height fronting primary street: 3m Maximum building height: <table><tr><td>Element</td><td>Max allowable Heights for Two Storey Dwellings</td></tr><tr><td>Top of external wall (roof above)</td><td>7 metres</td></tr><tr><td>Top of external wall (concealed roof)</td><td>8 metres</td></tr><tr><td>Top of pitched roof</td><td>10 metres</td></tr></table>	Element	Max allowable Heights for Two Storey Dwellings	Top of external wall (roof above)	7 metres	Top of external wall (concealed roof)	8 metres	Top of pitched roof	10 metres
Element	Max allowable Heights for Two Storey Dwellings												
Top of external wall (roof above)	7 metres												
Top of external wall (concealed roof)	8 metres												
Top of pitched roof	10 metres												
New 5.1.6 P6.1		Windows and gables are consistent with the existing dwellings in the street.	New C6.1	New 6.1.2 C2.1	Loft additions where the development is contained wholly within the roof space and where there is no visible change to the dwellings appearance from the street.								
Setback of Garages and Carports													
Augment 5.2.1 P5.1		Maintaining an absence of car parking facilities within the streetscape.	Replace 5.2.1 C1.1, C1.2 and C1.5		Carports, garages or hardstand car bays are to be located at the rear of the property where ROW access is available. Carports setback 500mm behind the front setback line where access is from the Primary Street.								
Street Surveillance													
Augment 5.2.3 P3	Augment 6.2.1 P1.1	Buildings to be designed to encourage active use and actual surveillance of the front yard by including verandahs, porches or Outdoor Living Areas and by including habitable rooms at the front of the dwelling.	Replace 5.2.3 C3.1	Replace 6.2.1 C1.1	A front verandah is incorporated into the façade of new dwellings (at a minimum 50% of the width of the front façade) with a useable minimum depth of 1.8 metres.								
Street Walls and Fences													
Augment 5.2.4 P4	Augment 6.2.2 P2	Ensure front boundary fences enhance the streetscape by being designed in the	Replace 5.2.4 C4	Replace 6.2.2 C2	a) The maximum height of new fences facing the street is to be 1.2 metres								

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Local Housing Objectives <i>Pursuant to clause 7.3.1 (b) of the R-Codes, the following Local Housing Objectives augment or add to the listed sections of the R-Codes. For all development that is not subject to the R-Codes, the following apply as Design Principles.</i>			Deemed to Comply <i>Pursuant to clause 7.3.1 (a) of the R-Codes, the following provisions replace the Deemed to Comply requirements in the listed sections of the R-Codes. For all development that is not subject to the R-Codes, the following apply as Deemed-to-Comply provisions.</i>		
		predominant style of the street and are low enough to retain views to dwellings and front gardens.			<p>above the adjacent footpath level;</p> <p>b) The maximum height of any solid portion of a new fence is to be 500mm above the adjacent footpath level. The remaining portion is to be a minimum of 40% visually permeable;</p> <p>c) The maximum height of fence piers with decorative capping to be 1.8 metres above the adjacent footpath level; and</p> <p>d) Maximum width of piers to be 470mm</p> <p>or</p> <p>e) The maximum height of new fences facing the street is to be 1.8 metres above the adjacent footpath level;</p> <p>f) The maximum height of any solid portion of a new fence is to be 750mm above the adjacent footpath level. The remaining portion is to be a minimum of 80% visually permeable; and</p> <p>g) The maximum height of fence piers with decorative capping to be 2.0 metres above the adjacent footpath level.</p>
General Building Design					
New 5.4.6 P6.1	New 6.2.4 P4.3	The roof of a building is to be designed so that it is similar to the existing streetscape character.	New 5.4.6 C6.1	Pursuant to 6.2.4 C4	Roof pitch between 30 and 40 degrees, with 35 - 45 degree pitches to gables where it can be viewed from the street.
New 5.4.6 P6.2	New 6.2.4 P4.4	New buildings must respond to the prevailing surrounding character and ensure unsympathetic contrasts in scale mass and materials are avoided.	New 5.4.6 C6.2	Pursuant to 6.2.4 C4	<p>New dwellings' floor levels match, or mediate between, properties on both sides of the proposed dwelling.</p> <p><i>Note: Floor levels of the original dwellings in Janet Street are raised approximately 300mm above footpath level, which assists to define the verandah area and provide additional privacy as views into front rooms are obscured.</i></p>

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Local Housing Objectives <i>Pursuant to clause 7.3.1 (b) of the R-Codes, the following Local Housing Objectives augment or add to the listed sections of the R-Codes. For all development that is not subject to the R-Codes, the following apply as Design Principles.</i>			Deemed to Comply <i>Pursuant to clause 7.3.1 (a) of the R-Codes, the following provisions replace the Deemed to Comply requirements in the listed sections of the R-Codes. For all development that is not subject to the R-Codes, the following apply as Deemed-to-Comply provisions.</i>		
New 5.4.6 P6.3	New 6.2.4 P4.5	Each street facing window should have a style that suits the predominant character of the street and the architectural style of the proposed dwelling.	New 5.4.6 C6.3	Pursuant to 6.2.4 C4	Street facing windows have a height of at least 1.6 times their width.
New 5.4.6 P6.4	New 6.2.4 P4.6	Additions visible from the street should be compatible with and respectful of the existing dwelling and the predominant character of the original dwellings within the street.	New 5.4.6 C6.4	Pursuant to 6.2.4 C4	Additions to existing buildings will only be supported where they are located behind the original façade and set back so that the original building and roof form remains the dominant feature to the street.
Demolition					
Applications for development approval should maintain the front façade of a contributing dwelling.			Applications for development approval that retain the original dwelling are considered acceptable.		

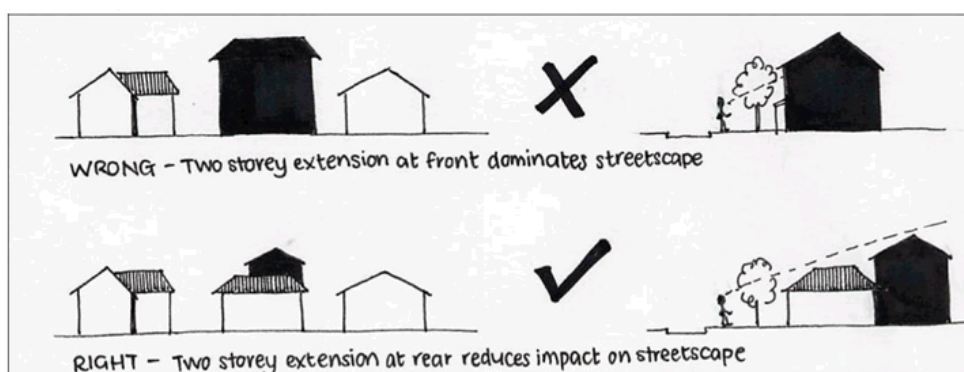


Figure 2 – Line of sight

Date Adopted: 22 September 2015
Date Amended: 12 December 2017
Date Reviewed: NA
Date of Next Review: September 2020






5.10 OUTCOMES OF ADVERTISING - TOWN CENTRE PLACE PLANS

TRIM Ref: D18/30060

Authors: David Doy, Place Manager
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Attachments:

1. Attachment 1 - Draft Volume 1: Vincent Town Centre Place Plans [↓](#) 
2. Attachment 2 - Draft Volume 2: North Perth Town Centre Place Plan [↓](#) 
3. Attachment 3 - Summary of Submissions: Draft Town Centre Place Plans [↓](#) 
4. Attachment 4 - Volume 1: Vincent Town Centre Place Plans [↓](#) 
5. Attachment 5 - Volume 2: North Perth Town Centre Place Plan [↓](#) 

RECOMMENDATION:

That Council:

1. **ADOPTS** Volume 1: Vincent Town Centre Place Plans and Volume 2: North Perth Town Centre Place Plan included as Attachment 4 and Attachment 5; and
2. **NOTES:**
 - 2.1 the submissions received in relation to the advertising of the draft Volume 1: Vincent Town Centre Place Plans and Volume 2: North Perth Town Centre Place Plan and **ENDORSES** Administration's responses to those submissions, included as Attachment 2; and
 - 2.2 that Administration will publish a notice of the approval of Volume 1: Vincent Town Centre Place Plans and Volume 2: North Perth Town Centre Place Plan, included as Attachment 4 and Attachment 5, on the City's website and social media platforms and will notify all town teams and those people who made submissions on the documents.

PURPOSE OF REPORT:

To consider the outcomes of community consultation and to adopt Volume 1: Vincent Town Centre Place Plans and Volume 2: North Perth Town Centre Place Plan.

BACKGROUND:

Council endorsed Volume 1 and Volume 2 of the Draft Town Centre Place Plan (TCPP) Volume Series for the purposes of advertising for public comment at its meeting on 14 November 2017 (Item 9.5). The documents were advertised between 16 December 2017 and 9 February 2018. A copy of the advertised draft documents is included as **Attachment 1** and **Attachment 2**.

DETAILS:

The City received seven submissions during the advertising period. A summary of all the submissions and Administration's responses are included as **Attachment 3**. The submissions have resulted in two amendments to the Draft TCPP Volume Series that are outlined below.

1.0 **Proposed Amendment 1: Volume 1 Vincent Town Centre Place Plans: Item 1.13 – Town Centre Planning Frameworks.**

The Draft TCPPs did not outline a need to develop place-based planning controls, such as Activity Centre Plans, for each of the City's five town centres or reference Item 6.7 of the City's Corporate Business Plan (CBP), which requires Administration to investigate an appropriate planning framework for each of the City's town centres. In response to the absence of information, the need to prepare

Activity Centre Plans for the City's town centres, with Leederville noted as a priority, was outlined in one of the submissions received during advertising.

As outlined in the submission, Administration agrees that there is a need for place-based controls for each of the town centres. However, the extent of the planning controls, the mechanism within which they are delivered and the order in which they might be prepared is yet to be determined.

In response to the submission, Administration recommends updating Volume 1 Vincent TCPPs to include a new Item 1.13: *Investigate a planning framework for each of the City's town centres*. This wording reflects the existing commitment relating to Item 6.7 of the CBP and ensures this CBP item is captured in the TCPP Volume Series.

The new item, explanatory wording and updates to the implementation framework are shown in Table 1 and Table 2 below.

Table 1: Amendment to Activity Section of Volume 1

1. ACTIVITY	
2. PLANNING FRAMEWORK	
3. ITEM 1.13 – TOWN CENTRE PLANNING FRAMEWORKS	
Diagnosis	Vincent's town centres are expected to grow over the coming years in line with population projections and in response to the state planning framework. The town centres are distinctive in their own ways and are places that local people identify with and deeply care about. They require careful management to ensure that future development contributes to their success while preserving and enhancing their uniquely different characters.
Analysis	<p>Draft Local Planning Strategy Action 1.4.2 – Economy and Employment states that the City should “<i>Appropriately zone and/or prepare structure plans for planned growth areas to facilitate a mix of compatible residential and commercial development opportunities.</i>”</p> <p>Further to this, four of Vincent's town centres are identified in State Planning Policy 4.2 – Activity Centres for Perth and Peel (SPP4.2). Leederville is identified as a Secondary Centre and requires the preparation of an Activity Centre Structure Plan, while North Perth (Fitzgerald Street), Mount Hawthorn and Mount Lawley are identified as District Centres and also require the preparation of an Activity Centre Structure Plan but only requiring WAPC approval if the amount of proposed floorspace exceeds 20,000m².</p> <p>Perth (William Street) is not listed in SPP4.2. However, a place specific planning framework will need to be investigated for this town centre if its growth and development is to be appropriately managed.</p>
Solution	Investigate a Planning Framework for each of the town centres

In line with the proposed inclusion of Table 1 above, it is recommended to update the implementation framework in Volume 1 Vincent TCPPs and Volume 2 NPTCPP as outlined in Table 2 below:

Table 2: Amendment to Implementation Framework of Volume 1 & Volume 2

KEY ACTION/PROJECT		RESPONSIBLE TEAM	SUPPORT TEAM	TOWN CENTRE WIDE	TIMING			
					18/19	19/20	20/21	21/22
KEY FOCUS AREA 1: ACTIVITY								
PLANNING FRAMEWORK								
1.13	Investigate a Planning Framework for each of the town centres	Development Services		✓		✓	✓	

The inclusion of Item 1.13 outlined in Table 1 and the updates to the implementation framework outlined in Table 2 are reflected in *Volume 1: Vincent Town Centre Place Plans* and *Volume 2: North Perth Town Centre Place Plan*, included as **Attachment 4** and **Attachment 5** respectively.

2.0 Proposed Amendment 2: Volume 2 North Perth Town Centre Place Plan: Item 1.3 Planning Framework

Item 1.3 in the Draft Volume 2 NPTCPP currently reads as follows:

Table 3: Current wording of Item 1.3 in Activity Section of Volume 2

4. ACTIVITY	
5. NIGHT TIME ECONOMY	
6. ITEM 1.3 – Planning Framework	
Solution	7. Improve the Planning Framework for the North Perth Town Centre to help facilitate the Night Time Economy

With the inclusion of Item 1.13 above, the reference to 'planning framework' could cause confusion. Therefore, it is proposed to amend Item 1.13 in line with Table 4 below:

Table 4: Amended wording of Item 1.3 in Activity Section of Volume 2

8. ACTIVITY	
9. NIGHT TIME ECONOMY	
10. ITEM 1.3 – North Perth's Night Time Economy	
Solution	11. Ensure updates to the planning and policy framework facilitate the development of North Perth's Night Time Economy

The recommended re-wording will make this action easier to implement and will ensure that any updates to the planning framework will be considered with a view to improving North Perth's night time economy. In line with this amendment, it is recommended to update the implementation framework in Volume 2 NPTCPP as outlined in Table 5 below:

Table 5: Amendment to Implementation Framework of Volume 2

Table 6: Amendment to Implementation Framework of Volume 2								
KEY ACTION/PROJECT		RESPONSIBLE TEAM	SUPPORT TEAM	TOWN CENTRE WIDE	TIMING			
					18/19	19/20	20/21	21/22
KEY FOCUS AREA 1: ACTIVITY								
12. NIGHT TIME ECONOMY								
1.3	Ensure updates to the planning and policy framework facilitate the development of North Perth's Night Time Economy	Development Services			✓	✓	✓	✓

The amendments outlined in Table 4 and Table 5 above, are reflected in *Volume 2: North Perth Town Centre Place Plan*, included as **Attachment 5**.

3.0 **Proposed Administrative Amendments**

A number of minor administrative modifications have been made to the TCPP Volume Series in addition to the proposed amendments outlined above. These include:

- Amending reference to 'Technical Services' directorate to 'Engineering';
- References to the OnWilliam Town Team amended to now reference the newly created Northbridge Common Town Team. OnWilliam has merged with Northbridge Common, and have adopted the name Northbridge Common;
- The map showing the location of Vincent's Town Centres on page 5 of Volume 1 TCPP has been amended. Perth Town Centre is now shown as Northbridge Town Centre. This is consistent with the outcomes of the OnWilliam/Northbridge Common community workshops held in 2017 and 2018 where the Town Centre was consistently referred to as the Northbridge Town Centre.

CONSULTATION/ADVERTISING:

The draft TCPPs were advertised between 16 December 2017 and 9 February 2018. During the advertising period a notice was published on the City's website, social media and in local newspapers and a letter was dropped to North Perth Town Centre businesses. The City's Town Teams were also contacted and invited to comment. The City received seven submissions, which are outlined in **Attachment 3**. The recommended modifications following the review of submissions are outlined in the Details section above.

LEGAL/POLICY:

The Integrated Planning and Reporting Framework outlined by the *Local Government (Administration) Regulations 1996* requires the City to adopt a Strategic Community Plan and a Corporate Business Plan (CBP) to be supported by the Annual Budget and a range of informing strategies. The draft TCPPs are an informing strategy to the City's CBP.

RISK MANAGEMENT IMPLICATIONS:

The TCPPs provides strategic direction to manage the City's ongoing investment in town centres and support for local Town Teams. The TCPPs will help improve project planning to avoid budgetary and timing issues.

STRATEGIC IMPLICATIONS:

The TCPPs will contribute to many of the 2017/18 Council Priorities including:

Thriving & Creative Town Centres

Our town centres are vibrant and thriving, each with their own unique character and identity. We want to make sure it stays that way by promoting high quality development outcomes and supporting our town centres and the creativity and culture they offer.

Supporting Liveable Neighbourhoods

We want to continue our focus on making our streets greener, safer, more attractive and inviting, and easier to get around Vincent for pedestrians and cyclists.

A Better Customer Experience

Our success depends on our community's satisfaction. We do not just want to provide customer service, we want to provide a great customer experience that is modern and matches our community's expectations.

More Inviting Green & Open Spaces

Our open spaces are precious to our community and important to protect, enhance and expand. We want to continue making our open spaces even better as well as finding creative ways to provide new spaces that respond to community needs.

Improving Community Connection & Inclusion

Our community is diverse, passionate and welcoming – it is part of what makes Vincent great. We want to help our community come together and stay connected, to support those in need and to make everyone feel welcome.

As noted in the Legal/ Policy section above, the Place Plans are an informing strategy to the City's CBP and any identified new future projects will be considered for inclusion into the CBP as part of the annual CBP review process.

Their relationship with the City's future Strategic Community Plan and Corporate Business Plan is illustrated in the diagram below.

SUSTAINABILITY IMPLICATIONS:

Actions within the Movement section of the TCPPs are consistent with the Sustainable Environment Strategy as outlined below:

TCPP Volume Series	Sustainable Environment Strategy
Item 2.2 – Advocate to State Transport Authorities for improvements to Transport Infrastructure including improved east-west connections	Action 1.10 – Advocate for improved public transport links within and to the City
Item 2.3 – Advocate for After-hours Transport Options	
Item 2.4 – Prepare a Transport Education Program	Action 1.11 – Promote public transport within and to the City, through community education and incentive initiatives

FINANCIAL/BUDGET IMPLICATIONS:

Implementation of key initiatives within the draft TCPPs will be supported through allocations within future capital and operating budgets.

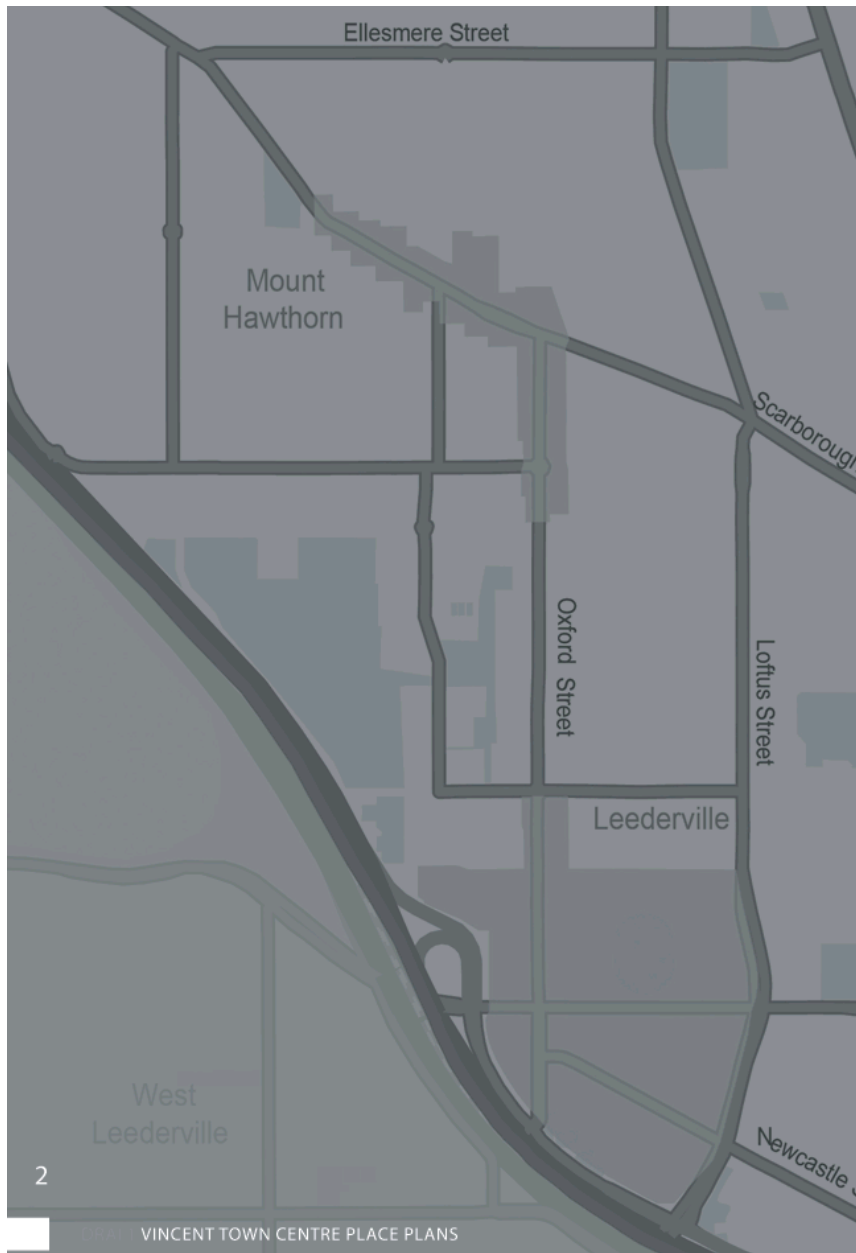
COMMENTS:

Preparation and adoption of the TCPP for each of the Town Centre's aligns with Council's adopted approach to Place Management. This approach to Place Management is evolving through the following three-phase process:

- Phase 1: Establish
- Phase 2: Plan
- Phase 3: Manage

Place Management is currently in the Planning Phase and will move into the Management Phase following the completion of the TCPPs. To assist and support Place Management moving into the Management Phase, it is recommended that Council adopt the Town Centre Place Plans contained as **Attachment 4** and **Attachment 5**, which include modifications recommended in response to the submissions received from the community.





TOWN CENTRE PLACE PLAN VOLUME SERIES

The City of Vincent Town Centre Place Plans Volume Series has been developed as a set of 'place based' strategic documents to guide the direction of funding and resources in the City's town centres. The documents guide the implementation of all major initiatives in the town centres.

The Town Centre Place Plans (Place Plans) are split into the following volumes:

VOLUME 01 sets out the strategic direction for **all** of the City's town centres and outlines the projects (including associated funding and resources) which are common to all town centres.

VOLUME 02 to 06 include the Place Plans specific to each town centre. Each volume relates to one of the City's five town centres and outlines the funding and resources the City has specifically committed to each individual town centre. Volumes 02 to 06 have been developed as comprehensive, standalone documents which build upon the detailed information relating to all of the town centres in Volume 01.

The Place Plans direct the City's service units to deliver a range of place-based initiatives and enable the City to effectively support and coordinate change.

VOLUME 01**TOWN CENTRES PLACE PLAN**

00 INTRODUCTION

01 ACTIVITY

02 MOVEMENT

03 CHARACTER

04 IMPLEMENTATION FRAMEWORK

VOLUME 02**NORTH PERTH TOWN CENTRE PLACE PLAN**

00 INTRODUCTION

01 ACTIVITY

02 MOVEMENT

03 CHARACTER

04 IMPLEMENTATION FRAMEWORK

VOLUME 03**MOUNT HAWTHORN TOWN CENTRE PLACE PLAN**

00 INTRODUCTION

01 ACTIVITY

02 MOVEMENT

03 CHARACTER

04 IMPLEMENTATION FRAMEWORK

VOLUME 04**LEEDERVILLE TOWN CENTRE PLACE PLAN**

00 INTRODUCTION

01 ACTIVITY

02 MOVEMENT

03 CHARACTER

04 IMPLEMENTATION FRAMEWORK

VOLUME 05**MOUNT LAWLEY/HIGHGATE TOWN CENTRE PLACE PLAN**

00 INTRODUCTION

01 ACTIVITY

02 MOVEMENT

03 CHARACTER

04 IMPLEMENTATION FRAMEWORK

VOLUME 06**PERTH TOWN CENTRE PLACE PLAN**

00 INTRODUCTION

01 ACTIVITY

02 MOVEMENT

03 CHARACTER

04 IMPLEMENTATION FRAMEWORK

INTRODUCTION

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02	MOVEMENT	18
03	CHARACTER	22
04	IMPLEMENTATION FRAMEWORK	24

DISCLAIMER

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	DATE	DETAILS	STATUS
4	09/11/17	Vincent Town Centre Place Plans	Draft

DRAFT VINCENT TOWN CENTRE PLACE PLANS

00 INTRODUCTION

The City of Vincent (City) has five major town centres – North Perth, Mt Hawthorn, Leederville, Mt Lawley/ Highgate and Perth.

The town centres are classified as District Centres in the State Planning Framework, with the exception of Leederville which is classified as a Secondary Centre. The State and local planning framework identify the town centres as important opportunities for targeted infill development that are expected to redevelop over time to meet changing community needs.

TOWN CENTRE TOWN TEAMS

Each of the town centres has a 'town team'. The town teams are independently formed incorporated bodies that aim to make their respective town centres the best places they can possibly be. The town teams include:

- Mt Hawthorn Hub >> Mount Hawthorn Town Centre;
- Leederville Connect >> Leederville Town Centre;
- North Perth Local >> North Perth Town Centre;
- Beaufort Street Network >> Mount Lawley/Highgate Town Centre; and
- OnWilliam >> Perth Town Centre.

The town teams are not an affiliate of the City but can access funding for community driven initiatives. The town teams are made up of a diverse range of members that include business owners, land owners and local residents. Each town team member brings a different set of skills and life experiences to the table and these collectively shape the direction, composition and identity of the five town teams.

The town teams and the City enjoy a symbiotic relationship. The City engages directly with each town team on a variety of issues that are specific to their respective town centres and the town teams are able to effectively communicate issues, solutions and ideas to the City through their respective Action Plans. The City works collaboratively with the town teams to deliver locally based activities/events, physical improvements and economic and community development initiatives.



INTRODUCTION

A PLACE MANAGEMENT APPROACH

The City's Place Management team is responsible for coordinating and influencing the City's service units to deliver great place outcomes. The Place Management team delivers and influences a variety of projects and is responsible for coordinating the delivery of the Place Plans.

The City of Vincent employs a Place Management approach to streamline and improve the management of the wide range of issues, challenges and opportunities that face the City's town centres.

Place Management was established at the City in 2013 and has since evolved through a three phase process. This evolution process is outlined in the **Evolution of Place Management Diagram** below. The implementation of the Place Plans is set to occur during the 'Manage' phase.



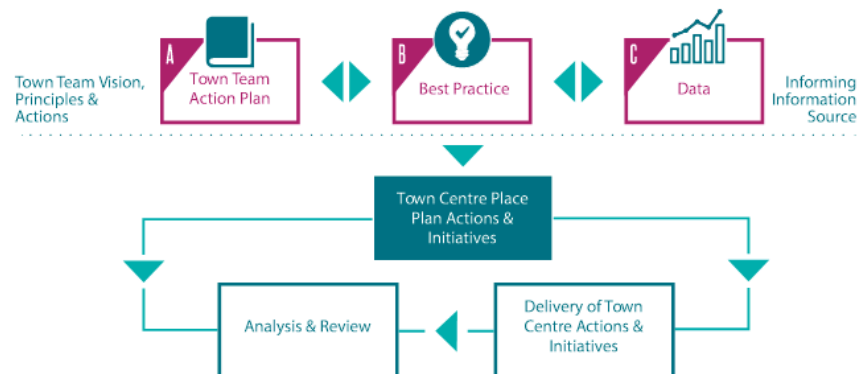
PLACE PLAN PROCESS

The Place Plans capture and build upon existing strategies and plans prepared by the City.

The projects within the Town Centre Place Plans are either existing town centre based projects from other strategies – or – plans or new projects that have been identified by analysing and applying information from the following three sources:

- A.** the content and identified actions within the town team Action Plans;
- B.** best practice; and
- C.** data collected through the Town Centre Performance Measurement Strategy.

The diagram below identifies the process in which Place Plan actions are prepared.



A TOWN TEAM ACTION PLANS

The town team Action Plans provide the opportunity for town teams to influence the strategic direction and management of their town centre. Town team Action Plans are prepared by local people who have a deep knowledge and feel for the place. The Action Plans are critical to the City better understanding the needs and aspirations of the local community. Key actions from the town team Action Plans are assessed by the City and considered for inclusion in the relevant Place Plan.

B BEST PRACTICE

Best practice case studies and current urban trends from both Australia and overseas inform the strategies and actions included in the Place Plans. Similarly, the City is informed and kept up to date with emerging trends and practices through partnerships with local universities. These partnerships bring new strategies and actions to light which are then considered for inclusion in the Place Plans.

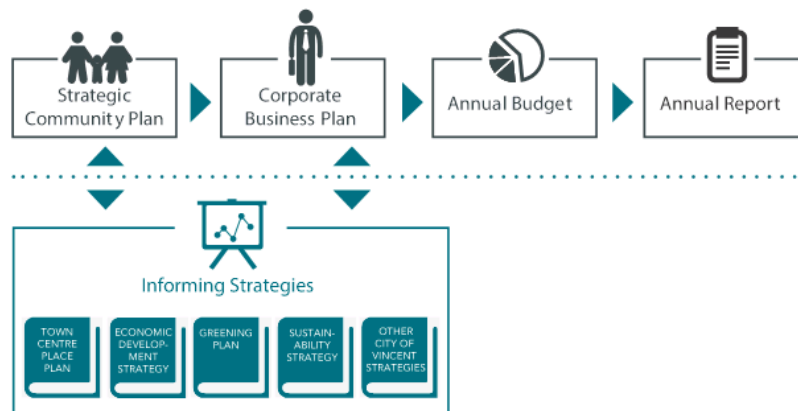
C TOWN CENTRE DATA

The City has prepared a Town Centre Performance Measurement Strategy to help guide the data collected in town centres. This is an internal document that guides the data collection activities of Administration. By collecting and analysing data in a structured and deliberate manner, decision-making becomes better informed. Through the collection of good quality data Administration is able to recommend targeted strategies and interventions.

The collection and analysis of data is a key component in the formulation of actions and strategies within the Place Plans.

PLACE PLAN PURPOSE

The Place Plans form a part of the City's suite of informing strategies. The Integrated Planning and Reporting Framework outlined by the *Local Government (Administration) Regulations 1996* requires the City to adopt a Strategic Community Plan and a Corporate Business Plan. The creation of the Place Plans is identified in the City's Corporate Business Plan, adopted 25 July 2017, and their relationship with the City's future Strategic Community Plan and Corporate Business Plan is illustrated in the diagram below.



MONITORING & REVIEW

Each action within the Place Plans is a project and therefore required to be managed appropriately including the use of project schedules and project plans. Major projects will also need to be highlighted in the Corporate Business Plan.

Place Management is responsible for coordinating with the City's service units to work through the action items within the Place Plans and ensure the work is undertaken on time and on budget.

Progress reporting to Council on the implementation of the Place Plans is required annually. Progress reports will be prepared by Place Management with input from applicable service units at the City.

The Place Plans are intended to be iterative documents which evolve over time. The plans will be reviewed as follows:

MINOR REVIEW:

High-level annual review may include but is not limited to:

- including town team priority projects and initiatives which are supported by best practice, data and Council priorities;
- reflecting changes to the Corporate Business Plans and Strategic Community Plan; and
- including priority projects, initiatives and items which may arise in relation to shifts in best practice, in response to specific data acquired and/or external funding opportunities from private organisations, state and/or federal agencies.

MAJOR REVIEW:

A four year review will include major changes to the Place Plan documents including possible structure revisions and graphic design updates. It will also reflect changes to the town team structures and project implementation processes as applicable.

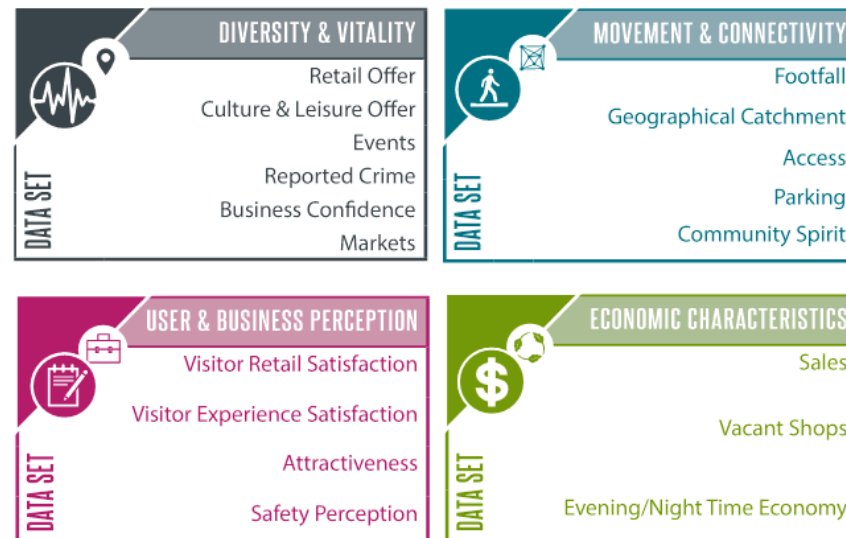
MEASURING PERFORMANCE

The City has access to a range of data that is dispersed across a variety of organisations and information platforms. Current data on hand includes:

- vehicle speeds and volumes;
- development approvals;
- permit approvals ;
- demographic data (via .id);
- limited public transport data provided by the Public Transport Authority;
- parking numbers and restrictions;
- a diverse range of previous engagement results;
- community asset mapping; and
- rates information.

Place Management has prepared a Town Centre Performance Measurement Strategy which outlines the key datasets the City needs to better understand in order to manage and improve the performance of its town centres. These datasets are outlined on the adjacent page.

Gathering and analysing data is critical to informed decision making. The data sets below will provide a thorough understanding of the place and continue to highlight required action that emerges through the review process.





DRAFT VINCENT TOWN CENTRE PLACE PLANS

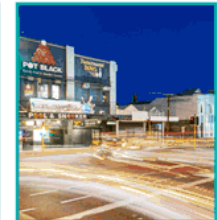
HOW TO READ THIS DOCUMENT!

The Vincent Town Centre Place Plans Volume Series is structured around three Key Focus Areas:

01 ACTIVITY Sets out the actions and projects which assist the City to enhance activity in its town centres so they can reach their activation and economic potential.



02 MOVEMENT Sets out the actions and projects which enhance walkability, improve the use of public transport, deliver parking efficiencies and create more pedestrian and cycle friendly town centres.



03 CHARACTER Sets out the actions and projects which contribute to Vincent's town centres unique sense of place.





The City of Vincent is committed to 'Greening Vincent' by increasing overall canopy cover, creating more liveable and walkable neighbourhoods and fostering biodiversity within the City of Vincent. Major greening projects are identified in:

- the City's Greening Plan Implementation Schedule; and
- the actions in the Place Plan Volume Series that are demarcated with the Vincent Greening Icon below.



GREENING

Any action that has a greening component is marked with the City of Vincent's Greening Plan Icon.



IMPLEMENTATION FRAMEWORK

Sets out the actions, time frames and the responsible teams for the delivery of all of the identified projects.

Each project is explained using the following three step process:



01 ACTIVITY

THE ACTIVITY FOCUS AREA RELATES TO THOSE PROJECTS AND INITIATIVES THAT HELP TO BRING THE STREETS TO LIFE. IT RELATES TO ACTIVATION, EVENTS, PUBLIC SPACES, MARKETING, THE LOCAL ECONOMY AND FUTURE DEVELOPMENT.



EVENTS

ITEM 1.1 - PUBLIC SPACE ACTIVATION

Many of the public spaces in Vincent's town centres are not well activated.

A carefully curated events program in a town centre can amplify the local economy, connect the community, and raise the profile of the place to the broader public. A range of events that vary in scale and style that are designed for the local demographic should be programmed by either the City, town teams and/or businesses (or together in partnership).

Events and activities must be carefully designed to cater for the range of people who visit Vincent's town centres. Active and engaging public spaces attract people and encourage them to 'linger longer'. The City recognises the value of engaging visitors to stay longer and the Activation Schedule will be developed to facilitate this.

The City needs to prepare an activation program for each of its town centre public spaces.

Prepare and implement **Town Centre Public Space Activation** schedules

EVENTS

ITEM 1.2 - ONLINE HIRE PLATFORM

It is difficult to hire the public space in Vincent's town centres.

The City has recently improved the hiring process for town centre public spaces but there is still room for improvement. Town teams and the local business community are encouraged to hire the town centre public spaces to run events and activities. The hiring process needs to be promoted, simplified and a more user friendly online platform investigated.

Create an **Online Hire Platform** and improved booking system for town centre public spaces

EVENTS

ITEM 1.3 - STREAMLINE EVENT APPROVALS PROCESSES



Events often require multiple approvals from the City, sometimes resulting in a complex and long process.

The City's approval processes need to be refined and streamlined to make it easier for town teams and the community to run events in town centre public spaces.



The City's service units would benefit from an improved understanding of the events approvals processes, as a multidisciplinary approach is needed in order to deliver information and approvals in a timely manner.

User friendly online systems could be implemented to simplify the approvals processes.



Streamline the City's **Event Approvals** processes

EVENTS

ITEM 1.4 - SUPPORT EVENTS



Major events require financial and administrative support from the City of Vincent.



Events are important for the local economy as well as bringing the community together. The City should continue to provide ongoing support for festivals and events in Vincent's town centres.



Provide ongoing support for **Town Team Events & Other Public Events**

CUSTOMER SERVICE

ITEM 1.5 - TOWN CENTRE TIDY TEAMS



Vincent's town centres require a high level of service and maintenance.

The City is currently investigating the viability of increasing service and maintenance levels in town centres through the creation of Town Centre Tidy Teams. Clean, curated and attractive public spaces are more inviting, encouraging people to linger longer.



The Town Centre Tidy Team initiative will provide a specialised maintenance crew for Vincent's town centres with the aim of delivering a higher level of service and specialised maintenance.



Implement the **Town Centre Tidy Teams** Business Case recommendations

TOWN CENTRE TIDY TEAMS will deliver a higher level of maintenance and care to landscaped areas in Vincent town centres.





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DRAFT VINCENT TOWN CENTRE PLACE PLANS

CUSTOMER SERVICE

ITEM 1.6 - TOWN TEAM GRANT PROGRAM

Town teams require financial support to deliver outcomes for their respective town centres and to make themselves more sustainable entities.

Town teams can access grant funding through the Town Team Grant Program. This funding can be used to facilitate events, activities and/or initiatives that engage the local community, contribute to the local economy or improve the sustainability of the town team.

Manage the **Town Team Grant Program**

MARKETING & BRANDING

ITEM 1.7 - MARKETING & BRANDING

Vincent's town centres do not have strong and cohesive brands or benefit from a coordinated marketing approach.

The town centres are primarily branded through the town team websites, WA Tourism and independent place promoters such as Urban List and Broadsheet Perth. A carefully considered and targeted marketing strategy will further promote each town centre. Further work needs to be undertaken to understand the best approach to marketing, whether it is led by the City of Vincent, the town teams, or both.

Prepare and implement **Town Centre Marketing & Branding Plans**

MARKETING & BRANDING

ITEM 1.8 - TOURISM WA

The City does not partner with Tourism WA to promote tourism in its town centres.

A partnership between the City and Tourism WA should be developed to better promote Vincent's town centres as key tourist destinations.

Partner with **Tourism WA** and ensure that the City's town centres are marketed as key inner city tourist destinations

BUSINESS SUPPORT

ITEM 1.9 - LOCAL LAWS REVIEW

The Trading in Public Places Local Law 2008 and Local Government Property Local Law 2008 make it difficult for businesses to use and activate the public realm.

Vibrant places have active footpaths that include alfresco dining, goods displays and street performers.

Amendments to the Trading in Public Places and Local Government Property Local Laws will make it easier for businesses to utilise the public space in front of their shopfronts by enabling an online self-administering process that reduces paperwork and approval time frames.

Amend the **Trading in Public Places Local Law 2008 & Local Government Property Local Law 2008**





BUSINESS SUPPORT

ITEM 1.10 - BUSINESS ENGAGEMENT PROGRAM

The City of Vincent does not provide any specific business support measures.

We know the local community love the mix of independent traders in Vincent's town centres. There are a variety of trends affecting businesses, including but not limited to the below:

- the use of technology to consume, engage and experience;
- people want to experience urban environments;
- customers are fashion conscious;
- customers are culturally in tune (music, film, books, theatre, art, etc);
- restaurants and bars provide the experience customers want;
- a transition to online shopping;
- a focus on networking (social media, etc);
- many customers in Vincent are career driven and time poor;
- customers have progressive attitudes and are socially conscious; and
- customers have relatively high incomes (or capacity for high income).

The City of Vincent should create a Business Engagement Program that includes a digital platform that businesses can access to review emerging trends, link into existing training and funding opportunities, obtain business support and be a forum for knowledge exchange.

This Engagement Program will include trends and tips about catering to the local community and could also include networking events.

Implement a **Business Engagement Program**

AFTER-HOURS ACTIVITY

ITEM 1.11 - LIVE MUSIC VENUE PROTECTION



Live music venues are at risk of conflicting with new and nearby residential development.

The City has a number of well-established performance venues which attract visitors from all over Perth to view and listen to a diverse range of music acts.



Current legislation could result in live music venues having to alter the way they function to mitigate their impact on new neighbouring sensitive land uses (residential).

These live music venues contribute significantly to the economy of their respective town centres. They are well known and respected cultural institutions which must be promoted and protected.



Advocate for **Live Music Venue Protection**

DEVELOPMENT OPPORTUNITIES

ITEM 1.12 - CITY OF VINCENT OWNED LAND



The City does not have a strategy outlining how its landholdings in the town centres could be used.



The City should plan for the future of its current and future landholdings. A strategy could be developed to explore the strategic acquisition of land for a variety of purposes which could include affordable housing, parking improvements and enhanced town centre connections.



Prepare a Strategy for **City of Vincent Owned Land** within the town centres



02 MOVEMENT

THE MOVEMENT FOCUS AREA IS ABOUT CREATING A MORE WALKABLE ENVIRONMENT AND ENCOURAGING GREATER USE OF PUBLIC TRANSPORT. IT'S ABOUT CREATING THE ENVIRONMENT THAT ENCOURAGES CYCLING AS A VIABLE ALTERNATIVE TO DRIVING A CAR.



RETHINKING MOVEMENT IN THE TOWN CENTRES

ITEM 2.1 - TRANSPORT STRATEGY



The City does not currently have a strategic position on how it prefers its residents and visitors to 'get around'.

A Vincent Transport Strategy that outlines actions relating to walking, cycling, public transport and cars (including car parking) is required. The Transport Strategy should provide recommendations for additional cycling routes and improved connections to and through the town centres.



The 2016 Census data shows that car ownership in Vincent remains high. Most people still drive to work. A preference for cars impacts on the volume of vehicles moving through the local road network.

Instead of focusing on reducing vehicle congestion, attention should be given to promoting alternate travel methods and the improvement of non-car related infrastructure. Actions to improve and enhance walking, cycling and public transport should be developed and outlined in the future Vincent Transport Strategy.



Prepare a **Transport Strategy**



RETHINKING MOVEMENT IN THE TOWN CENTRES

ITEM 2.2 - TRANSPORT INFRASTRUCTURE

Public transport is currently not as efficient and convenient as driving a car. There are very few east – west public transport connections between Vincent's town centres.

There are currently three east-west bus routes in the City of Vincent. The No. 15 bus runs between Leederville Town Centre and Charles Street before diverting southward to the City and the No. 402 and 990 connect Glendalough to Mount Hawthorn Town Centre before diverting southward on Loftus Street and Scarborough Beach Roads respectively, before continuing on to the City.

The poor east-west connections result in town centre visitors and workers being left with limited options other than to drive. Public transport bus and train services are all designed to service Perth, which means that a 10 minute east-west drive from Beaufort Street to Leederville can result in a 40 minute train ride. This increase in journey time is a deterrent for people to use public transport.

The CAT Service is a popular and highly effective short range bus service operating primarily in the City of Perth. The CAT Service does not extend into the City if Vincent's town centres but opportunities to extend this service and to improve east-west connections across Vincent should be explored.

Advocate to State Transport Authorities for **Transport Infrastructure Improvements** including improved east-west connections

RETHINKING MOVEMENT IN THE TOWN CENTRES

ITEM 2.3 - TRANSPORT EDUCATION PROGRAM

The impact that car parking has on the functionality and livability of Vincent's town centres seems to be misunderstood.

The high social and physical cost of car parking is often not realised or acknowledged. Developing additional car parking in established town centres can be difficult without large scale redevelopment. Continuing to develop at-grade, free and unrestricted parking to cater for increasing population and demand, is also a threat to the fabric of Vincent's town centres because it encourages driving, increases traffic and undermines public transport, cycling and walking.

The negative effect of too much car parking should be explained through an overall Transport Education Program. The Transport Education Program would need to effectively explain the benefits of improving car parking management processes and utilising alternative transport options.

Implement a **Transport Education Program**

RETHINKING MOVEMENT IN THE TOWN CENTRES

ITEM 2.4 - AFTER-HOURS TRANSPORT OPTIONS

Vincent's town centres can be difficult to access and/or leave via public transport after-hours.

Vincent's town centres are currently difficult to access at night by public transport. If you live nearby walking and cycling are viable options, but cars, ride share and taxis are generally the only other viable means of transport. Leederville and Beaufort Street are well serviced by trains and buses during the day, but service levels fall away significantly in the evening.

Changes need to be made to promote the use of public transport after dark and the City should work closely with ride share companies to encourage them to manage their drivers to minimise their impacts on the movement network.

Advocate for **After-hours Transport Options**

IMPROVING THE PEDESTRIAN & CYCLIST ENVIRONMENT

ITEM 2.5 - WAYFINDING STRATEGY



Wayfinding in Vincent's town centres is cluttered, unclear and limited.

Wayfinding is a critical component to the legibility and walkability of a place. Wayfinding can help determine how people decide to move through spaces. The decisions people make when moving through places are guided by architecture, urban design, landmarks and views. Those decisions are also supported by signage and tactile interventions (such as textured paving).



Wayfinding in Vincent's town centres has significant room for improvement. An over proliferation of signage and styles competes for attention and can result in confusion.

A Wayfinding Strategy should be prepared to:

- create a comprehensive, clear and consistent visual communication system with concise messaging; and
- only include the information that is relevant to the space, location and navigation path.



Develop a **Wayfinding Strategy**

IMPROVING THE PEDESTRIAN & CYCLIST ENVIRONMENT

ITEM 2.6 - LANEWAY NAMING



The City's Policy for naming Laneways and Rights of Way is difficult to use and has resulted in laneways being difficult to name.



Wayfinding improvements must encompass the naming of currently unnamed laneways in Vincent's town centres. Policy No. 2.2.8 Laneways and Rights of Way has presented some administrative difficulties and will need to be reviewed to make the naming process more efficient.



Review the naming requirements within the **Laneways and Rights of Way Policy 2.2.8**

IMPROVING THE PEDESTRIAN & CYCLIST ENVIRONMENT

ITEM 2.7 - BUS NOISE EMISSION IMPROVEMENTS



The noise generated by frequently passing buses is having an impact on the amenity of Vincent's town centres.



Further studies are required to confirm these impacts and assist further advocacy to the Public Transport Authority to invest in improvements to reduce noise emissions from their bus fleet.



Advocate to the Public Transport Authority for **Bus Noise Emission Improvements**

IMPROVING THE PEDESTRIAN & CYCLIST ENVIRONMENT

ITEM 2.8 - UNDERGROUND POWER

Overhead powerlines in Vincent's town centres are unattractive and stop trees from reaching full maturity.

Mature street trees are a simple yet vital component of the public realm, providing not only a more attractive and comfortable pedestrian environment, but also sensory stimulation with sound, movement and dappled natural light. Street trees enclose the street space with green canopies and provide a connection to the natural world from which urban dwellers can often have perceived disconnect.

Trees cannot reach maturity underneath overhead power lines due to Western Power's separation requirements. An investigation into the costs and benefits of underground power is necessary.

Investigate the costs and benefits of **Underground Power** in Vincent's town centres

UNDERGROUND POWER will contribute to Greening Vincent by allowing trees to mature, increasing canopy coverage and improving walkability.



03 CHARACTER

WHAT ARE THOSE SPECIAL ELEMENTS OF A PLACE THAT MAKE IT DISTINCTIVE? IT IS THE BUILDINGS, THE BUSINESSES, THE PEOPLE, THE INSTITUTIONS, THE LOCAL STORIES, THE HISTORY? – IT'S THE TAPESTRY OF PLACES.



CREATING PLACES FOR PEOPLE

ITEM 3.1 - HIGH QUALITY GROUND FLOOR DESIGN

The standard of ground floor design needs to be improved in all new developments.

Good ground floor design outcomes are a fundamental component to walkability and are crucial to the saleability of new ground floor tenancies and the long term success of businesses.

The City is committed to enforcing and promoting good, high quality ground floor design outcomes and will advocate to developers and businesses to achieve this.

Advocate for **High Quality Ground Floor Design** to the development industry and business community





CHARACTER

VOLUME 01 - VINCENT TOWN CENTRE PLACE PLANS IMPLEMENTATION FRAMEWORK

KEY ACTION/ PROJECT		RESPONSIBLE TEAM	SUPPORT TEAM*	TOWN CENTRE WIDE**	TIMING			
					18/19	19/20	20/21	21/22
KEY FOCUS AREA 1: ACTIVITY								
EVENTS								
V1.1	Prepare and implement Town Centre Public Space Activation schedules	Community Engagement	DS	✓	✓	✓	✓	✓
V1.2	Create an Online Hire Platform and improved booking system for town centre public spaces	Community Engagement		✓	✓			
V1.3	Streamline the City's Event Approvals processes	Community Engagement	DS/TS	✓	✓	✓	✓	✓
V1.4	Provide ongoing support for Town Team Events & Other Public Events	Community Engagement	DS/TS	✓	✓	✓	✓	✓
CUSTOMER SERVICE								
V1.5	Implement the Town Centre Tidy Teams Business Case recommendations	Technical Services	DS	✓	✓			
V1.6	Manage the Town Team Grant Program	Development Services	CE/TS	✓	✓	✓	✓	✓
MARKETING & BRANDING								
V1.7	Prepare and implement Town Centre Marketing & Branding Plans	Community Engagement	DS	✓	✓	✓	✓	
V1.8	Partner with Tourism WA and ensure that the City's town centres are marketed as key inner city tourist destinations	Community Engagement	DS	✓	✓	✓	✓	
BUSINESS SUPPORT								
V1.9	Amend the Trading in Public Places Local Law 2008 & Local Government Property Local Law 2008	Development Services	CE/CS/TS	✓	✓			
V1.10	Implement a Business Engagement Program	Development Services	CE	✓	✓	✓	✓	✓
NIGHT TIME ECONOMY								
V1.11	Advocate for Live Music Venue Protection	Development Services		✓	✓	✓	✓	✓
DEVELOPMENT OPPORTUNITIES								
V1.12	Prepare a Strategy for City of Vincent Owned Land within the town centres	Corporate Services	DS	✓			✓	✓

VOLUME 01 - VINCENT TOWN CENTRE PLACE PLANS IMPLEMENTATION FRAMEWORK

KEY ACTION/ PROJECT		RESPONSIBLE TEAM	SUPPORT TEAM*	TOWN CENTRE WIDE**	TIMING			
					18/19	19/20	20/21	21/22
KEY FOCUS AREA 2: MOVEMENT								
RETHINKING MOVEMENT IN THE TOWN CENTRES								
V2.1	Prepare a Transport Strategy	Development Services	TS	✓	✓	✓		
V2.2	Advocate to State Transport Authorities for Transport Infrastructure Improvements including improved east-west connections	Technical Services	DS	✓	✓	✓	✓	✓
V2.3	Implement a Transport Education Program	Technical Services	DS	✓		✓	✓	✓
V2.4	Advocate for After-hours Transport Options	Technical Services	DS	✓	✓	✓	✓	✓
IMPROVING THE PEDESTRIAN & CYCLIST ENVIRONMENT								
V2.5	Develop a Wayfinding Strategy	Community Engagement	DS/TS	✓		✓	✓	
V2.6	Review the naming requirements within the Laneways and Rights of Way Policy 2.2.8	Development Services	CE/TS	✓	✓			
V2.7	Advocate to the Public Transport Authority for Bus Noise Emission Improvements	Development Services	TS	✓			✓	✓
V2.8	Investigate the costs and benefits of Underground Power in Vincent’s town centres	Technical Services	CS	✓	✓	✓		
KEY FOCUS AREA 3: CHARACTER								
CREATING PLACES FOR PEOPLE								
V3.1	Advocate for High Quality Ground Floor Design to the development industry and business community	Development Services		✓	✓	✓	✓	✓

*Community Engagement (CE), Corporate Services (CS), Development Services (DS), Technical Services (TS)

**Actions and projects which occur in all City of Vincent town centres (V)





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DISCLAIMER

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DATE	DETAILS	STATUS
09/11/17	North Perth Town Centre Place Plan	Draft

DRAFT NORTH PERTH TOWN CENTRE PLACE PLAN

00 INTRODUCTION

The North Perth Town Centre Place Plan (Place Plan) has been developed as a 'place based' strategic plan to guide the direction of funding and resources in the North Perth Town Centre.

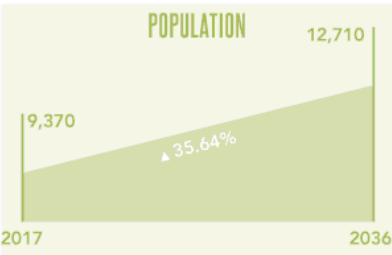
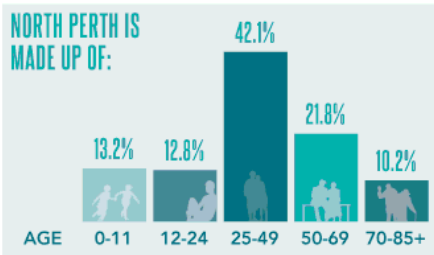
North Perth Town Centre is defined by its unique character, diverse mix of businesses and rich cultural history. Its characters, iconic businesses and heritage buildings contribute to its distinct sense of identity and are why it is like no other place.

After establishing as a commercial area in the late 19th century, North Perth Town Centre has reinvented itself a number of times. From commercial outpost, to bustling northern suburb with the state's largest primary school, to the settling place for immigrants that have imbued the place with layers upon layers of cultural diversity. North Perth Town Centre is emerging as a vibrant and highly liveable destination. There are great challenges ahead, but also great opportunities.

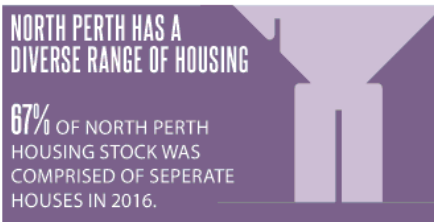
HISTORIC SNAPSHOT



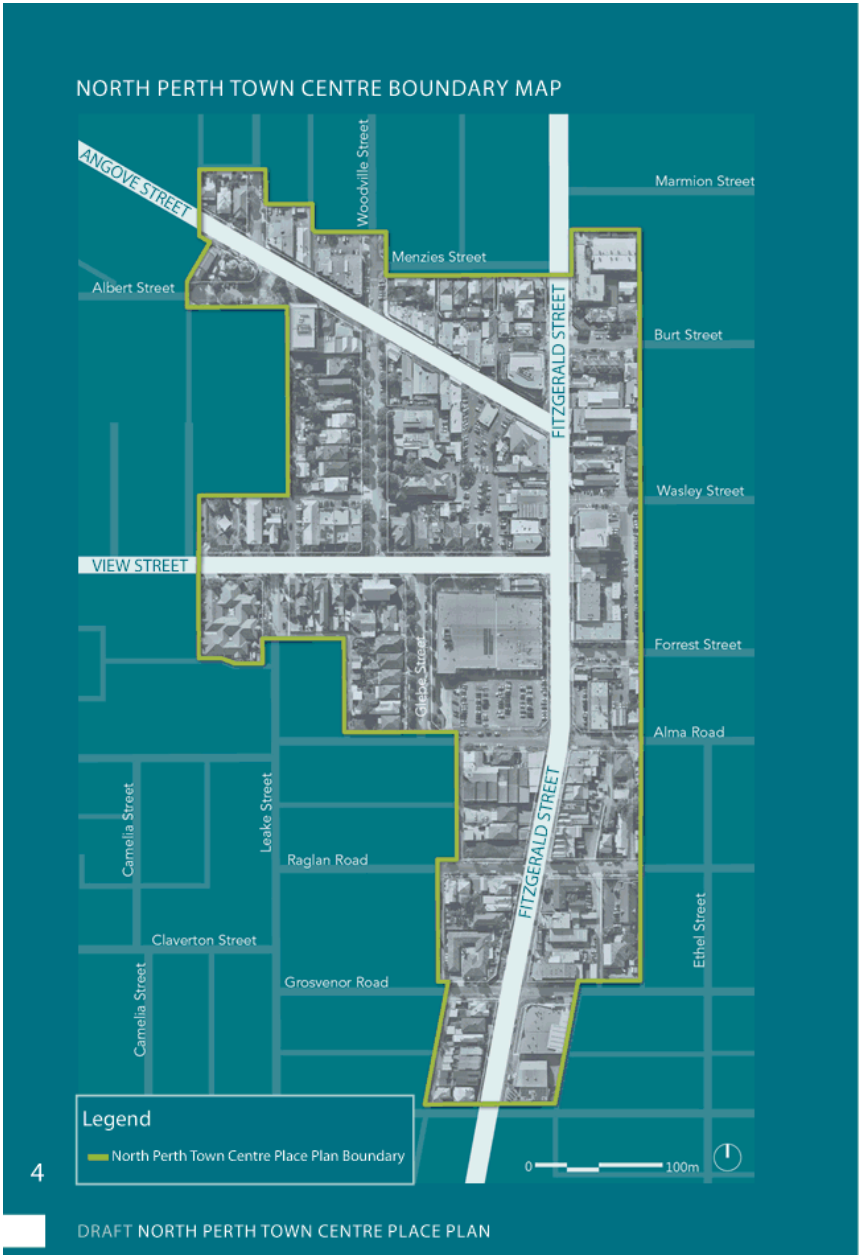
DEMOGRAPHIC SNAPSHOT



ECONOMIC SNAPSHOT



INTRODUCTION



PLACE PLAN PURPOSE & PROCESS

The Place Plan outlines the funds and resources the City has specifically committed to the North Perth Town Centre. The boundary of North Perth Town Centre (refer **North Perth Town Centre Boundary Map**) extends beyond the City of Vincent's Town Planning Scheme No. 2 District Centre Scheme Zone, to incorporate the commercial, cultural, and community offering in the immediate vicinity of Angove Street and Fitzgerald Street.

The Place Plan lists the implementation schedule for all of the major initiatives being undertaken in the North Perth Town Centre by the City of Vincent. Such initiatives include but are not limited to public realm upgrades, marketing initiatives, economic and community development projects and/or policy and procedural improvements. The Place Plans provide a robust, planned and integrated approach to project identification and delivery.



The strategies and actions within the Place Plan are cross checked against the following three sources:

- A. the content and identified actions within the North Perth Local Action Plan;
- B. best practice; and
- C. data collected through the Town Centre Performance Measurement Strategy.

The diagram below identifies the process in which Place Plan actions are prepared.



The Place Plan will be reviewed and updated annually. Anyone who wants to know what the City of Vincent is doing in the North Perth Town Centre can read this document and learn about the broad range of projects the City is undertaking, and the direction the City is taking to support and improve the town centre.

The Implementation Framework sets out the actions, time frames and teams who are responsible for the delivery of the actions and projects.

NORTH PERTH LOCAL

Each of the City of Vincent town centres has a 'town team'. The town teams are independently formed incorporated bodies that aim to make their respective town centres the best places they can possibly be. The town teams are not an affiliate of the City but do receive funding for community driven initiatives. The town teams are made up of a diverse range of members that include business owners, land owners and local residents. Each town team member brings a different set of skills and life experiences to the table and these collectively shape the direction, composition and identity of the five town teams.

The town teams and the City enjoy a symbiotic relationship. The City engages directly with each town team on a variety of issues that are specific to their respective town centres and the town teams are able to effectively communicate issues, solutions and ideas to the City through their strategic Action Plans. The City works collaboratively with the town teams to deliver locally based activities/events, physical improvements and economic and community development initiatives.

North Perth Local is the town team operating in the North Perth Town Centre. North Perth Local's Action Plan outlines a range of objectives and principles as well as their key focus areas.





HOW TO READ THIS DOCUMENT!

The North Perth Town Centre Place Plan is structured around three Key Focus Areas:

01 ACTIVITY Sets out the actions and projects which assist the City to enhance activity in the town centre in order for it to reach its activation and economic potential.



02 MOVEMENT Sets out the actions and projects which enhance walkability, improve the use of public transport, deliver parking efficiencies and create a more pedestrian and cycle friendly town centre.



03 CHARACTER Sets out the actions and projects which contribute to North Perth's unique sense of place.





The City of Vincent is committed to ‘Greening Vincent’ by increasing overall canopy cover, creating more liveable and walkable neighbourhoods and fostering biodiversity within the City of Vincent. Major greening projects are identified in:

- the City’s Greening Plan Implementation Schedule; and
- the actions in the Place Plan that are demarcated with the Vincent Greening Icon below.



GREENING Any action that has a greening component is marked with the City of Vincent’s Greening Plan Icon.



IMPLEMENTATION FRAMEWORK Sets out the actions, time frames and the responsible teams for the delivery of all of the identified projects.

Each project is explained using the following three step process:



01 ACTIVITY

NORTH PERTH TOWN CENTRE WILL CONTINUE TO BE A BEAUTIFUL PLACE WHERE THE COMMUNITY LIVE, WORK AND PLAY AND WHERE A THRIVING LOCAL ECONOMY SUPPORTS PROSPEROUS AND PASSIONATE LOCAL, INDEPENDENT BUSINESSES.



PUBLIC OPEN SPACE

ITEM 1.1 - NORTH PERTH COMMON (TOWN SQUARE)

There is not enough comfortable urban open space in the North Perth Town Centre.

Currently there are only two formal public spaces in the North Perth Town Centre and these are both located on the western fringe of the town centre boundary (refer **Existing Public Open Space Map**).

The North Perth Master Plan 2012 identifies the need for a centrally located public space in the town centre. The Master Plan shows a piazza space at the corner of View Street and Fitzgerald Street but the concept in the Master Plan is constrained by private ownership. Following a detailed investigation, Council have approved the design and development of a public space at the corner of View Street and Fitzgerald Street including the development of a shared space on the View Street road reserve.

Design and develop the **North Perth Common (Town Square)**

NORTH PERTH COMMON (TOWN SQUARE) will contribute to the greening of Vincent by providing additional town centre green space and exploring the opportunity for additional canopy cover.



PUBLIC OPEN SPACE

ITEM 1.2 - WOODVILLE RESERVE MASTER PLAN

Woodville Reserve contains a number of community uses including the North Perth Tennis Club, North Perth Bowls Club, Vincent Men's Shed and North Perth Community Garden. These uses and associated facilities are disconnected from one another and from the North Perth Town Centre.

The community facilities at Woodville Reserve have developed incrementally over time. They are well patronised but spatially disconnected. The poor physical relationships between them has inhibited the building of strong relationships between the community groups who inhabit them.

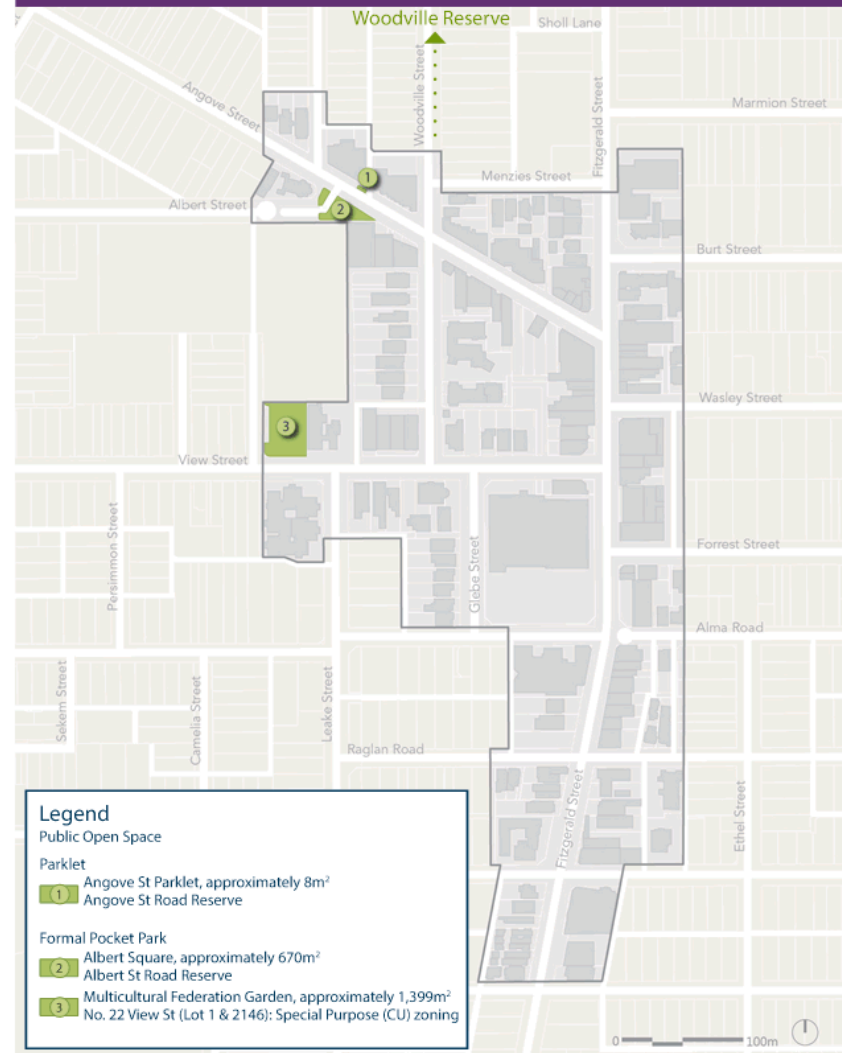
The City is committed to preparing a master plan for Woodville Reserve. Opportunities to develop a positive synergy between Woodville Reserve, the surrounding community uses and the North Perth Town Centre will be explored. The master plan will consider the legibility of this site and how the activity generated by the community uses can better link to the town centre.

Prepare **Woodville Reserve Master Plan**

WOODVILLE RESERVE MASTER PLAN will contribute to the greening of Vincent by making better use of the existing green space and by exploring opportunities to increase canopy cover.



EXISTING PUBLIC OPEN SPACE MAP



DRAFT NORTH PERTH TOWN CENTRE PLACE PLAN

NIGHT TIME ECONOMY

ITEM 1.3 - PLANNING FRAMEWORK

North Perth Town Centre has a weak night time economy compared with other nearby town centres.

The **After hours Trading Map** shows the businesses that are open after 6pm. The primary generators of after hours activity in the North Perth Town Centre are the supermarket in the North Perth Plaza shopping centre and the Rosemount Hotel. Both of these uses attract specific target audiences with different habits and behaviours. Reviewing the City's car parking requirements for night time related land uses may improve the affordability of setting up after hours venture. Similarly, a review of the land use permissibility in the City's Town Planning Scheme may remove the need for community advertising and Council approval or even the need for planning approval altogether.

There is an opportunity to leverage the activity generated after hours by the local supermarket and the future North Perth Common (Town Square) to encourage after hour's uses in the immediate area.

Improve the **Planning Framework** for the North Perth Town Centre to help facilitate the Night Time Economy

TOWN CENTRE SAFETY

ITEM 1.4 - CCTV NETWORK

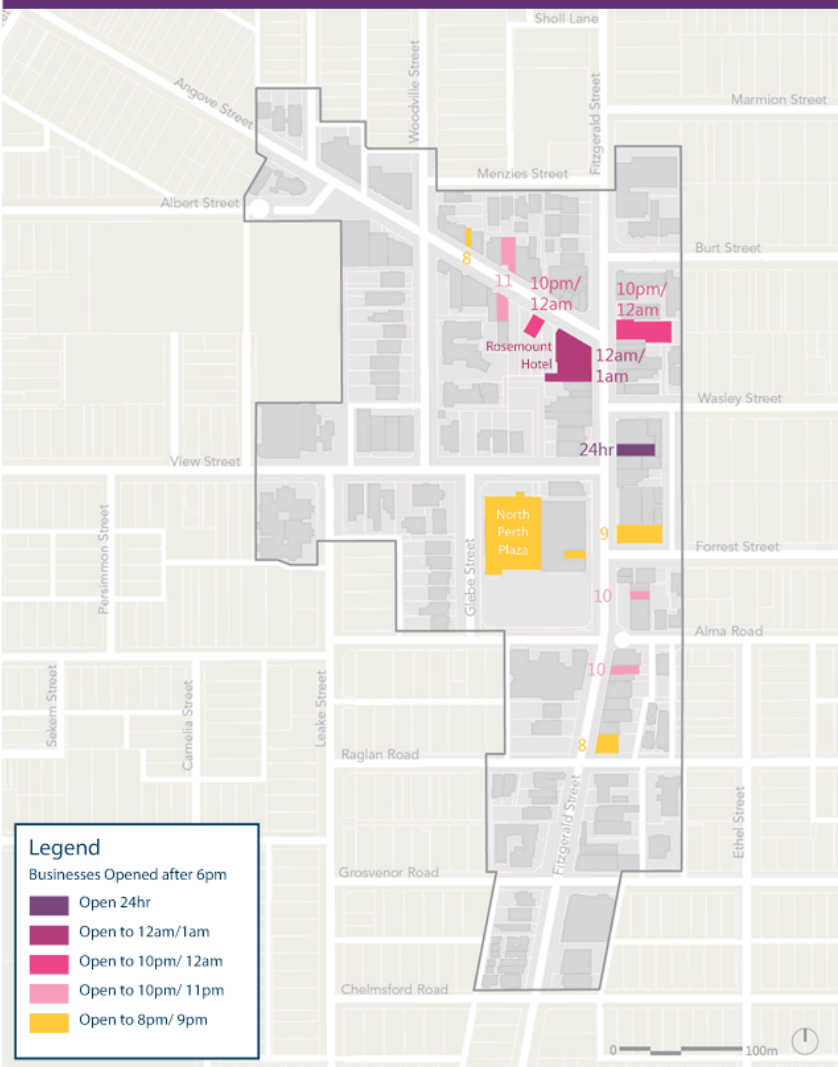
There is no City of Vincent CCTV in the North Perth Town Centre.

The City is required to review the City's CCTV Strategy and this review may result in specific recommendations for the North Perth Town Centre. A CCTV network can contribute to community safety and security, especially after hours.

The **North Perth Local Action Plan** identifies a need to focus on community safety.

Implement the recommendations of the 2017/18 review of the City's **CCTV Network**

AFTER HOURS TRADING MAP



TOWN CENTRE SAFETY

ITEM 1.5 - LIGHTING IMPROVEMENTS

There are some poorly lit areas in the North Perth Town Centre.

Pedestrian safety and the quality of lighting in the North Perth Town Centre is generally considered to be good. The lighting on secondary streets and key walking routes that lead to the town centre could be improved to enhance the pedestrian environment after hours.

The **North Perth Local Action Plan** identifies a need to focus on community safety.

Investigate **Lighting Improvements** on View Street and Angove Street

DEVELOPMENT OPPORTUNITIES

ITEM 1.6 - NORTH PERTH PLAZA

The North Perth Plaza is an unattractive, underdeveloped, car oriented shopping centre located in the heart of the North Perth Town Centre.

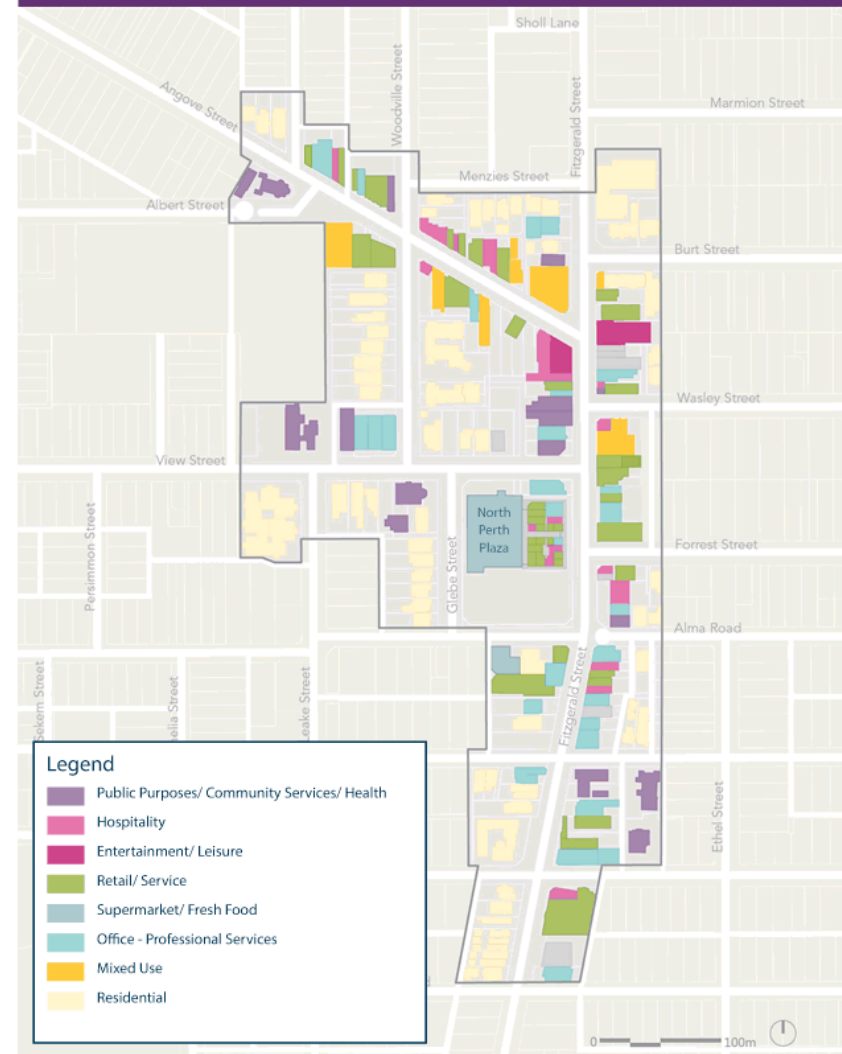
It is yet to reach its potential as a key destination and lacks connectivity to the street.

The ownership of North Perth Plaza presents some constraints for redevelopment in the short term but the sites location presents significant redevelopment opportunity in the longer term. The City is well positioned to support and advocate for redevelopment in the future.

The City should advocate to North Perth Plaza landowners and/or interested third parties to develop a future design for the site that delivers the right mix of land uses, compliments the local character and includes high quality public spaces and the integration of the adjacent North Perth Plaza bus stop.

Facilitate stakeholder negotiations to redevelop the **North Perth Plaza**

LAND USE MAP



DRAFT NORTH PERTH TOWN CENTRE PLACE PLAN

DEVELOPMENT OPPORTUNITIES

ITEM 1.7 - VIEW STREET CAR PARK URBAN DESIGN CONCEPT

The City has limited land holdings in the town centre (refer **City Owned Land Map**). The use of the premium, centrally located, City owned land at Lots 15, 16 and 40 View Street is not currently of significant benefit to the town centre. Lot 15 supports an underutilised dwelling and the remaining lots form a car park with limited efficiencies.

The City does not have a strategy outlining how its town centre landholdings should be used but it is evident that Lots 15, 16 and 40 View Street are not fulfilling their potential. The land is located adjacent to the neighbouring Rosemount Hotel Car Park and presents an opportunity to improve parking efficiencies, pedestrian links and deliver high quality infill development and urban open space.

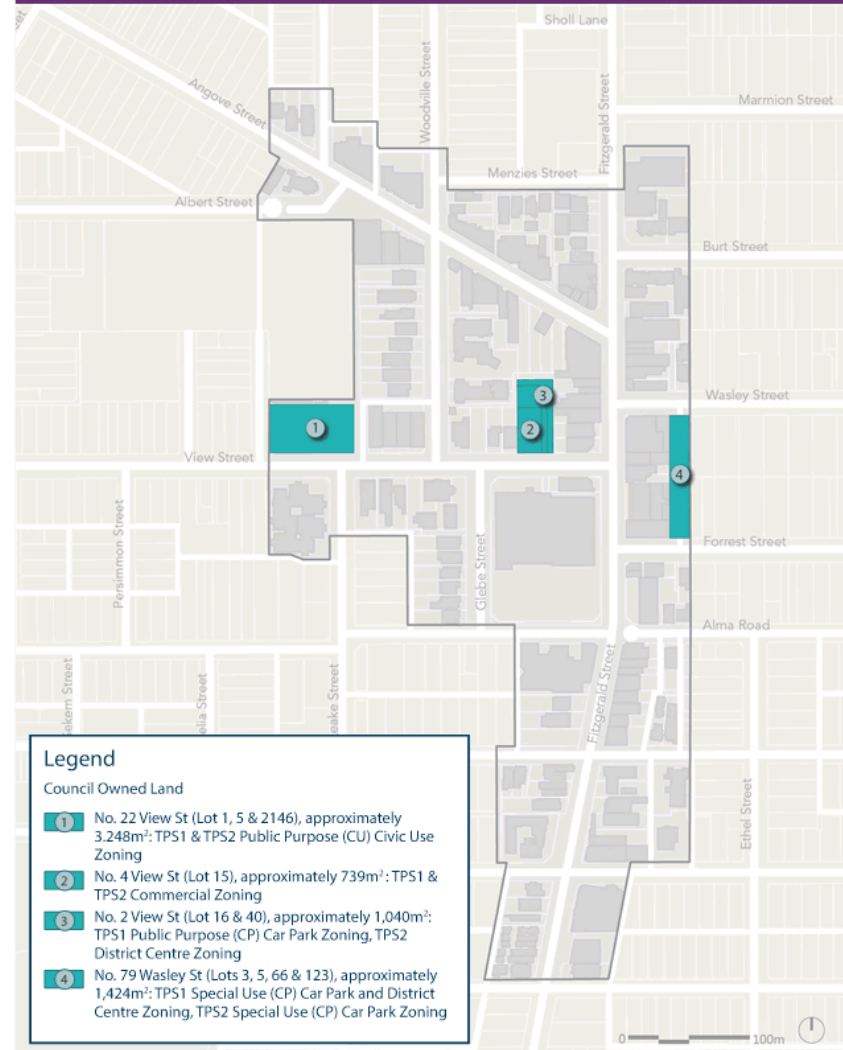
This opportunity was identified in the North Perth Master Plan 2012 and the City is now in a position to determine how this land could be utilised for the benefit of the town centre.

Prepare an **Urban Design Concept for View Street Car Park** and surrounds

VIEW STREET CAR PARK URBAN DESIGN CONCEPT will incorporate additional tree planting along identified key pedestrian links that will contribute to the greening of Vincent.



COUNCIL OWNED LAND MAP



IMPROVING THE PEDESTRIAN & CYCLIST ENVIRONMENT

ITEM 2.1 - ANGOVE/FITZGERALD ST INTERSECTION

The Angove/Fitzgerald Street Intersection is difficult for pedestrians to cross.

The pedestrian environment at the Angove Street and Fitzgerald Street intersection is currently poor and somewhat difficult to cross. Improvements to the design and management of this intersection should be explored to enhance pedestrian and cyclist movement. Cycling starter boxes should also be considered at this intersection.

Plan **Angove/Fitzgerald Street Intersection** Improvements

IMPROVING THE PEDESTRIAN & CYCLIST ENVIRONMENT

ITEM 2.2 - ALBERT/ANGOVE JUNCTION SHARED SPACES

The Albert/Angove Junction could be Vincent's highest quality pedestrian environment.

The Albert/Angove Junction was upgraded in 2016 from an unusable verge space to a comfortable public space. It is now able to host a range of activities and small scale events.

The location of the space lends itself to further refinement, being enclosed by well-designed ground floor tenancies, medium density residential, the North Perth Primary School and the Macedonian Orthodox Church.

This space has the potential to be expanded into the surrounding road network via a series of shared spaces that would give greater priority to active transport modes.

Plan and implement **Shared Spaces at Angove Street and Albert Street junction** adjacent to Albert Square public open space

02 MOVEMENT

THE NORTH PERTH TOWN CENTRE WILL FIND THE RIGHT BALANCE BETWEEN CARS, BUSES, BICYCLES AND PEDESTRIANS, BECOMING A GREAT PLACE FOR PEOPLE AND BUSINESS.

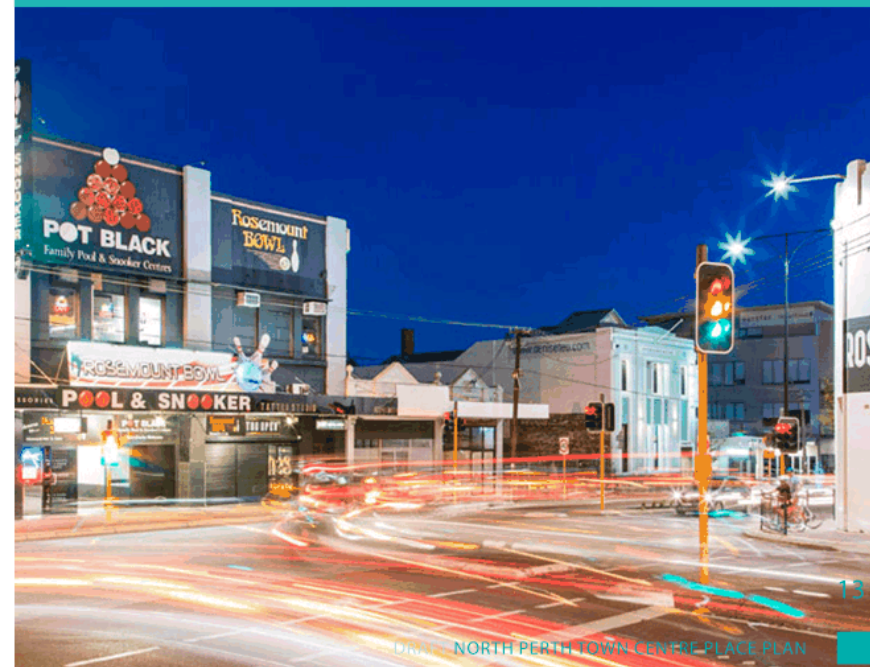


IMAGE: NORTH PERTH TOWN CENTRE PLACE PLAN

IMPROVING THE PEDESTRIAN & CYCLIST ENVIRONMENT

ITEM 2.3 - FITZGERALD STREET UPGRADES



Fitzgerald Street is not a comfortable place for pedestrians.

Fitzgerald Street is classified as an ‘Other Regional Road’ in the Metropolitan Region Scheme. This means Fitzgerald Street is considered an important road for connecting people and goods. Our state roads authority, Main Roads Western Australia (MRWA) advise and assist the City of Vincent in the management of Fitzgerald Street.

Fitzgerald Street has another important purpose. It is a place for people. It connects people between businesses on the eastern and western side of the street. It contains the street trees that shade people as they walk on its footpaths and the public art that people admire as they sit on public benches.

Data shows that on average vehicle speeds on Fitzgerald Street do not exceed the speed limit and are comparable to neighbouring Beaufort Street. Yet Beaufort Street functions better as a place for people – why? Observational studies show that noise, constant traffic movement, narrow footpath widths, and buses passing close to pedestrians are impacting pedestrian comfort in a negative way.

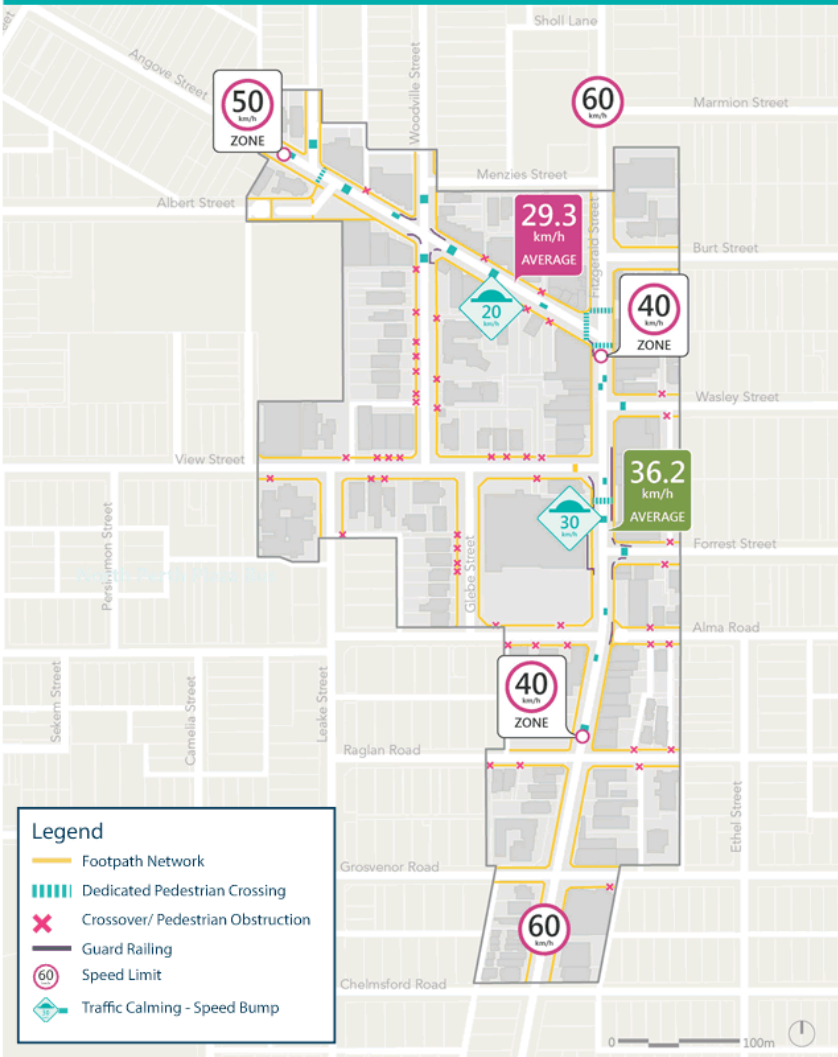


It is difficult to cross Fitzgerald Street. Guard rails installed to improve safety actually reduce the ability for pedestrians and cyclists to cross the road and inadvertently reduce driver focus.

The attractiveness of North Perth Town Centre is also impacted by streetscape clutter. This includes road signs, guard rails, business signage and poorly located street furniture. Removing much of this clutter will improve the attractiveness of the town centre.

Improvements to the streetscape including investigating an increase in footpath widths, reducing intersection sizes and further investigating the need for more bicycle parking will induce more walking and cycling. Where possible active transport modes should gain priority over vehicles.

PEDESTRIAN LEGIBILITY & VEHICLE SPEED MAP



A raised plateau on Fitzgerald Street should be investigated to improve pedestrian movement across Fitzgerald Street. This is consistent with the North Perth Master Plan 2012.

✓ Plan and implement **Upgrades to Fitzgerald Street**

FITZGERALD STREET UPGRADES will include further street tree plantings and potential landscaping that will contribute to the greening of Vincent.

IMPROVING THE PEDESTRIAN & CYCLIST ENVIRONMENT

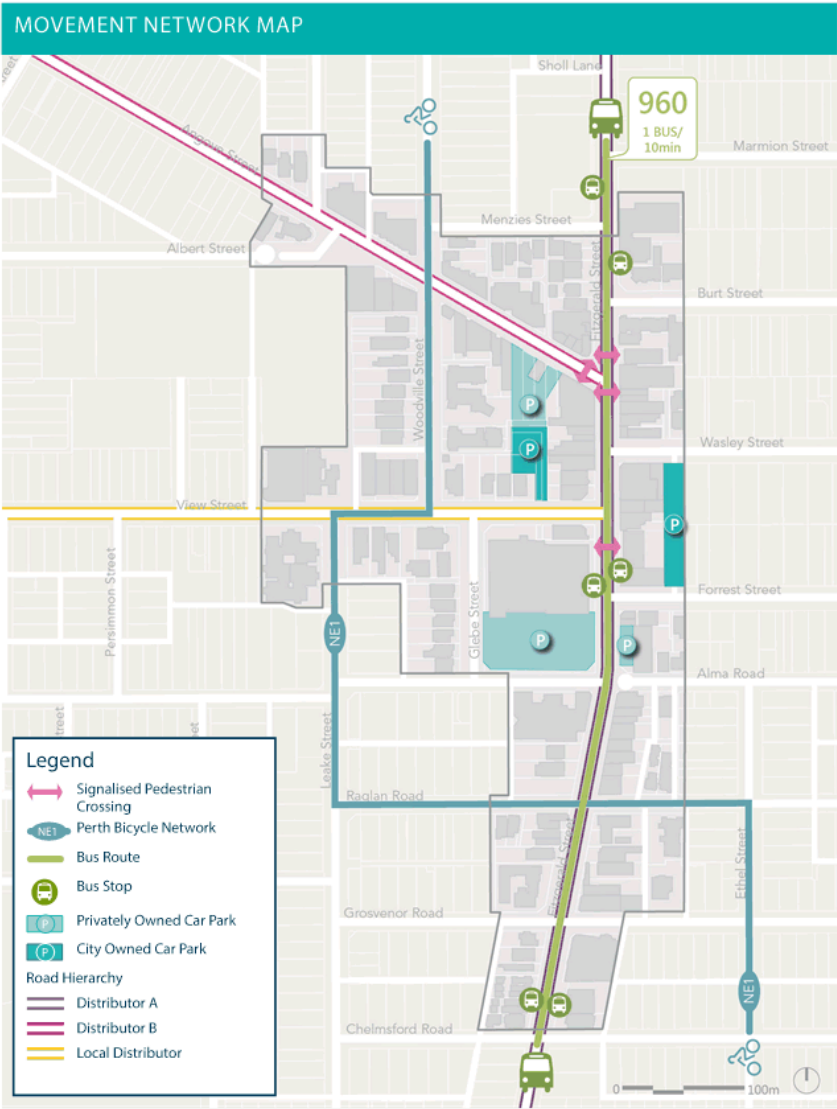
ITEM 2.4 - NORTH PERTH BUS STOP UPGRADE & NAMING

The North Perth Plaza bus stop is bland, standard and without an identity.

Giving important locations a sense of identity is a central principle of wayfinding and this is especially relevant to North Perth's most centrally located public transport node.

Naming the bus stop and affirming it as a key public transport node may provide further impetus to the revitalisation of North Perth Plaza and other landholdings.

✓ Advocate to the Public Transport Authority for **North Perth Plaza Bus Stop Upgrade and Naming**



DRAFT NORTH PERTH TOWN CENTRE PLACE PLAN

03 CHARACTER

NORTH PERTH TOWN CENTRE SHOULD EMBRACE WHAT MAKES IT DISTINCTIVE. WHAT ARE THOSE SPECIAL ASPECTS THAT MAKE IT DIFFERENT FROM OTHER PLACES? IS IT THE BUILDINGS, THE BUSINESSES, THE PEOPLE, THE INSTITUTIONS, THE LOCAL STORIES, THE HISTORY? – IT'S ALL OF THOSE THINGS OF COURSE.

THESE SPECIAL THINGS CAN AND WILL BE CELEBRATED THROUGH THE BRANDING & MARKETING OF THE TOWN CENTRE. HOWEVER, THERE ARE SOME SPECIFIC ACTIONS THE CITY CAN TAKE TO IMPROVE FITZGERALD STREET & CAPITALISE ON THE TRADITIONAL HERITAGE BUILDINGS ON VIEW STREET.



CREATING PLACES FOR PEOPLE

ITEM 3.1 - NORTH PERTH PLAZA SITE IMPROVEMENTS



North Perth Plaza is an unattractive ageing shopping centre that does not add positively to the character of the town centre or provide a comfortable walking environment for pedestrians.

North Perth Plaza is a centrally located, key destination for town centre visitors. It is passed by more than 24,000 vehicles per day, heading both north and south along Fitzgerald Street and its prominent location sets the scene for the surrounding town centre.



The footpath adjacent to the North Perth Plaza is cluttered with bollards, poorly located seating and empty planter boxes. De-cluttering the streetscape and upgrading the laneway on the north side of the Plaza will improve pedestrian comfort, enhance the Plaza's visual appeal and make the site a better place for people. Carefully located and designed bicycle parking would also be beneficial especially in close proximity to the North Perth Plaza bus stop.



Encourage **North Perth Plaza Site Improvements**

NORTH PERTH PLAZA SITE IMPROVEMENTS will contribute to the greening of Vincent by providing opportunities for additional planting on this key town centre site.



HERITAGE

ITEM 3.2 - NORTH PERTH TOWN HALL

The North Perth Town Hall is a significant asset to the town centre but is currently underutilised.

The recently renovated North Perth Town Hall has the potential to be used more effectively. The North Perth Town Hall should be accessible to the entire community and a place where people come to meet. It is an ideal location for more community events and work will be undertaken to increase its use.

Maximise the use of the **North Perth Town Hall** and capitalise on its cultural significance and character

HERITAGE

ITEM 3.3 - VIEW STREET LANDSCAPE LINK

The traditional heritage buildings on View Street are hidden from the rest of the town centre.

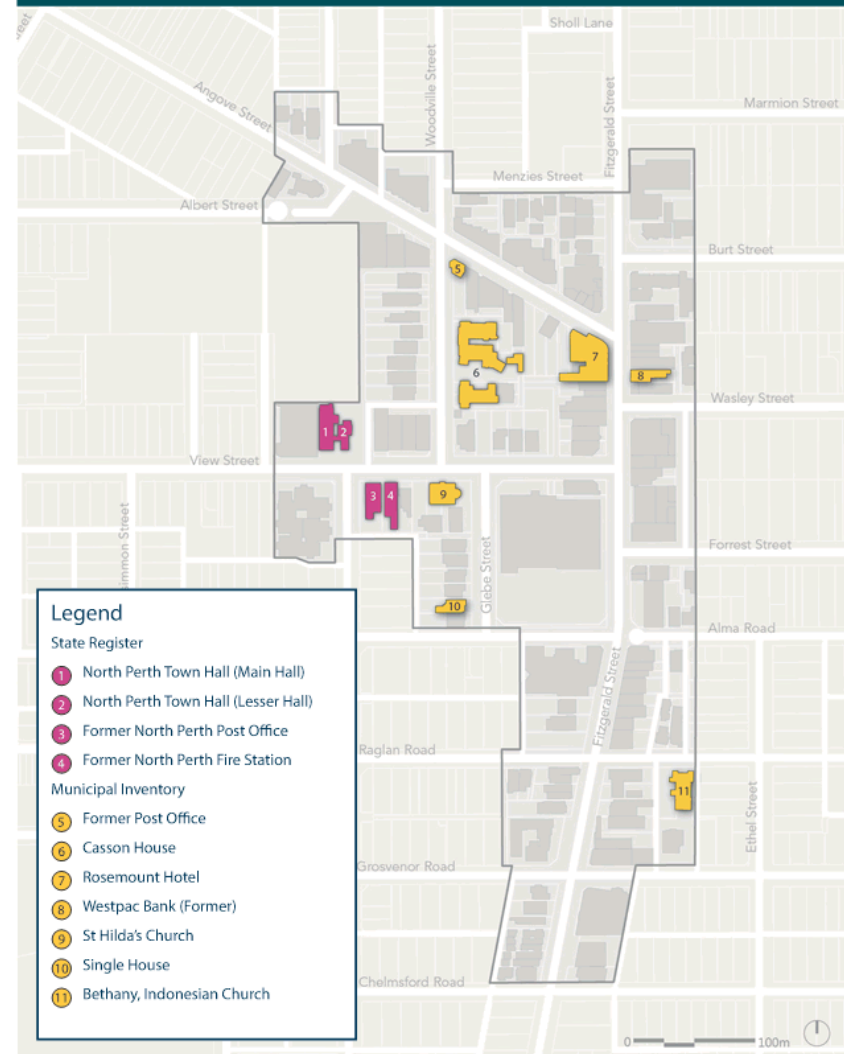
The pedestrian connections between Fitzgerald Street and the traditional heritage town centre along View Street are currently poor. The implementation of a green link and improved wayfinding would improve the pedestrian connectivity between Fitzgerald Street and the State Registered heritage buildings. The link could include additional landscaping such as verge upgrades and street tree plantings.

North Perth Master Plan 2012 identified the opportunity to develop this landscape link and the City is now in a position to implement it.

Plan & implement a **View Street Landscape Link** along View Street between Fitzgerald Street and the traditional heritage buildings

VIEW STREET LANDSCAPE LINK will contribute to the greening of Vincent by increasing the canopy cover and planting along View Street.

HERITAGE MAP



DRAFT NORTH PERTH TOWN CENTRE PLACE PLAN

VOLUME 02 - NORTH PERTH TOWN CENTRE PLACE PLAN IMPLEMENTATION FRAMEWORK

KEY ACTION/ PROJECT		RESPONSIBLE TEAM	SUPPORT TEAM*	TOWN CENTRE WIDE**	TIMING			
					18/19	19/20	20/21	21/22
KEY FOCUS AREA 1: ACTIVITY								
EVENTS								
V1.1	Prepare and implement Town Centre Public Space Activation schedules	Community Engagement	DS	✓	✓	✓	✓	✓
V1.2	Create an Online Hire Platform and improved booking system for town centre public spaces	Community Engagement		✓	✓			
V1.3	Streamline the City's Event Approvals processes	Community Engagement	DS/TS	✓	✓	✓	✓	✓
V1.4	Provide ongoing support for Town Team Events & Other Public Events	Community Engagement	DS/TS	✓	✓	✓	✓	✓
CUSTOMER SERVICE								
V1.5	Implement the Town Centre Tidy Teams Business Case recommendations	Technical Services	DS	✓	✓			
V1.6	Manage the Town Team Grant Program	Development Services	CE/TS	✓	✓	✓	✓	✓
MARKETING & BRANDING								
V1.7	Prepare and implement Town Centre Marketing & Branding Plans	Community Engagement	DS	✓	✓	✓	✓	
V1.8	Partner with Tourism WA and ensure that the City's town centres are marketed as key inner city tourist destinations	Community Engagement	DS	✓	✓	✓	✓	
BUSINESS SUPPORT								
V1.9	Amend the Trading in Public Places Local Law 2008 & Local Government Property Local Law 2008	Development Services	CE/CS/TS	✓	✓			
V1.10	Implement a Business Engagement Program	Development Services	CE	✓	✓	✓	✓	✓
PUBLIC OPEN SPACE								
1.1	Design and develop the North Perth Common (Town Square)	Technical Services	DS		✓			
1.2	Prepare Woodville Reserve Master Plan	Community Engagement	CS/DS/TS				✓	
NIGHT TIME ECONOMY								
V1.11	Advocate for Live Music Venue Protection	Development Services		✓	✓	✓	✓	✓
1.3	Improve the Planning Framework for the North Perth Town Centre to help facilitate the Night Time Economy	Development Services			✓	✓	✓	✓
TOWN CENTRE SAFETY								
1.4	Implement the recommendations of the 2017/18 review of the City's CCTV Network	Community Engagement	TS		✓			
1.5	Investigate Lighting Improvements on View Street and Angove Street	Technical Services	DS			✓	✓	
DEVELOPMENT OPPORTUNITIES								
V1.12	Prepare a Strategy for City of Vincent Owned Land within the town centres	Corporate Services	DS	✓			✓	✓
1.6	Facilitate stakeholder negotiations to Redevelop the North Perth Plaza	Development Services			✓	✓	✓	✓
1.7	Prepare an Urban Design Concept for View Street Car Park and surrounds	Development Services	CS/TS		✓	✓		

DRAFT NORTH PERTH TOWN CENTRE PLACE PLAN

*Community Engagement (CE), Corporate Services (CS), Development Services (DS), Technical Services (TS)

**Actions and projects which occur in all City of Vincent town centres (V). For additional information refer Vincent Town Centres Plan Volume 01

VOLUME 02 - NORTH PERTH TOWN CENTRE PLACE PLAN IMPLEMENTATION FRAMEWORK

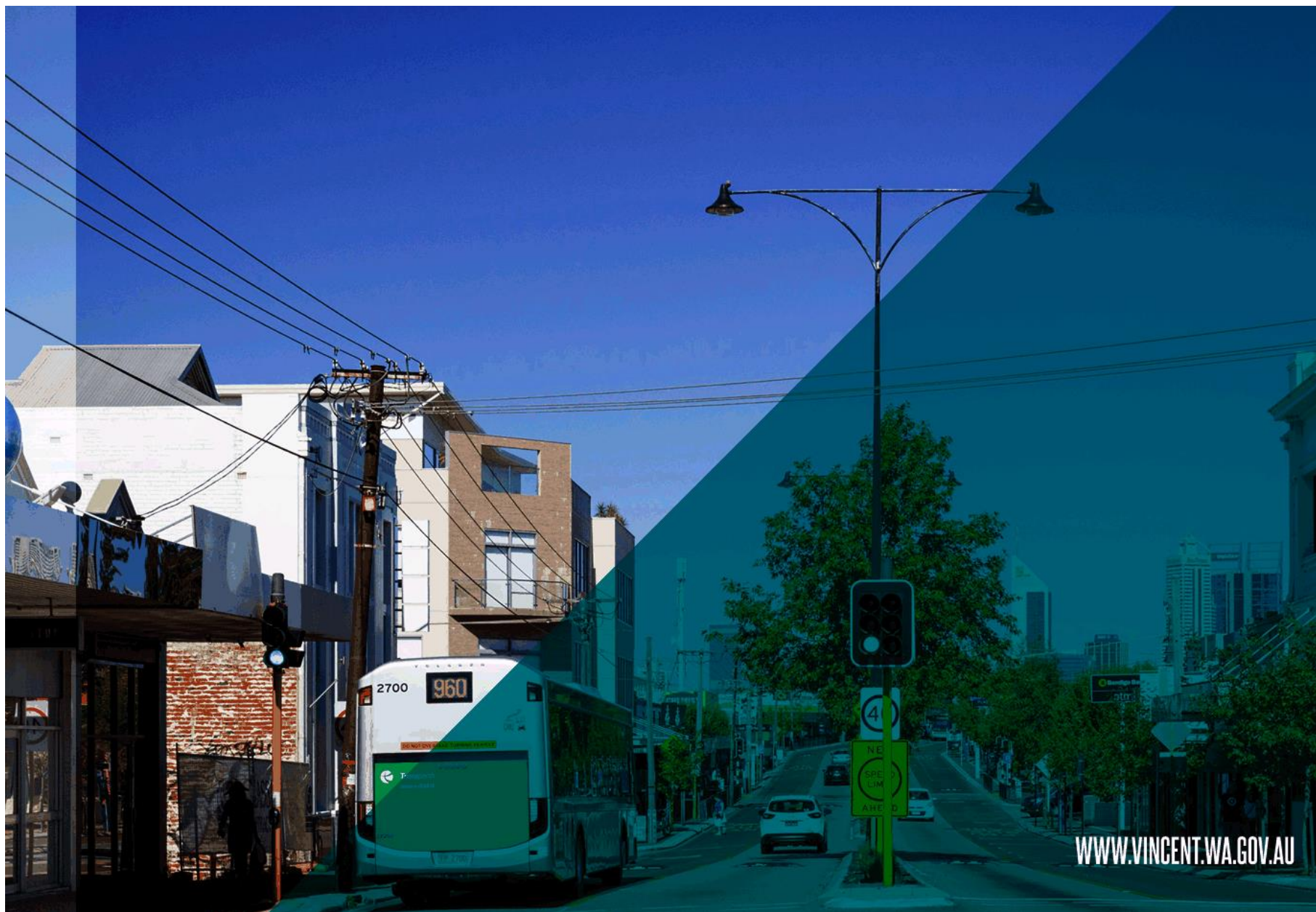
KEY ACTION/ PROJECT		RESPONSIBLE TEAM	SUPPORT TEAM*	TOWN CENTRE WIDE**	TIMING			
					18/19	19/20	20/21	21/22
KEY FOCUS AREA 2: MOVEMENT								
RETHINKING MOVEMENT IN THE TOWN CENTRES								
V2.1	Prepare a Transport Strategy	Development Services	TS	✓	✓	✓		
V2.2	Advocate to State Transport Authorities for Transport Infrastructure improvements including improved east-west connections	Technical Services	DS	✓	✓	✓	✓	✓
V2.3	Implement a Transport Education Program	Technical Services	DS	✓		✓	✓	✓
V2.4	Advocate for After hours Transport Options	Technical Services	DS	✓	✓	✓	✓	✓
IMPROVING THE PEDESTRIAN & CYCLIST ENVIRONMENT								
V2.5	Develop a Wayfinding Strategy	Community Engagement	DS/TS	✓		✓	✓	
V2.6	Review the naming requirements within the Laneways and Rights of Way Policy 2.2.8	Development Services	CE/TS	✓	✓			
V2.7	Advocate to the Public Transport Authority for Bus Noise Emission Improvements	Development Services	TS	✓			✓	✓
V2.8	Investigate the costs and benefits of Underground Power in Vincent's town centres	Technical Services	CS	✓	✓	✓		
2.1	Plan Angove/Fitzgerald Street Intersection improvements	Technical Services	DS			✓	✓	
2.2	Plan and implement Shared Spaces at Angove Street and Albert Street Junction adjacent to Albert Square public open space	Development Services	TS				✓	✓
2.3	Plan and implement Upgrades to Fitzgerald Street	Technical Services	DS		✓	✓		
2.4	Advocate to the Public Transport Authority for North Perth Plaza Bus Stop Upgrade and Naming	Technical Services	DS		✓	✓		
KEY FOCUS AREA 3: CHARACTER								
CREATING PLACES FOR PEOPLE								
V3.1	Advocate for High Quality Ground Floor Design to the development industry and business community	Development Services		✓	✓	✓	✓	✓
3.1	Encourage North Perth Plaza Site Improvements	Development Services	TS		✓	✓	✓	✓
HERITAGE								
3.2	Maximise the Use of the North Perth Town Hall and capitalise on its cultural significance and character	Community Engagement	DS/TS		✓	✓		
3.3	Plan and implement a View Street Landscape Link along View Street between Fitzgerald Street and the traditional heritage buildings	Technical Services	DS		✓	✓	✓	

*Community Engagement (CE), Corporate Services (CS), Development Services (DS), Technical Services (TS)

**Actions and projects which occur in all City of Vincent town centres (V). For additional information refer Vincent Town Centres Plan Volume 01

DRAFT NORTH PERTH TOWN CENTRE PLACE PLAN

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	Observations/Issue	Submitter	Administration Response	Recommended Modification
1.	General Comments relating to Volume 1 and Volume 2			
1.1.	The Town Centre Place Plans Volume Series is fantastic! Well presented, well written and hopefully important. It sets a new benchmark for Local Governments in WAI	Submitter 1	Response noted.	No modification required.
1.2.	<p>Submitter 1 explained that the 'big' missing piece of the puzzle is what happens on private land. Ideally, the City of Vincent would be preparing Activity Centres Plans for each of its District Centres and Leederville as priority actions. They are a bit of work, but not overly difficult. They really tie together the scheme, R-Codes and policies into one place-based statutory plan. They should probably be recommended as actions in the place plans.</p>	Submitter 1	Administration agrees with this comment although which planning mechanism is used for each specific town centre is yet to be determined (but will be as part of Item CBP 6.7 – <i>Investigate a planning framework for each of the City's Town Centres</i>	<p>Recommended modification to Activity Section and Implementation Framework in Volume 2 North Perth Town Centre Place Plan to include:</p> <p><i>Item 1.8 - Prepare an Activity Centre Structure Plan for the North Perth Town Centre area.</i></p> <p>During the preparation of the place specific Volumes of the Town Centre Place Plans the timing and form of each Town Centre Planning Framework will be identified and documented. This work is already identified in Item 6.7 of the CBP – <i>Investigate a planning framework for each of the City's Town Centres.</i></p>
1.3.	<p>Submitter noted that it might be worth thinking about how individuals, town teams or businesses could contribute to improving public spaces.</p> <p><i>Maybe the plan could have a short section encouraging innovative ideas to improve the place and encourage town teams and businesses/residents to take some responsibility and get involved.</i></p>	Submitter 1	Administration believes the logical place for this information is in the respective Town Team Action Plan's. However, Administration also agrees that the promotion of the Town Team Action Plans and opportunities for the business and residential communities to get	<p>No modification required</p> <p>The City will include an improved landing page on the City of Vincent website for the town centres and Town Teams including links to the Town Team Action Plans and information relating to how the community can get involved in these groups</p>

	Observations/Issue	Submitter	Administration Response	Recommended Modification
			involved could be better documented and promoted.	and contribute to making a difference.
1.4.	I support the proposal.	Submitter 2	Response noted.	No modification required.
1.5.	Submitter noted that the documents are very well laid out and easy to follow and that it is clear what the City has in mind for the future.	Submitted 3	Response noted.	No modification required.
1.6.	Submitter stated that the Town Centre Place Plans Volume Series is an excellent and practical initiative by Council to formalise and co-ordinate the strategic planning and community development opportunities for the town centres.	Submitter 4	Response noted.	No modification required.
2.	Volume 1: Vincent Town Centre Place Plans: Introduction			
2.1.	Submitter noted that the document is attractive, concise and legible in that it explains the strategic direction, processes and typical projects common to all town centres and that the introduction clearly states the roles and relationship between the City and Town Teams (with their Action Plans) and the intent to meet mid-way on ideas for Main Street events, improvements and activation.	Submitter 4	Response noted.	No modification required.
2.2.	Submitter noted that the section titled 'Place Management Approach', clearly outlines the Place Manager's role in implementing the Place Plan. The relationship with the City's Mt Hawthorn Place Manger, is critical and has been excellent to date.	Submitter 4	Response noted.	No modification required.
2.3.	Submitter noted that the Town Team Action Plans are acknowledged as a source for the broader Place Plan and it is therefore very important to ensure grass root ideas are incorporated in the town team Action Plan for consideration for	Submitter 4	Response noted.	No modification required.

	Observations/Issue	Submitter	Administration Response	Recommended Modification
	inclusion into the City's Place Plans. The other areas of focus on best practice (including work with University architecture and planning departments) and town centre data collection are important.			
2.4.	Submitter suggests the development of a portfolio of Town Team case studies (since the Town Teams have been going for some time now).	Submitter 4	Administration agrees that the development a Town Team case studies or project sheet documents is a good idea. However, this would best be developed in partnership with the Town Teams and Town Team Movement and linked to the improved Town Team landing page on the City's website as identified in Item 1.3 above.	No modification required.
2.5.	Submitter suggests a bi-annual update newsletter on the five Town Team organisations and their initiatives to promote collegiality and learning between Town Teams.	Submitter 4	Place Management will capture town team initiatives in their annual 'State of the Town Centre's' report which will be included in the City's Annual Report. This will be distributed to all Town Teams.	No modification required.
2.6.	Submitter believes it is important that placemaking and town team information is given greater and more direct exposure in the City of Vincent's upcoming website update. The current route is considered tortuous. https://www.vincent.wa.gov.au/community/business-and-community-groups/town-centre-groups/mt-hawthorn-hub.aspx	Submitter 4	Administration agrees that the City's website should be updated in accordance with Item 1.3 above.	No modification required. Refer item 1.3 above.
2.7.	Submitter suggests the minor review be amended from an annual review to a review every two years.	Submitter 4	Administration believes a minor annual review is necessary in order to capture updates to the City's Corporate Business Plan.	No modification required.

	Observations/Issue	Submitter	Administration Response	Recommended Modification
2.8.	The submitter believes that Town Teams need to start measuring the performance of projects based on the list of data collection and analysis identified in the measuring performance table.	Submitter 4	Response noted.	No modification required.
2.9.	The Town Centre Place Plans should acknowledge that projects require a clear vision and support, and they take time, commitment and co-operation between people.	Submitter 4	Administration acknowledges that this information should be included on an improved landing page on the City's website for the town centres and Town Teams (Refer Item 1.3 above). However, it is not necessary to include this information in the Place Plans themselves.	No modification required. Refer item 1.3 above.
3.	Volume 1: Vincent Town Centre Place Plans – Item 1.2: Online Hire Platform			
3.1.	In addition to hiring public space in town centres the Submitter believes it would be good for private businesses to be able to list their spaces for events/weddings on the City's online platform.	Submitter 5	Noted. The City will review the performance of the new online hire platform and then investigate the potential to extend this service to businesses through the development of the Business Engagement Program.	No modification required.
4.	Volume 1: Vincent Town Centre Place Plans – Item 1.3: Streamline the City's Event Approvals Processes			
4.1.	Submitter does not support the City's intent to streamline the approvals processes to make it easier for town teams and the community to run events in the town centre public places. Submitter notes that existing processes are in place to protect the community from any negative effects, such as noise or alcohol consumption. The submitter also notes that many of the concerning "events" are just commercial activities on public land and does not agree with the handing over of public open space (like parks and piazzas) to private companies to make	Submitter 6	Noted. However, this view does not align with Councils 2017/18 priorities: <i>Thriving & Creative Town Centres: Our town centres are vibrant and thriving, each with their own unique character and identity. We want to make sure it stays that way by promoting high quality development outcomes and supporting our town</i>	No modification required.

	Observations/Issue	Submitter	Administration Response	Recommended Modification
	profit. The submitter particularly disagrees with the use of public open space to sell alcohol.		<i>centres and the creativity and culture they offer.</i> Additionally, Item 1.3 of Vincent Town Centre Place Plans relates to simplifying approvals processes and not to encouraging the sale of alcohol in public spaces.	
5.	Volume 1 : Vincent Town Centre Place Plans – Item 1.7: Marketing & Branding			
5.1.	Submitter believes that the Town Centre Marketing Plans are a priority.	Submitter 4	Response noted.	No modification required as Item V1.5 Prepare and implement Town Centre Marketing & Branding Plans are scheduled to be prepared from 2018/19 through to 2020/21.
6.	Volume 1: Vincent Town Centre Place Plans – Item 1.9: Amend the Trading in Public Places Local Law 2008 & Local Government Property Local Law 2008			
6.1.	Submitter does not agree that the Trading in Public Places Local Law or Local Government Property Local Law need to be amended to activate the public realm and create vibrancy. Concerned that this will mean businesses will start broadcasting loud music into the streets and undermine the comfort of the existing environment. Submitter also notes that laws and regulations were created to protect the community from businesses intruding unnecessarily into the public realm and that the community, through the Council and its laws, need to have a say in what happens in public open space.	Submitter 6	Noted. However, this view does not align with Council 2017/18 priorities: <i>Thriving & Creative Town Centres:</i> <i>Our town centres are vibrant and thriving, each with their own unique character and identity. We want to make sure it stays that way by promoting high quality development outcomes and supporting our town centres and the creativity and culture they offer.</i> The <i>Environmental Protection (Noise) Regulations 1997</i> will still apply to all and any noise generated from extra activities within town	No modification required as Item 1.9 aligns with Council 2016/17 priorities.

	Observations/Issue	Submitter	Administration Response	Recommended Modification
			centre footpaths and formalised public spaces.	
7.	Volume 1 Vincent Town Centre Place Plans - Item 1.10: Business Engagement Program			
7.1.	Submitter believes that the Business Engagement Program is a priority. Consider liaising with landlords about their buildings, rent, tenants and retention of independent businesses in the Main Street due to changing retail environments and community expectations.	Submitter 4	Noted. Administration agrees that this is a core component of the business engagement program and ongoing role of the City's Place Management program.	No modification recommended.
8.	Volume 1 Vincent Town Centre Place Plans - Item 1.11: Live Music Venue Protection			
8.1.	Submitter was very supportive of Item 1.11 – Live Music Venue Protection. Submitter noted that new residents should be aware of the area they are moving into and not attempt to impose restrictions afterwards. Submitter also noted that it was refreshing to hear a local council is supporting live music.	Submitted 3	Noted.	No modification required.
8.2.	Submitter believes that Live Music Venues do not need protection. Submitter is concerned that existing Live Music Venues have altered their practices allowing previously contained noise to emanate into the surrounding environment and impact on residents. Submitter expressed particular concern for the welfare of residents who live within or adjacent to town centres. Submitter also noted that noise carrying into homes and apartments is stressful and unpleasant.	Submitter 6	Live Music Venues must comply with Noise Attenuation requirements which are assessed under the <i>Environmental Protection (Noise) Regulations 1997</i> . It is however the opinion of Administration that Live Music Venues are important to town centres both culturally and economically and it is therefore important to consider how increasing nearby residential development can be managed to ensure Live Music Venues are not threatened. This consideration should extend to the City advocating for an investigation into the	No modification required.

	Observations/Issue	Submitter	Administration Response	Recommended Modification
			<i>Environmental Protection (Noise) Regulations 1997</i> to see how they might better support Live Music Venues and by extension the local music industry.	
9.	Volume 1: Vincent Town Centre Place Plans – Item 1.12: City of Vincent Owned Land			
9.1.	Submitter believes there is great potential for City of Vincent owned land. The City should consider competitions for affordable housing through a local university. Vincent owned land should also be highlighted on the City's online intramaps system whereby small, odd shaped and seemingly unusable land offered for sale to the public. Doing this would enable creative architecture and outcomes.	Submitter 5	Noted. This advice will be considered at the time of implementing Item 1.12 Prepare a Strategy for City of Vincent Owned Land within the town centres.	No modification required.
10.	Volume 1: Vincent Town Centre Place Plans – Item 2.2: Advocate to State Transport Authorities for Transport Infrastructure Improvements including east-west connections			
10.1.	Submitter would like to put forward an east-west CAT bus connection or similar. Submitter would also like to put forward east-west bicycle lanes.	Submitter 5	Response noted.	No modification required.
11.	Volume 1: Vincent Town Centre Place Plans – Item 3.1: Advocate for High Quality Ground Floor Design to the development industry and business community			
11.1.	Submitter suggested that more stringent policies for ground floor development for development in town centres. Developers buying properties in town centre have an obligation build high quality buildings.	Submitter 5	Response noted.	No modification required.
12.	Volume 1: Vincent Town Centre Place Plans: General Comments about Movement section			
12.1.	Submitter agrees on all transport items listed and improving non-car travel in particular.	Submitter 4	Response noted.	No modification required.

	Observations/Issue	Submitter	Administration Response	Recommended Modification
13.	Volume 1: Vincent Town Centre Place Plans: General Comments about Movement section			
13.1.	<p>Submitter stated that the focus on ground floor quality detailing and design for activity is very important, however the section on <i>Character</i> requires expansion. Character is also about the landscape and atmosphere, identifying the sense of place. Patterns, typology and built form language in the area are important factors that assist with village like human scale, amenity and strengthening of local themes so a place has identity instead of looking like everywhere else.</p> <p>For example, Leederville has great accessibility with the rail station, concentrated eateries, cinema, large employment workplaces and a wide variety of independent businesses, mix of things to do at different price points, hard edged landscape with full-height openable glazing— it's buzzy during the day and night, business/worker dominated, intimate scale. Young and old mix together. Spaces for youth, kids, adults. Mt Hawthorn character is different, and its characteristics are evolving.</p>	Submitter 4	<p>Response noted. Administration agrees that a landscaping and materials palette could be included as a one page spread in the Character section of all place specific volumes of the Town Centre Place Plans. The inclusion of this information will be tested during the development of Volume 3: Mount Hawthorn Town Centre Place Plan and this further investigation will determine whether or not it should be included in the annual minor review of Volume 2: North Perth Town Centre Place Plan.</p> <p>Place specific details for buildings will be captured in future place specific planning frameworks for each of the Town Centres (see Item 1.2 above) or future amendments to the City's Built Form Policy.</p>	No modification required.
14.	Volume 2: North Perth Town Centre Place Plan - Introduction			
14.1.	<p>The Submitter thought Volume 2 had a good introduction on North Perth with a summary of the Town Centre evolution, historical snapshots and demographic/economic characteristics (community street life/localness is important).</p> <p>Use of the aerial is clear to show the boundary plan and lot/built form</p>	Submitter 4	Response noted.	No modification required.

	Observations/Issue	Submitter	Administration Response	Recommended Modification
	The repeat of introduction and key processes from Volume 01 is good.			
15.	Volume 2: North Perth Town Centre Place Plan – Item 1.1 North Perth Common (Town Square)			
15.1.	Submitter states that there is a precedence set for an exploration of support for a town centre space in Mt Hawthorn. Include the possible Town Centre Anvil Lane meeting place idea as part of Item 1.1 – Town Centre Public Space Activation Schedules	Submitter 4	Noted. This will be explored during the preparation of the Mount Hawthorn Town Centre Place Plan.	No modification required.
16.	Volume 2: North Perth Town Centre Place Plan – Item 1.2 Woodville Reserve Master Plan			
16.1.	Submitter explains that the Woodville Reserve Master Plan will seek broader, multi-functional community use. The master planning will better integrate uses within the reserve and within the town centre. Precedence for Axford Park, Mt Hawthorn which is a similar study to be advanced and included in the Mt Hawthorn Place Plan.	Submitter 4	Noted. This will be considered during the preparation of the Mount Hawthorn Town Centre Place Plan.	No modification required.
17.	Volume 2: North Perth Town Centre Place Plan – Item 1.3: Planning Framework			
17.1.	Submitter notes the synergy identified between North Plaza Shopping Centre and possible activities in the new North Perth Common. Submitter states that for Mt Hawthorn – it will be mostly a morning and mid-afternoon culture. There is the possibility of extending hours to capture the afterschool market. Some new evening uses (Move Gym, Spritz, Gelataria, Axford Park summer market is successful) are enlivening the Town Centre. Mapping is good to show 'hot spots', location and mix of land uses etc. to help in marketing etc.	Submitter 4	Noted. This will be considered during the preparation of the Mount Hawthorn Town Centre Place Plan.	No modification required.
18.	Volume 2: North Perth Town Centre Place Plan – Item 1.5: Lighting Improvements			

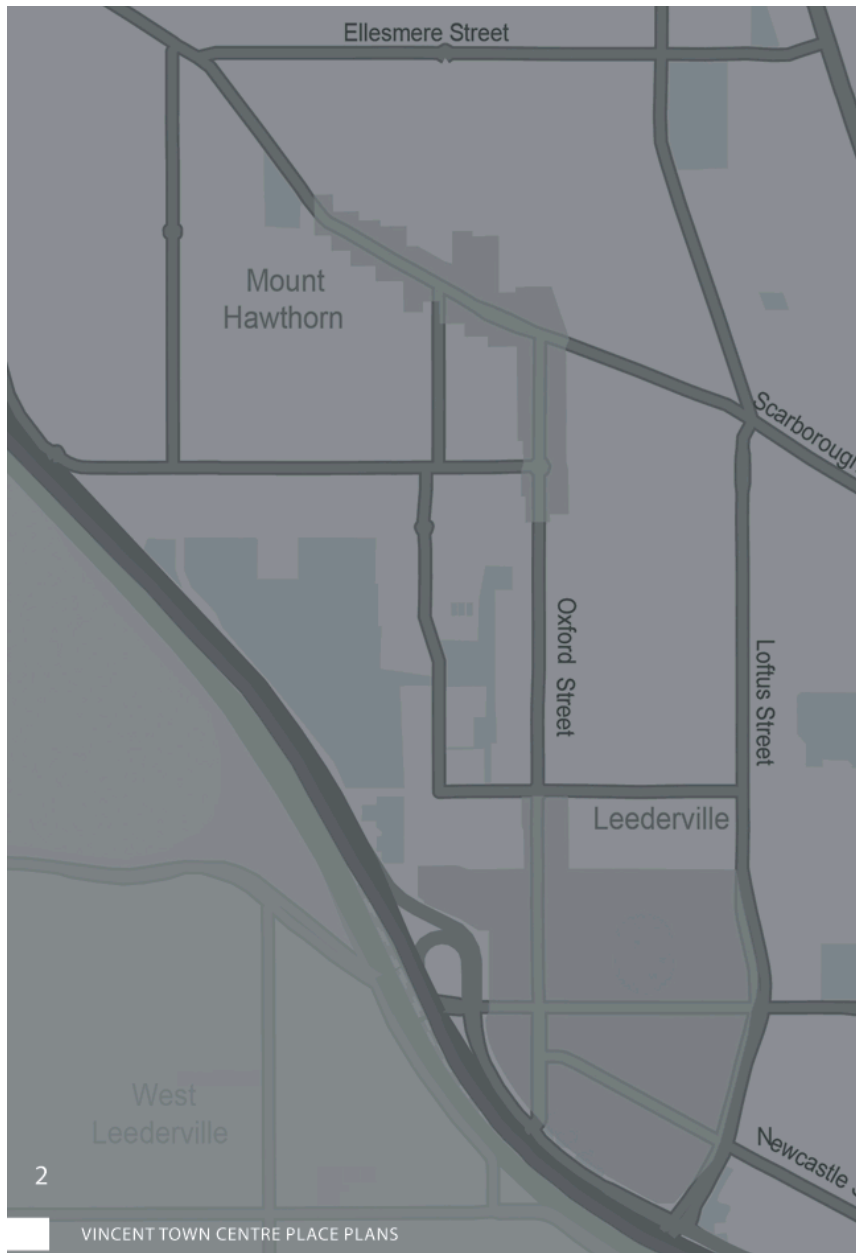
	Observations/Issue	Submitter	Administration Response	Recommended Modification
18.1.	Submitter agrees that there are some poorly lit areas and the same applies for Mt Hawthorn - such as at Anvil Lane.	Submitter 4	Noted. This will be considered during the preparation of the Mount Hawthorn Town Centre Place Plan.	No modification required.
19.	Volume 2: North Perth Town Centre Place Plan – Item 1.6: North Perth Plaza			
19.1.	Submitter states that in Mt Hawthorn, the taxi rank site (currently for lease) on Oxford St is a similar opportunity for advocacy for a future design/uses. Submitter asks if there are better uses for the Council owned Coogee St Car Park frontage on the Main Street (next to the Chemist).	Submitter 4	Noted. This will be considered during the preparation of the Mount Hawthorn Town Centre Place Plan.	No modification required.
20.	Volume 2: North Perth Town Centre Place Plan – Item 2.1: Angove/Fitzgerald Street Intersection			
20.1.	The submitter states that in Mt Hawthorn, similar improvements are sought at Scarborough Beach Road/Oxford Street intersection (Oxford North Streetscape upgrade) and crosswalk artwork.	Submitter 4	Noted. This will be considered during the preparation of the Mount Hawthorn Town Centre Place Plan.	No modification required.
21.	Volume 2: North Perth Town Centre Place Plan - Item 2.3: Plan and Implement Upgrades to Fitzgerald Street			
21.1.	Submitter commented that it was interesting that the City was looking to remove bollards while they are being installed in other locations to stop attacks via vehicle. Submitter thought that North Perth would not be a target for such a malicious attack, but observed that pedestrian safety should still be balanced with aesthetics. Submitter did not disagree with the intent of the Place Plans but wanted to provide the above observation.	Submitted 3	The need for and design of bollards or other safety measures will be considered during the planning of the upgrade to Fitzgerald Street as outlined in item 2.3 of Volume 2: North Perth Town Centre Place Plan.	No modification required.

	Observations/Issue	Submitter	Administration Response	Recommended Modification
21.2.	Submitter noted that the site analysis of the street has identified amenity problems for pedestrians – noise, traffic movement narrow footpaths, buses, ability to cross, streetscape clutter Submitter notes that in Mt Hawthorn, Scarborough Beach Road and Oxford Street require a similar audit.	Submitter 4	Noted. This will be considered during the preparation of the Mount Hawthorn Town Centre Place Plan.	No modification required.
22.	Volume 2: North Perth Town Centre Place Plan - Item 2.4: North Perth Bus Stop Upgrade & Naming			
22.1.	Submitter notes that the bus stop opposite the Paddington Hotel (a seat next to a bin with no shelter) would benefit from similar improvements.	Submitter 4	Noted. This will be considered during the preparation of the Mount Hawthorn Town Centre Place Plan.	No modification required.
23.	Volume 2: North Perth Town Centre Place Plan - Item 3.1: North Perth Plaza Site Improvements			
23.1.	Submitter notes that the North Perth Plaza is appropriately selected as a critical town centre site for improvement. Submitter notes that in Mt Hawthorn - activities and upgrades in the parks, car parks and Anvil Lane possible upgrade should continue.	Submitter 4	Noted. This will be considered during the preparation of the Mount Hawthorn Town Centre Place Plan.	No modification required.
24.	Volume 2: North Perth Town Centre Place Plan - Item 3.2 North Perth Town Hall & Item 3.3 View St Landscape Link			
24.1.	Submitter notes that in Mt Hawthorn there is a strong green landscape theme. Trees and planter boxes need maintenance.	Submitter 4	Noted. This will be considered during the preparation of the Mount Hawthorn Town Centre Place Plan.	No modification required.
25.	General Comment not relating to Volume 1 and Volume 2			
25.1.	Submitter notes that the Mezz shopping centre and Main St independent retailer synergy is important.	Submitter 4	Noted. Improvement to the Mezz shopfronts has been specifically targeted by Place Management over the last 3 years with significant improvements seen as a result.	No modification required.

	Observations/Issue	Submitter	Administration Response	Recommended Modification
			Further action improvements will be considered during the preparation of the Mount Hawthorn Town Centre Place Plan.	
25.2.	Submitter explained that Mt Hawthorn appears to need a larger worker population base to access and support businesses and uses that better support day / evening use. For example, nearby Osborne Park is a huge employment/worker base – option may be to market and encourage workers to visit Mt Hawthorn eateries, salons, gyms etc.	Submitter 4	Noted. This will be considered during the preparation of the Mount Hawthorn Town Centre Place Plan.	No modification required.
25.3.	Submitter identifies an issue of large land holdings for lease on Main Streets that seek long term tenants (such as the taxi rank site on Oxford St). These vacant sites can stagnate town centre redevelopment. Submitter is not sure what can be done here other than advocacy for redevelopment by the Council/short term uses?	Submitter 4	Noted. This will be considered during the preparation of the Mount Hawthorn Town Centre Place Plan.	No modification required.
25.4.	Submitter notes that in Mt Hawthorn there are large radii street corners with no trees/shelter at intersections. This does not help pedestrians waiting or movement.	Submitter 4	Noted. This will be considered during the preparation of the Mount Hawthorn Town Centre Place Plan. However, sight lines for pedestrians, cyclists and drivers is a key consideration when determining potential locations for tree planting.	No modification required.
25.5.	Submitter identifies the Flinders Street/Scarborough Beach Road intersection as possibly including a diagonal crossing. Large area of grey bitumen is foreboding, and the feeling is of being watched by car drivers. This intersection could perhaps benefit from a patterned surface similar to that at some intersections on Beaufort St?	Submitter 4	Noted. This will be considered during the preparation of the Mount Hawthorn Town Centre Place Plan.	No modification required.
25.6.	Submitter identifies that town centre pedestrian shelter is very important. Main Streets are competing with air conditioned, enclosed shopping centres and therefore shelter is important via permanent well-designed canopies and tree cover.	Submitter 4	Noted. This was and is a key consideration when developing the	No modification required.

	Observations/Issue	Submitter	Administration Response	Recommended Modification
			Town Centre Place Plan Volume Series.	
25.7.	Submitter identified that for safety and security – good lighting design is required.	Submitter 4	Noted. This was and is a key consideration when developing the Town Centre Place Plan Volume Series.	No modification required.
25.8.	Ensure the City's Arts Strategy includes a longer-term crosswalk project in Mt Hawthorn.	Submitter 4	Noted. This will be considered during the preparation of the Mount Hawthorn Town Centre Place Plan.	No modification required.
25.9.	Submitter proposes to cul de sac Barlee Street at the intersection with Beaufort Street.	Submitter 7	Noted. This will be considered during the preparation of the Mount Lawley/Highgate Town Centre Place Plan.	No modification required.





TOWN CENTRE PLACE PLAN VOLUME SERIES

The City of Vincent Town Centre Place Plans Volume Series has been developed as a set of 'place based' strategic documents to guide the direction of funding and resources in the City's town centres. The documents guide the implementation of all major initiatives in the town centres.

The Town Centre Place Plans (Place Plans) are split into the following volumes:

VOLUME 01 sets out the strategic direction for **all** of the City's town centres and outlines the projects (including associated funding and resources) which are common to all town centres.

VOLUME 02 to 06 include the Place Plans specific to each town centre. Each volume relates to one of the City's five town centres and outlines the funding and resources the City has specifically committed to each individual town centre. Volumes 02 to 06 have been developed as comprehensive, standalone documents which build upon the detailed information relating to all of the town centres in Volume 01.

The Place Plans direct the City's service units to deliver a range of place-based initiatives and enable the City to effectively support and coordinate change.

VOLUME 01**VINCENT TOWN CENTRE PLACE PLANS**

00 INTRODUCTION

01 ACTIVITY

02 MOVEMENT

03 CHARACTER

04 IMPLEMENTATION FRAMEWORK

VOLUME 02**NORTH PERTH TOWN CENTRE PLACE PLAN**

00 INTRODUCTION

01 ACTIVITY

02 MOVEMENT

03 CHARACTER

04 IMPLEMENTATION FRAMEWORK

VOLUME 03**MOUNT HAWTHORN TOWN CENTRE PLACE PLAN**

00 INTRODUCTION

01 ACTIVITY

02 MOVEMENT

03 CHARACTER

04 IMPLEMENTATION FRAMEWORK

VOLUME 04**LEEDERVILLE TOWN CENTRE PLACE PLAN**

00 INTRODUCTION

01 ACTIVITY

02 MOVEMENT

03 CHARACTER

04 IMPLEMENTATION FRAMEWORK

VOLUME 05**MOUNT LAWLEY/HIGHGATE TOWN CENTRE PLACE PLAN**

00 INTRODUCTION

01 ACTIVITY

02 MOVEMENT

03 CHARACTER

04 IMPLEMENTATION FRAMEWORK

VOLUME 06**NORTHBRIDGE TOWN CENTRE PLACE PLAN**

00 INTRODUCTION

01 ACTIVITY

02 MOVEMENT

03 CHARACTER

04 IMPLEMENTATION FRAMEWORK

INTRODUCTION

0

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DISCLAIMER

This document has been prepared for the use of the City of Vincent. The City of Vincent disclaims responsibility to any third party acting upon or using the whole or part of its contents.

	DATE	DETAILS	STATUS
4	09/04/18	Vincent Town Centre Place Plans	Final

VINCENT TOWN CENTRE PLACE PLANS

00 INTRODUCTION

The City of Vincent (City) has five major town centres – North Perth, Mt Hawthorn, Leederville, Mt Lawley/ Highgate and Northbridge.

The town centres are classified as District Centres in the State Planning Framework, with the exception of Leederville which is classified as a Secondary Centre. The State and local planning framework identify the town centres as important opportunities for targeted infill development that are expected to redevelop over time to meet changing community needs.

TOWN CENTRE TOWN TEAMS

Each of the town centres has a 'town team'. The town teams are independently formed incorporated bodies that aim to make their respective town centres the best places they can possibly be. The town teams include:

- Mt Hawthorn Hub >> Mount Hawthorn Town Centre;
- Leederville Connect >> Leederville Town Centre;
- North Perth Local >> North Perth Town Centre;
- Beaufort Street Network >> Mount Lawley/Highgate Town Centre; and
- Northbridge Common >> Northbridge Town Centre.

The town teams are not an affiliate of the City but can access funding for community driven initiatives. The town teams are made up of a diverse range of members that include business owners, land owners and local residents. Each town team member brings a different set of skills and life experiences to the table and these collectively shape the direction, composition and identity of the five town teams.

The town teams and the City enjoy a symbiotic relationship. The City engages directly with each town team on a variety of issues that are specific to their respective town centres and the town teams are able to effectively communicate issues, solutions and ideas to the City through their respective Action Plans. The City works collaboratively with the town teams to deliver locally based activities/events, physical improvements and economic and community development initiatives.



INTRODUCTION

A PLACE MANAGEMENT APPROACH

The City's Place Management team is responsible for coordinating and influencing the City's service units to deliver great place outcomes. The Place Management team delivers and influences a variety of projects and is responsible for coordinating the delivery of the Place Plans.

The City of Vincent employs a Place Management approach to streamline and improve the management of the wide range of issues, challenges and opportunities that face the City's town centres.

Place Management was established at the City in 2013 and has since evolved through a three phase process. This evolution process is outlined in the **Evolution of Place Management Diagram** below. The implementation of the Place Plans is set to occur during the 'Manage' phase.



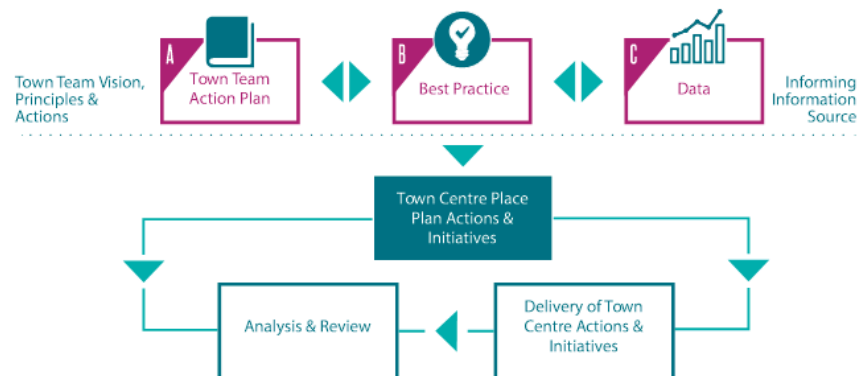
PLACE PLAN PROCESS

The Place Plans capture and build upon existing strategies and plans prepared by the City.

The projects within the Town Centre Place Plans are either existing town centre based projects from other strategies – or – plans or new projects that have been identified by analysing and applying information from the following three sources:

- A.** the content and identified actions within the town team Action Plans;
- B.** best practice; and
- C.** data collected through the Town Centre Performance Measurement Strategy.

The diagram below identifies the process in which Place Plan actions are prepared.



A TOWN TEAM ACTION PLANS

The town team Action Plans provide the opportunity for town teams to influence the strategic direction and management of their town centre. Town team Action Plans are prepared by local people who have a deep knowledge and feel for the place. The Action Plans are critical to the City better understanding the needs and aspirations of the local community. Key actions from the town team Action Plans are assessed by the City and considered for inclusion in the relevant Place Plan.

B BEST PRACTICE

Best practice case studies and current urban trends from both Australia and overseas inform the strategies and actions included in the Place Plans. Similarly, the City is informed and kept up to date with emerging trends and practices through partnerships with local universities. These partnerships bring new strategies and actions to light which are then considered for inclusion in the Place Plans.

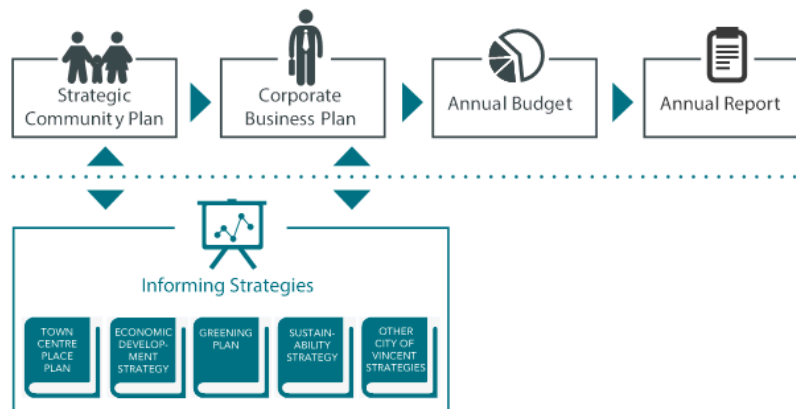
C TOWN CENTRE DATA

The City has prepared a Town Centre Performance Measurement Strategy to help guide the data collected in town centres. This is an internal document that guides the data collection activities of Administration. By collecting and analysing data in a structured and deliberate manner, decision-making becomes better informed. Through the collection of good quality data Administration is able to recommend targeted strategies and interventions.

The collection and analysis of data is a key component in the formulation of actions and strategies within the Place Plans.

PLACE PLAN PURPOSE

The Place Plans form a part of the City's suite of informing strategies. The Integrated Planning and Reporting Framework outlined by the *Local Government (Administration) Regulations 1996* requires the City to adopt a Strategic Community Plan and a Corporate Business Plan. The creation of the Place Plans is identified in the City's Corporate Business Plan, adopted 25 July 2017, and their relationship with the City's future Strategic Community Plan and Corporate Business Plan is illustrated in the diagram below.



MONITORING & REVIEW

Each action within the Place Plans is a project and therefore required to be managed appropriately including the use of project schedules and project plans. Major projects will also need to be highlighted in the Corporate Business Plan.

Place Management is responsible for coordinating with the City's service units to work through the action items within the Place Plans and ensure the work is undertaken on time and on budget.

Progress reporting to Council on the implementation of the Place Plans is required annually. Progress reports will be prepared by Place Management with input from applicable service units at the City.

The Place Plans are intended to be iterative documents which evolve over time. The plans will be reviewed as follows:

MINOR REVIEW:

High-level annual review may include but is not limited to:

- including town team priority projects and initiatives which are supported by best practice, data and Council priorities;
- reflecting changes to the Corporate Business Plans and Strategic Community Plan; and
- including priority projects, initiatives and items which may arise in relation to shifts in best practice, in response to specific data acquired and/or external funding opportunities from private organisations, state and/or federal agencies.

MAJOR REVIEW:

A four year review will include major changes to the Place Plan documents including possible structure revisions and graphic design updates. It will also reflect changes to the town team structures and project implementation processes as applicable.

MEASURING PERFORMANCE

The City has access to a range of data that is dispersed across a variety of organisations and information platforms. Current data on hand includes:

- vehicle speeds and volumes;
- development approvals;
- permit approvals ;
- demographic data (via .id);
- limited public transport data provided by the Public Transport Authority;
- parking numbers and restrictions;
- a diverse range of previous engagement results;
- community asset mapping; and
- rates information.

Place Management has prepared a Town Centre Performance Measurement Strategy which outlines the key datasets the City needs to better understand in order to manage and improve the performance of its town centres. These datasets are outlined on the adjacent page.

Gathering and analysing data is critical to informed decision making. The data sets below will provide a thorough understanding of the place and continue to highlight required action that emerges through the review process.





VINCENT TOWN CENTRE PLACE PLANS

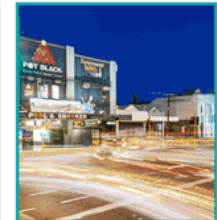
HOW TO READ THIS DOCUMENT!

The Vincent Town Centre Place Plans Volume Series is structured around three Key Focus Areas:

01 ACTIVITY Sets out the actions and projects which assist the City to enhance activity in its town centres so they can reach their activation and economic potential.



02 MOVEMENT Sets out the actions and projects which enhance walkability, improve the use of public transport, deliver parking efficiencies and create more pedestrian and cycle friendly town centres.



03 CHARACTER Sets out the actions and projects which contribute to Vincent's town centres unique sense of place.





The City of Vincent is committed to 'Greening Vincent' by increasing overall canopy cover, creating more liveable and walkable neighbourhoods and fostering biodiversity within the City of Vincent. Major greening projects are identified in:

- the City's Greening Plan Implementation Schedule; and
- the actions in the Place Plan Volume Series that are demarcated with the Vincent Greening Icon below.



GREENING

Any action that has a greening component is marked with the City of Vincent's Greening Plan Icon.



IMPLEMENTATION FRAMEWORK

Sets out the actions, time frames and the responsible teams for the delivery of all of the identified projects.

Each project is explained using the following three step process:



STEP 1

DIAGNOSIS

Diagnosing the issue or opportunity evident in the town centres. These may be identified in town team Action Plans, as an opportunity to achieve best practice or through the analysis of data.



STEP 2

ANALYSIS

Analysing the detail of the issue or opportunity to understand the best path forward.



STEP 3

SOLUTION

Proposing a solution that solves the issue or seizes the opportunity.

01 ACTIVITY

THE ACTIVITY FOCUS AREA RELATES TO THOSE PROJECTS AND INITIATIVES THAT HELP TO BRING THE STREETS TO LIFE. IT RELATES TO ACTIVATION, EVENTS, PUBLIC SPACES, MARKETING, THE LOCAL ECONOMY AND FUTURE DEVELOPMENT.



EVENTS

ITEM 1.1 - PUBLIC SPACE ACTIVATION

Many of the public spaces in Vincent's town centres are not well activated.

A carefully curated events program in a town centre can amplify the local economy, connect the community, and raise the profile of the place to the broader public. A range of events that vary in scale and style that are designed for the local demographic should be programmed by either the City, town teams and/or businesses (or together in partnership).

Events and activities must be carefully designed to cater for the range of people who visit Vincent's town centres. Active and engaging public spaces attract people and encourage them to 'linger longer'. The City recognises the value of engaging visitors to stay longer and the Activation Schedule will be developed to facilitate this.

The City needs to prepare an activation program for each of its town centre public spaces.

Prepare and implement **Town Centre Public Space Activation** schedules

EVENTS

ITEM 1.2 - ONLINE HIRE PLATFORM

It is difficult to hire the public space in Vincent's town centres.

The City has recently improved the hiring process for town centre public spaces but there is still room for improvement. Town teams and the local business community are encouraged to hire the town centre public spaces to run events and activities. The hiring process needs to be promoted, simplified and a more user friendly online platform investigated.

Create an **Online Hire Platform** and improved booking system for town centre public spaces

EVENTS

ITEM 1.3 - STREAMLINE EVENT APPROVALS PROCESSES



Events often require multiple approvals from the City, sometimes resulting in a complex and long process.

The City's approval processes need to be refined and streamlined to make it easier for town teams and the community to run events in town centre public spaces.



The City's service units would benefit from an improved understanding of the events approvals processes, as a multidisciplinary approach is needed in order to deliver information and approvals in a timely manner.

User friendly online systems could be implemented to simplify the approvals processes.



Streamline the City's **Event Approvals** processes

EVENTS

ITEM 1.4 - SUPPORT EVENTS



Major events require financial and administrative support from the City of Vincent.



Events are important for the local economy as well as bringing the community together. The City should continue to provide ongoing support for festivals and events in Vincent's town centres.



Provide ongoing support for **Town Team Events & Other Public Events**

CUSTOMER SERVICE

ITEM 1.5 - TOWN CENTRE TIDY TEAMS



Vincent's town centres require a high level of service and maintenance.

The City is currently investigating the viability of increasing service and maintenance levels in town centres through the creation of Town Centre Tidy Teams. Clean, curated and attractive public spaces are more inviting, encouraging people to linger longer.



The Town Centre Tidy Team initiative will provide a specialised maintenance crew for Vincent's town centres with the aim of delivering a higher level of service and specialised maintenance.



Implement the **Town Centre Tidy Teams** Business Case recommendations

TOWN CENTRE TIDY TEAMS will deliver a higher level of maintenance and care to landscaped areas in Vincent town centres.





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VINCENT TOWN CENTRE PLACE PLANS

CUSTOMER SERVICE

ITEM 1.6 - TOWN TEAM GRANT PROGRAM

Town teams require financial support to deliver outcomes for their respective town centres and to make themselves more sustainable entities.

Town teams can access grant funding through the Town Team Grant Program. This funding can be used to facilitate events, activities and/or initiatives that engage the local community, contribute to the local economy or improve the sustainability of the town team.

Manage the **Town Team Grant Program**

MARKETING & BRANDING

ITEM 1.7 - MARKETING & BRANDING

Vincent's town centres do not have strong and cohesive brands or benefit from a coordinated marketing approach.

The town centres are primarily branded through the town team websites, WA Tourism and independent place promoters such as Urban List and Broadsheet Perth. A carefully considered and targeted marketing strategy will further promote each town centre. Further work needs to be undertaken to understand the best approach to marketing, whether it is led by the City of Vincent, the town teams, or both.

Prepare and implement **Town Centre Marketing & Branding Plans**

MARKETING & BRANDING

ITEM 1.8 - TOURISM WA

The City does not partner with Tourism WA to promote tourism in its town centres.

A partnership between the City and Tourism WA should be developed to better promote Vincent's town centres as key tourist destinations.

Partner with **Tourism WA** and ensure that the town centres are marketed as key inner city tourist destinations

BUSINESS SUPPORT

ITEM 1.9 - LOCAL LAWS REVIEW

The Trading in Public Places Local Law 2008 and Local Government Property Local Law 2008 make it difficult for businesses to use and activate the public realm.

Vibrant places have active footpaths that include alfresco dining, goods displays and street performers.

Amendments to the Trading in Public Places and Local Government Property Local Laws will make it easier for businesses to utilise the public space in front of their shopfronts by enabling an online self-administering process that reduces paperwork and approval time frames.

Amend the **Trading in Public Places Local Law 2008 & Local Government Property Local Law 2008**

BUSINESS SUPPORT

ITEM 1.10 - BUSINESS ENGAGEMENT PROGRAM

The City of Vincent does not provide any specific business support measures.

We know the local community love the mix of independent traders in Vincent's town centres. There are a variety of trends affecting businesses, including but not limited to the below:

- the use of technology to consume, engage and experience;
- people want to experience urban environments;
- customers are fashion conscious;
- customers are culturally in tune (music, film, books, theatre, art, etc);
- restaurants and bars provide the experience customers want;
- a transition to online shopping;
- a focus on networking (social media, etc);
- many customers in Vincent are career driven and time poor;
- customers have progressive attitudes and are socially conscious; and
- customers have relatively high incomes (or capacity for high income).

The City of Vincent should create a Business Engagement Program that includes a digital platform that businesses can access to review emerging trends, link into existing training and funding opportunities, obtain business support and be a forum for knowledge exchange.

This Engagement Program will include trends and tips about catering to the local community and could also include networking events.

Implement a **Business Engagement Program**



AFTER-HOURS ACTIVITY

ITEM 1.11 - LIVE MUSIC VENUE PROTECTION



Live music venues are at risk of conflicting with new and nearby residential development.



The City has a number of well-established performance venues which attract visitors from all over Perth to view and listen to a diverse range of music acts.

Current legislation could result in live music venues having to alter the way they function to mitigate their impact on new neighbouring sensitive land uses (residential).

These live music venues contribute significantly to the economy of their respective town centres. They are well known and respected cultural institutions which must be promoted and protected.



Advocate for **Live Music Venue Protection**

DEVELOPMENT OPPORTUNITIES

ITEM 1.12 - CITY OF VINCENT OWNED LAND



The City does not have a strategy outlining how its landholdings in the town centres could be used.



The City should plan for the future of its current and future landholdings. A strategy could be developed to explore the strategic acquisition of land for a variety of purposes which could include affordable housing, parking improvements and enhanced town centre connections.



Prepare a Strategy for **City of Vincent Owned Land** within the town centres

PLANNING FRAMEWORK

ITEM 1.13 - TOWN CENTRE PLANNING FRAMEWORKS

Vincent's town centres are expected to grow over the coming years in line with population projections and in response to the state planning framework. The town centres are distinctive in their own ways and are places that local people identify with and deeply care about. They require careful management to ensure that future development contributes to their success while preserving and enhancing their uniquely different characters.

Draft Local Planning Strategy Action 1.4.2 – Economy and Employment states that the City should *"Appropriately zone and/or prepare structure plans for planned growth areas to facilitate a mix of compatible residential and commercial development opportunities."*

Further to this, four of Vincent's town centres are identified in State Planning Policy 4.2 – Activity Centres for Perth and Peel (SPP4.2). Leederville is identified as a Secondary Centre and requires the preparation of an Activity Centre Structure Plan, while North Perth (Fitzgerald Street), Mount Hawthorn and Mount Lawley are identified as District Centres and also require the preparation of an Activity Centre Structure Plan but only requiring WAPC approval if the amount of proposed floorspace exceeds 20,000m².

Perth (William Street) is not listed in SPP4.2. However, a place specific planning framework will need to be investigated for this town centre if its growth and development is to be appropriately managed.

Investigate a **Planning Framework** for each of the town centres



02 MOVEMENT

THE MOVEMENT FOCUS AREA IS ABOUT CREATING A MORE WALKABLE ENVIRONMENT AND ENCOURAGING GREATER USE OF PUBLIC TRANSPORT. IT'S ABOUT CREATING THE ENVIRONMENT THAT ENCOURAGES CYCLING AS A VIABLE ALTERNATIVE TO DRIVING A CAR.



RETHINKING MOVEMENT IN THE TOWN CENTRES

ITEM 2.1 - TRANSPORT STRATEGY



The City does not currently have a strategic position on how it prefers its residents and visitors to 'get around'.

A Vincent Transport Strategy that outlines actions relating to walking, cycling, public transport and cars (including car parking) is required. The Transport Strategy should provide recommendations for additional cycling routes and improved connections to and through the town centres.



The 2016 Census data shows that car ownership in Vincent remains high. Most people still drive to work. A preference for cars impacts on the volume of vehicles moving through the local road network.

Instead of focusing on reducing vehicle congestion, attention should be given to promoting alternate travel methods and the improvement of non-car related infrastructure. Actions to improve and enhance walking, cycling and public transport should be developed and outlined in the future Vincent Transport Strategy.



Prepare a **Transport Strategy**



RETHINKING MOVEMENT IN THE TOWN CENTRES

ITEM 2.2 - TRANSPORT INFRASTRUCTURE

Public transport is currently not as efficient and convenient as driving a car. There are very few east – west public transport connections between Vincent's town centres.

There are currently three east-west bus routes in the City of Vincent. The No. 15 bus runs between Leederville Town Centre and Charles Street before diverting southward to the City and the No. 402 and 990 connect Glendalough to Mount Hawthorn Town Centre before diverting southward on Loftus Street and Scarborough Beach Roads respectively, before continuing on to the City.

The poor east-west connections result in town centre visitors and workers being left with limited options other than to drive. Public transport bus and train services are all designed to service Perth, which means that a 10 minute east-west drive from Beaufort Street to Leederville can result in a 40 minute train ride. This increase in journey time is a deterrent for people to use public transport.

The CAT Service is a popular and highly effective short range bus service operating primarily in the City of Perth. The CAT Service does not extend into the City if Vincent's town centres but opportunities to extend this service and to improve east-west connections across Vincent should be explored.

Advocate to State Transport Authorities for **Transport Infrastructure Improvements** including improved east-west connections

RETHINKING MOVEMENT IN THE TOWN CENTRES

ITEM 2.3 - TRANSPORT EDUCATION PROGRAM

The impact that car parking has on the functionality and livability of Vincent's town centres seems to be misunderstood.

The high social and physical cost of car parking is often not realised or acknowledged. Developing additional car parking in established town centres can be difficult without large scale redevelopment. Continuing to develop at-grade, free and unrestricted parking to cater for increasing population and demand, is also a threat to the fabric of Vincent's town centres because it encourages driving, increases traffic and undermines public transport, cycling and walking.

The negative effect of too much car parking should be explained through an overall Transport Education Program. The Transport Education Program would need to effectively explain the benefits of improving car parking management processes and utilising alternative transport options.

Implement a **Transport Education Program**

RETHINKING MOVEMENT IN THE TOWN CENTRES

ITEM 2.4 - AFTER-HOURS TRANSPORT OPTIONS

Vincent's town centres can be difficult to access and/or leave via public transport after-hours.

Vincent's town centres are currently difficult to access at night by public transport. If you live nearby walking and cycling are viable options, but cars, ride share and taxis are generally the only other viable means of transport. Leederville and Beaufort Street are well serviced by trains and buses during the day, but service levels fall away significantly in the evening.

Changes need to be made to promote the use of public transport after dark and the City should work closely with ride share companies to encourage them to manage their drivers to minimise their impacts on the movement network.

Advocate for **After-hours Transport Options**

VINCENT TOWN CENTRE PLACE PLANS

MOVEMENT

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IMPROVING THE PEDESTRIAN & CYCLIST ENVIRONMENT

ITEM 2.5 - WAYFINDING STRATEGY



Wayfinding in Vincent's town centres is cluttered, unclear and limited.

Wayfinding is a critical component to the legibility and walkability of a place. Wayfinding can help determine how people decide to move through spaces. The decisions people make when moving through places are guided by architecture, urban design, landmarks and views. Those decisions are also supported by signage and tactile interventions (such as textured paving).



Wayfinding in Vincent's town centres has significant room for improvement. An over proliferation of signage and styles competes for attention and can result in confusion.

A Wayfinding Strategy should be prepared to:

- create a comprehensive, clear and consistent visual communication system with concise messaging; and
- only include the information that is relevant to the space, location and navigation path.



Develop a **Wayfinding Strategy**

IMPROVING THE PEDESTRIAN & CYCLIST ENVIRONMENT

ITEM 2.6 - LANEWAY NAMING



The City's Policy for naming Laneways and Rights of Way is difficult to use and has resulted in laneways being difficult to name.



Wayfinding improvements must encompass the naming of currently unnamed laneways in Vincent's town centres. Policy No. 2.2.8 Laneways and Rights of Way has presented some administrative difficulties and will need to be reviewed to make the naming process more efficient.



Review the naming requirements within the **Laneways and Rights of Way Policy 2.2.8**

IMPROVING THE PEDESTRIAN & CYCLIST ENVIRONMENT

ITEM 2.7 - BUS NOISE EMISSION IMPROVEMENTS



The noise generated by frequently passing buses is having an impact on the amenity of Vincent's town centres.



Further studies are required to confirm these impacts and assist further advocacy to the Public Transport Authority to invest in improvements to reduce noise emissions from their bus fleet.



Advocate to the Public Transport Authority for **Bus Noise Emission Improvements**

IMPROVING THE PEDESTRIAN & CYCLIST ENVIRONMENT

ITEM 2.8 - UNDERGROUND POWER



Overhead powerlines in Vincent's town centres are unattractive and stop trees from reaching full maturity.



Mature street trees are a simple yet vital component of the public realm, providing not only a more attractive and comfortable pedestrian environment, but also sensory stimulation with sound, movement and dappled natural light. Street trees enclose the street space with green canopies and provide a connection to the natural world from which urban dwellers can often have perceived disconnect.



Trees cannot reach maturity underneath overhead power lines due to Western Power's separation requirements. An investigation into the costs and benefits of underground power is necessary.

Investigate the costs and benefits of **Underground Power** in Vincent's town centres

UNDERGROUND POWER will contribute to Greening Vincent by allowing trees to mature, increasing canopy coverage and improving walkability.



MOVEMENT

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VINCENT TOWN CENTRE PLACE PLANS

03 CHARACTER

WHAT ARE THOSE SPECIAL ELEMENTS OF A PLACE THAT MAKE IT DISTINCTIVE? IT IS THE BUILDINGS, THE BUSINESSES, THE PEOPLE, THE INSTITUTIONS, THE LOCAL STORIES, THE HISTORY? – IT'S THE TAPESTRY OF PLACES.



VINCENT TOWN CENTRE PLACE PLANS

CREATING PLACES FOR PEOPLE

ITEM 3.1 - HIGH QUALITY GROUND FLOOR DESIGN

The standard of ground floor design needs to be improved in all new developments.

Good ground floor design outcomes are a fundamental component to walkability and are crucial to the saleability of new ground floor tenancies and the long term success of businesses.

The City is committed to enforcing and promoting good, high quality ground floor design outcomes and will advocate to developers and businesses to achieve this.

Advocate for **High Quality Ground Floor Design** to the development industry and business community





CHARACTER

VOLUME 01 - VINCENT TOWN CENTRE PLACE PLANS IMPLEMENTATION FRAMEWORK

KEY ACTION/ PROJECT		RESPONSIBLE TEAM	SUPPORT TEAM*	TOWN CENTRE WIDE**	TIMING			
					18/19	19/20	20/21	21/22
KEY FOCUS AREA 1: ACTIVITY								
EVENTS								
V1.1	Prepare and implement Town Centre Public Space Activation schedules	Community Engagement	DS	✓	✓	✓	✓	✓
V1.2	Create an Online Hire Platform and improved booking system for town centre public spaces	Community Engagement		✓	✓			
V1.3	Streamline the City's Event Approvals processes	Community Engagement	DS/E	✓	✓	✓	✓	✓
V1.4	Provide ongoing support for Town Team Events & Other Public Events	Community Engagement	DS/E	✓	✓	✓	✓	✓
CUSTOMER SERVICE								
V1.5	Implement the Town Centre Tidy Teams Business Case recommendations	Engineering	DS	✓	✓			
V1.6	Manage the Town Team Grant Program	Development Services	CE/E	✓	✓	✓	✓	✓
MARKETING & BRANDING								
V1.7	Prepare and implement Town Centre Marketing & Branding Plans	Community Engagement	DS	✓	✓	✓	✓	
V1.8	Partner with Tourism WA and ensure that the town centres are marketed as key inner city tourist destinations	Community Engagement	DS	✓	✓	✓	✓	
BUSINESS SUPPORT								
V1.9	Amend the Trading in Public Places Local Law 2008 & Local Government Property Local Law 2008	Development Services	CE/CS/E	✓	✓			
V1.10	Implement a Business Engagement Program	Development Services	CE	✓	✓	✓	✓	✓
NIGHT TIME ECONOMY								
V1.11	Advocate for Live Music Venue Protection	Development Services		✓	✓	✓	✓	✓
DEVELOPMENT OPPORTUNITIES								
V1.12	Prepare a Strategy for City of Vincent Owned Land within the town centres	Corporate Services	DS	✓			✓	✓
PLANNING FRAMEWORK								
V1.13	Investigate a Planning Framework for each of the town centres	Development Services		✓		✓	✓	

VOLUME 01 - VINCENT TOWN CENTRE PLACE PLANS IMPLEMENTATION FRAMEWORK

KEY ACTION/ PROJECT		RESPONSIBLE TEAM	SUPPORT TEAM*	TOWN CENTRE WIDE**	TIMING			
					18/19	19/20	20/21	21/22
KEY FOCUS AREA 2: MOVEMENT								
RETHINKING MOVEMENT IN THE TOWN CENTRES								
V2.1	Prepare a Transport Strategy	Development Services	E	✓	✓	✓		
V2.2	Advocate to State Transport Authorities for Transport Infrastructure Improvements including improved east-west connections	Engineering	DS	✓	✓	✓	✓	✓
V2.3	Implement a Transport Education Program	Engineering	DS/CE	✓		✓	✓	✓
V2.4	Advocate for After-hours Transport Options	Engineering	DS	✓	✓	✓	✓	✓
IMPROVING THE PEDESTRIAN & CYCLIST ENVIRONMENT								
V2.5	Develop a Wayfinding Strategy	Community Engagement	DS/E	✓		✓	✓	
V2.6	Review the naming requirements within the Laneways and Rights of Way Policy 2.2.8	Development Services	CE/E	✓	✓			
V2.7	Advocate to the Public Transport Authority for Bus Noise Emission Improvements	Development Services	E	✓			✓	✓
V2.8	Investigate the costs and benefits of Underground Power in Vincent's town centres	Engineering	CS	✓	✓	✓		
KEY FOCUS AREA 3: CHARACTER								
CREATING PLACES FOR PEOPLE								
V3.1	Advocate for High Quality Ground Floor Design to the development industry and business community	Development Services		✓	✓	✓	✓	✓

*Community Engagement (CE), Corporate Services (CS), Development Services (DS), Engineering (E)

**Actions and projects which occur in all City of Vincent town centres (V)





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DISCLAIMER

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DATE	DETAILS	STATUS
09/04/18	North Perth Town Centre Place Plan	Final

NORTH PERTH TOWN CENTRE PLACE PLAN

00 INTRODUCTION

The North Perth Town Centre Place Plan (Place Plan) has been developed as a 'place based' strategic plan to guide the direction of funding and resources in the North Perth Town Centre.

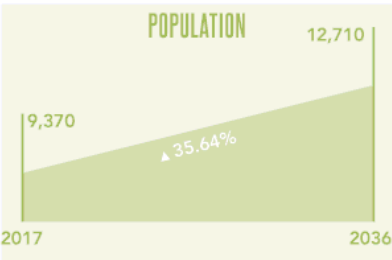
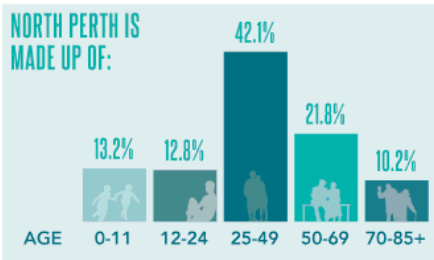
North Perth Town Centre is defined by its unique character, diverse mix of businesses and rich cultural history. Its characters, iconic businesses and heritage buildings contribute to its distinct sense of identity and are why it is like no other place.

After establishing as a commercial area in the late 19th century, North Perth Town Centre has reinvented itself a number of times. From commercial outpost, to bustling northern suburb with the state's largest primary school, to the settling place for immigrants that have imbued the place with layers upon layers of cultural diversity. North Perth Town Centre is emerging as a vibrant and highly liveable destination. There are great challenges ahead, but also great opportunities.

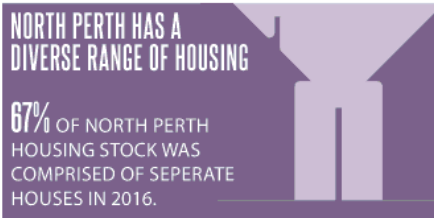
HISTORIC SNAPSHOT



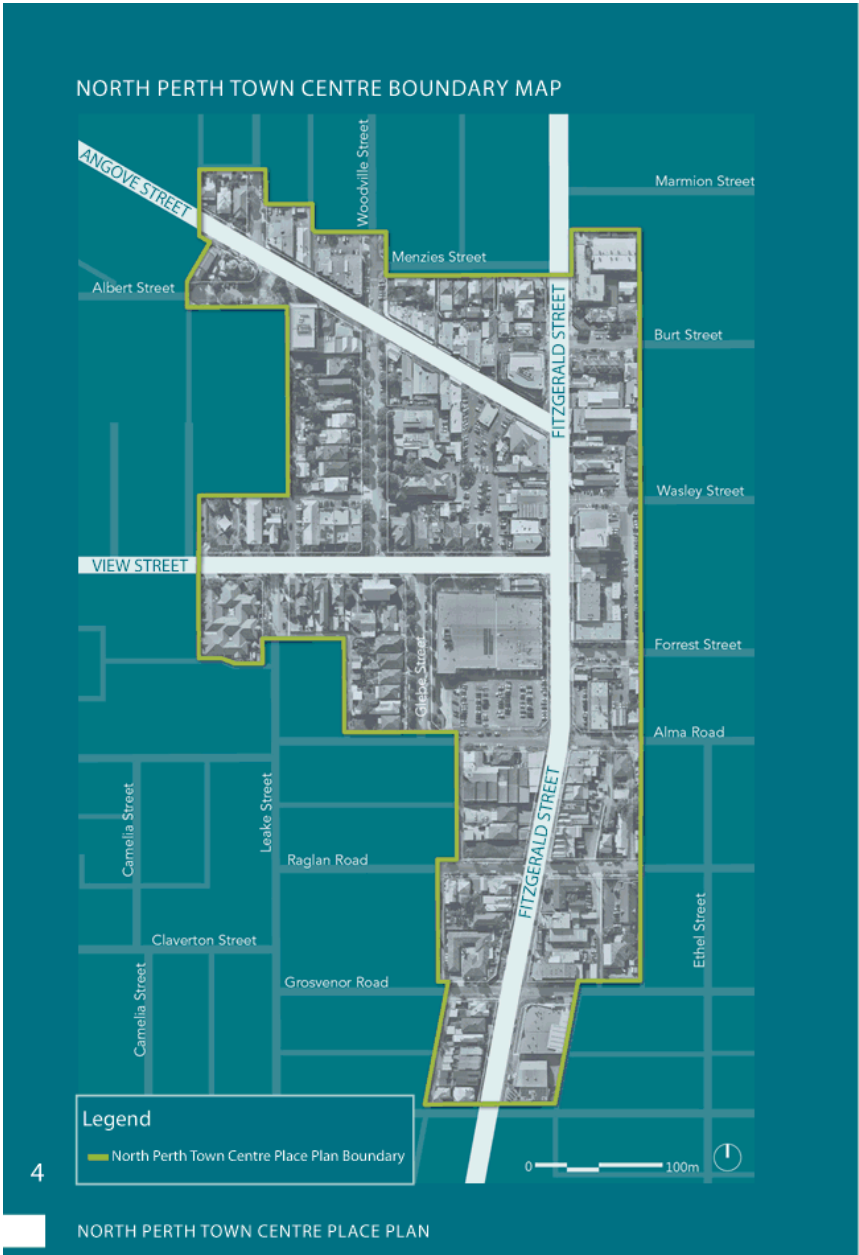
DEMOGRAPHIC SNAPSHOT



ECONOMIC SNAPSHOT



INTRODUCTION



PLACE PLAN PURPOSE & PROCESS

The Place Plan outlines the funds and resources the City has specifically committed to the North Perth Town Centre. The boundary of North Perth Town Centre (refer **North Perth Town Centre Boundary Map**) extends beyond the City of Vincent's Town Planning Scheme No. 2 District Centre Scheme Zone, to incorporate the commercial, cultural, and community offering in the immediate vicinity of Angove Street and Fitzgerald Street.

The Place Plan lists the implementation schedule for all of the major initiatives being undertaken in the North Perth Town Centre by the City of Vincent. Such initiatives include but are not limited to public realm upgrades, marketing initiatives, economic and community development projects and/or policy and procedural improvements. The Place Plans provide a robust, planned and integrated approach to project identification and delivery.



The strategies and actions within the Place Plan are cross checked against the following three sources:

- A. the content and identified actions within the North Perth Local Action Plan;
- B. best practice; and
- C. data collected through the Town Centre Performance Measurement Strategy.

The diagram below identifies the process in which Place Plan actions are prepared.



The Place Plan will be reviewed and updated annually. Anyone who wants to know what the City of Vincent is doing in the North Perth Town Centre can read this document and learn about the broad range of projects the City is undertaking, and the direction the City is taking to support and improve the town centre.

The Implementation Framework sets out the actions, time frames and teams who are responsible for the delivery of the actions and projects.

NORTH PERTH LOCAL

Each of the City of Vincent town centres has a 'town team'. The town teams are independently formed incorporated bodies that aim to make their respective town centres the best places they can possibly be. The town teams are not an affiliate of the City but do receive funding for community driven initiatives. The town teams are made up of a diverse range of members that include business owners, land owners and local residents. Each town team member brings a different set of skills and life experiences to the table and these collectively shape the direction, composition and identity of the five town teams.

The town teams and the City enjoy a symbiotic relationship. The City engages directly with each town team on a variety of issues that are specific to their respective town centres and the town teams are able to effectively communicate issues, solutions and ideas to the City through their strategic Action Plans. The City works collaboratively with the town teams to deliver locally based activities/events, physical improvements and economic and community development initiatives.

North Perth Local is the town team operating in the North Perth Town Centre. North Perth Local's Action Plan outlines a range of objectives and principles as well as their key focus areas.





HOW TO READ THIS DOCUMENT!

The North Perth Town Centre Place Plan is structured around three Key Focus Areas:

01 ACTIVITY Sets out the actions and projects which assist the City to enhance activity in the town centre in order for it to reach its activation and economic potential.



02 MOVEMENT Sets out the actions and projects which enhance walkability, improve the use of public transport, deliver parking efficiencies and create a more pedestrian and cycle friendly town centre.



03 CHARACTER Sets out the actions and projects which contribute to North Perth's unique sense of place.





The City of Vincent is committed to ‘Greening Vincent’ by increasing overall canopy cover, creating more liveable and walkable neighbourhoods and fostering biodiversity within the City of Vincent. Major greening projects are identified in:

- the City’s Greening Plan Implementation Schedule; and
- the actions in the Place Plan that are demarcated with the Vincent Greening Icon below.



GREENING Any action that has a greening component is marked with the City of Vincent’s Greening Plan Icon.



IMPLEMENTATION FRAMEWORK Sets out the actions, time frames and the responsible teams for the delivery of all of the identified projects.

Each project is explained using the following three step process:



01 ACTIVITY

NORTH PERTH TOWN CENTRE WILL CONTINUE TO BE A BEAUTIFUL PLACE WHERE THE COMMUNITY LIVE, WORK AND PLAY AND WHERE A THRIVING LOCAL ECONOMY SUPPORTS PROSPEROUS AND PASSIONATE LOCAL, INDEPENDENT BUSINESSES.



PUBLIC OPEN SPACE

ITEM 1.1 - NORTH PERTH COMMON (TOWN SQUARE)

There is not enough comfortable urban open space in the North Perth Town Centre.

Currently there are only two formal public spaces in the North Perth Town Centre and these are both located on the western fringe of the town centre boundary (refer **Existing Public Open Space Map**).

The North Perth Master Plan 2012 identifies the need for a centrally located public space in the town centre. The Master Plan shows a piazza space at the corner of View Street and Fitzgerald Street but the concept in the Master Plan is constrained by private ownership. Following a detailed investigation, Council have approved the design and development of a public space at the corner of View Street and Fitzgerald Street including the development of a shared space on the View Street road reserve.

Design and develop the **North Perth Common (Town Square)**

NORTH PERTH COMMON (TOWN SQUARE) will contribute to the greening of Vincent by providing additional town centre green space and exploring the opportunity for additional canopy cover.

PUBLIC OPEN SPACE

ITEM 1.2 - WOODVILLE RESERVE MASTER PLAN

Woodville Reserve contains a number of community uses including the North Perth Tennis Club, North Perth Bowls Club, Vincent Men's Shed and North Perth Community Garden. These uses and associated facilities are disconnected from one another and from the North Perth Town Centre.

The community facilities at Woodville Reserve have developed incrementally over time. They are well patronised but spatially disconnected. The poor physical relationships between them has inhibited the building of strong relationships between the community groups who inhabit them.

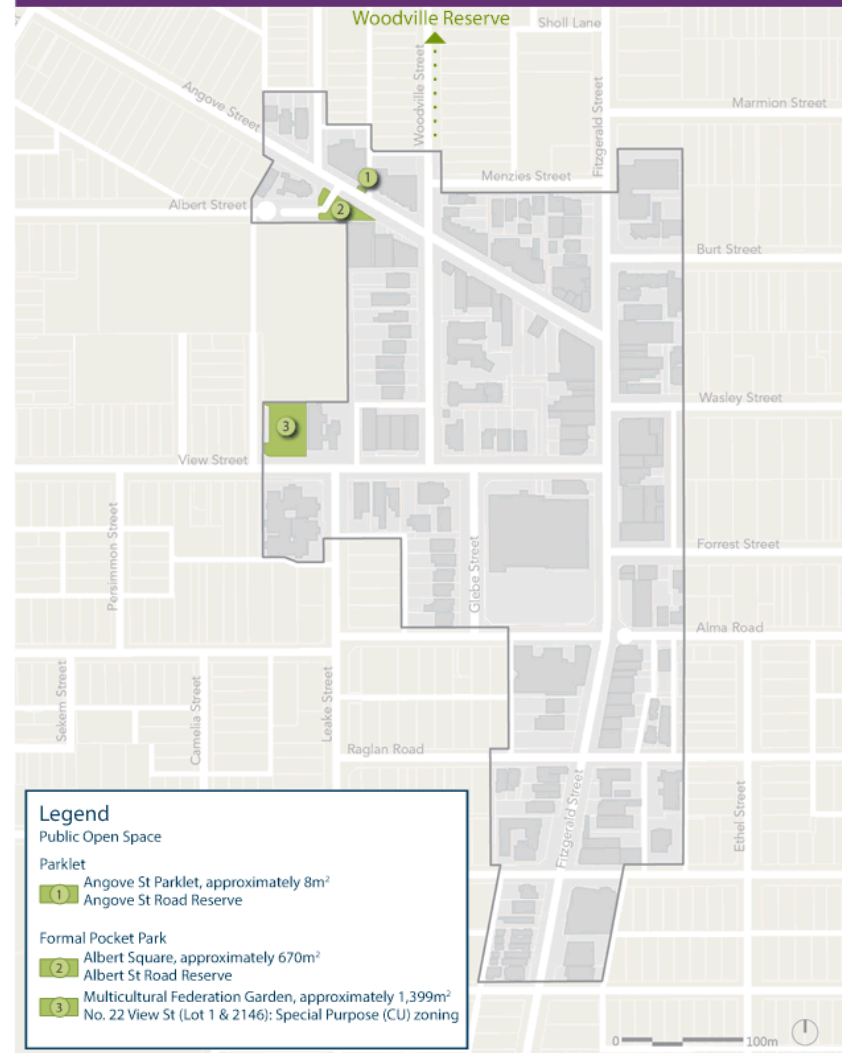
The City is committed to preparing a master plan for Woodville Reserve. Opportunities to develop a positive synergy between Woodville Reserve, the surrounding community uses and the North Perth Town Centre will be explored. The master plan will consider the legibility of this site and how the activity generated by the community uses can better link to the town centre.

Prepare **Woodville Reserve Master Plan**

WOODVILLE RESERVE MASTER PLAN will contribute to the greening of Vincent by making better use of the existing green space and by exploring opportunities to increase canopy cover.



EXISTING PUBLIC OPEN SPACE MAP



NORTH PERTH TOWN CENTRE PLACE PLAN

NIGHT TIME ECONOMY

ITEM 1.3 - NORTH PERTH'S NIGHT TIME ECONOMY

North Perth Town Centre has a weak night time economy compared with other nearby town centres.

The **After hours Trading Map** shows the businesses that are open after 6pm. The primary generators of after hours activity in the North Perth Town Centre are the supermarket in the North Perth Plaza shopping centre and the Rosemount Hotel. Both of these uses attract specific target audiences with different habits and behaviours. Reviewing the City's car parking requirements for night time related land uses may improve the affordability of setting up after hours venture. Similarly, a review of the land use permissibility in the City's Town Planning Scheme may remove the need for community advertising and Council approval or even the need for planning approval altogether.

There is an opportunity to leverage the activity generated after hours by the local supermarket and the future North Perth Common (Town Square) to encourage after hour's uses in the immediate area.

Ensure updates to the planning and policy framework facilitate the development of **North Perth's Night Time Economy**

TOWN CENTRE SAFETY

ITEM 1.4 - CCTV NETWORK

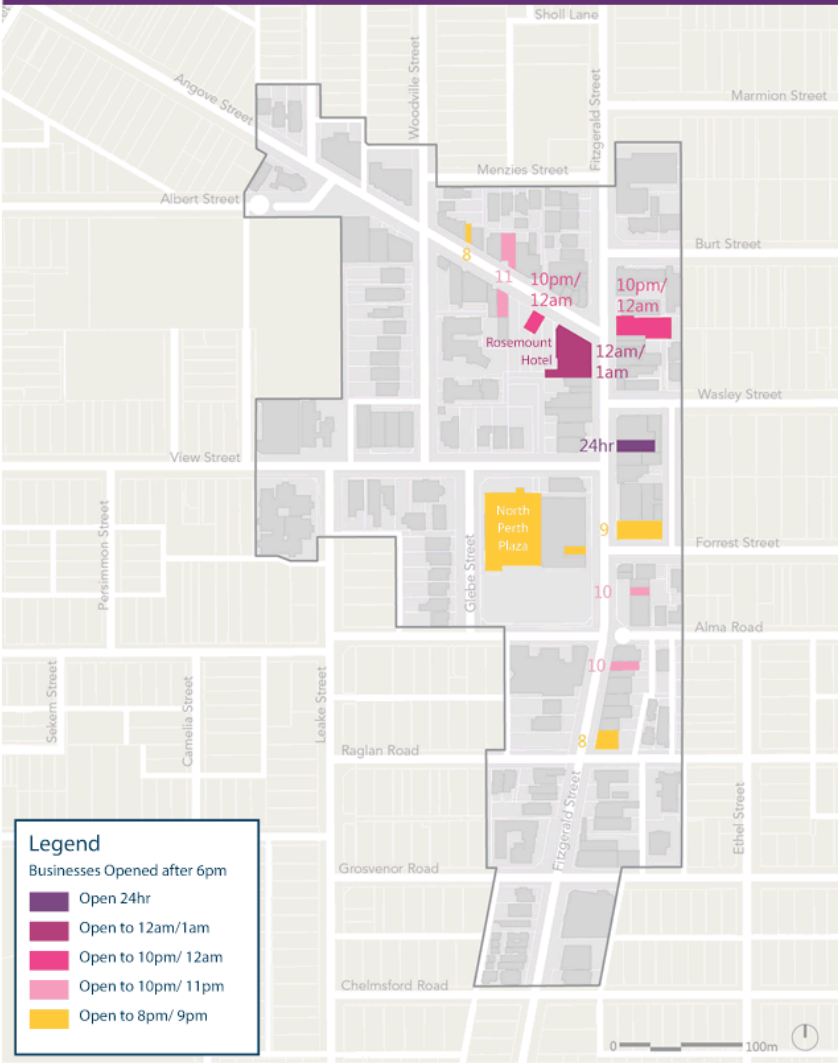
There is no City of Vincent CCTV in the North Perth Town Centre.

The City is required to review the City's CCTV Strategy and this review may result in specific recommendations for the North Perth Town Centre. A CCTV network can contribute to community safety and security, especially after hours.

The **North Perth Local Action Plan** identifies a need to focus on community safety.

Implement the recommendations of the 2017/18 review of the City's **CCTV Network**

AFTER HOURS TRADING MAP



NORTH PERTH TOWN CENTRE PLACE PLAN

TOWN CENTRE SAFETY

ITEM 1.5 - LIGHTING IMPROVEMENTS

There are some poorly lit areas in the North Perth Town Centre.

Pedestrian safety and the quality of lighting in the North Perth Town Centre is generally considered to be good. The lighting on secondary streets and key walking routes that lead to the town centre could be improved to enhance the pedestrian environment after hours.

The **North Perth Local Action Plan** identifies a need to focus on community safety.

Investigate **Lighting Improvements** on View Street and Angove Street

DEVELOPMENT OPPORTUNITIES

ITEM 1.6 - NORTH PERTH PLAZA

The North Perth Plaza is an unattractive, underdeveloped, car oriented shopping centre located in the heart of the North Perth Town Centre.

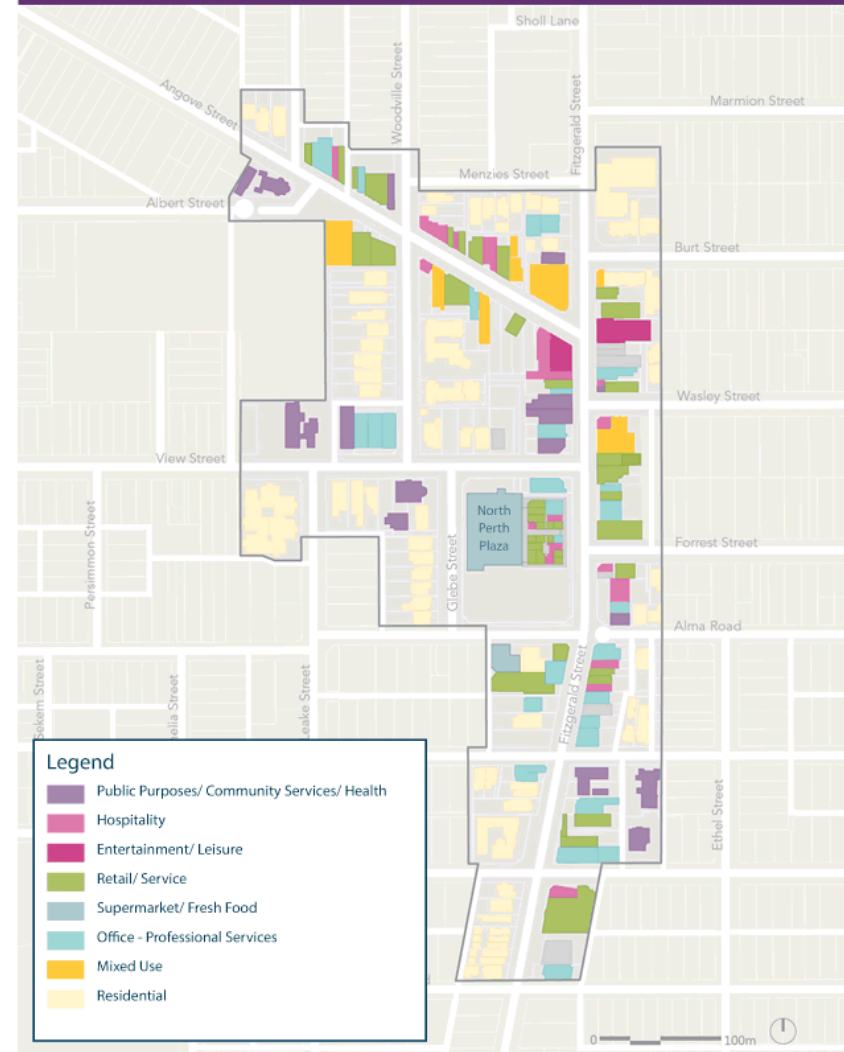
It is yet to reach its potential as a key destination and lacks connectivity to the street.

The ownership of North Perth Plaza presents some constraints for redevelopment in the short term but the sites location presents significant redevelopment opportunity in the longer term. The City is well positioned to support and advocate for redevelopment in the future.

The City should advocate to North Perth Plaza landowners and/or interested third parties to develop a future design for the site that delivers the right mix of land uses, compliments the local character and includes high quality public spaces and the integration of the adjacent North Perth Plaza bus stop.

Facilitate stakeholder negotiations to redevelop the **North Perth Plaza**

LAND USE MAP



NORTH PERTH TOWN CENTRE PLACE PLAN

DEVELOPMENT OPPORTUNITIES

ITEM 1.7 - VIEW STREET CAR PARK URBAN DESIGN CONCEPT

The City has limited land holdings in the town centre (refer **City Owned Land Map**). The use of the premium, centrally located, City owned land at Lots 15, 16 and 40 View Street is not currently of significant benefit to the town centre. Lot 15 supports an underutilised dwelling and the remaining lots form a car park with limited efficiencies.

The City does not have a strategy outlining how its town centre landholdings should be used but it is evident that Lots 15, 16 and 40 View Street are not fulfilling their potential. The land is located adjacent to the neighbouring Rosemount Hotel Car Park and presents an opportunity to improve parking efficiencies, pedestrian links and deliver high quality infill development and urban open space.

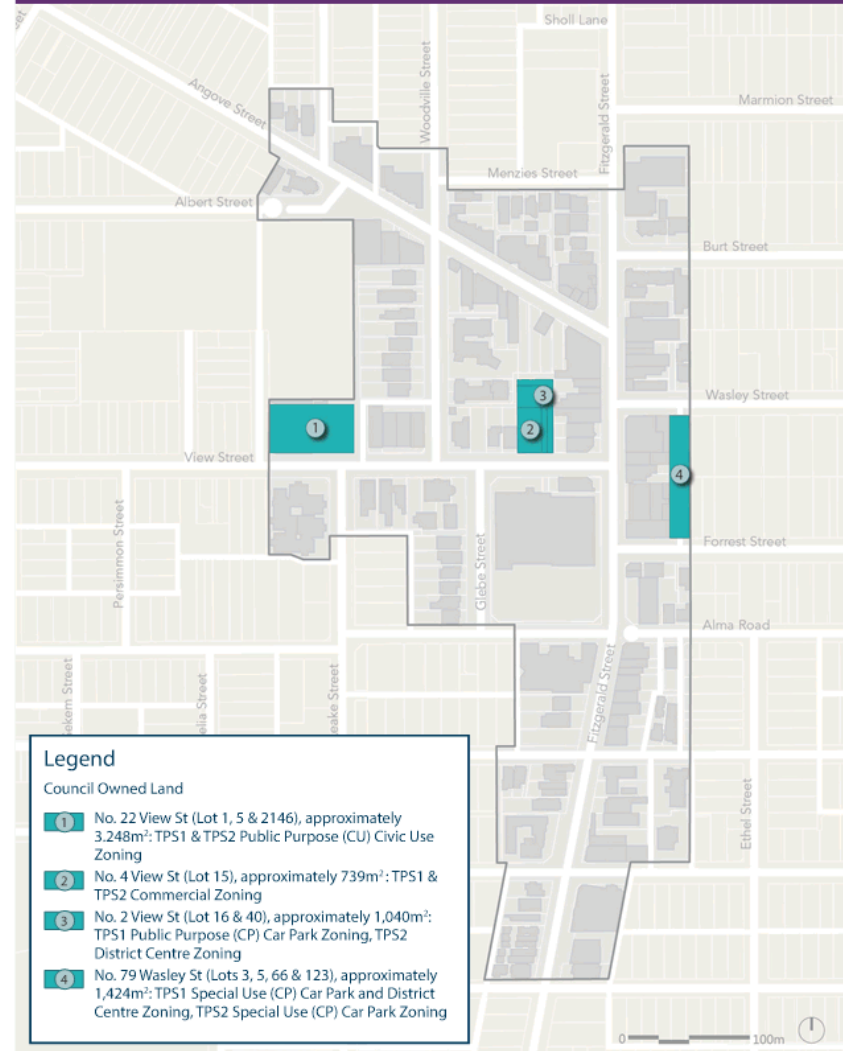
This opportunity was identified in the North Perth Master Plan 2012 and the City is now in a position to determine how this land could be utilised for the benefit of the town centre.

Prepare an **Urban Design Concept for View Street Car Park** and surrounds

VIEW STREET CAR PARK URBAN DESIGN CONCEPT will incorporate additional tree planting along identified key pedestrian links that will contribute to the greening of Vincent.



COUNCIL OWNED LAND MAP



IMPROVING THE PEDESTRIAN & CYCLIST ENVIRONMENT

ITEM 2.1 - ANGOVE/FITZGERALD ST INTERSECTION

The Angove/Fitzgerald Street Intersection is difficult for pedestrians to cross.

The pedestrian environment at the Angove Street and Fitzgerald Street intersection is currently poor and somewhat difficult to cross. Improvements to the design and management of this intersection should be explored to enhance pedestrian and cyclist movement. Cycling starter boxes should also be considered at this intersection.

Plan **Angove/Fitzgerald Street Intersection** Improvements

IMPROVING THE PEDESTRIAN & CYCLIST ENVIRONMENT

ITEM 2.2 - ALBERT/ANGOVE JUNCTION SHARED SPACES

The Albert/Angove Junction could be Vincent's highest quality pedestrian environment.

The Albert/Angove Junction was upgraded in 2016 from an unusable verge space to a comfortable public space. It is now able to host a range of activities and small scale events.

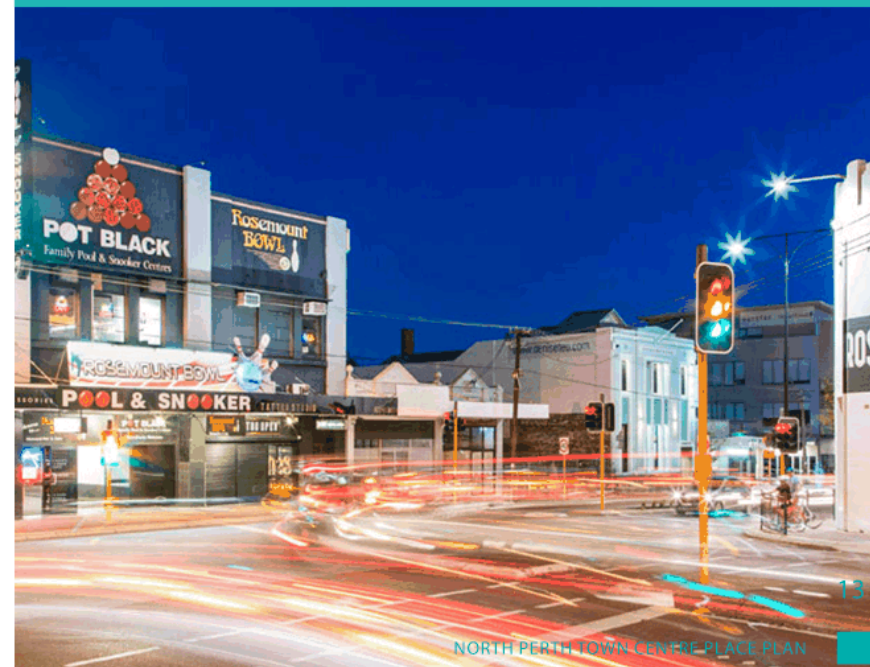
The location of the space lends itself to further refinement, being enclosed by well-designed ground floor tenancies, medium density residential, the North Perth Primary School and the Macedonian Orthodox Church.

This space has the potential to be expanded into the surrounding road network via a series of shared spaces that would give greater priority to active transport modes.

Plan and implement **Shared Spaces at Angove Street and Albert Street junction** adjacent to Albert Square public open space

02 MOVEMENT

THE NORTH PERTH TOWN CENTRE WILL FIND THE RIGHT BALANCE BETWEEN CARS, BUSES, BICYCLES AND PEDESTRIANS, BECOMING A GREAT PLACE FOR PEOPLE AND BUSINESS.



IMPROVING THE PEDESTRIAN & CYCLIST ENVIRONMENT

ITEM 2.3 - FITZGERALD STREET UPGRADES



Fitzgerald Street is not a comfortable place for pedestrians.

Fitzgerald Street is classified as an ‘Other Regional Road’ in the Metropolitan Region Scheme. This means Fitzgerald Street is considered an important road for connecting people and goods. Our state roads authority, Main Roads Western Australia (MRWA) advise and assist the City of Vincent in the management of Fitzgerald Street.

Fitzgerald Street has another important purpose. It is a place for people. It connects people between businesses on the eastern and western side of the street. It contains the street trees that shade people as they walk on its footpaths and the public art that people admire as they sit on public benches.

Data shows that on average vehicle speeds on Fitzgerald Street do not exceed the speed limit and are comparable to neighbouring Beaufort Street. Yet Beaufort Street functions better as a place for people – why? Observational studies show that noise, constant traffic movement, narrow footpath widths, and buses passing close to pedestrians are impacting pedestrian comfort in a negative way.

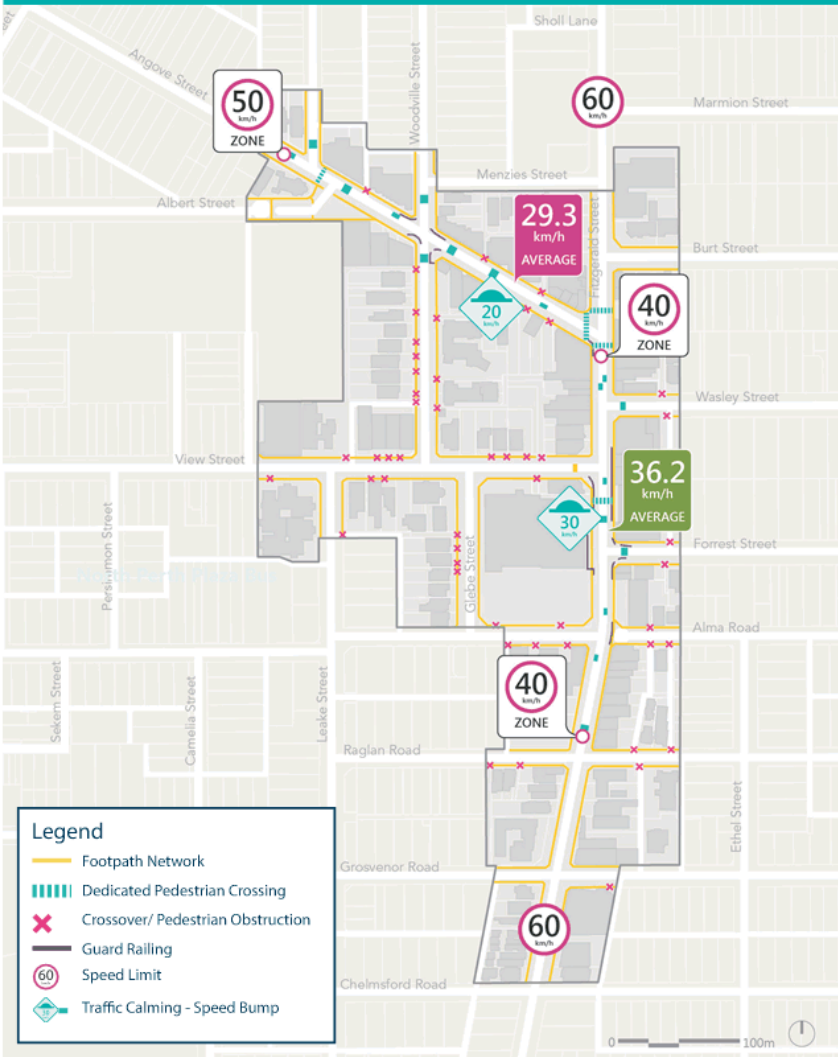


It is difficult to cross Fitzgerald Street. Guard rails installed to improve safety actually reduce the ability for pedestrians and cyclists to cross the road and inadvertently reduce driver focus.

The attractiveness of North Perth Town Centre is also impacted by streetscape clutter. This includes road signs, guard rails, business signage and poorly located street furniture. Removing much of this clutter will improve the attractiveness of the town centre.

Improvements to the streetscape including investigating an increase in footpath widths, reducing intersection sizes and further investigating the need for more bicycle parking will induce more walking and cycling. Where possible active transport modes should gain priority over vehicles.

PEDESTRIAN LEGIBILITY & VEHICLE SPEED MAP



A raised plateau on Fitzgerald Street should be investigated to improve pedestrian movement across Fitzgerald Street. This is consistent with the North Perth Master Plan 2012.

✓ Plan and implement **Upgrades to Fitzgerald Street**

FITZGERALD STREET UPGRADES will include further street tree plantings and potential landscaping that will contribute to the greening of Vincent.

IMPROVING THE PEDESTRIAN & CYCLIST ENVIRONMENT

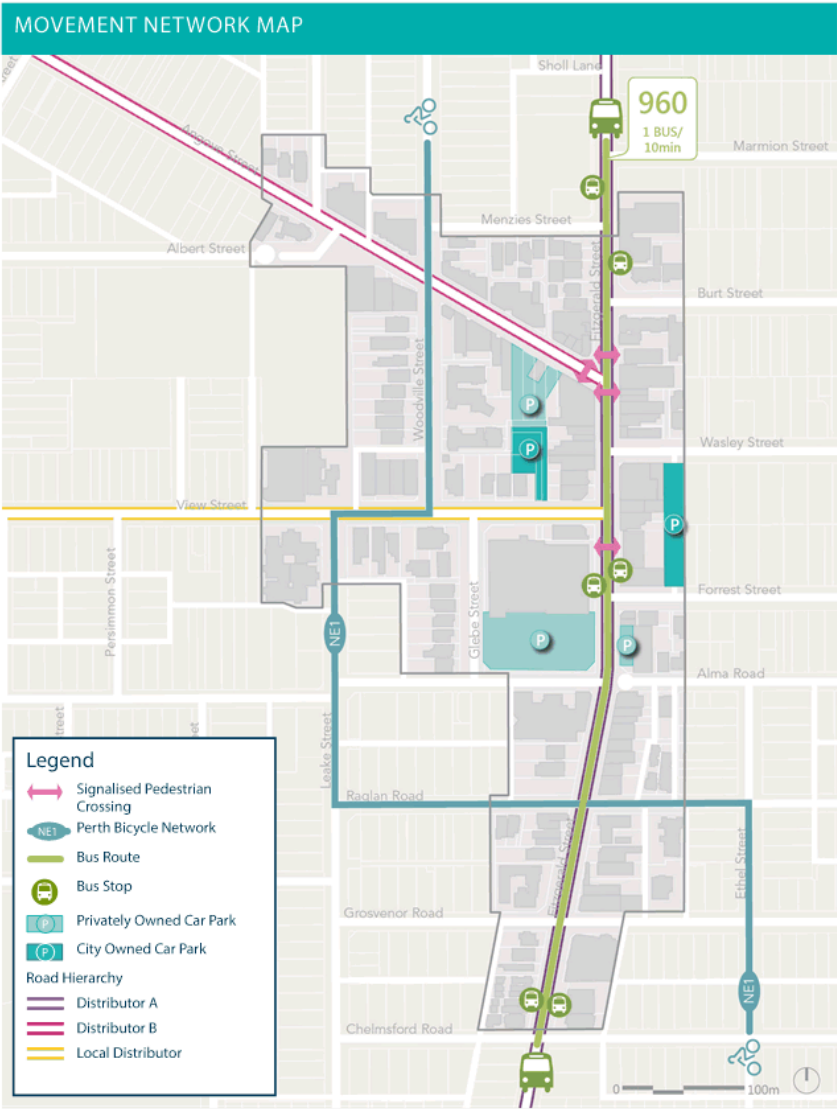
ITEM 2.4 - NORTH PERTH BUS STOP UPGRADE & NAMING

The North Perth Plaza bus stop is bland, standard and without an identity.

Giving important locations a sense of identity is a central principle of wayfinding and this is especially relevant to North Perth's most centrally located public transport node.

Naming the bus stop and affirming it as a key public transport node may provide further impetus to the revitalisation of North Perth Plaza and other landholdings.

✓ Advocate to the Public Transport Authority for **North Perth Plaza Bus Stop Upgrade and Naming**



NORTH PERTH TOWN CENTRE PLACE PLAN

MOVEMENT

03 CHARACTER

NORTH PERTH TOWN CENTRE SHOULD EMBRACE WHAT MAKES IT DISTINCTIVE. WHAT ARE THOSE SPECIAL ASPECTS THAT MAKE IT DIFFERENT FROM OTHER PLACES? IS IT THE BUILDINGS, THE BUSINESSES, THE PEOPLE, THE INSTITUTIONS, THE LOCAL STORIES, THE HISTORY? – IT'S ALL OF THOSE THINGS OF COURSE.

THESE SPECIAL THINGS CAN AND WILL BE CELEBRATED THROUGH THE BRANDING & MARKETING OF THE TOWN CENTRE. HOWEVER, THERE ARE SOME SPECIFIC ACTIONS THE CITY CAN TAKE TO IMPROVE FITZGERALD STREET & CAPITALISE ON THE TRADITIONAL HERITAGE BUILDINGS ON VIEW STREET.



CREATING PLACES FOR PEOPLE

ITEM 3.1 - NORTH PERTH PLAZA SITE IMPROVEMENTS



North Perth Plaza is an unattractive ageing shopping centre that does not add positively to the character of the town centre or provide a comfortable walking environment for pedestrians.

North Perth Plaza is a centrally located, key destination for town centre visitors. It is passed by more than 24,000 vehicles per day, heading both north and south along Fitzgerald Street and its prominent location sets the scene for the surrounding town centre.



The footpath adjacent to the North Perth Plaza is cluttered with bollards, poorly located seating and empty planter boxes. De-cluttering the streetscape and upgrading the laneway on the north side of the Plaza will improve pedestrian comfort, enhance the Plaza's visual appeal and make the site a better place for people. Carefully located and designed bicycle parking would also be beneficial especially in close proximity to the North Perth Plaza bus stop.



Encourage **North Perth Plaza Site Improvements**

NORTH PERTH PLAZA SITE IMPROVEMENTS will contribute to the greening of Vincent by providing opportunities for additional planting on this key town centre site.



HERITAGE

ITEM 3.2 - NORTH PERTH TOWN HALL

The North Perth Town Hall is a significant asset to the town centre but is currently underutilised.

The recently renovated North Perth Town Hall has the potential to be used more effectively. The North Perth Town Hall should be accessible to the entire community and a place where people come to meet. It is an ideal location for more community events and work will be undertaken to increase its use.

Maximise the use of the **North Perth Town Hall** and capitalise on its cultural significance and character

HERITAGE

ITEM 3.3 - VIEW STREET LANDSCAPE LINK

The traditional heritage buildings on View Street are hidden from the rest of the town centre.

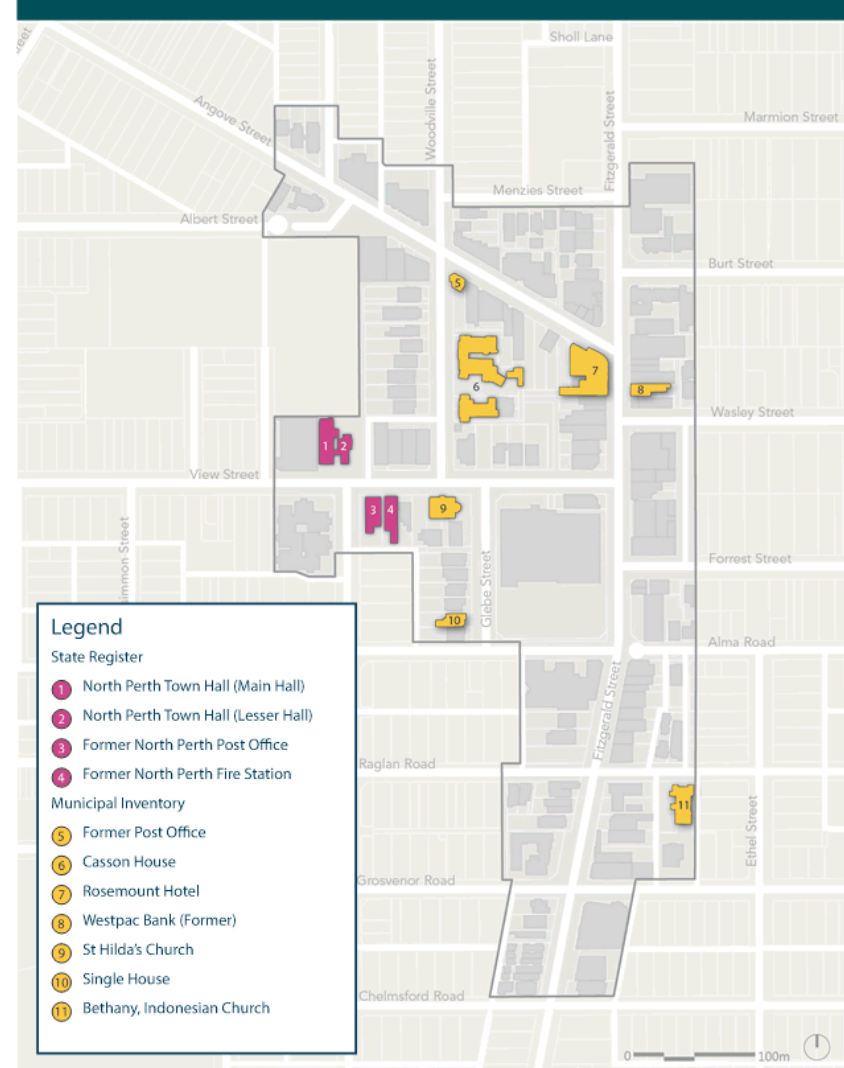
The pedestrian connections between Fitzgerald Street and the traditional heritage town centre along View Street are currently poor. The implementation of a green link and improved wayfinding would improve the pedestrian connectivity between Fitzgerald Street and the State Registered heritage buildings. The link could include additional landscaping such as verge upgrades and street tree plantings.

North Perth Master Plan 2012 identified the opportunity to develop this landscape link and the City is now in a position to implement it.

Plan & implement a **View Street Landscape Link** along View Street between Fitzgerald Street and the traditional heritage buildings

VIEW STREET LANDSCAPE LINK will contribute to the greening of Vincent by increasing the canopy cover and planting along View Street.

HERITAGE MAP



NORTH PERTH TOWN CENTRE PLACE PLAN

VOLUME 02 - NORTH PERTH TOWN CENTRE PLACE PLAN IMPLEMENTATION FRAMEWORK

KEY ACTION/ PROJECT		RESPONSIBLE TEAM	SUPPORT TEAM*	TOWN CENTRE WIDE**	TIMING			
					18/19	19/20	20/21	21/22
KEY FOCUS AREA 1: ACTIVITY								
EVENTS								
V1.1	Prepare and implement Town Centre Public Space Activation schedules	Community Engagement	DS	✓	✓	✓	✓	✓
V1.2	Create an Online Hire Platform and improved booking system for town centre public spaces	Community Engagement		✓	✓			
V1.3	Streamline the City's Event Approvals processes	Community Engagement	DS/E	✓	✓	✓	✓	✓
V1.4	Provide ongoing support for Town Team Events & Other Public Events	Community Engagement	DS/E	✓	✓	✓	✓	✓
CUSTOMER SERVICE								
V1.5	Implement the Town Centre Tidy Teams Business Case recommendations	Engineering	DS	✓	✓			
V1.6	Manage the Town Team Grant Program	Development Services	CE/E	✓	✓	✓	✓	✓
MARKETING & BRANDING								
V1.7	Prepare and implement Town Centre Marketing & Branding Plans	Community Engagement	DS	✓	✓	✓	✓	
V1.8	Partner with Tourism WA and ensure that the town centres are marketed as key inner city tourist destinations	Community Engagement	DS	✓	✓	✓	✓	
BUSINESS SUPPORT								
V1.9	Amend the Trading in Public Places Local Law 2008 & Local Government Property Local Law 2008	Development Services	CE/CS/E	✓	✓			
V1.10	Implement a Business Engagement Program	Development Services	CE	✓	✓	✓	✓	✓
PUBLIC OPEN SPACE								
1.1	Design and develop the North Perth Common (Town Square)	Engineering	DS		✓			
1.2	Prepare Woodville Reserve Master Plan	Community Engagement	CS/DS/E				✓	
NIGHT TIME ECONOMY								
V1.11	Advocate for Live Music Venue Protection	Development Services		✓	✓	✓	✓	✓
1.3	Ensure updates to the planning and policy framework facilitate the development of North Perth's Night Time Economy	Development Services			✓	✓	✓	✓
TOWN CENTRE SAFETY								
1.4	Implement the recommendations of the 2017/18 review of the City's CCTV Network	Community Engagement	E		✓			
1.5	Investigate Lighting Improvements on View Street and Angove Street	Engineering	E			✓	✓	
DEVELOPMENT OPPORTUNITIES								
V1.12	Prepare a Strategy for City of Vincent Owned Land within the town centres	Corporate Services	DS	✓			✓	✓
1.6	Facilitate stakeholder negotiations to Redevelop the North Perth Plaza	Development Services			✓	✓	✓	✓
1.7	Prepare an Urban Design Concept for View Street Car Park and surrounds	Development Services	CS/E		✓	✓		
PLANNING FRAMEWORK								
V1.13	Investigate a Planning Framework for each of the town centres	Development Services		✓		✓	✓	

NORTH PERTH TOWN CENTRE PLACE PLAN

*Community Engagement (CE), Corporate Services (CS), Development Services (DS), Engineering (E)

**Actions and projects which occur in all City of Vincent town centres (V). For additional information refer Vincent Town Centres Plan Volume 01

VOLUME 02 - NORTH PERTH TOWN CENTRE PLACE PLAN IMPLEMENTATION FRAMEWORK

KEY ACTION/ PROJECT		RESPONSIBLE TEAM	SUPPORT TEAM*	TOWN CENTRE WIDE**	TIMING			
					18/19	19/20	20/21	21/22
KEY FOCUS AREA 2: MOVEMENT								
RETHINKING MOVEMENT IN THE TOWN CENTRES								
V2.1	Prepare a Transport Strategy	Development Services	E	✓	✓	✓		
V2.2	Advocate to State Transport Authorities for Transport Infrastructure improvements including improved east-west connections	Engineering	DS	✓	✓	✓	✓	✓
V2.3	Implement a Transport Education Program	Engineering	DS/CE	✓		✓	✓	✓
V2.4	Advocate for After hours Transport Options	Engineering	DS	✓	✓	✓	✓	✓
IMPROVING THE PEDESTRIAN & CYCLIST ENVIRONMENT								
V2.5	Develop a Wayfinding Strategy	Community Engagement	DS/E	✓		✓	✓	
V2.6	Review the naming requirements within the Laneways and Rights of Way Policy 2.2.8	Development Services	CE/E	✓	✓			
V2.7	Advocate to the Public Transport Authority for Bus Noise Emission Improvements	Development Services	E	✓			✓	✓
V2.8	Investigate the costs and benefits of Underground Power in Vincent's town centres	Engineering	CS	✓	✓	✓		
2.1	Plan Angove/Fitzgerald Street Intersection improvements	Engineering	DS			✓	✓	
2.2	Plan and implement Shared Spaces at Angove Street and Albert Street Junction adjacent to Albert Square public open space	Development Services	E				✓	✓
2.3	Plan and implement Upgrades to Fitzgerald Street	Engineering	DS		✓	✓		
2.4	Advocate to the Public Transport Authority for North Perth Plaza Bus Stop Upgrade and Naming	Engineering	DS		✓	✓		
KEY FOCUS AREA 3: CHARACTER								
CREATING PLACES FOR PEOPLE								
V3.1	Advocate for High Quality Ground Floor Design to the development industry and business community	Development Services		✓	✓	✓	✓	✓
3.1	Encourage North Perth Plaza Site Improvements	Development Services	E		✓	✓	✓	✓
HERITAGE								
3.2	Maximise the Use of the North Perth Town Hall and capitalise on its cultural significance and character	Community Engagement	DS/E		✓	✓		
3.3	Plan and implement a View Street Landscape Link along View Street between Fitzgerald Street and the traditional heritage buildings	Engineering	DS		✓	✓	✓	

*Community Engagement (CE), Corporate Services (CS), Development Services (DS), Engineering (E)

**Actions and projects which occur in all City of Vincent town centres (V). For additional information refer Vincent Town Centres Plan Volume 01

NORTH PERTH TOWN CENTRE PLACE PLAN



6 ENGINEERING

Nil

7 CORPORATE SERVICES

7.1 LATE REPORT: FINANCIAL STATEMENTS AS AT 31 MARCH 2018
--

REPORT TO BE ISSUED PRIOR TO COUNCIL BRIEFING 24 APRIL 2018

7.2 INVESTMENT REPORT AS AT 31 MARCH 2018
--

TRIM Ref: D18/48785

Author: Sheryl Teoh, Accounting Officer

Authoriser: Kerryn Batten, Director Corporate Services

Attachments: 1. Investment Report [↓](#) 

RECOMMENDATION:

That Council **NOTES** the Investment Report for the month ended 31 March 2018 as detailed in Attachment 1.

PURPOSE OF REPORT:

To advise Council of the level of investment funds and operating funds available, the distribution of surplus funds in investments and the interest earned to date.

BACKGROUND:

Surplus funds are invested in Bank Term Deposits for various terms, to maximise investment returns in compliance with good governance, legislative requirements and Council's Investment Policy No 1.2.4. Details are attached in **Attachment 1**.

The City's investment portfolio is diversified across several financial Institutions in accordance with the Investment Policy.

DETAILS:

Total funds held for the period ended 31 March 2018 including on call in the City's operating account were \$36,377,700; compared to \$32,070,200 for the period ending 31 March 2017.

Total Investments for the period ended 31 March 2018 were \$34,622,001 as compared to \$36,665,928 for the prior month end; and \$31,424,409 for the period ending 31 March 2017.

Investment comparison table:

Month Ended	2016/17		2017/18	
	Total Funds Held	Total Investments	Total Funds Held	Total Investments
July	\$19,683,412	\$18,420,252	\$23,433,728	\$21,212,649
August	\$26,167,645	\$22,573,297	\$30,161,860	\$27,714,651
September	\$36,754,571	\$34,302,896	\$40,305,364	\$37,944,911
October	\$37,581,885	\$34,521,542	\$41,087,462	\$38,947,823
November	\$37,034,885	\$35,775,011	\$41,716,473	\$39,482,047
December	\$33,692,431	\$31,165,443	\$38,768,084	\$37,065,389
January	\$34,645,041	\$33,201,749	\$39,498,741	\$36,147,499
February	\$34,028,716	\$32,316,251	\$39,217,278	\$36,665,928
March	\$32,070,200	\$31,424,409	\$36,377,700	\$34,622,001
April	\$30,661,122	\$26,206,328		
May	\$27,412,051	\$25,718,292		
June	\$24,670,461	\$23,533,279		

Total accrued interest earned on Investments as at 31 March 2018:

	Revised Budget	YTD Budget	YTD Actual	% of YTD Budget
Municipal	\$423,000	\$380,152	\$399,086	104.98%
Reserve	\$220,000	\$175,014	\$179,820	102.75%
Sub-total	\$643,000	\$555,166	\$578,906	104.28%
Leederville Gardens Inc Surplus Trust*	\$0	\$0	\$105,049	0.00%
Total	\$643,000	\$555,166	\$683,955	123.20%

*Interest estimates for Leederville Gardens Inc Surplus Trust were not included in the 2017/18 Budget as actual interest earned is held in Trust and restricted.

CONSULTATION/ADVERTISING:

Nil.

LEGAL/POLICY:

The power to invest is governed by the *Local Government Act 1995*.

6.14. Power to invest

- (1) *Money held in the municipal fund or the trust fund of a local government that is not, for the time being, required by the local government for any other purpose may be invested as trust funds may be invested under the Trustees Act 1962 Part III.*
- (2A) *A local government is to comply with the regulations when investing money referred to in subsection (1).*
- (2) *Regulations in relation to investments by local governments may —*
 - (a) *make provision in respect of the investment of money referred to in subsection (1); and*
 - [(b) *deleted*]
 - (c) *prescribe circumstances in which a local government is required to invest money held by it; and*
 - (d) *provide for the application of investment earnings; and*
 - (e) *generally provide for the management of those investments.*

Further controls are established through the following provisions in the *Local Government (Financial Management) Regulations 1996*:

19. Investments, control procedures for

- (1) *A local government is to establish and document internal control procedures to be followed by employees to ensure control over investments.*
- (2) *The control procedures are to enable the identification of —*
 - (a) *the nature and location of all investments; and*
 - (b) *the transactions related to each investment.*

19C. Investment of money, restrictions on (Act s. 6.14(2)(a))

- (1) *In this regulation —*
authorised institution means —
 - (a) *an authorised deposit-taking institution as defined in the Banking Act 1959 (Commonwealth) section 5; or*
 - (b) *the Western Australian Treasury Corporation established by the Western Australian Treasury Corporation Act 1986;***foreign currency** means a currency except the currency of Australia.
- (2) *When investing money under section 6.14(1), a local government may not do any of the following —*
 - (a) *deposit with an institution except an authorised institution;*
 - (b) *deposit for a fixed term of more than 3 years;*
 - (c) *invest in bonds that are not guaranteed by the Commonwealth Government, or a State or Territory government;*

- (d) invest in bonds with a term to maturity of more than 3 years;
- (e) invest in a foreign currency.

To further guide the prudent and responsible investment of the City's funds, Council has adopted the City's Investment Policy No. 1.2.4, which delegates the authority to invest surplus funds to the Chief Executive Officer or his delegate.

Administration has established guidelines for the management of the City's investments, including the following ratings table:

Short Term Rating (Standard & Poor's) or Equivalent	Direct Investments Maximum % with any one institution		Managed Funds Maximum % with any one institution		Maximum % of Total Portfolio	
	Policy	Actual	Policy	Actual	Policy	Actual
A1+	30%	28.7%	30%	Nil	90%	50.0%
A1	25%	0.0%	30%	Nil	80%	0.0%
A2	20%	16.5%	n/a	Nil	60%	50.0%

*As per subtotals on **Attachment 1**

RISK MANAGEMENT IMPLICATIONS:

Moderate: Funds are invested with various financial institutions with high Long Term and Short Term Rating (Standard & Poor's or equivalent), obtaining three quotations for each investment. These investment funds are spread across various institutions and invested as Term Deposits from one to twelve months to reduce risk.

STRATEGIC IMPLICATIONS:

In keeping with the City's Strategic Plan 2013-2023:

"4.1 Provide good strategic decision-making, governance, leadership and professional management:

4.1.2 Manage the organisation in a responsible, efficient and accountable manner;

- (a) Continue to adopt best practice to ensure the financial resources and assets of the City are responsibly managed and the quality of services, performance procedures and processes is improved and enhanced."*

SUSTAINABILITY IMPLICATIONS:

Nil.

FINANCIAL/BUDGET IMPLICATIONS:

The financial implications of this report are as noted in the details and comments section of the report. Overall the conclusion can be drawn that appropriate and responsible measures are in place to protect the City's financial assets and to ensure the accountability of management.

COMMENTS:

The funds for investment have decreased from the previous period due to excess of payments to creditors and other expenditures over cash receipts, which is the expected seasonal cash flow.

The City has obtained a weighted average interest rate of 2.58% for current investments including the operating account; and 2.64% excluding the operating account. The Reserve Bank 90 days Accepted Bill rate for March 2018 is 1.93%.

As at 31 March 2018, the City's total investment earnings excluding the Leederville Gardens Inc. Surplus Trust income exceed the year to date budget estimate by \$23,740 (4.28%).

In response to the amendment to the City's Investment Policy that provided preference *"is to be given to investments with institutions that have been assessed to have no current record of funding fossil fuels,*

providing that doing so will secure a rate of return that is at least equal to alternatives offered by other institutions", Administration has actively sought investment offerings from relevant institutions. As a result, 49.94% of the City's investments were held in non-fossil fuel lending institutions as at 31 March 2018.

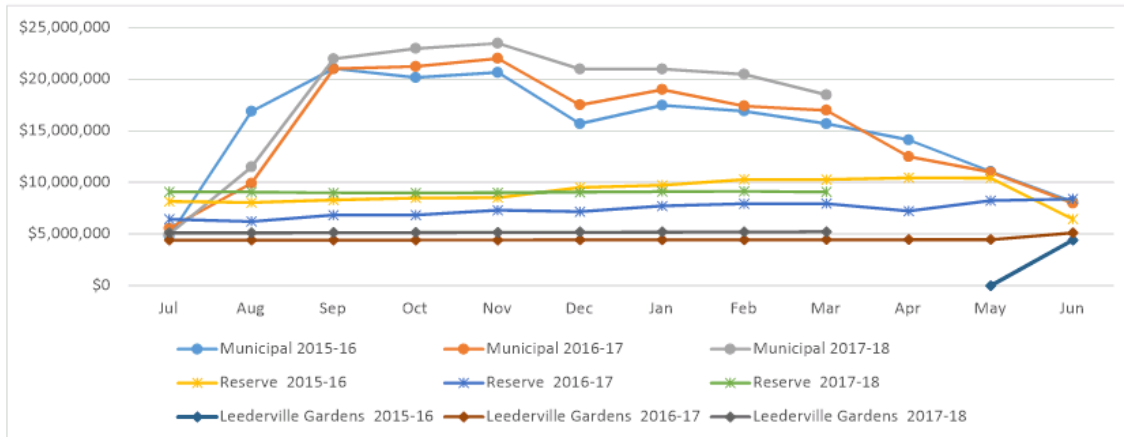
The investment report (**Attachment 1**) consists of:

- Investment Performance & Policy Compliance Charts;
- Investment Portfolio;
- Investment Interest Earnings; and
- Current Investment Holding.

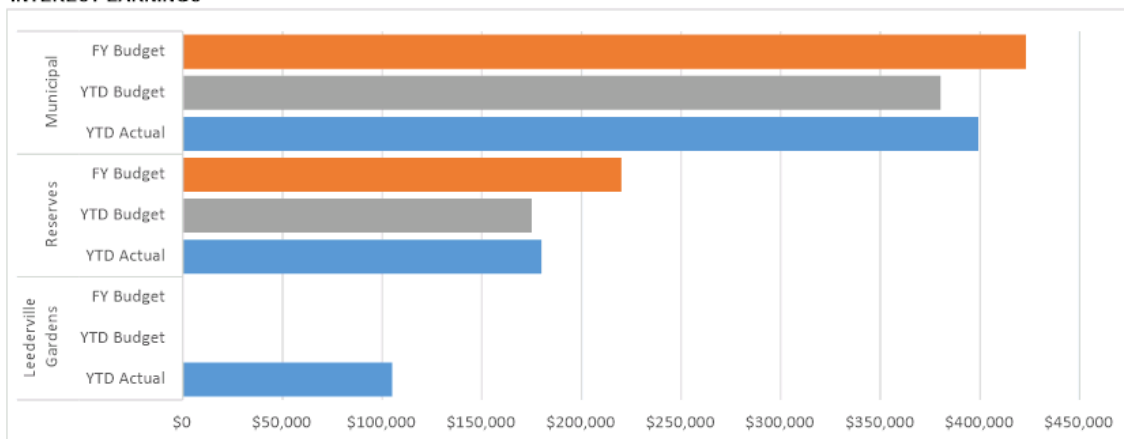
**CITY OF VINCENT
INVESTMENT PERFORMANCE
AS AT 31 MARCH 2018**



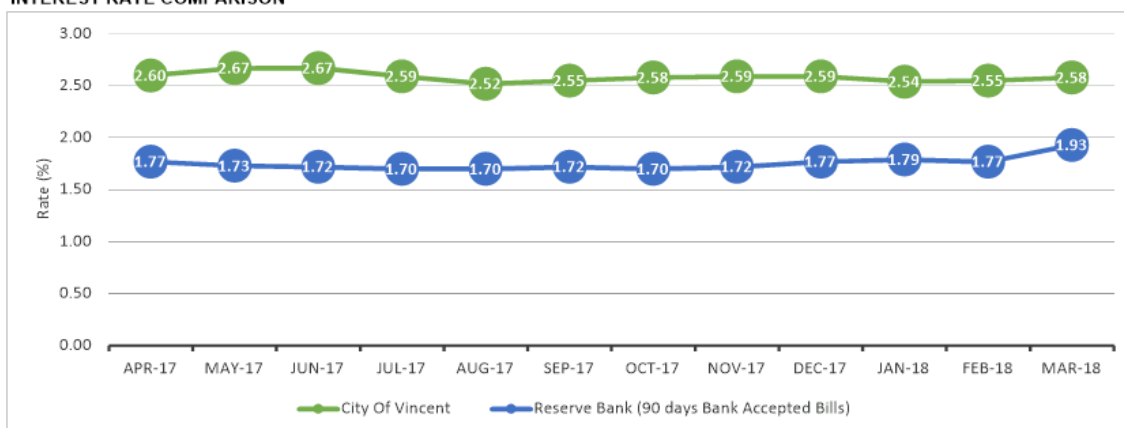
FUNDS INVESTED OVER 3 YEARS



INTEREST EARNINGS



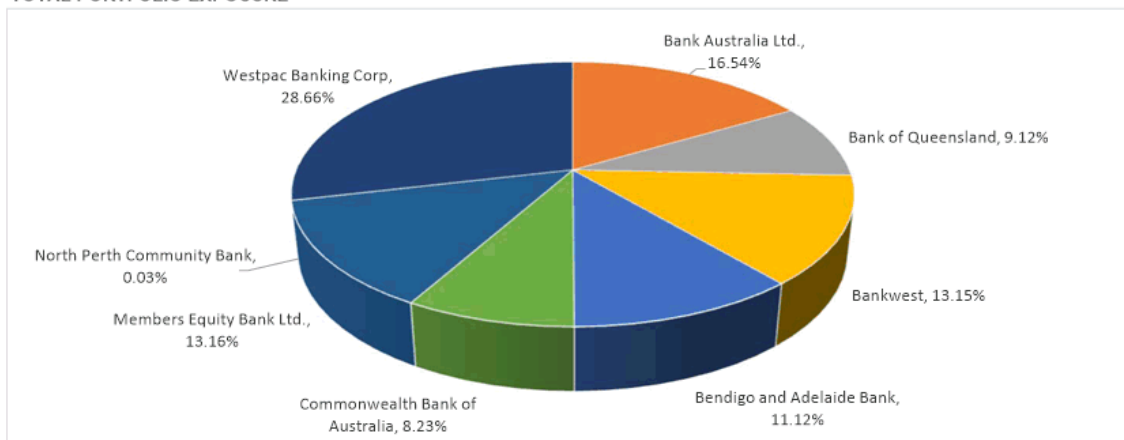
INTEREST RATE COMPARISON



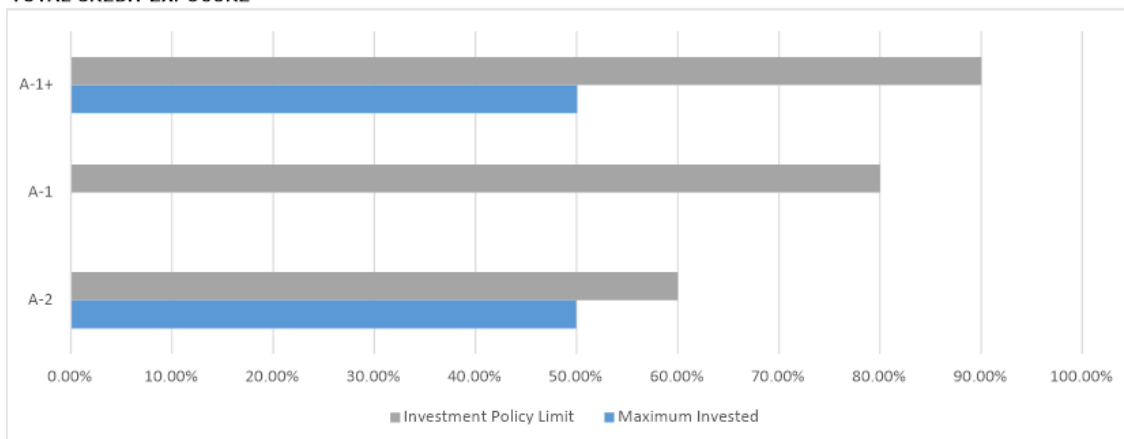
**CITY OF VINCENT
INVESTMENT POLICY COMPLIANCE
AS AT 31 MARCH 2018**



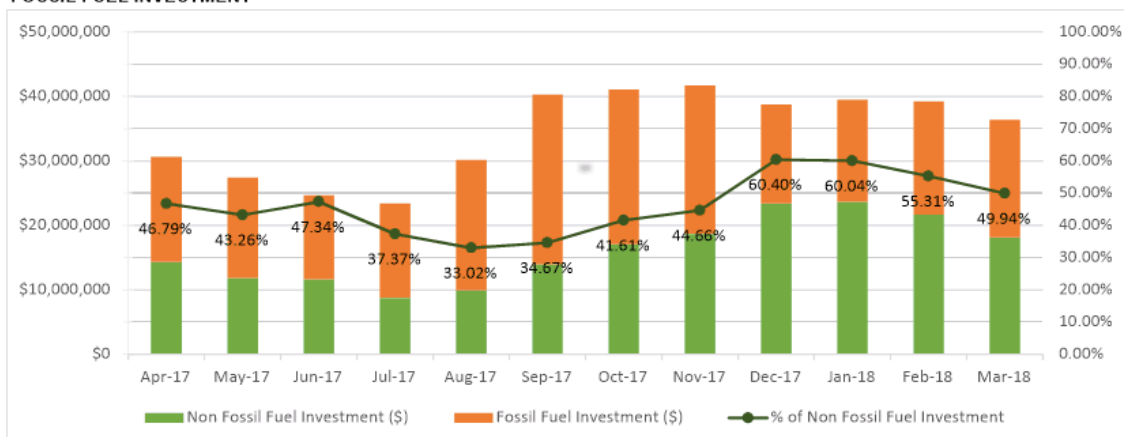
TOTAL PORTFOLIO EXPOSURE



TOTAL CREDIT EXPOSURE



FOSSIL FUEL INVESTMENT



**CITY OF VINCENT
INVESTMENT PORTFOLIO
AS AT 31 MARCH 2018**



	Municipal	Reserve	Trust	Leederville Gardens Inc Surplus Trust	Total	Total
	\$	\$	\$	\$	\$	%
BY INVESTMENT HOLDINGS						
Operating Accounts	1,523,739	42,575	189,385	0	1,755,699	4.8%
Term Deposits	18,500,000	9,083,124	1,800,000	5,227,877	34,611,001	95.1%
Shares	11,000	0	0	0	11,000	0.0%
	20,034,739	9,125,699	1,989,385	5,227,877	36,377,700	100.0%
BY INSTITUTION						
Bank Australia Ltd.	5,500,000	516,398	0	0	6,016,398	16.5%
Bank of Queensland	2,000,000	1,316,329	0	0	3,316,329	9.1%
Bankwest	4,000,000	782,110	0	0	4,782,110	13.1%
Bendigo and Adelaide Bank	0	2,665,044	0	1,381,783	4,046,827	11.1%
Commonwealth Bank of Australia	1,523,739	502,531	189,385	777,485	2,993,140	8.2%
Members Equity Bank Ltd.	1,500,000	762,760	500,000	2,023,063	4,785,823	13.2%
North Perth Community Bank	11,000	0	0	0	11,000	0.0%
Westpac Banking Corp	5,500,000	2,580,527	1,300,000	1,045,546	10,426,073	28.7%
	20,034,739	9,125,699	1,989,385	5,227,877	36,377,700	100.0%
BY CREDIT RATINGS (SHORT-TERM ISSUE)						
A-1+	11,023,739	3,865,168	1,489,385	1,823,031	18,201,323	50.0%
A-2	9,011,000	5,260,531	500,000	3,404,846	18,176,377	50.0%
	20,034,739	9,125,699	1,989,385	5,227,877	36,377,700	100.0%
BY TERMS						
0-30 days	1,523,739	42,575	189,385	0	1,755,699	4.8%
91-180 days	14,500,000	782,110	0	0	15,282,110	42.0%
181-270 days	4,000,000	0	500,000	0	4,500,000	12.4%
270-365 days	0	8,301,014	1,300,000	3,846,094	13,447,108	37.0%
> 1 year	11,000	0	0	1,381,783	1,392,783	3.8%
	20,034,739	9,125,699	1,989,385	5,227,877	36,377,700	100.0%
BY MATURITY						
0-30 days	5,023,739	567,236	189,385	0	5,780,360	15.9%
31-90 days	8,000,000	2,194,222	300,000	1,381,783	11,876,005	32.6%
91-180 days	7,000,000	1,929,507	500,000	1,045,546	10,475,053	28.8%
181-270 days	0	2,091,077	500,000	2,023,063	4,614,140	12.7%
270-365 days	0	2,343,658	500,000	777,485	3,621,143	10.0%
> 1 year	11,000	0	0	0	11,000	0.0%
	20,034,739	9,125,700	1,989,385	5,227,877	36,377,701	100.0%
BY FOSSIL FUEL EXPOSURE						
Fossil Fuel Lending	11,034,739	3,865,168	1,489,385	1,823,031	18,212,323	50.1%
Non Fossil Fuel Lending	9,000,000	5,260,531	500,000	3,404,846	18,165,377	49.9%
	20,034,739	9,125,699	1,989,385	5,227,877	36,377,700	100.0%

**CITY OF VINCENT
INVESTMENT INTEREST EARNINGS
AS AT 31 MARCH 2018**



	YTD 31/03/2018 \$	YTD 31/03/2017 \$	FY 2017/18 \$	FY 2016/17 \$
MUNICIPAL FUNDS				
Budget	380,152	353,000	423,000	436,000
Interest Earnings	399,086	397,463	399,086	486,092
% Income to Budget	104.98%	112.60%	94.35%	111.49%
RESERVE FUNDS				
Budget	175,014	146,000	220,000	206,000
Interest Earnings	179,820	151,667	179,820	205,608
% Income to Budget	102.75%	103.88%	81.74%	99.81%
LEEDERVILLE GARDENS INC SURPLUS TRUST				
Budget	0	0	0	0
Interest Earnings	105,049	98,036	105,049	140,391
% Income to Budget	0.00%	0.00%	0.00%	0.00%
TOTAL				
Budget	555,166	499,000	643,000	642,000
Interest Earnings	683,955	647,166	683,955	832,091
% Income to Budget	123.20%	129.69%	106.37%	129.61%
Variance	128,789	148,166		190,091
% Variance to Budget	23.20%	29.69%		29.61%
TOTAL (EXCL. LEEDERVILLE GARDENS INC SURPLUS TRUST)				
Budget	555,166	499,000	643,000	642,000
Interest Earnings	578,906	549,130	578,906	691,700
% Income to Budget	104.28%	110.05%	90.03%	107.74%
Variance	23,740	50,130		49,700
% Variance to Budget	4.28%	10.05%		7.74%

**CITY OF VINCENT
CURRENT INVESTMENT HOLDING
AS AT 31 MARCH 2018**



Funds	Institution	Investment Date	Maturity Date	Term	Interest Rate	Principal \$
OPERATING ACCOUNTS						
Municipal	Commonwealth Bank of Australia					1,523,739
Reserve	Commonwealth Bank of Australia					42,575
Trust	Commonwealth Bank of Australia					189,385
Total Operating Funds						1,755,699

SHARES

Municipal	North Perth Community Bank	23/11/2001				11,000
Total Shares						11,000

TERM DEPOSITS

Municipal	Westpac Banking Corp	03/10/2017	03/04/2018	182	2.69%	500,000
Reserve	Bendigo and Adelaide Bank	11/05/2017	09/04/2018	333	2.65%	524,661
Municipal	Bank of Queensland	18/10/2017	09/04/2018	173	2.60%	1,000,000
Municipal	Bank Australia Ltd.	31/10/2017	16/04/2018	167	2.70%	500,000
Municipal	Bank of Queensland	18/10/2017	23/04/2018	187	2.60%	1,000,000
Municipal	Bank Australia Ltd.	09/11/2017	30/04/2018	172	2.70%	500,000
Reserve	Bendigo and Adelaide Bank	07/06/2017	07/05/2018	334	2.65%	715,286
Municipal	Bank Australia Ltd.	03/11/2017	07/05/2018	185	2.70%	1,000,000
Municipal	Bank Australia Ltd.	17/11/2017	14/05/2018	178	2.70%	500,000
Municipal	Bank Australia Ltd.	09/11/2017	21/05/2018	193	2.70%	1,000,000
Municipal	Members Equity Bank Ltd.	17/11/2017	28/05/2018	192	2.62%	500,000
Trust	Westpac Banking Corp	06/09/2017	04/06/2018	271	2.72%	300,000
Municipal	Bankwest	22/12/2017	05/06/2018	165	2.55%	1,000,000
Leederville Gardens In	Bendigo and Adelaide Bank	07/06/2017	12/06/2018	370	2.75%	1,381,783
Reserve	Bank of Queensland	25/07/2017	12/06/2018	322	2.70%	696,825
Municipal	Bankwest	22/12/2017	12/06/2018	172	2.55%	500,000
Municipal	Bank Australia Ltd.	22/12/2017	18/06/2018	178	2.70%	2,000,000
Municipal	Westpac Banking Corp	01/02/2018	18/06/2018	137	2.53%	1,000,000
Reserve	Bankwest	17/01/2018	25/06/2018	159	2.55%	782,110
Municipal	Westpac Banking Corp	14/02/2018	25/06/2018	131	2.52%	500,000
Municipal	Members Equity Bank Ltd.	16/01/2018	02/07/2018	167	2.65%	1,000,000
Municipal	Bankwest	17/01/2018	02/07/2018	166	2.55%	1,000,000
Municipal	Westpac Banking Corp	14/02/2018	09/07/2018	145	2.52%	500,000
Reserve	Westpac Banking Corp	25/07/2017	10/07/2018	350	2.73%	696,825
Municipal	Bankwest	23/02/2018	16/07/2018	143	2.45%	1,000,000
Municipal	Bankwest	23/02/2018	23/07/2018	150	2.50%	500,000
Municipal	Westpac Banking Corp	12/03/2018	30/07/2018	140	2.64%	1,000,000
Reserve	Bendigo and Adelaide Bank	08/08/2017	06/08/2018	363	2.70%	716,283
Municipal	Westpac Banking Corp	12/03/2018	07/08/2018	148	2.64%	500,000
Municipal	Westpac Banking Corp	22/03/2018	13/08/2018	144	2.70%	1,000,000
Municipal	Westpac Banking Corp	22/03/2018	20/08/2018	151	2.70%	500,000
Trust	Members Equity Bank Ltd.	14/12/2017	03/09/2018	263	2.62%	500,000
Leederville Gardens In	Westpac Banking Corp	06/09/2017	06/09/2018	365	2.77%	1,045,546
Reserve	Bank Australia Ltd.	14/09/2017	10/09/2018	361	2.80%	516,398
Reserve	Bank of Queensland	10/10/2017	09/10/2018	364	2.60%	619,503
Reserve	Bendigo and Adelaide Bank	09/11/2017	06/11/2018	362	2.65%	708,814
Leederville Gardens In	Members Equity Bank Ltd.	14/12/2017	03/12/2018	354	2.61%	2,023,062
Reserve	Members Equity Bank Ltd.	14/12/2017	10/12/2018	361	2.61%	762,760
Trust	Westpac Banking Corp	12/03/2018	12/12/2018	275	2.64%	500,000
Reserve	Westpac Banking Corp	14/02/2018	14/01/2019	334	2.60%	941,851
Reserve	Westpac Banking Corp	14/02/2018	11/02/2019	362	2.60%	941,851
Trust	Westpac Banking Corp	22/03/2018	04/03/2019	347	2.69%	500,000

CITY OF VINCENT
CURRENT INVESTMENT HOLDING
AS AT 31 MARCH 2018



Funds	Institution	Investment Date	Maturity Date	Term	Interest Rate	Principal \$
Leederville Gardens In	Commonwealth Bank of Australia	12/03/2018	11/03/2019	364	2.66%	777,485
Reserve	Commonwealth Bank of Australia	12/03/2018	11/03/2019	364	2.66%	459,956
Total Term Deposits						34,611,001
Total Investment						36,377,700




7.3	AUTHORISATION OF EXPENDITURE FOR THE PERIOD 1 MARCH 2018 TO 31 MARCH 2018
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TRIM Ref: D18/48918

Author: Allan Siapno, Finance Officer - General

Authoriser: Kerryn Batten, Director Corporate Services

Attachments:

1. Payments by EFT March 2018 [↓](#) 
2. Payments by Cheque March 2018 [↓](#) 
3. Payments by Credit Card March 2018 [↓](#) 

RECOMMENDATION:

That Council RECEIVES the list of accounts paid under delegated authority for the period 1 March 2018 to 31 March 2018 as detailed in attachment 1, 2 and 3 as summarised below:

Cheque Numbers 82165 - 82209	\$43,964.03
Cancelled cheques 81983, 81969, 82186, 80352, 82206, 82207	-\$1,100.94
EFT Documents 2214 - 2230	\$3,903,004.42
Payroll	\$1,846,784.69
Direct Debits	
• Lease Fees	\$385.00
• Loan Repayments	\$148,528.81
• Bank Fees and Charges	\$23,073.73
• Credit Cards	\$9,400.09
Total Direct Debit	\$181,387.63
Total Accounts Paid	\$5,974,039.83

PURPOSE OF REPORT:

To present to Council the expenditure and list of accounts paid for the period 1 March 2018 to 31 March 2018.

BACKGROUND:

Council has delegated to the Chief Executive Officer (Delegation No. 1.14) the exercise of its power to make payments from the City's Municipal and Trust funds. In accordance with *Regulation 13(1) of the Local Government (Financial Management) Regulations 1996* a list of accounts paid by the Chief Executive Officer is to be provided to Council, where such delegation is made.

The list of accounts paid must be recorded in the minutes of the Council Meeting.

DETAILS:

The Schedule of Accounts paid for the period 1 March 2018 to 31 March 2018, covers the following:

FUND	CHEQUE NUMBERS/ PAY PERIOD	AMOUNT
Municipal Account (Attachment 1, 2 and 3)		
Cheques	82165 - 82209	\$43,964.03
Cancelled Cheques	81983, 81969, 82186, 80352, 82206, 82207	-\$1,100.94
EFT Payments	2214 - 2230	\$3,903,004.42
Sub Total		\$3,945,867.51
Transfer of Payroll by EFT	06/03/18	\$624,251.17
	20/03/18	\$616,701.90
	20/03/18 Ad hoc	\$1,221.28
	29/03/18	\$604,610.34
	March 2018	\$1,846,784.69
Bank Charges and Other Direct Debits		
Lease Fees		\$385.00
Loan Repayments		\$148,528.81
Bank Charges – CBA		\$23,073.73
Credit Cards		\$9,400.09
Total Bank Charges and Other Direct Debits (Sub Total)		\$181,387.63
Total Payments		\$5,974,039.83

CONSULTING/ADVERTISING:

Not applicable.

LEGAL/POLICY:

Regulation 12(1) and (2) of the *Local Government (Financial Management) Regulations 1996* refers, i.e. -

12. *Payments from municipal fund or trust fund, restrictions on making*
 - (1) *A payment may only be made from the municipal fund or the trust fund —*
 - *if the local government has delegated to the CEO the exercise of its power to make payments from those funds — by the CEO; or*
 - *otherwise, if the payment is authorised in advance by a resolution of Council.*
 - (2) *Council must not authorise a payment from those funds until a list prepared under regulation 13(2) containing details of the accounts to be paid has been presented to Council.*

Regulation 13(1) and (3) of the *Local Government (Financial Management) Regulations 1996* refers, i.e. -

13. *Lists of Accounts*

- (1) *If the local government has delegated to the CEO the exercise of its power to make payments from the municipal fund or the trust fund, a list of accounts paid by the CEO is to be prepared each month showing for each account paid since the last such list was prepared -*
- *the payee's name;*
 - *the amount of the payment;*
 - *the date of the payment; and*
 - *sufficient information to identify the transaction.*
- (3) *A list prepared under sub regulation (1) is to be —*
- *presented to Council at the next ordinary meeting of Council after the list is prepared; and*
 - *recorded in the minutes of that meeting.*

RISK MANAGEMENT IMPLICATIONS:

Low: Management systems are in place to establish satisfactory controls, supported by internal and external audit function.

STRATEGIC IMPLICATIONS:

Strategic Plan 2013-2023:

"4.1 Provide good strategic decision-making, governance, leadership and professional management:

4.1.2 Manage the organisation in a responsible, efficient and accountable manner;

- (a) Continue to adopt best practice to ensure the financial resources and assets of the City are responsibly managed and the quality of services, performance procedures and processes is improved and enhanced."*

SUSTAINABILITY IMPLICATIONS:

Not applicable.

FINANCIAL/BUDGET IMPLICATIONS:

All Municipal Fund expenditure included in the list of payments is in accordance with Council's Annual Budget.

COMMENTS:

If Councillors require further information on any of the payments, please contact the Manager Financial Services.

Creditors Report - Payments by EFT 01/03/2018 to 31/03/2018			
<i>Creditor</i>	<i>Date</i>	<i>Payee</i>	<i>Description</i>
2213.98000-01	06/03/2018	Australian Taxation Office	Payroll deduction
2214.2020-01	07/03/2018	Australian Services Union	Payroll deduction
2214.2045-01	07/03/2018	Child Support Agency	Payroll deduction
2214.2153-01	07/03/2018	L.G.R.C.E.U.	Payroll deduction
2214.2213-01	07/03/2018	City of Vincent	Payroll deduction
2214.2216-01	07/03/2018	City of Vincent Staff Social Club	Payroll deduction
2214.3133-01	07/03/2018	Depot Social Club	Payroll deduction
2214.6156-01	07/03/2018	Health Insurance Fund of WA	Payroll deduction
2214.8120-01	07/03/2018	Selectus Employee Benefits Pty Ltd	Payroll deduction
2215.1000-01	06/03/2018	WA Local Gov't Super Plan Pty Ltd	Superannuation
2215.5677-01	06/03/2018	Australian Super Pty Ltd	Superannuation
2215.5728-01	06/03/2018	Cbus Trustee	Superannuation
2215.5789-01	06/03/2018	Retail Employees Superannuation Trust	Superannuation
2215.5797-01	06/03/2018	AMP Flexible Lifetime Super	Superannuation
2215.5818-01	06/03/2018	CARE Super Pty Ltd	Superannuation
2215.5837-01	06/03/2018	Commonwealth Bank Superannuation Savings Account	Superannuation
2215.5863-01	06/03/2018	Unisuper Limited	Superannuation
2215.5894-01	06/03/2018	Asgard	Superannuation
2215.5904-01	06/03/2018	AMP SuperLeader	Superannuation
2215.5905-01	06/03/2018	BT Business Super	Superannuation
2215.5966-01	06/03/2018	First State Super	Superannuation
2215.6040-01	06/03/2018	Bistona Pty Ltd	Superannuation
2215.6117-01	06/03/2018	BT Super For Life	Superannuation
2215.6137-01	06/03/2018	HostPlus	Superannuation
2215.6262-01	06/03/2018	HESTA Super Fund	Superannuation
2215.6308-01	06/03/2018	BT Super for Life	Superannuation
2215.6391-01	06/03/2018	Colonial First State	Superannuation
2215.6504-01	06/03/2018	ANZ One Answer Personal Super	Superannuation
2215.6520-01	06/03/2018	BT Lifetime Super Employer Plan	Superannuation
2215.6659-01	06/03/2018	MLC Masterkey Superannuation	Superannuation
2215.6682-01	06/03/2018	Telstra Super Pty Ltd	Superannuation
2215.6685-01	06/03/2018	Fondacaro Superfund	Superannuation
2215.6769-01	06/03/2018	Concept One the Industry Superannuation Fund	Superannuation
2215.6836-01	06/03/2018	MLC Navigator Retirement Plan - Superannuation Service	Superannuation
2215.6918-01	06/03/2018	LUCRF Super	Superannuation

Creditor	Date	Payee	Description
2215.7013-01	06/03/2018	Spectrum Super	Superannuation
2215.7216-01	06/03/2018	Sunsuper Superannuation	Superannuation
2215.7277-01	06/03/2018	Colonial First State First Choice Personal Super	Superannuation
2215.7548-01	06/03/2018	IOOF Portfolio Service Superannuation Fund	Superannuation
2215.7632-01	06/03/2018	AMP Flexible Super	Superannuation
2215.7640-01	06/03/2018	Commonwealth Personal Superannuation and Rollover Plan	Superannuation
2215.7708-01	06/03/2018	Q Super (Employer Express SuperChoice)	Superannuation
2215.7720-01	06/03/2018	LGsuper	Superannuation
2215.7768-01	06/03/2018	Australian Ethical	Superannuation
2215.7801-01	06/03/2018	ANZ Smart Choice Super (OnePath MasterFund)	Superannuation
2215.8029-01	06/03/2018	Kinetic Superannuation	Superannuation
2215.8060-01	06/03/2018	Essential Super	Superannuation
2215.8091-01	06/03/2018	Colonial First State - First Choice Employer Super	Superannuation
2215.8124-01	06/03/2018	Defence Bank Super	Superannuation
2215.8189-01	06/03/2018	Enterprise Super	Superannuation
2215.8358-01	06/03/2018	AMP CustomSuper	Superannuation
2215.8405-01	06/03/2018	Wealth Personal Superannuation and Pension Fund	Superannuation
2215.8543-01	06/03/2018	GESS Superannuation Fund	Superannuation
2215.8594-01	06/03/2018	The Trustee for Ruby Super Fund	Superannuation
2215.8713-01	06/03/2018	Integra Super	Superannuation
2215.8725-01	06/03/2018	Shatahjad Superannuation Fund	Superannuation
2215.8804-01	06/03/2018	MLC Super Fund	Superannuation
2215.8863-01	06/03/2018	Netwealth Superannuation Master Fund	Superannuation
2215.8881-01	06/03/2018	The Equipsuper Superannuation Fund	Superannuation
2215.8882-01	06/03/2018	Trustee for Local Government Super	Superannuation
2215.9029-01	06/03/2018	Legal Super	Superannuation
2215.9209-01	06/03/2018	Mercer Spectrum	Superannuation
2216.9195-01	08/03/2018	C A Tomcala	One off \$40 refund for smaller bin trial
2216.9196-01	08/03/2018	T N Tieu	One off \$40 refund for smaller bin trial
2216.9197-01	08/03/2018	G Pracilio	One off \$40 refund for smaller bin trial
2216.9198-01	08/03/2018	N R Duns	One off \$40 refund for smaller bin trial
2216.9208-01	08/03/2018	T De Piazza	One off \$40 refund for smaller bin trial
2216.9216-01	08/03/2018	T A Bishop	One off \$40 refund for smaller bin trial
2216.9217-01	08/03/2018	J Roper	One off \$40 refund for smaller bin trial
2216.9218-01	08/03/2018	A V Stovold	One off \$40 refund for smaller bin trial
2216.9219-01	08/03/2018	D H McAllister & G M McIntyre	One off \$40 refund for smaller bin trial
2216.9220-01	08/03/2018	S Doolan	One off \$40 refund for smaller bin trial
2216.9221-01	08/03/2018	J A Mascurine	One off \$40 refund for smaller bin trial
2217.9128-01	07/03/2018	Exclaimer Ltd	Software subscription and support - Signature manager

Creditor	Date	Payee	Description
2218.7647-01	14/03/2018	St Patrick's Day WA	St Patricks Day Funding 2018
2219.6524-01	15/03/2018	Cr J Topelberg	Council meeting fee
2219.7143-01	15/03/2018	Cr R Harley	Council meeting fee
2219.7862-01	15/03/2018	Mayor E Cole	Council meeting fee
2219.8435-01	15/03/2018	Cr D Loden	Council meeting fee
2219.8438-01	15/03/2018	Cr S Gontaszewski	Council meeting fee
2219.8449-01	15/03/2018	Cr J Murphy	Council meeting fee
2219.8808-01	15/03/2018	Cr J Hallett	Council meeting fee
2219.9018-01	15/03/2018	Cr A Castle	Council meeting fee
2219.9019-01	15/03/2018	Cr J Fotakis	Council meeting fee
2220.9213-01	14/03/2018	Place Leaders Asia Pacific	Ticket for 2018 Awards nomination
2221.2007-01	19/03/2018	Aline Brick Paving	Brick paving services
2221.2008-01	19/03/2018	Alinta Energy	Electricity and gas charges - various locations
2221.2019-01	19/03/2018	Australia Post (Agency Commission)	Commission charges
2221.2029-01	19/03/2018	Bunnings Building Supplies	Hardware supplies
2221.2052-01	19/03/2018	Cobblestone Concrete	Concrete footpath installation - various locations
2221.2072-01	19/03/2018	Landgate	Gross rental valuations and land enquiries
2221.2074-01	19/03/2018	Dickies Tree Service	Tree lopping services
2221.2106-01	19/03/2018	Programmed Integrated Workforce Ltd	Temporary employment - Waste services
2221.2119-01	19/03/2018	Line Marking Specialists	Line marking services
2221.2122-01	19/03/2018	Bucher Municipal Pty Ltd	Plant repairs and maintenance
2221.2126-01	19/03/2018	Mayday Earthmoving	Bobcat, truck and mini excavator hire
2221.2134-01	19/03/2018	Midland Brick Company	Supply of brick pavers
2221.2136-01	19/03/2018	Mindarie Regional Council	Processable and non processable waste
2221.2175-01	19/03/2018	Pro Turf Services	Plant repairs - various
2221.2189-01	19/03/2018	SAS Locksmiths	Key cutting and lock maintenance service
2221.2192-01	19/03/2018	Sigma Chemicals	Pool chemicals
2221.2199-01	19/03/2018	Speedo Australia Pty Ltd	Lifeguard uniforms and merchandise
2221.2204-01	19/03/2018	Telstra Corporation Ltd	Telephone and internet charges
2221.2234-01	19/03/2018	Water Corporation	Water charges
2221.2241-01	19/03/2018	Zipform	Rates notice base stock
2221.3001-01	19/03/2018	Hays Specialist Recruitment (Australia) Pty Ltd	Temporary employment - IT/Records
2221.3034-01	19/03/2018	Sanax Medical & First Aid Supplies	First aid supplies
2221.3040-01	19/03/2018	Shenton Enterprises Pty Ltd	Service of AIDS memorial fountain
2221.3057-01	19/03/2018	European Foods Wholesalers Pty Ltd.	Beatty Park Café supplies
2221.3066-01	19/03/2018	Royal Life Saving Society	Registration - lifeguard challenge
2221.3091-01	19/03/2018	Sam's Repairs & Maintenance	Sign installation and maintenance
2221.3092-01	19/03/2018	Flick Anticimex Pty Ltd	Pest control services - various locations
2221.3129-01	19/03/2018	Margaret River Agencies	Beverage supplies

Creditor	Date	Payee	Description
2221.3137-01	19/03/2018	WALGA	Training course - Effective letter & report writing in Local Government
2221.3152-01	19/03/2018	Perth Soccer Club	Kidsport voucher
2221.3156-01	19/03/2018	Australian Plant Wholesalers	Supply of plants
2221.3170-01	19/03/2018	Elliotts Irrigation Pty Ltd	Reticulation repairs and maintenance
2221.3195-01	19/03/2018	Initial Hygiene	Sharps disposal services
2221.3215-01	19/03/2018	Les Mills	Licence fees for fitness classes
2221.3299-01	19/03/2018	Baileys Fertilisers	Weedkiller supplies
2221.3315-01	19/03/2018	RPG Auto Electrics	Plant repairs
2221.3359-01	19/03/2018	Department of Mines, Industry Regulation and Safety	Levy collection
2221.3424-01	19/03/2018	Lynford Motors Pty Ltd Osborne Park	Vehicle services and repairs
2221.3474-01	19/03/2018	CSP Group	Hardware supplies
2221.3492-01	19/03/2018	The West Australian Newspaper Ltd	Newspapers for resale
2221.3560-01	19/03/2018	Winc Australia Pty Ltd	Office supplies and consumables
2221.3613-01	19/03/2018	Donegan Enterprises Pty Ltd	Playground safety inspection
2221.3662-01	19/03/2018	Western Resource Recovery Pty Ltd	Grease trap maintenance
2221.3732-01	19/03/2018	Telstra	Damage repair - 27 Lawler St North Perth
2221.3757-01	19/03/2018	J & K Hopkins	Supply of office furniture
2221.3835-01	19/03/2018	ATI-Mirage Pty Ltd	Training course
2221.3897-01	19/03/2018	Komatsu Australia Pty Ltd	Plant repairs - damaged mudguard - loader
2221.3929-01	19/03/2018	Chittering Valley Worm Farm	Worms and castings
2221.3994-01	19/03/2018	Lasso Entertainment & Promotions Pty Ltd	Advertising services - swim school
2221.4035-01	19/03/2018	Kevrek (Australia) Pty Ltd	Spare keys for crane
2221.4139-01	19/03/2018	Perth Marquee Hire	Marquee hire - pet festival
2221.4158-01	19/03/2018	John Papas Trailers Pty Ltd	Purchase of trailer for mower
2221.4161-01	19/03/2018	Instant Windscreens	Windscreen replacement
2221.4192-01	19/03/2018	Loftus Community Centre	Subsidy - Community budget bid 2017/18
2221.4210-01	19/03/2018	Beaver Tree Services	Street trees & parks pruning/removal - various locations
2221.4214-01	19/03/2018	Kerbing West	Kerbing services - various locations
2221.4319-01	19/03/2018	Oce-Australia Pty Ltd	Ink supplies
2221.4418-01	19/03/2018	West-Sure Group Pty Ltd	Cash collection services
2221.4447-01	19/03/2018	Blackwoods Atkins	Hardware supplies - various locations
2221.4493-01	19/03/2018	Tom Lawton - Bobcat Hire	Bobcat hire and tipping fees - various locations
2221.4552-01	19/03/2018	Manic Botanic Flowers	Wreaths for Anzac Memorial Service
2221.4627-01	19/03/2018	Flexi Staff Pty Ltd	Temporary employment - various parks services
2221.4637-01	19/03/2018	Multi Mix Concrete Pty Ltd	Concrete supplies - various locations
2221.4678-01	19/03/2018	Dunbar Services	Cleaning exhaust systems
2221.4749-01	19/03/2018	Picton Press	Printing services
2221.4768-01	19/03/2018	Optus Billing Services Pty Ltd	Telephone and internet charges; replacement handsets
2221.4797-01	19/03/2018	Advance Press (2013) Pty Ltd	Printing services

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2221.4802-01	19/03/2018	Fugro Australia Land	Contour survey - Britannia Reserve
2221.4872-01	19/03/2018	Parkonsult Pty Ltd	Daily checks and minor maintenance
2221.4971-01	19/03/2018	Totally Workwear	Uniform supplies
2221.5083-01	19/03/2018	Discus Digital Print	Printing services
2221.5281-01	19/03/2018	Cyclemania	Bike rack repairs - William Street
2221.5294-01	19/03/2018	A Team Printing	Printing services
2221.5301-01	19/03/2018	Kott Gunning	Legal services - contracts review
2221.5398-01	19/03/2018	Subaru Osborne Park	Vehicle services and repairs
2221.5553-01	19/03/2018	Structerre Consulting Engineers	Consultancy - solar panel inspection for Library
2221.5598-01	19/03/2018	Total Eden Pty Ltd	Reticulation supplies
2221.5737-01	19/03/2018	Massey's Herd Milk Supply	Milk supplies
2221.5764-01	19/03/2018	Graffiti Force	Graffiti removal services - various locations
2221.5836-01	19/03/2018	Manheim Pty Ltd	Towing services
2221.6072-01	19/03/2018	PFD Food Services Pty Ltd	Beatty Park Café supplies
2221.6092-01	19/03/2018	The Poster Girls	Distribution services
2221.6218-01	19/03/2018	Devco Builders	Small maintenance and repairs - various locations
2221.6258-01	19/03/2018	Sanderson's Outdoor Power Equipment	Hedge trimmer repairs
2221.6259-01	19/03/2018	Australian HVAC Services Pty Ltd	Airconditioning maintenance & repairs - various locations
2221.6383-01	19/03/2018	WC Convenience Management Pty Ltd	Maintenance exelooos - Axford/Weld/Oxford park
2221.6390-01	19/03/2018	Eric Hood Pty Ltd	Painting services - Leederville Oval
2221.6451-01	19/03/2018	MizCo	Bi annual plant maintenance check - DSR
2221.6455-01	19/03/2018	The BBQ Man	BBQ cleaning services - various parks
2221.6489-01	19/03/2018	Osborne Park Volkswagen	Vehicle services and repairs
2221.6514-01	19/03/2018	ABA Automatic Gates WA	Automatic gate repairs
2221.6557-01	19/03/2018	Disco Cantito Association	Kidsport voucher
2221.6815-01	19/03/2018	City Motors (1981) Pty Ltd	Vehicle services and repairs
2221.6881-01	19/03/2018	Bridgestone Select West Perth/Osborne Park	Vehicle services and repairs
2221.6903-01	19/03/2018	APARC Pty Ltd	Central Management System licensing fees; parking meter maintenance
2221.7073-01	19/03/2018	Atom Supply	PPE supplies
2221.7104-01	19/03/2018	Turf Care WA Pty Ltd	Turf care services
2221.7118-01	19/03/2018	C Wood Distributors	Beatty Park Café supplies
2221.7152-01	19/03/2018	Development Assessment Panels	Amended DAP fees
2221.7189-01	19/03/2018	Steann Pty Ltd	Verge greenwaste collection
2221.7199-01	19/03/2018	Playrope Pty Ltd	Hyde Park Water playground maintenance
2221.7282-01	19/03/2018	Rubek Automatic Doors	Automatic door repairs
2221.7378-01	19/03/2018	Cundall	Engineering services - Leederville Oval
2221.7382-01	19/03/2018	Turf Developments (WA) Pty Ltd	Turf supplies & works - Hyde park
2221.7399-01	19/03/2018	Briskleen Supplies Pty Ltd	Toiletry & cleaning products
2221.7431-01	19/03/2018	BM Perich	Street tree services

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2221.7473-01	19/03/2018	Leederville Connect	Fringe Festival funding
2221.7477-01	19/03/2018	Expo Group	Printing services - various locations
2221.7481-01	19/03/2018	Regents Commercial	Management fee shortfall 2015-17 - Barlee St carpark
2221.7505-01	19/03/2018	Imagesource	Rates refund
2221.7510-01	19/03/2018	Northsands Resources	Fill sand supplies
2221.7560-01	19/03/2018	Star-Mites Gym Sports	Kidsport vouchers
2221.7572-01	19/03/2018	Compu-Stor	Records digitisation and off-site storage
2221.7593-01	19/03/2018	Yoshino Sushi	Beatty Park Café supplies
2221.7605-01	19/03/2018	Centropak	Beatty Park Café supplies
2221.7612-01	19/03/2018	Crimea Growers Market	Beatty Park Café supplies
2221.7657-01	19/03/2018	Shape Design	Graphic design service
2221.7664-01	19/03/2018	Raymond Sleeman	Fitness instructor fees
2221.7669-01	19/03/2018	Studio Papa	Graphic design service
2221.7733-01	19/03/2018	Acurix Networks Pty Ltd	Public Wi Fi service - various locations
2221.7797-01	19/03/2018	Langley Fertilizers/Premium Plastics	Tree ties
2221.7845-01	19/03/2018	Mount Hawthorn Hub	Little Day Out funding
2221.7862-01	19/03/2018	Mayor E Cole	Reimbursement of travelling expenses
2221.7948-01	19/03/2018	Project Blak	Fringe Leederville - tree lighting
2221.7955-01	19/03/2018	Synergy	Electricity charges - various locations
2221.7967-01	19/03/2018	CS Legal	Debt recovery services
2221.8009-01	19/03/2018	Marketforce Express Pty Ltd	Advertising services - various departments
2221.8040-01	19/03/2018	Wilson Security	Security services - various locations
2221.8045-01	19/03/2018	Urban Development Institute of Australia WA Division Inc	Seminar registration
2221.8212-01	19/03/2018	Son Energy Solutions	Supply of hydrocarbon exchanges - Library
2221.8369-01	19/03/2018	Technology One Ltd	GIS consulting services
2221.8375-01	19/03/2018	The Marist Football Club Inc	Kidsport voucher
2221.8420-01	19/03/2018	Corsign WA Pty Ltd	Carpark sign supplies
2221.8438-01	19/03/2018	Cr S Gontaszewski	Expenses reimbursement - child care
2221.8450-01	19/03/2018	Hope Community Services	Provision of Community Outreach services
2221.8480-01	19/03/2018	Perth Electric Bike Centre	Electric bicycle service
2221.8489-01	19/03/2018	Capic	Water treatment services
2221.8490-01	19/03/2018	Subthermal	Geothermal service and maintenance programme
2221.8493-01	19/03/2018	Bike Dr Cycle Services Pty Ltd	Popup Bike Dr Sessions and maintenance courses
2221.8498-01	19/03/2018	Wheelers Books	Library books
2221.8547-01	19/03/2018	AWB Building Co.	Plumbing services - various locations
2221.8576-01	19/03/2018	Work Metrics Pty Ltd	Online inductions
2221.8586-01	19/03/2018	Tree Amigos	Street trees & parks pruning/removal
2221.8595-01	19/03/2018	Bang The Table	Engagement HQ project licence
2221.8598-01	19/03/2018	Australian Swim Schools Association	Registration fee - Brisbane Forum

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2221.8613-01	19/03/2018	Imperial Calisthenic College	Kidsport voucher
2221.8665-01	19/03/2018	Zumba Fitness Patricia Rojo	Fitness instructor fees
2221.8672-01	19/03/2018	Brownes Food Operations Pty Ltd	Beatty Park Café supplies
2221.8727-01	19/03/2018	The Factory	Supply and install Chinese New Year decorations
2221.8743-01	19/03/2018	Konica Minolta Business Solutions	Copy costs
2221.8752-01	19/03/2018	Jackie Barron	Fitness instructor fees
2221.8810-01	19/03/2018	Australia Post	Postage charges
2221.8821-01	19/03/2018	My Media Intelligence Pty Ltd	Media monitoring
2221.8822-01	19/03/2018	Newman Sienna Netball Club	Kidsport vouchers
2221.8824-01	19/03/2018	Hale Hockey Club	Kidsport voucher
2221.8829-01	19/03/2018	InterStream Pty Ltd	Webcast and hosting service
2221.8868-01	19/03/2018	Poolwise Living	Hyde Park Water playground maintenance
2221.8915-01	19/03/2018	Metal Artwork Creations	Name badges
2221.8937-01	19/03/2018	People Sense	Counselling services
2221.8944-01	19/03/2018	RSA Signs Pty Ltd	Banks Reserve sign supplies
2221.8976-01	19/03/2018	Stott Hoare	Supply of computer monitor
2221.8991-01	19/03/2018	Securus	Security services - various locations
2221.9013-01	19/03/2018	SPM Assets Pty Ltd	Asset management planning - BPLC
2221.9018-01	19/03/2018	Cr A Castle	Expenses reimbursement - child care
2221.9030-01	19/03/2018	The Event Mill	Petfest staging
2221.9163-01	19/03/2018	UDLA	Architectural consultancy
2221.9165-01	19/03/2018	Vigilant Traffic Management Group Pty Ltd	Traffic management services
2221.9169-01	19/03/2018	Signbiz WA	Digital print services
2221.9170-01	19/03/2018	Anema Designs	Artist fee - traffic control box
2221.9205-01	19/03/2018	Key2Creative Pty Ltd	Graphic design services
2221.9211-01	19/03/2018	M P Rogers & Associates Pty Ltd	Professional inspection services - Banks reserve jetty
2221.9214-01	19/03/2018	J D Penangke	Digital artworks - Close the Gap Day
2221.9215-01	19/03/2018	Flight Centre Leederville	St Patrick's Day competition prize
2221.9222-01	19/03/2018	Leederville Tennis Club	Rates refund
2221.9223-01	19/03/2018	D F Hannigan	Rates refund
2221.9224-01	19/03/2018	The Trustee for Kinn & Co Trust	Events management - Leedy Streets Open
2221.9250-01	19/03/2018	J M Binns	Refund of dog sterilisation fees due to cancellation
2221.9256-01	19/03/2018	Ladder Project	Collaborative grant funding - Homelessness service provision
2222.98000-01	20/03/2018	Australian Taxation Office	Payroll deduction
2223.2020-01	20/03/2018	Australian Services Union	Payroll deduction
2223.2045-01	20/03/2018	Child Support Agency	Payroll deduction
2223.2153-01	20/03/2018	L.G.R.C.E.U.	Payroll deduction
2223.2213-01	20/03/2018	City of Vincent	Payroll deduction
2223.2216-01	20/03/2018	City of Vincent Staff Social Club	Payroll deduction

Creditor	Date	Payee	Description
2223.3133-01	20/03/2018	Depot Social Club	Payroll deduction
2223.6156-01	20/03/2018	Health Insurance Fund of WA	Payroll deduction
2223.8120-01	20/03/2018	Selectus Employee Benefits Pty Ltd	Payroll deduction
2224.2087-01	21/03/2018	Department of Fire and Emergency Services (DFES)	Emergency services levy - 3rd quarter
2224.2234-01	21/03/2018	Water Corporation	Water charges
2224.3144-01	21/03/2018	Caltex Australia Petroleum Pty Ltd	Fuel and oils
2224.4214-01	21/03/2018	Kerbing West	Kerbing services - Tennyson Street
2224.7955-01	21/03/2018	Synergy	Electricity charges - various locations
2225.9233-01	22/03/2018	R A Roberts	One off \$40 refund for smaller bin trial
2225.9234-01	22/03/2018	D Cox	One off \$40 refund for smaller bin trial
2225.9235-01	22/03/2018	B Ung	One off \$40 refund for smaller bin trial
2225.9236-01	22/03/2018	T Sholer	One off \$40 refund for smaller bin trial
2225.9237-01	22/03/2018	J R Stevenson	One off \$40 refund for smaller bin trial
2225.9238-01	22/03/2018	A G Brand	One off \$40 refund for smaller bin trial
2225.9239-01	22/03/2018	D Chambers	One off \$40 refund for smaller bin trial
2225.9240-01	22/03/2018	A Read	One off \$40 refund for smaller bin trial
2225.9241-01	22/03/2018	D R Chandler	One off \$40 refund for smaller bin trial
2225.9242-01	22/03/2018	A J Woolgar	One off \$40 refund for smaller bin trial
2225.9243-01	22/03/2018	L C Chruscinski	One off \$40 refund for smaller bin trial
2225.9244-01	22/03/2018	L M Pontifex	One off \$40 refund for smaller bin trial
2225.9245-01	22/03/2018	E Parker	One off \$40 refund for smaller bin trial
2225.9246-01	22/03/2018	S S Chopra	One off \$40 refund for smaller bin trial
2225.9247-01	22/03/2018	E J Doherty	One off \$40 refund for smaller bin trial
2226.7312-01	22/03/2018	OverDrive Inc	Supply of library books
2227.98000-01	26/03/2018	Australian Taxation Office	Payroll deduction
2228.1000-01	26/03/2018	WA Local Government Super Plan Pty Ltd	Superannuation
2228.5677-01	26/03/2018	Australian Super Pty Ltd	Superannuation
2228.5728-01	26/03/2018	Cbus Trustee	Superannuation
2228.5789-01	26/03/2018	Retail Employees Superannuation Trust	Superannuation
2228.5797-01	26/03/2018	AMP Flexible Lifetime Super	Superannuation
2228.5818-01	26/03/2018	CARE Super Pty Ltd	Superannuation
2228.5837-01	26/03/2018	Commonwealth Bank Superannuation Savings Account	Superannuation
2228.5863-01	26/03/2018	Unisuper Limited	Superannuation
2228.5894-01	26/03/2018	Asgard	Superannuation
2228.5904-01	26/03/2018	AMP SuperLeader	Superannuation
2228.5905-01	26/03/2018	BT Business Super	Superannuation
2228.5966-01	26/03/2018	First State Super	Superannuation
2228.6040-01	26/03/2018	Bistona Pty Ltd	Superannuation
2228.6117-01	26/03/2018	BT Super For Life	Superannuation

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2228.6137-01	26/03/2018	HostPlus	Superannuation
2228.6262-01	26/03/2018	HESTA Super Fund	Superannuation
2228.6308-01	26/03/2018	BT Super for Life	Superannuation
2228.6391-01	26/03/2018	Colonial First State	Superannuation
2228.6504-01	26/03/2018	ANZ One Answer Personal Super	Superannuation
2228.6520-01	26/03/2018	BT Lifetime Super Employer Plan	Superannuation
2228.6659-01	26/03/2018	MLC Masterkey Superannuation	Superannuation
2228.6682-01	26/03/2018	Telstra Super Pty Ltd	Superannuation
2228.6685-01	26/03/2018	Fondacaro Superfund	Superannuation
2228.6769-01	26/03/2018	Concept One the Industry Superannuation Fund	Superannuation
2228.6836-01	26/03/2018	MLC Navigator Retirement Plan - Superannuation Service	Superannuation
2228.6918-01	26/03/2018	LUCRF Super	Superannuation
2228.6926-01	26/03/2018	Colonial First State	Superannuation
2228.7013-01	26/03/2018	Spectrum Super	Superannuation
2228.7216-01	26/03/2018	Sunsuper Superannuation	Superannuation
2228.7277-01	26/03/2018	Colonial First State First Choice Personal Super	Superannuation
2228.7548-01	26/03/2018	IOOF Portfolio Service Superannuation Fund	Superannuation
2228.7632-01	26/03/2018	AMP Flexible Super	Superannuation
2228.7640-01	26/03/2018	Commonwealth Personal Superannuation and Rollover Plan	Superannuation
2228.7708-01	26/03/2018	Q Super (Employer Express SuperChoice)	Superannuation
2228.7720-01	26/03/2018	LGsuper	Superannuation
2228.7768-01	26/03/2018	Australian Ethical	Superannuation
2228.7801-01	26/03/2018	ANZ Smart Choice Super (OnePath MasterFund)	Superannuation
2228.8029-01	26/03/2018	Kinetic Superannuation	Superannuation
2228.8060-01	26/03/2018	Essential Super	Superannuation
2228.8091-01	26/03/2018	Colonial First State - First Choice Employer Super	Superannuation
2228.8124-01	26/03/2018	Defence Bank Super	Superannuation
2228.8189-01	26/03/2018	Enterprise Super	Superannuation
2228.8358-01	26/03/2018	AMP CustomSuper	Superannuation
2228.8405-01	26/03/2018	Wealth Personal Superannuation and Pension Fund	Superannuation
2228.8543-01	26/03/2018	GESS Superannuation Fund	Superannuation
2228.8594-01	26/03/2018	The Trustee for Ruby Super Fund	Superannuation
2228.8713-01	26/03/2018	Integra Super	Superannuation
2228.8725-01	26/03/2018	Shatahjad Superannuation Fund	Superannuation
2228.8773-01	26/03/2018	Statewide Superannuation	Superannuation
2228.8804-01	26/03/2018	MLC Super Fund	Superannuation
2228.8863-01	26/03/2018	Netwealth Superannuation Master Fund	Superannuation
2228.8881-01	26/03/2018	The Equisuper Superannuation Fund	Superannuation
2228.8882-01	26/03/2018	Trustee for Local Government Super	Superannuation

Creditor	Date	Payee	Description
2228.9209-01	26/03/2018	Mercer Spectrum	Superannuation
2229.9267-01	28/03/2018	M A Ivulich	One off \$40 refund for smaller bin trial
2229.9268-01	28/03/2018	J Knight	One off \$40 refund for smaller bin trial
2229.9269-01	28/03/2018	J Lord	One off \$40 refund for smaller bin trial
2229.9270-01	28/03/2018	L J Gilchrist	One off \$40 refund for smaller bin trial
2229.9271-01	28/03/2018	D L Clark	One off \$40 refund for smaller bin trial
2229.9272-01	28/03/2018	R J Lumsden	One off \$40 refund for smaller bin trial
2229.9273-01	28/03/2018	K S Lewis	One off \$40 refund for smaller bin trial
2229.9274-01	28/03/2018	J A Combes	One off \$40 refund for smaller bin trial
2229.9275-01	28/03/2018	G J Koenigshausen	One off \$40 refund for smaller bin trial
2229.9276-01	28/03/2018	J B Sipes	One off \$40 refund for smaller bin trial
2229.9277-01	28/03/2018	R Lee	One off \$40 refund for smaller bin trial
2229.9278-01	28/03/2018	D W Riley	One off \$40 refund for smaller bin trial
2229.9287-01	28/03/2018	N D Wakeford	One off \$40 refund for smaller bin trial
2229.9289-01	28/03/2018	A Apostolou	One off \$40 refund for smaller bin trial
2229.9290-01	28/03/2018	B L O'Donnell	One off \$40 refund for smaller bin trial
2230.2020-01	28/03/2018	Australian Services Union	Payroll deduction
2230.2045-01	28/03/2018	Child Support Agency	Payroll deduction
2230.2153-01	28/03/2018	L.G.R.C.E.U.	Payroll deduction
2230.2213-01	28/03/2018	City of Vincent	Payroll deduction
2230.2216-01	28/03/2018	City of Vincent Staff Social Club	Payroll deduction
2230.3133-01	28/03/2018	Depot Social Club	Payroll deduction
2230.6156-01	28/03/2018	Health Insurance Fund of WA	Payroll deduction
2230.8120-01	28/03/2018	Selectus Employee Benefits Pty Ltd	Payroll deduction
Direct Debit			
Credit Card		Commonwealth Bank	Full listing in Attachment 3
Lease Fees	02/03/2018	Neopost 1659932	Franking machine
Loan Repayments		Treasury Corporation	Department Sport and Recreation Building, Loftus Centre, Loftus Underground Carpark, Beatty Park Leisure Centre
Bank Fees and Charges		Commonwealth Bank	Bank fees
Total Direct Debit			

<i>Creditor</i>	<i>Date</i>	<i>Payee</i>	<i>Description</i>

Amount
\$ 195,480.00
\$ 302.06
\$ 1,099.92
\$ 20.50
\$ 905.27
\$ 474.00
\$ 80.00
\$ 419.05
\$ 1,574.86
\$ 129,167.35
\$ 18,617.50
\$ 1,739.63
\$ 7,171.22
\$ 131.67
\$ 243.94
\$ 321.73
\$ 3,915.17
\$ 2,043.17
\$ 458.18
\$ 2,024.23
\$ 129.87
\$ 1,193.30
\$ 173.40
\$ 6,589.40
\$ 1,107.90
\$ 293.58
\$ 628.26
\$ 334.51
\$ 198.47
\$ 802.95
\$ 450.52
\$ 1,569.59
\$ 993.54
\$ 2,138.48
\$ 462.28

<i>Amount</i>
\$ 495.43
\$ 1,656.48
\$ 505.60
\$ 175.21
\$ 700.33
\$ 279.68
\$ 461.87
\$ 1,761.69
\$ 195.44
\$ 1,220.44
\$ 1,501.11
\$ 1,362.84
\$ 344.42
\$ 1,325.89
\$ 295.41
\$ 664.80
\$ 849.43
\$ 524.04
\$ 853.86
\$ 54.01
\$ 987.82
\$ 1,228.24
\$ 450.58
\$ 211.27
\$ 557.15
\$ 45.23
\$ 13,508.84
\$ 40.00
\$ 40.00
\$ 40.00
\$ 40.00
\$ 40.00
\$ 40.00
\$ 40.00
\$ 40.00
\$ 40.00
\$ 40.00
\$ 40.00
\$ 40.00
\$ 2,474.00

<i>Amount</i>
\$ 15,000.00
\$ 1,916.66
\$ 1,916.66
\$ 7,797.33
\$ 1,916.66
\$ 3,223.49
\$ 1,916.66
\$ 1,916.66
\$ 1,916.66
\$ 1,916.66
\$ 495.00
\$ 2,079.00
\$ 5,553.42
\$ 731.47
\$ 644.89
\$ 37,266.35
\$ 988.51
\$ 9,999.00
\$ 1,255.84
\$ 10,631.50
\$ 316.25
\$ 7,079.05
\$ 5,278.40
\$ 61,726.83
\$ 5,374.93
\$ 510.50
\$ 4,175.71
\$ 764.50
\$ 1,356.21
\$ 17,658.77
\$ 537.16
\$ 3,549.81
\$ 179.70
\$ 1,200.93
\$ 625.92
\$ 400.00
\$ 3,657.50
\$ 1,036.31
\$ 316.80

<i>Amount</i>
\$ 567.00
\$ 165.00
\$ 968.00
\$ 2,116.87
\$ 1,031.81
\$ 1,650.26
\$ 2,244.00
\$ 140.25
\$ 8,883.70
\$ 426.00
\$ 400.05
\$ 1,530.44
\$ 2,119.10
\$ 110.00
\$ 128.70
\$ 585.13
\$ 249.00
\$ 310.25
\$ 1,463.23
\$ 1,365.00
\$ 770.00
\$ 97.35
\$ 250.00
\$ 10,004.75
\$ 770.00
\$ 35,000.00
\$ 11,278.30
\$ 5,923.39
\$ 1,580.70
\$ 282.15
\$ 1,157.60
\$ 9,932.45
\$ 312.00
\$ 5,472.70
\$ 1,491.82
\$ 4,658.50
\$ 179.99
\$ 1,646.60
\$ 550.00

<i>Amount</i>
\$ 7,535.00
\$ 4,567.67
\$ 3,734.06
\$ 220.00
\$ 2,722.00
\$ 336.60
\$ 1,650.00
\$ 1,627.70
\$ 2,319.90
\$ 23.94
\$ 642.60
\$ 772.40
\$ 1,522.40
\$ 2,281.25
\$ 429.00
\$ 6,890.61
\$ 193.00
\$ 1,183.05
\$ 3,992.44
\$ 1,980.00
\$ 6,446.00
\$ 6,597.68
\$ 1,671.35
\$ 690.69
\$ 150.00
\$ 185.00
\$ 609.40
\$ 35,051.42
\$ 155.04
\$ 1,886.50
\$ 604.45
\$ 9,292.00
\$ 34,496.00
\$ 3,619.00
\$ 308.00
\$ 5,115.00
\$ 10,296.00
\$ 1,578.76
\$ 5,267.79

<i>Amount</i>
\$ 10,000.00
\$ 1,798.50
\$ 2,545.46
\$ 1,932.25
\$ 1,608.51
\$ 165.00
\$ 60.06
\$ 128.70
\$ 645.37
\$ 535.76
\$ 506.00
\$ 341.04
\$ 258.50
\$ 2,319.90
\$ 979.12
\$ 1,924.94
\$ 128.86
\$ 951.06
\$ 18,419.45
\$ 7,476.84
\$ 7,101.33
\$ 6,763.75
\$ 300.00
\$ 16,445.00
\$ 3,608.00
\$ 150.00
\$ 6,709.45
\$ 387.50
\$ 5,635.30
\$ 392.90
\$ 211.20
\$ 15,004.00
\$ 3,757.00
\$ 608.01
\$ 4,492.51
\$ 110.00
\$ 1,527.90
\$ 11,000.00
\$ 135.00

<i>Amount</i>
\$ 300.00
\$ 660.00
\$ 586.70
\$ 5,370.75
\$ 118.67
\$ 397.88
\$ 7,829.59
\$ 700.51
\$ 300.00
\$ 165.00
\$ 1,386.00
\$ 3,315.05
\$ 79.20
\$ 1,584.00
\$ 2,845.04
\$ 3,866.50
\$ 196.98
\$ 14,630.00
\$ 190.00
\$ 935.00
\$ 1,309.00
\$ 5,503.25
\$ 1,501.50
\$ 250.00
\$ 770.00
\$ 2,003.36
\$ 676.50
\$ 2,000.00
\$ 100.99
\$ 1,484.92
\$ 24,783.00
\$ 55.00
\$ 25,000.00
\$ 192,975.30
\$ 302.06
\$ 1,099.92
\$ 20.50
\$ 878.64
\$ 478.00

<i>Amount</i>
\$ 80.00
\$ 269.50
\$ 1,574.86
\$ 2,002,099.04
\$ 5,756.73
\$ 31,935.62
\$ 3,928.60
\$ 64,598.10
\$ 40.00
\$ 40.00
\$ 40.00
\$ 40.00
\$ 40.00
\$ 40.00
\$ 40.00
\$ 40.00
\$ 40.00
\$ 40.00
\$ 40.00
\$ 40.00
\$ 40.00
\$ 40.00
\$ 40.00
\$ 40.00
\$ 9,001.21
\$ 187,527.05
\$ 129,905.67
\$ 19,890.83
\$ 1,751.81
\$ 8,338.80
\$ 166.43
\$ 219.28
\$ 321.88
\$ 4,121.33
\$ 2,257.01
\$ 457.76
\$ 2,088.80
\$ 56.55
\$ 1,193.16
\$ 145.52

<i>Amount</i>
\$ 5,958.03
\$ 1,005.82
\$ 266.30
\$ 620.19
\$ 352.77
\$ 199.98
\$ 803.74
\$ 450.53
\$ 1,489.73
\$ 1,063.66
\$ 2,138.48
\$ 698.09
\$ 343.22
\$ 496.48
\$ 1,643.44
\$ 540.59
\$ 125.15
\$ 426.37
\$ 118.36
\$ 383.44
\$ 2,002.12
\$ 131.73
\$ 1,661.16
\$ 1,540.83
\$ 1,336.88
\$ 344.42
\$ 1,421.46
\$ 315.01
\$ 664.83
\$ 672.42
\$ 574.37
\$ 853.86
\$ 64.80
\$ 987.82
\$ 49.98
\$ 1,204.25
\$ 450.52
\$ 210.74
\$ 557.08

<i>Amount</i>
\$ 11,906.93
\$ 40.00
\$ 40.00
\$ 40.00
\$ 40.00
\$ 40.00
\$ 40.00
\$ 40.00
\$ 40.00
\$ 40.00
\$ 40.00
\$ 40.00
\$ 40.00
\$ 40.00
\$ 40.00
\$ 40.00
\$ 302.06
\$ 1,099.92
\$ 20.50
\$ 825.38
\$ 488.00
\$ 80.00
\$ 269.50
\$ 1,574.86
\$ 3,903,004.42
\$ 9,400.09
\$ 385.00
\$ 148,528.81
\$ 23,073.73
\$ 181,387.63

<i>Amount</i>

Creditors Report - Payments by Cheque 01/03/2018 to 31/03/2018				
<i>Creditor</i>	<i>Date</i>	<i>Payee</i>	<i>Description</i>	<i>Amount</i>
00082165	14/03/2018	BCITF Building & Construction Industry Training Fund	Levy collection	\$ 5,670.41
00082166	14/03/2018	City Of Wanneroo	Resource recovery facility - shared legal costs	\$ 12,794.57
00082167	14/03/2018	Commissioner of State Revenue	Refund for rates and ESL rebate	\$ 186.18
00082168	14/03/2018	Petty Cash - Library	Petty cash recoup	\$ 120.10
00082169	14/03/2018	Zurich Australian Insurance Ltd	Insurance excess	\$ 500.00
00082170	14/03/2018	PTAWA (L7153)	Rates refund	\$ 550.00
00082171	14/03/2018	K Jung	Refund of hall bond	\$ 300.00
00082172	14/03/2018	A Calabro	Refund of hall bond	\$ 2,500.00
00082173	14/03/2018	K Rimpas	Refund of hall bond	\$ 250.00
00082174	14/03/2018	D Nikolic	Rates refund	\$ 658.94
00082175	14/03/2018	J Coward	Refund of overpaid hall bond	\$ 46.00
00082176	14/03/2018	K Johnston	Refund of hall hire and bond	\$ 500.00
00082177	14/03/2018	R Fishleigh	Refund of key deposits	\$ 1,200.00
00082178	14/03/2018	Providence Church Inc.	Refund of bin bond	\$ 250.00
00082179	14/03/2018	X Zhen	Planning application fee refund	\$ 147.00
00082180	14/03/2018	C Stein	Part refund of dog registration	\$ 150.00
00082181	14/03/2018	A Evans	Part refund of Beatty Park Leisure Centre fees	\$ 190.34
00082182	14/03/2018	D Raby	Refund of duplicate EFTPOS payment - Library	\$ 58.60
00082183	14/03/2018	E Pallot	Part refund of Beatty Park Leisure Centre fees	\$ 622.56
00082184	14/03/2018	M Muntz	Part refund of dog registration	\$ 150.00
00082185	14/03/2018	K Allia	Refund of liquor licence & public building application	\$ 460.00
00082186	14/03/2018	H Hilbert-Wolf	Part refund of dog registration	\$ 30.00
00082187	28/03/2018	Commissioner of State Revenue	Refund of ESL rebate	\$ 125.83
00082188	28/03/2018	Petty Cash - Library	Petty cash recoup	\$ 112.50
00082189	28/03/2018	Edith Cowan University	Refund of hall bond	\$ 1,000.00
00082190	28/03/2018	A Hughes	Refund of grounds bond	\$ 250.00
00082191	28/03/2018	RTR FM	Refund of grounds bond	\$ 1,000.00
00082192	28/03/2018	C Longo	Refund of hall bond	\$ 1,000.00
00082193	28/03/2018	M Parry	Refund of power charge for grounds hire	\$ 61.00
00082194	28/03/2018	M Turvey	Refund of infrastructure bond	\$ 500.00
00082195	28/03/2018	Essential First Choice Homes Pty Ltd	Refund of infrastructure bond	\$ 3,000.00
00082196	28/03/2018	C J Langley	Refund of infrastructure bond	\$ 2,000.00
00082197	28/03/2018	Vergola	Refund of infrastructure bond	\$ 1,000.00
00082198	28/03/2018	Building West Pty Ltd	Refund of infrastructure bond	\$ 2,000.00
00082199	28/03/2018	Q Group WA Pty Ltd	Refund of infrastructure bond	\$ 3,000.00

Creditor	Date	Payee	Description	Amount
00082200	28/03/2018	West Australian Football Commission	Refund of Bin bond	\$ 500.00
00082201	28/03/2018	Western United Football Club	Refund of grounds bond	\$ 450.00
00082202	28/03/2018	H Boucher	Part refund of dog registration	\$ 150.00
00082203	28/03/2018	A Shirazi	Part refund of dog registration	\$ 150.00
00082204	28/03/2018	L Pericles	Part refund of dog registration	\$ 77.50
00082205	28/03/2018	P Sangasri	Part refund of temporary food licence	\$ 187.50
00082208	28/03/2018	R Bredemeyer	Refund of infringement	\$ 60.00
00082209	28/03/2018	N Taylor	Refund of part payment of infringement	\$ 5.00
Total Nett Cheque Payments				\$ 43,964.03
Cancelled Cheques				
00081983	20/12/2017	M Del Pilar Gonzales	Cancelled, reissued cheque 82164	-\$ 466.34
00081969	20/12/2017	S Rego	Cancelled, funds transferred to another trust	-\$ 300.00
00082186	14/03/2018	H Hilbert-Wolf	Cancelled, to be reissued	-\$ 30.00
00080352	29/03/2018	U Rose	Cancelled, to be reissued	-\$ 304.60
00082206	28/03/2018	R Bredemeyer	Cancelled, Cheque did not print	\$ -
00082207	28/03/2018	N Taylor	Cancelled, Cheque did not print	\$ -
Total Cancelled Cheques				-\$ 1,100.94
Total Nett Cheque Payments				\$ 42,863.09

Credit Card Transactions for the Period 06 February 2018 - 07 March 2018				
<i>Card Holder</i>	<i>Date</i>	<i>Payee</i>	<i>Description</i>	<i>Amount</i>
Chief Executive Officer	09/02/2018	IPAA	Registration - IPAA Event	\$ 280.00
	20/02/2018	SQ - Fields of Vincent	Meeting/Beverages	\$ 11.50
	25/02/2018	KMART	Mobile phone accessories	\$ 10.00
	26/02/2018	WA Local Government	Training courses	\$ 1,030.00
Total				\$ 1,331.50
Director Corporate Services				
Total				\$ -
Director Technical Services				
Total				\$ -
Director Community Engagement				
Total				\$ -
Manager Marketing and Communications	06/02/2018	Rivuu	Social media monitoring	\$ 75.17
	06/02/2018	International transaction fee	Social media monitoring	\$ 1.88
	06/02/2018	Fremantle Packaging	Event - St Patrick's Day	\$ 55.00
	07/02/2018	Snap	Snapchat - Chinese New Year	\$ 156.25
	07/02/2018	International transaction fee	Snapchat - Chinese New Year	\$ 3.91
	08/02/2018	Woolworths	Event prize bags	-\$ 2.40
	09/02/2018	Sweet Remedy	Team building session	\$ 66.00
	09/02/2018	Snap	Snapchat - Leedy Street Open	\$ 191.28
	09/02/2018	International transaction fee	Snapchat - Leedy Street Open	\$ 4.78
	09/02/2018	Snap	Snapchat - Leedy Street Open	\$ 192.93
	09/02/2018	International transaction fee	Snapchat - Leedy Street Open	\$ 4.82
	09/02/2018	Snap	Snapchat - Leedy Street Open	\$ 183.45
	09/02/2018	International transaction fee	Snapchat - Leedy Street Open	\$ 4.59
	09/02/2018	Snap	Snapchat - Leedy Street Open	\$ 249.30
	09/02/2018	International transaction fee	Snapchat - Leedy Street Open	\$ 6.23
	10/02/2018	Mailchimp	E-News	\$ 193.28
	10/02/2018	International transaction fee	E-News	\$ 4.83

<i>Card Holder</i>	<i>Date</i>	<i>Payee</i>	<i>Description</i>	<i>Amount</i>
	13/02/2018	He Koch	Event decorations - St Patrick's Day	\$ 100.05
	13/02/2018	Shindigs Party and Food	Event decorations - St Patrick's Day	\$ 488.33
	24/02/2018	Survey Monkey.com	Mail subscription	\$ 324.00
	25/02/2018	STK Shutterstock	Graphics - Monthly image subscription	\$ 108.90
	27/02/2018	The Old Laundry	Function - Citizenship	\$ 100.00
	28/02/2018	Shortlist	RSL meeting	\$ 8.00
	28/02/2018	Facebook	Campaign - PR/Marketing	\$ 47.18
	28/02/2018	Facebook	Campaign - PR/Marketing	\$ 2.82
	01/03/2018	Local Direct Network	Distribution services - Neighbourhood day flyers	\$ 848.49
	02/03/2018	Facebook	Campaign - PR/Marketing	\$ 85.39
	02/03/2018	Facebook	Campaign - PR/Marketing	\$ 4.18
	02/03/2018	Createsend.com	e-News	\$ 33.10
Total				\$ 3,541.74
Manager Human Resources	06/02/2018	Post	15 years service retirement gift Policy no. 5.5.10	\$ 1,055.85
	13/02/2018	EB Masterclass	Staff Training - Customer Relations Management	\$ 1,895.00
	13/02/2018	St John Ambulance	Staff Training	\$ 160.00
	15/02/2018	Curtin University	Staff Training	\$ 158.00
	16/02/2018	Aust Wide First Aid	Staff Training	\$ 351.00
				\$ 3,619.85
Total				
Human Resources Advisor				\$ -
Total				
Purchasing Officer	06/02/2018	Magshop	Library supplies	\$ 89.95
	06/02/2018	FS.Com	IT supplies	\$ 334.90
	01/03/2018	Westnet	Wifi - Council chambers	\$ 39.95
	01/03/2018	Plastics Aust	Library supplies	\$ 269.00
	02/03/2018	WA Police	Incident report	\$ 43.30
	02/03/2018	WA Police	Incident report	\$ 43.30

<i>Card Holder</i>	<i>Date</i>	<i>Payee</i>	<i>Description</i>	<i>Amount</i>
	02/03/2018	WA Police	Incident report	\$ 43.30
	02/03/2018	WA Police	Incident report	\$ 43.30
Total				\$ 907.00
Total Corporate Credit Cards				\$ 9,400.09



8 COMMUNITY ENGAGEMENT

8.1 ASSET DISPOSAL - VINCENT COMMUNITY BUS

TRIM Ref: D18/54235

Author: Michael Quirk, Director Community Engagement

Authoriser: Michael Quirk, Director Community Engagement

Attachments: 1. Council Policy No. 3.10.10 Community Bus - Use and Operation  

RECOMMENDATION:

That Council:

1. **DISPOSES** of the Vincent Community Bus through public auction in accordance with Section 3.58(2) of the *Local Government Act 1995*; and
2. **ADVISES** the North Perth Bendigo Bank of the City's intention to dispose of the Vincent Community Bus through public auction and provide all relevant auction details to ensure they have the opportunity to participate.

PURPOSE OF REPORT:

To consider disposal of the Vincent Community Bus in accordance with Section 3.58(2) of the *Local Government Act 1995*.

BACKGROUND:

At the Ordinary Meeting of Council on 24 June 2008 it was resolved to approve use of a \$120,000 donation from the North Perth Bendigo Bank for the purchase of a community bus subject to necessary procurement documentation and bus usage guidelines/conditions being prepared. Subsequently, at the Ordinary Meeting of Council on 9 June 2009 the Chief Executive Officer was authorised to purchase a community bus through public tender and Council Policy No. 3.10.10 – Community Bus – Use and Operation was adopted (refer to **Attachment 1**).

As per this Policy the bus has been made available over the last 10 years for the group transport of well and mobile seniors over the age of 55 years and younger people with a disability who meet one of the following criteria:

- Reside in the City of Vincent
- Do not have their own means of transport and cannot conveniently access public transport
- Experience a lack of alternative transport options
- Live in a residence that is a distance from shops or services
- Have the capacity to manage independently once at the destination
- Hold a current Health Care Card or Pension Card

The fees/charges to use the community bus are \$150.00 per day or \$80.00 per half day with a \$250.00 bond and the first 100 kilometres per day included. Extra kilometres are 20 cents each and all fuel costs are the hirer's responsibility. Should there be any damage the hirer is liable for insurance excess costs.

The community bus has been periodically utilised by a number of community organisations including Leederville Gardens, Loftus Community Centre, Catholic Homes, Asbestos Disease Society and SOS Choir as well as for seniors programs delivered by the City of Vincent although utilisation has decreased significantly in recent years.

DETAILS:

Administration has undertaken a review of the usage and effectiveness of the community bus which identified the following:

- The community bus was only utilised twice by community organisations in 2016/17 and has only been utilised once by a community organisation in 2017/18.
- Up until 2016/17 the primary user of the community bus was the City of Vincent to provide transport associated with seniors programs and activities.
- The City's renewed approach to service delivery for seniors focusses on linking residents with services, facilities, organisations, clubs and events within Vincent rather than an emphasis on transportation to activities outside of Vincent. This has significantly reduced utilisation of the community bus.
- The City's 'Well and Wise in Vincent Calendar' has retained a number of seniors outings although to better meet demand, improve the overall quality of the experience, and to more effectively manage the operating budget a combination of external bus hire and tour companies have been utilised rather than the community bus.
- The community bus does not have wheelchair access which limits utilisation by seniors with mobility constraints as well as younger people with a disability despite these users being specifically targeted within the associated Council Policy. An investment of approximately \$25,000 would be required to modify the bus to enable wheelchair access which would also reduce the bus capacity to 15 passengers.
- Community organisations are now able to hire better quality, fully accessible buses from private hire companies at a competitive price.

On that basis, it is considered timely to dispose of the community bus as it is no longer delivering upon the intended purpose. The absence of a community bus will not impact the City's responsiveness to the needs of seniors within our community with a range of initiatives and partnerships to continue including (but not limited to):

- 'Well and Wise in Vincent Calendar' featuring a range of social, learning and recreational activities for over 65's.
- Support and assistance to key community organisations delivering programs for seniors such as Loftus Community Centre, Vincent Men's Shed and Mt Hawthorn RSL.
- Partnerships with key service delivery agencies delivering programs for seniors such as Silver Chain and Befriend.
- Subsidised programs and activities at Beatty Park Leisure Centre, Loftus Recreation Centre, and Vincent Library & Local History Centre.
- Housebound Readers Service providing a personalised delivery of books and other resources to eligible residents and live-in carers.
- Verge Mowing Assistance Service providing assistance to eligible residents who are physically unable to maintain their verges due to age or disability.
- Transport assistance for eligible residents who have difficulty accessing transport to and from medical appointments through direct referral to community based organisations that provide transport services or through prepaid taxi vouchers. An amount up to \$100.00 is available to individuals and up to \$150.00 is available to couples per annum in accordance with Council Policy No. 3.10.11 – Community Funding.

The North Perth Bendigo Bank has been aware of Administration's review of the community bus and in December 2017 the Bank Chairman advised that they may be interested in purchasing the bus subject to a mechanical and physical inspection being completed which would inform a financial offer. On 2 March 2018, following such an inspection the Chairman advised the following:

"Investigations with respect to the value of a 23 seater bus of similar age and condition revealed that prices ranged from \$18,000 to \$28,000. The board therefore proposes that a suitable price of \$25,000 for the Community Bus less the \$5,000 required for repairs and maintenance. An offer of \$20,000 is submitted for the repurchase of the bus.

Your support for the proposal would be greatly appreciated by the shareholders of the Community Bank and indeed the Vincent Community."

Despite the community bus being initially purchased through a donation from the North Perth Bendigo Bank it is a City of Vincent asset, and as such, any disposal must be undertaken in accordance with Section 3.58 of the *Local Government Act 1995*. As per the Act there are three options for disposal:

- To the highest bidder at public auction;
- To the person who at public tender called by the local government makes what is, in the opinion of the local government, the most acceptable tender whether or not it is the highest tender; or

- Through public notice of the proposed disposition which describes the property concerned, gives details of the proposed disposition, and invites submissions to be made to the local government before a specified date. Such a public notice must include the names of all parties concerned, the consideration to be received by the local government for disposition, and the market value of the disposition.

Notwithstanding the generous donation from North Perth Bendigo Bank that enabled the purchase of the community bus it is considered appropriate to dispose of the community bus through public auction. This process enables true market value of the bus to be obtained and also enables the North Perth Bendigo Bank to submit a bid. Disposal through public auction also avoids any perceived conflicts of interest given the longstanding relationship between the City of Vincent and North Perth Bendigo Bank. Given this relationship and the recent offer that has been submitted it would be respectful for the Bank's Chairman to be directly advised of the disposal method and the public auction details.

CONSULTATION/ADVERTISING:

Nil.

LEGAL/POLICY:

Section 3.58 of the *Local Government Act 1995* and Regulation 30 within the Local Government (Functions and General) Regulations 1996 requires that property (other than land) with a value of greater than \$20,000 be disposed of through public auction, public tender or public notice unless it is disposed of as part of the consideration (trade-in) for other property that is being acquired where the consideration value received is not more than \$50,000. Section 3.58 of the Act states that:

- “(2) Except as stated in this section, a local can only dispose of property to –*
- (a) the highest bidder at a public auction; or*
 - (b) the person who at public tender called by the local government makes what is, in the opinion of the local government, the most acceptable tender whether or not it is the highest tender.*
- (3) A local government can dispose of property other than under subsection (2) if before agreeing to dispose of the property –*
- (a) It gives public notice of the proposed disposition –*
 - (i) describing the property concerned; and*
 - (ii) giving details of the proposed disposition; and*
 - (iii) inviting submissions to be made to the local government before a date to be specific in the notice, being a date not less than 2 weeks after the notice is first given;*
 - and*
 - 13.*
 - (b) it considers any submissions made to it before the date specific in the notice and, if its decision is made by the Council or a Committee, the decision and the reasons for it are recorded in the minutes of the meeting at which the decision is made.*
- (4) The details of the proposed disposition that are required by subsection (3)(a)(ii) include –*
- (a) the names of all other parties concerned; and*
 - (b) the consideration to be received by the local government for the disposition; and*
 - (c) the market value of the disposition.”*

The City's Delegated Authority Register 2017/18 provides authority to the Chief Executive Officer to dispose of property (No. 1.23) however this delegation is subject to:

1. the value of the property not exceeding \$250,000;
2. the disposal of any land and/or building assets being specific in the Annual Budget or Corporate Business Plan; or
3. the lease of City owned land being determined by Council.

As none of these conditions have been met it is considered appropriate to seek Council approval of the disposal method as per Section 3.58(2) or (3) of the Act.

RISK MANAGEMENT IMPLICATIONS:

Medium: Given the longstanding relationship between the City of Vincent and North Perth Bendigo Bank, including the donation which enabled initial purchase of the community bus, it is considered that disposal through public auction minimises the risk of any perceived conflict of interest.

STRATEGIC IMPLICATIONS:

The following objectives within Council's *Strategic Community Plan 2013 – 2023* are relevant to this matter:

"4.1 Provide good strategic decision making, governance and leadership and professional management

4.1.2 Manage the organisation in a responsible, efficient and accountable manner."

SUSTAINABILITY IMPLICATIONS:

Nil.

FINANCIAL/BUDGET IMPLICATIONS:

Regular expenditure for the community bus includes maintenance, servicing, cleaning, and depreciation. In 2015/16, expenditure was \$21,894 although with limited utilisation this expenditure has reduced to \$12,055 in 2016/17 and \$7,382 YTD in 2017/18.

Administration previously received a valuation of between \$30,000 and \$35,000 for the community bus and North Perth Bendigo Bank has identified a market price range between \$18,000 and \$28,000 based upon which an offer of \$20,000 has been submitted.

COMMENTS:

The Vincent Community Bus has served the local community for an extended period of time although usage has decreased significantly in recent years, and upon review it is evident that the bus no longer delivers upon its intended purpose. With very low utilisation across 2016/17 and 2017/18 it is no longer financially prudent to maintain and operate the bus. It is recommended that Council dispose of the community bus through public auction in accordance with Section 3.58(2) of the *Local Government Act 1995*.

POLICY NO: 3.10.10**COMMUNITY BUS – USE AND OPERATION****OBJECTIVE**

To provide:

1. Clear guidelines for the equitable assessment of requests for the use of the Community Bus.
2. Guidelines for the assessment of the following categories:
 - Requests for use by eligible residents;
 - Requests for use by not for profit agencies; and
 - Requests for use by private groups and individuals.

POLICY STATEMENT

The City of Vincent can assist residents over the age of 55 years and people with disability who have difficulty accessing transport for to meet their needs. Please note the Community Bus currently in operation is not universally accessible.

Assistance is available through group bookings utilising the community bus.

Applications for the use of the bus will be considered by the City's Administration in accordance with the Policy Guidelines.

Date Adopted:	9 June 2009
Date Amended:	11 March 2014
Date Reviewed:	11 March 2014
Date of Next Review:	February 2019

GUIDELINES AND POLICY PROCEDURES FOR COMMUNITY BUS POLICY NO. 3.10.10

1. USE OF THE COMMUNITY BUS

The bus is available for the use of groups of residents or from community agencies who reside or provide services in the City of Vincent.

The use of the Community Bus by groups and residents will be charged as set out in point 5.

The bus must only be driven on sealed roads. All passengers are required to wear seatbelts when travelling on the bus. Groups will be responsible for returning the vehicles in a clean condition and with a full tank of fuel.

2. APPLICATION FOR USE OF THE COMMUNITY BUS

A request for the use of the Community Bus may be made by phone, in person or in writing from Monday to Friday, between the hours of 8.00am and 5.00pm.

The request should come directly from the individuals or groups requiring assistance.

Groups using the vehicles must provide details of hours booked, destination and client group. The nominated driver shall provide evidence of holding the appropriate driver's licence as determined by the State Government Department for Planning and Infrastructure.

3. ELIGIBILITY

The Community Bus will be available for the group transport of well and mobile seniors over the age of 55 years and younger people with a disability who meet one of the following criteria:

- Reside in the City of Vincent. People who do not reside in the City of Vincent will not be eligible for assistance;
- Do not have their own means of transport and cannot conveniently access public transport;
- Experience a lack of alternative transport options;
- Live in a residence that is a distance from shops or services;
- Have the capacity to manage independently once at the destination.
- Hold a current Health Care Card or Pension Card.

The bus may also be used to meet the needs of other identified priority groups and services who meet the eligibility criteria listed above.

The City reserves the right to reject any booking.

4. TYPE OF TRAVEL PERMITTED

The use of the Community Bus will be approved for the following purposes:

- Group travel to a destination within the metropolitan area and no more than 100 km from the City's Administration Centre; and
- Group travel to enable participation in an activity or event which will enhance their well being and quality of life. For example, shopping, attending a local concert or an organised activity.

Preference will be given to supporting access to facilities, services and activities within the City except where those facilities, services and activities are not available in the City.

5. FEES & CHARGES

\$150 a day, \$80 for half a day - minimum hire charge \$80 (self drive only).
Bond: \$250 with 100 kilometres per day included, extra kilometres are charged at 20 cents each. (Daily hire charges are calculated from 8am – 3pm). All fuel costs are the hirer's responsibility.

Should there be any damage or collision during the hire, the hirer will be liable for insurance excess costs.

8.2	LATE REPORT: PETITION TO EXEMPT BRISBANE TERRACE, PERTH FROM THE NEW PARKING ZONE 7 - POLICY NO 3.9.3 - PARKING PERMITS
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REPORT TO BE ISSUED PRIOR TO COUNCIL BRIEFING 24 APRIL 2018

9 CHIEF EXECUTIVE OFFICER

9.1 INFORMATION BULLETIN

TRIM Ref: D17/177309

Author: Mark Thornber, Governance and Council Support Officer

Authoriser: Len Kosova, Chief Executive Officer

- Attachments:**
1. Unconfirmed Minutes of the Reconciliation Action Plan Working Group (RAPWG) held on 26 March 2018 [↓](#) 
 2. Unconfirmed Minutes of the Children and Young People Advisory Group (CYPAG) held on 19 March 2018 [↓](#) 
 3. Minutes of the Design Advisory Committee Meeting held on 17 January 2018 [↓](#) 
 4. Minutes of the Design Advisory Committee Meeting held on 6 December 2017 [↓](#) 
 5. Minutes of the Design Advisory Committee Meeting held on 20 December 2017 [↓](#) 
 6. Monthly Street Tree Removal Request Information [↓](#) 
 7. Statistics for Development Applications as at end of March 2018 [↓](#) 
 8. Register of Legal Action and Prosecutions Register Monthly - Confidential
 9. Register of Orders and Notices Register Quarterly - Confidential
 10. Register of State Administrative Tribunal (SAT) Appeals – Progress Report as at 6 April 2018 [↓](#) 
 11. Register of Applications Referred to the MetroWest Development Assessment Panel – Current [↓](#) 
 12. Register of Applications Referred to the Design Advisory Committee – Current [↓](#) 
 13. Register of Petitions - Progress Report - May 2018 [↓](#) 
 14. Register of Notices of Motion - Progress Report - May 2018 [↓](#) 
 15. Register of Reports to be Actioned - Progress Report - May 2018 [↓](#) 

RECOMMENDATION:

That Council RECEIVES the Information Bulletin dated 1 May 2018.

**CITY OF VINCENT****RECONCILIATION ACTION PLAN WORKING GROUP (RAPWG)**

26 March 2018 at 6.00pm

**Venue: Committee Room
City of Vincent Administration and Civic Centre**

UNCONFIRMED MINUTES**Attendees:**City of Vincent Councillors

Cr Ros Harley (Co-Chair)

Cr Dan Loden (Co-Chair)

Cr Joshua Topelberg

City of Vincent Officers

Rosslind Ellis – Manager Communications and Marketing (MMC)

Gayatrii Surendorff – Community Partner (CP)

Community Representatives

Maria McAtackney (MM)

Marilyn Lyford (ML)

Sarah Janali (SJ)

1. Welcome / Declaration of Opening – Acknowledgement to Country

Councillor Loden opened the meeting at 6.10pm and delivered Acknowledgement of Country on behalf of the Working Group.

2. Apologies

Phillip Walley-Stack – Community Representative

Kathy Kickett – Community Representative

Michael Quirk – Director Community Engagement

Sandra Watson – Manager Community Partnerships

Karen Balm – Senior Community Partner

3. Confirmation of Previous Minutes

Minutes from last meeting held on 12 February 2018 approved as a true and correct record.

4. Business**4.1 Action Items Review**

- The Group reviewed the City's current list of Noongar people available for Welcome to Country Ceremony.

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It was agreed that the list the City compiled would not be labelled as 'Noongar Elders available for Welcome to Country' but as 'Noongar people available for Welcome to Country'.

- The Group discussed the proposed Acknowledgement of Country for City staff email signatures. The statement agreed on being 'I acknowledge that the City is within the traditional lands of the Whadjuk Noongar people. I pay my respect to their Elders, past, present and emerging and I recognise their strength and resilience.'
- The Group reviewed the draft version of the internal 'Vincent Aboriginal Business Directory'. During review of the document, Cr Harley declared she was related to one of the business owners in the Directory, Marissa Verma from Bindi Bindi Dreaming. Cr Loden suggested that all City staff be made aware of the document and refer to it when requesting quotes from businesses. Notes should also be made with the Vincent Aboriginal Directory alerting City staff of businesses that are also registered on the Aboriginal Business Directory WA.

ACTION:

- 1) Include Acknowledgement of Country statement within City staff email signatures subject to CEO approval.
- 2) Identify businesses that are registered on the Aboriginal Business Directory WA within the Vincent Aboriginal Business Directory.
- 3) Distribute Aboriginal Business Directory WA to all City of Vincent staff.

4.2 Specific Projects and Initiatives:

- *Acknowledgment of Country and Welcome to Country Policy Review*
The Group reviewed the current Welcome to Country Policy and commented on the use of language within the document, notably that 'Indigenous' should be replaced throughout the document with 'Aboriginal.'

ACTION:

- 1) RAPWG to be provided with Policy for review and further feedback of the City's Welcome to Country Policy by 4 May 2018.
- *Flying and Displaying of Flags and Banners Policy Review*
MMC advised that it is currently reviewing this Policy. Reconciliation Banners will be flown during Reconciliation Week 2018.
 - *Close the Gap Day*
CP updated the Group on the City's internal morning and afternoon tea held for Close the Gap Day at the City Administration and Depot Buildings. Jade Dolman's artwork, 'Boodjar Nakolak Yanginy' was displayed at the events and Jade spoke about the significance of her artwork and Close the Gap Day.

Sharyn Egan joined staff, Councillors and the Mayor at Keith Frame Reserve to discuss the 'Seven Sisters' artwork she had produced with community members and students from Aranmore Catholic College.

The Close the Gap Family Festival hosted by the Aboriginal Health Council of WA and sponsored by the City on 24 March 2018 was also discussed. Cr Harley suggested that promotion begin earlier next year to encourage more community members to attend for next year's events.

- *Strategic Community Plan Acknowledgment and Artwork*
MMC advised that Jade Dolman's artwork 'Boodjar Nakolak Yanginy' will be featured in the City's Strategic Community Plan along with an Acknowledgment of Country.

Cr Topelberg left the meeting at 7.05pm

- *Weld Square Renaming*
Cr Loden updated the Group on an outstanding Council Resolution from 24 July 2012 relating to the proposed renaming of Weld Square. This proposal was considered by Council and the

Page 2 of 4

Geographic Names Committee, and was referred to the previous Aboriginal Liaison and Reconciliation Advisory Group. Members of the Group agreed that the Whadjuk Working Party should be contacted and consulted with regarding any potential name change to Weld Square.

ACTION:

- 1) CP to contact SWSALC to schedule a time to present to the Whadjuk Working Party regarding a potential renaming of Weld Square.

- *Whadjuk Trail Network*

CP advised the Group that Sally Wallace from Absolute Trails had contacted the City regarding establishing Whadjuk Trails within the Vincent Council that would link with the Town of Cambridge's existing trail network. Sally works closely with Neville Collard to establish the Trails and stories shared via QR Codes, signage, brochures and online resources. Concerns were raised by the Group regarding the cost of establishing the trails, the fact that the business was a private, for profit company and that the trails would only highlight one Aboriginal person's perspective and not engage with the wider Aboriginal community. It was agreed that the City would look to carry out their own research into establishing a trail network in the future.

ACTION:

- 1) CP to email Sally Wallace regarding the group's decision not to establish a Whadjuk Trail Network within the City at this time.

4.3 'Reflect' RAP – Progress Upgrade

- CP provided the Group with an update of the 'Reflect' RAP progress. Discussion included new and existing relationship the City was building with Aboriginal businesses, groups and individuals, the RFQ that would invite organisations to provide the City with Aboriginal cultural awareness training, Aranmore Catholic College and the current cohort of Aboriginal students at the school as well as the City's incorporation of Aboriginal businesses into the City's Purchasing Policy.
- 'Innovate' RAP Transition
Cr Loden discussed the need to budget for future reconciliation related initiatives, and requested a timeline outlining the City's plan to launch the 'Innovate' RAP. It was discussed amongst the Group that there was a need to review the short, medium and long term goals set in the RAP Workshop held in 2016 with Danny Ford and Tim Muirhead.

ACTION:

- 1) CP to retrieve notes from RAP workshop with Danny Ford and Tim Muirhead.
- 2) City to plan and budget for Innovate RAP.

4.5 Other Business

No other business

5. Close / Next Meeting

Cr Loden closed the meeting at 7.50pm. Next meeting to be held on Monday, 7 May 2018.

Signed _____
Councillor Dan Loden (Co-Chair)

Date this _____ day of _____ 2018

Summary of Actions	Date
CP to email Sally Wallace regarding the group's decision not to establish a Whadjuk Trail Network within the City at this time.	6 April 2018
CP to contact SWSALC to schedule a time to present to the Whadjuk Working Party regarding a potential renaming of Weld Square.	6 April 2018
Include Acknowledgement of Country statement within City staff email signatures subject to CEO approval.	May 2018
CP to retrieve notes from RAP workshop with Danny Ford and Tim Muirhead.	6 April 2018
RAPWG to provide feedback via tracked changes to the City's Welcome to Country Policy.	4 May 2018
Note businesses that are registered on the Aboriginal Business Directory WA with in the Vincent Aboriginal Business Directory.	May 2018
City to include Innovate RAP with raised Corporate Business Plan and 2018/19 budget.	July 2018

**CITY OF VINCENT****CHILDREN AND YOUNG PEOPLE ADVISORY GROUP**

Monday, 19 March 2018 at 6.00pm

**Venue: Committee Room
City of Vincent Administration and Civic Centre**

UNCONFIRMED MINUTES**Attendees:**

City of Vincent Councillors
Cr Alex Castle (Chair)

Community Representatives
Megan Kaino (MK)

City of Vincent Officers
Sandra Watson – Manager Community Partnerships (SW)
Karen Balm – Senior Community Partner (KB)
Gayatrii Surendorff – Community Partner (GS)

1. Welcome / Declaration of Opening

Cr Castle opened the meeting at 6.05pm and delivered the Acknowledgement of Country.

2. Apologies

Cr Susan Gontaszewski
Joel Birch (JB)
Michael Quirk (MQ)

Andrew Rigg (AR)
Natalie Tarr (NT)

3. Confirmation of Previous Minutes & Action Items – 5 February 2018

Moved: Megan Kaino

Seconded: Cr Castle

4. Business**4.1 Action Items Progress Review**

- Opportunity was provided for group members to give further comment on future Vincent Youth Development Grants and the Vincent Youth Network.
- The Group discussed the potential of including a sport related grant into the Youth Development Grants due to Kidsport funding being reduced and the Athlete Travel Subsidy Scheme no longer existing. Previous City grants for sport related funding had a low uptake rate. GS discussed the feedback received from young people and advised that many had said they would like to see more sporting competitions take place in the City and against other local governments. The group suggested tapping into 'Hoops and Jams' at YMCA HQ and organising 'Ride around Vincent' bike groups.

- The group discussed engaging with local organisations such as YMCA HQ, Foyer Oxford, Leederville TAFE, local businesses and schools to engage young people to become involved in the Vincent Youth Network.

ACTION: 1) GS to discuss Vincent Youth Network further with Foyer Oxford staff and residents.
2) Community Partnerships Team to develop Youth Development Grants to present to Council.
3) CYPAG to review Youth Development Grants before going to Council.

4.2 2018 Youth Week WA

- The Vincent Library will run a Zine workshop and a zombie special effects make-up class during Youth Week 2018.
- The 'Who are you?' Art Competition and Exhibition will be judged by Propel Arts and the City's Arts and Activation Officer, with prize money being awarded during Youth Week. Art will be displayed at numerous locations in Leederville throughout Youth Week.
- 'Glow Effect' is proposed to be held on Thursday 19 April 2018 at Mount Hawthorn Community Hall for primary school students and include a DJ and other music options, glow in the dark accessories, a chill out zone and an Aboriginal led community canvas as well as basic food and drinks for young people attending. Cr Castle suggested having an activity or place for parents to spend time in whilst their children attend the event. It was discussed that Leederville TAFE student could become involved with events such as this and provide the catering.

ACTION: 1) CP to contact Leederville TAFE to discuss the possibility of students providing catering for the event on 19 April 2018.

4.3 Vincent Youth Network

- The purpose of the Vincent Youth Network is for young people to plan and run events, engage with other local youth and provide a conduit for the City to connect. The City requires those involved to commit to the network by attending meetings and being involved with events and activities.
- GS has conducted surveys and face to face consultation with local school students, Leederville TAFE, Soggy Bones and YMCA HQ. The feedback received is currently leading the planning of the 2018 Youth Week events.
- Application forms and aims and objectives of the network are currently being prepared to launch the network during Youth Week 2018.
- Youth to support CP with youth events planning and delivery in 2018.

ACTION: 1) CP to prepare application forms and aims and objectives of the network.

4.4 Other Business

- JT informed the Group that Foyer Oxford would be hosting a National Foyer Conference on 21 and 22 September 2018. The Conference will focus on young people, homelessness and unemployment.
- Young people in the City have reported to GS they would like the opportunity to attend cooking classes. The group discussed the potential of selling baked goods as a fundraiser, a youth market and barista classes for Youth Week 2019.
- MK discussed options for reducing graffiti on the property of Aranmore Catholic College.

5. Close

Cr Castle closed the meeting at 7.00pm. The next meeting is proposed to be held on 14 May 2018 at 6pm.

Signed _____
Councillor Alex Castle (Co-Chair)

Date this _____ day of _____ 2018

Summary of Actions	Date
CP to contact Leederville TAFE to discuss the potential of students providing catering for the event on 19 April 2018.	22 March 2018
CP to discuss Vincent Youth Network further with Foyer Oxford staff and residents	30 March 2018
CP to prepare application forms and aims and objectives of the Vincent Youth Network	13 April 2018
Community Partnerships Team to develop Youth Development Grants that will be reviewed by CYPAG and then sent to Council	June 2018



CITY OF VINCENT

DESIGN ADVISORY COMMITTEE**Wednesday 17 January 2018 at 3.15pm****Venue: Committee Room
City of Vincent Administration and Civic Centre****MINUTES****Attendees:**

<u>Design Advisory Committee Members:</u>	<u>City of Vincent Officers</u>
Sasha Ivanovich (Chairperson)	Joslin Colli (Coordinator Statutory Planning)
Munira Mackay (Member)	Rob Sklarski (Special Project Officer)
Adrian Iredale (Member)	Stephanie Norgaard (Urban Planner)
Joe Chindarsi (Member)	Emily Andrews (Urban Planner)
	Roslyn Hill (Minute Secretary)

Applicant-Item 3.1

Henry Betlehem Urban Concepts

Applicant-Item 3.2

Coral Buxey Tegan Louise Designs

Applicant-Item 3.3

Trent Durward Megara

Kris Mainstone Megara

Applicant-Item 3.4

Trent Durward Megara

Kris Mainstone Megara

3.15pm**Member Discussion****4.00pm****1. Welcome / Declaration of Opening**

The Chairperson, Sasha Ivanovich declared the meeting open at 4.00pm.

2. Apologies**3. Business****4.00pm–4.40pm – Applicant Presentation – No DA Lodged****3.1 Address:** Nos. 37-43 Stuart Street, Perth**Proposal:** 6 Storey Mixed Use Development (Multiple dwellings and commercial uses at ground floor level)

Applicant: Urban Concepts

Reason for Referral: The proposal will likely benefit from the referral to the DAC in terms of the City's Built Form Local Planning Policy 7.1.1 (LPP 7.1.1).

Discussion:

The Design Advisory Committee provides architectural advice to the City of Vincent to inform the City's assessment and determination of future planning applications. The DAC's advice is not planning advice and will not fetter the final determination made in respect of an application for planning approval for the proposed development.

Applicant's Presentation:

The Applicant gave a PowerPoint presentation.

Recommendations & Comments by DAC (using the Built Form Policy Design Principles):

<p>Principle 1 – Context and Character</p>	<ul style="list-style-type: none"> • Further consideration is required in relation to the selection of materials and finishes. Consider neighbouring developments and heritage buildings, identify their strong features that could be reinterpreted into the façade to contribute to and strengthen the identity of the area and immediate neighbouring streetscape. • The current materiality of the façades proposed, do not relate to the surrounding context. • More articulation is required to break down the building mass. Consider introducing different planes to the main façade (push and pull) to the front façade to break up the mass/bulk. Consider creating a podium height that matches the adjacent building and then step upper levels back. • The current façade is considered to be repetitive and does not give the impression of 4 different buildings. The narrow vertical indents between the buildings are insufficient to break up the building mass. • More active frontage is encouraged, particularly at ground level with the public realm. Relocate stores, utilities and car parking to create a more people friendly, interactive and attractive ground floor interface with the street. • Consider more activation of the laneway at the corner of the development. • Examine relocating the bins store under the car access ramps. • The façade is likely to dominate the heritage buildings so careful consideration is needed. • The design of the rear façade requires further consideration as to how it will coordinate with the heritage value of the rear properties. • Concerns with car parking being provided on the second floor will result in no activation to the street. • Take cue of the existing main features – horizontal banding, face brickwork & scale of the adjoining Maltings
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	building - in applying elements to the façade that demonstrate a relationship to the existing context.
Principle 2 – Landscape quality	<ul style="list-style-type: none"> • Provide more detail on landscaping to demonstrate compliance with the City's landscaping requirements including calculations of hard and soft landscaping areas to achieve compliance with the City's Policy. • Consider the requirements of 'Design WA' regarding landscaping provision on structures. • A green wall could potentially be used along the full length of the upper car park façade to break up the vertical impact of the façade.
Principle 3 – Built form and scale	<ul style="list-style-type: none"> • Consider the usage of differing materials, form, colours and building plane to effectively transform the mass into smaller buildings rather than one big development that solely relies on repetition. • Examine the use of horizontal elements to mitigate the impact of the flat façade over 5 levels. • Look at stepping the form back at the upper levels and create a podium level. The podium element can relate to the height/scale of the neighbouring developments and reduce the impact of bulk/mass of the building.
Principle 4 – Functionality and build quality	<ul style="list-style-type: none"> • Consider relocating the car bays and stores to create more space for the commercial tenancies on the ground floor facing the street. • Level 1 parking has no interface to the street and provides a blank façade. This is not supported. Consider more articulation, full length vertical landscaping and the use of public art. • High water table of the site is acknowledged. Consider the nearby Bottleyard development on Palmerston and Stuart Street as an example where part below ground basement has been provided. Part below ground basement will reduce the length of ramps. • Lack of interface, windows and active surveillance from 1st level to the ground is a concern. • The ground level dominated by services and car parking bays. The public area should be enhanced rather than relegated. • Consider removing some car bays and reorientate the bays to parallel bays and free up some space to front facade.
Principle 5 – Sustainability	
Principle 6 – Amenity	<ul style="list-style-type: none"> • Courtyard windows adjacent to the bedrooms at the rear may not receive sufficient natural light and ventilation.
Principle 7 – Legibility	
Principle 8 – Safety	
Principle 9 – Community	
Principle 10 – Aesthetics	<ul style="list-style-type: none"> • Reference to the Maltings buildings will be helpful to improve the aesthetic outlook, including potential use of cooper/brewing references to reinterpret into façade treatment.
Comments	<ul style="list-style-type: none"> • Further consideration of the City's Design Guidelines is

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	<p>required, especially with reference to the need for activation of both street frontages (laneway and primary street).</p> <ul style="list-style-type: none"> Given the context of the site in an inner City area a high quality design outcome should be sought that complies with the minimum car parking requirements but does not necessarily result in an oversupply of the car parking at the cost of design, response to context and activation of the main façade at street level. Consider the courtyards to the bedrooms at the rear that are dependent on light and ventilation from the neighbouring property to the south which at this stage has not been developed to the boundary.
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Conclusion:

To be returned to DAC.

4.45pm–5.25pm – Applicant’s Presentation – No DA Lodged

3.2 Address: No. 441 William Street, Perth

Proposal: Five Storey Mixed Use Development (Hotel and commercial uses at ground floor level)

Applicant: Tegan Louise Designs

Reason for Referral: The proposal will likely benefit from the referral to the DAC in terms of the City’s Built Form Local Planning Policy 7.1.1 (LPP 7.1.1).

Recommendations & Comments by DAC (using the Built Form Policy Design Principles):

Principle 1 – Context and Character	<ul style="list-style-type: none"> The roof dominates the scheme. The angled top is mismatched and the provision of a boxed shape outline may be better. More consideration is needed at ground level in terms of façade articulation. Provide further detail of façade treatment including alfresco area. Consider introducing texture, cobbles etc. in the laneway, including the provision of a detailed schedule of finishes and materials. Consider referencing the adjoining heritage building (mosque), in terms of identifying any strong features that could be reinterpreted into the façade. Consider further activation of the rear and front façades. Take into account the final outlook and durability of public art. Consider wrapping around the corner.
Principle 2 – Landscape quality	<ul style="list-style-type: none"> Provide more detail on landscaping to demonstrate compliance with City’s landscaping requirements including calculations of hard and soft landscaping areas. The ground level and laneway provides great opportunities. Develop this space further, articulate further and provide more detail.
Principle 3 –	

Built form and scale	
Principle 4 – Functionality and build quality	<ul style="list-style-type: none"> • The provision of more natural light and ventilation to the internal passage way is encouraged. • Consider an active land use as an alternative to the provision of car parking bays at the rear (Brisbane Place), particularly as there are some publicly accessible front entrances to buildings along the streetscape noting the dual frontage nature of the site. • A management plan in lieu of the provision of car parking could be considered to address drop off/pick up areas for guests etc. • Consider adding windows into the foyer to the corridors on the upper levels facing north rather than relying on the end of the corridor for light. • Allow for openable windows in the corridors or other solutions to address the issue of light and ventilation access. • Consider natural light and ventilation to ensuites rather than having these located next to parapet walls. • Consider flipping the layout of Rooms 1 and 10 in terms of bed arrangement to free up the facades. • Details on sun control will need to be demonstrated. • The swing of the escape doors will need to be reversed to ensure building code compliance.
Principle 5 – Sustainability	
Principle 6 – Amenity	<ul style="list-style-type: none"> • Consider windows on the front façade to facilitate outlook for the residents and improving occupant amenity and sense of place. • Reconsider the layout of the ground floors in terms of occupant amenity, providing a good relationship between foyer and alfresco area. • Examine whether the ground floor layout is functional. Allow for storage areas to be adequate, accessible and functional. • Examine screening options for the fire services panel at the front of the development to reduce the negative impact on the building façade. • Show proposed air-conditioner locations on plans.
Principle 7 – Legibility	
Principle 8 – Safety	<ul style="list-style-type: none"> • Check building code setback requirements for fire separation to boundaries. This may impact on the 'heritage like' reference with the steel structures.
Principle 9 – Community	
Principle 10 – Aesthetics	
Comments	<ul style="list-style-type: none"> • Provide more detail of finishes and materials including colour schemes. • Any design changes should allow for air conditioning units to be screened from view of the street and adjoining properties. • The size of the bin store areas will need further consideration including resizing to facilitate fewer or greater frequency of bin collection.

	<ul style="list-style-type: none"> Consider the City's guidelines in the Built Form Policy for ground floor design standards. Demonstrate sun shading by submitting a cross section.
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Conclusion: To be returned to DAC.

5.25pm–6.15pm – Applicant's Presentation – DA Lodged

3.3 Address: No. 14 Florence Street, West Perth

Proposal: 3 Storey Multiple Dwelling Development

Applicant: Megara Developments

Reason for Referral: For the DAC to consider the changes made by the applicant in response to the previous DAC comments and recommendations of 22 November 2017

Reason for Referral: For the DAC to consider the changes made by the applicant in response to the previous DAC comments and recommendations of 22 November 2017

Applicants Presentation:

The Applicant gave a PowerPoint presentation

Recommendations & Comments by DAC on 22 November 2017: **Recommendations & Comments by DAC (using the Built Form Policy Design Principles):**

Principle 1 – Context and Character	<ul style="list-style-type: none"> Consider interpretation of the metal works heritage from the existing building and work into facade to create a modern/past linkage in more detail. Consider losing a unit in the middle to create a break in the form and enhance cross ventilation. In its context, the development is competing with the adjacent heritage building. Consider softening up the relationship between heritage building and develop with trees. Look at breaking up the bulk even further. Need to provide context of area surrounding development
Principle 2 – Landscape quality	
Principle 3 – Built form and scale	<ul style="list-style-type: none"> The City has discretion in relation to the over-height proposal (3 storeys in lieu of 2). Interfaces to the heritage building will need to be considered.
Principle 4 – Functionality and build quality	<ul style="list-style-type: none"> Examine either breaking up the building in the middle and creating a communal area above or creating a communal area below and losing an apartment at the entrance.
Principle 5 – Sustainability	<ul style="list-style-type: none"> Sun shading needs to be reconsidered on the northern facing windows on the corner and entry. Need to consider impact of all windows being north facing and potential heat impact.
Principle 6 – Amenity	<ul style="list-style-type: none"> Pedestrian experience from the street – more articulation is required to make it more prominent. Communal areas are considered inadequate and could be better activated. Consider removing a ground level unit to create a useable communal area which would benefit the development. Examine using voids and landscaping to provide privacy between the communal corridors and the bedrooms and windows.

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	<ul style="list-style-type: none"> Ground floor units are considered overdeveloped and 'forced'.
Principle 7 – Legibility	
Principle 8 – Safety	
Principle 9 – Community	
Principle 10 – Aesthetics	
Comments	<ul style="list-style-type: none"> Context from neighbouring properties and streetscape needs to shown in 3d drawing and elevations. 2 bedroom apartments are encouraged. North facing living areas are commended.

Recommendations & Comments by DAC (using the Built Form Policy Design Principles):

Principle 1 – Context and Character	<ul style="list-style-type: none"> Consider increasing the landscaping density and the height of mature trees to help to screen the mass of the development, to mediate between the northern single storey heritage buildings and the development, and to lessen the impact on the heritage buildings, in the foreground to Janet Street. Consider making a more continual line of landscaping by reducing the spacing between the landscaping. Examine modifying the main building entrance/foyer to make it more legible and prominent. Consider interpretation of the metal works heritage from the existing building and work this into the façade and entrance of the building to create a modern/past visual linkage. Examine either breaking up the building in the middle and creating a communal area above or creating a communal area below and losing an apartment at the entrance.
Principle 2 – Landscape quality	<ul style="list-style-type: none"> Demonstrate compliance with the City's landscaping requirements (deep soil zones, canopy cover). Examine reducing the size and number of the units to increase the landscaping provision and enhance attractiveness and use of the communal landscaping and activity space. Show more details of the type of trees proposed – mature height, foliage cover etc. and show in plans the end result of landscaping to illustrate how it will mitigate the impact of the building bulk. As in previous DAC comments, removing units at centre of building is encouraged, to break the length impact of the building.
Principle 3 – Built form and scale	
Principle 4 – Functionality and build quality	<ul style="list-style-type: none"> Reconsider the entry point of Unit 2 and possibly include a window into the unit. Reconsider the provision of landscaping against the building in order to create a buffer to the bedrooms and generate a better outlook for future residents.
Principle 5 – Sustainability	<ul style="list-style-type: none"> Reconsider sun shading to the north – deeper shading is required than provided thus far, to north façade windows

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	and treatment to west and east facades.
Principle 6 – Amenity	<ul style="list-style-type: none"> • Ground floor units are still considered an overdevelopment.
Principle 7 – Legibility	
Principle 8 – Safety	
Principle 9 – Community	<ul style="list-style-type: none"> • Consider creating more functional communal areas which are more inviting for residents, including an area for children.
Principle 10 – Aesthetics	
Comments	<ul style="list-style-type: none"> • Consideration should be given to the City's heritage policy in terms of managing the interface between the development and the buildings facing Janet Street. • The design principles of the City's Built Form Policy for higher density development interfacing with development of a lower density should be further considered.

Conclusion: To be returned to DAC.

6.15pm–6.25pm – Applicant's Presentation – No DA Lodged

3.2 Address: Nos. 14 & 16A Florence Street, West Perth

Proposal: 5 x Grouped Dwellings

Applicant: Megara Developments

Reason for Referral: The proposal will likely benefit from the referral to the DAC in terms of the City's Built Form Local Planning Policy 7.1.1 (LPP 7.1.1).

Recommendations & Comments by DAC (using the Built Form Policy Design Principles):

Principle 1 – Context and Character	<ul style="list-style-type: none"> • Consider more street activation and passive surveillance from the front façade to the laneway (Sheridan Lane). • Consider retaining one level instead of dropping in the level difference. • Consider reorientating Units to address Sheridan Lane at ground level (entry next to the Lane).
Principle 2 – Landscape quality	<ul style="list-style-type: none"> • Regard should be given to future maintenance requirements for paths to front doors, gardens and landscaped areas when considering the space provided (such as the inaccessible garden bed width at the northern boundary), positioning of trees and garden beds.
Principle 3 – Built form and scale	
Principle 4 – Functionality and build quality	<ul style="list-style-type: none"> • Examine the overlooking to the rear and consider suitable solutions. • Consider flipping the layout internally to facilitate the provision of windows from the stairs and entry on this elevation
Principle 5 – Sustainability	<ul style="list-style-type: none"> • Sun-shading should be further considered.

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Principle 6 – Amenity	<ul style="list-style-type: none">• Lack of visitor car bay has been noted.
Principle 7 – Legibility	
Principle 8 – Safety	Sheridan lane ground level - Ensure a quality fence design with visually permeable panels.
Principle 9 – Community	
Principle 10 – Aesthetics	
Comments	

4. General Business

Nil

5. Close / Next Meeting

There being no further business, the Chairperson, Sasha Ivanovich declared the meeting closed 6.25pm.

The next meeting will be held on 7 February 2018.



CITY OF VINCENT

DESIGN ADVISORY COMMITTEE**Wednesday 6 December 2017 at 3.15pm****Venue: Committee Room
City of Vincent Administration and Civic Centre****MINUTES****Attendees:**

<u>Design Advisory Committee Members:</u>	<u>City of Vincent Officers</u>
James Christou (Chairperson)	Paola Di Perna (Manager Approval Services)
Munira Mackay (Member)	Rob Sklarski (Special Project Officer)
Adrian Iredale (Member)	Joslin Colli (Coordinator Statutory Planning)
Jeff Thierfelder (Member)	Rana Murad (Senior Urban Planner)
	Steven Laming (Urban Planner)
	Roslyn Hill (Minute Secretary)

Applicant-Item 3.1

Frank Ricci	Studio Technica
Scott Kerr	Master Plan

Applicant-Item 3.2

Petar Mrdja	Urbanista
Fred Chaney	Chaney Architecture
Harry Reynoldson	Chaney Architecture
Edmund Hoang	Owner
Amy Hoang	Owner

Applicant-Item 3.3

Max Western	285 Vincent Pty Ltd
Peter Simpson	285 Vincent Pty Ltd

Applicant-Item 3.4

Phillip Gnech	Builtform Projects
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3.15pm**Member Discussion****4.00pm****1. Welcome / Declaration of Opening**

The Chairperson, James Christou declared the meeting open at 4.15pm.

2. Apologies**3. Business****4.15pm–4.50pm – Applicant Presentation – No DA Lodged**

3.1 **Address:** Nos. 500-504 Fitzgerald Street and No. 45 Venn Street, North Perth

Proposal: 3 Storey Multiple Dwelling Development

Applicant: Studio Technica

Reason for Referral: The proposal will likely benefit from the referral to the DAC in terms of the City's Built Form Local Planning Policy 7.1.1 (LPP 7.1.1).

Discussion:

The Design Advisory Committee provides architectural advice to the City of Vincent to inform the City's assessment and determination of future planning applications. The DAC's advice is not planning advice and will not fetter the final determination made in respect of an application for planning approval for the proposed development.

Applicant's Presentation:

The Applicant gave a PowerPoint presentation.

Recommendations & Comments by DAC (using the Built Form Policy Design Principles):

Principle 1 – Context and Character	<ul style="list-style-type: none"> Consider opening up the café area by removing the street boundary fence and creating a street alfresco space open to the public as well as residents. Height on the corner of Venn Street and Fitzgerald Street is supported. More articulation in the architecture is needed to reflect the stepping down and response to the lower scale single residential context and the single dwelling lot rhythm along the Venn streetscape. The elevation rhythm along Venn Street needs to be refined and made more vertical in its proportions. Consider breaking down the white frame geometric shapes (which reinforces the horizontal shape) into more regular increments to reflect the smaller units along the Venn streetscape and transition into Fitzgerald Street. The 2-storey building (units 5 and 12) does not look like it relates to the rest of the development. Articulation is needed to create more relationship between the two buildings forms and to break down the mass. Consideration is needed in relation to the materials. Look at neighbouring developments and identify their strong features that can be reinterpreted into the façade as a means to positively contribute to the identity of the area and streetscape. Consider introducing different planes (push and pull) to the front façade to break up the mass/bulk of the building. At the moment the building is relatively flat.
Principle 2 – Landscape quality	<ul style="list-style-type: none"> The garden located near the bin storage is not in an attractive or accessible area that residents will use. Consider using the area near the upper level circulation space between the balconies to create some landscaping and a highly visible communal area. Look at the locations of the communal landscaping

	areas and the usability of the areas for residents.
Principle 3 – Built form and scale	<ul style="list-style-type: none"> See notes on Principle 1
Principle 4 – Functionality and build quality	<ul style="list-style-type: none"> Consider looking at re-planning the covered car bays and driveway under the apartments to make better use the space (such as enlarging Unit 1 or adding a courtyard); an active, useable area would lessen the ground floor 'gap' along the Fitzgerald streetscape.
Principle 5 – Sustainability	<ul style="list-style-type: none">
Principle 6 – Amenity	<ul style="list-style-type: none"> Take into account the useability of glass fronted balconies facing Fitzgerald Street on the first floor. Consider solid elements for the first floor balcony to provide some noise buffering and privacy.
Principle 7 – Legibility	
Principle 8 – Safety	
Principle 9 – Community	
Principle 10 – Aesthetics	
Comments	<ul style="list-style-type: none">

Conclusion:

To be returned to DAC.

4.50pm–5.20pm – Applicant's Presentation – No DA Lodged

3.2 Address: Nos. 394 – 398 Newcastle Street, West Perth

Proposal: Five Storey Mixed Use Development

Applicant: Chaney Architecture

Reason for Referral: The proposal will likely benefit from the referral to the DAC in terms of the City's Built Form Local Planning Policy 7.1.1 (LPP 7.1.1).

Discussion:

The Design Advisory Committee provides architectural advice to the City of Vincent to inform the City's assessment and determination of future planning applications. The DAC's advice is not planning advice and will not fetter the final determination made in respect of an application for planning approval for the proposed development.

Applicants Presentation:

The Applicant gave a PowerPoint presentation

Recommendations & Comments by DAC (using the Built Form Policy Design Principles):

Principle 1 – Context and Character	<ul style="list-style-type: none"> Provision of internal laneway is supported – further consideration should be given to the landscape and microclimate treatment of the laneway as an internal street.
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	<ul style="list-style-type: none"> • The provision of more windows facing the internal street should be considered to create a better outlook for residents and passive surveillance of this communal area. • More articulation/refinement is needed (ROW) with further consideration regarding the rhythm/context of the internal street and the ROW frontage and its context that faces smaller lots and development fronting Fitzgerald St. • Articulation between differently scaled building elements (apartments and townhouses also needed). • Consider the slope of the street frontage of the café in relation to the streetscape along Newcastle Street with the rise up which is divorced from the footpath. The ground floor should be lowered to meet the grade of the street level. • Take into account the fences associated with the outdoor courtyards, that aren't shown on the model but shown in the drawings, in relation to the internal street with the compression then release and openness in articulating and developing the character of the internal streetscape. • Consider whether at least one pedestrian connection can be made from the internal 'street' down (or from individual dwellings) to the laneway so that not all foot traffic must come from the Newcastle entry. This would help to activate and keep the laneway safe.
Principle 2 – Landscape quality	<ul style="list-style-type: none"> • Regard should be given to future maintenance requirements for gardens and landscaped areas when considering the positioning of trees and garden beds under balconies and other areas. • Provide more detail on the landscaping to demonstrate compliance with City's landscaping requirements including calculations of hard and soft landscaping areas to achieve compliance with the City's Policy. • Consider more landscaping along the ROW and possibly stepping back some building elements to allow for the growth of taller trees.
Principle 3 – Built form and scale	<ul style="list-style-type: none"> • Care is needed so as not to underdevelop the site.
Principle 4 – Functionality and build quality	<ul style="list-style-type: none"> • Consider moving some of the internal bathrooms towards the edge of the building to provide more natural light and ventilation. • At grade parking is not supported.
Principle 5 – Sustainability	<ul style="list-style-type: none"> • The strategy in relation to the layout and orientation of the development is supported relative to the sun/solar orientation.
Principle 6 – Amenity	<ul style="list-style-type: none"> • The outlook from balconies and the future prospect of neighbouring development needs to be further considered. Problems in relation to privacy, proximity of adjoining development, and the interface will require further consideration. • Consider the creation of seating and communal space in the central laneway spine to create more space and shade. A water feature should also be considered to strengthen the 'oasis' theme.
Principle 7 – Legibility	

Principle 8 – Safety	
Principle 9 – Community	
Principle 10 – Aesthetics	
Comments	<ul style="list-style-type: none"> Consider the City's Policy on ground floor design in relation to the Newcastle Street frontage at ground level.

Conclusion: To be returned to DAC.

5.20pm–5.55pm – Applicant's Presentation – DA Lodged/Development Complete

3.3 **Address:** No. 283-285 Vincent Street, Leederville

Proposal: 6 Storey Multiple Dwelling Development

Applicant: Max Weston Architects

Reason for Referral: The proposal will likely benefit from the referral to the DAC in terms of the City's Built Form Local Planning Policy 7.1.1 (LPP 7.1.1).

Applicants Presentation:

The Applicant gave a PowerPoint presentation

Recommendations & Comments by DAC (using the Built Form Policy Design Principles):

Principle 1 – Context and Character	
Principle 2 – Landscape quality	
Principle 3 – Built form and scale	
Principle 4 – Functionality and build quality	
Principle 5 – Sustainability	
Principle 6 – Amenity	
Principle 7 – Legibility	
Principle 8 – Safety	
Principle 9 – Community	
Principle 10 – Aesthetics	
Comments	<ul style="list-style-type: none"> DAC to consider design changes between approved development and as constructed and to provide recommendations accordingly.

Conclusion: DAC to provide advice to Administration prior to final DA determination.

5.55pm–6.20pm – Applicant's Presentation – DA Lodged

3.4 Address: No. 77-79 Anzac Road, Mount Hawthorn

Proposal: 6 x 2 Storey Grouped Dwelling Development

Applicant: Design Wise Developments/Built Form Projects

Reason for Referral: The proposal will likely benefit from the referral to the DAC in terms of the City's Built Form Local Planning Policy 7.1.1 (LPP 7.1.1).

Discussion:

The Design Advisory Committee provides architectural advice to the City of Vincent to inform the City's assessment and determination of future planning applications. The DAC's advice is not planning advice and will not fetter the final determination made in respect of an application for planning approval for the proposed development.

Applicant's Presentation:

The Applicant presented with plans.

Recommendations & Comments by DAC (using the Built Form Policy Design Principles):

Principle 1 – Context and Character	<ul style="list-style-type: none"> The greater variety and texture of materials are an improvement from the previous plans and are more sympathetic to the streetscape. The use of recycled brick is supported. The style for the two front dwellings is not coherent for the Anzac Road streetscape or compatible with the more contemporary architectural language for the narrow townhouses facing the laneway. Reconsider the brick work on the top elevation (rear left unit 3) which does not come fully to the ground and just 'hangs' and is counterintuitive as a loadbearing material. The fence design with piers is supported but more refinement is needed. Keep the fence piers simple (flat planes and remove corbels). Reconsider the upper floor treatment of the blank walls with the potential to introduce some openings. The shift in material/articulation to break down the mass balances the impact of the blank wall.
Principle 2 – Landscape quality	<ul style="list-style-type: none"> Consider planting a tree at the end of the driveway near the bin store as a focal point.
Principle 3 – Built form and scale	<ul style="list-style-type: none"> The fencing returns do not comply with the City's policy (perpendicular) and include excessive bulk. Consider reducing the height of the letterboxes to reduce the mass.
Principle 4 – Functionality and build quality	<ul style="list-style-type: none"> Reconsider the location of the utilities (locate meter boxes to be in a less visually obtrusive but accessible side location).
Principle 5 – Sustainability	
Principle 6 – Amenity	
Principle 7 –	

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Legibility	
Principle 8 – Safety	
Principle 9 – Community	
Principle 10 – Aesthetics	
Comments	<ul style="list-style-type: none">• The City's Built Form Policy requires the meter boxes and other external fixtures to be concealed from view from the primary street.

Conclusion: Can be circulated to DAC Members.

5. General Business

Nil

6. Close / Next Meeting

There being no further business, the Chairperson, James Christou declared the meeting closed 6.10pm.

The next meeting will be held on 20 December 2017.



CITY OF VINCENT

DESIGN ADVISORY COMMITTEE**Wednesday 20 December 2017 at 3.30pm****Venue: Committee Room
City of Vincent Administration and Civic Centre****MINUTES****Attendees:**

<u>Design Advisory Committee Members:</u>	<u>City of Vincent Officers</u>
James Christou (Chairperson)	Paola Di Perna (Manager Approval Services)
Damien Pericles (Member)	Rob Sklarski (Special Project Officer)
Simon Venturi (Member)	Joslin Colli (Coordinator Statutory Planning)
Carmel Van Ruth (Member)	Emily Andrews (Urban Planner)
	Roslyn Hill (Minute Secretary)

Applicant-Item 3.1

Samuel Klopper	Klopper & Davis Architects
Matt Davis	Klopper & Davis Architects
Zac Evangelisti	Klopper & Davis Architects
Scott Vincent	Planning Solutions

Applicant-Item 3.2

Andrea Basini	ANB Design
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Applicant-Item 3.3

Mite Stavreski	Mark Anthony Design
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3.30pm**Member Discussion****4.00pm****1. Welcome / Declaration of Opening**

The Chairperson, James Christou declared the meeting open at 4.15pm.

2. Apologies**3. Business****4.00pm–4.35pm – Applicant Presentation – No DA Lodged**

3.1 Address:	No. 6 Burt Street, Mount Lawley
Proposal:	12 x 2 Storey Multiple Dwellings and Eating House
Applicant:	Planning Solutions

Reason for Referral: The proposal will likely benefit from the referral to the DAC in terms of the City's Built Form Local Planning Policy 7.1.1 (LPP 7.1.1).

Discussion:

The Design Advisory Committee provides architectural advice to the City of Vincent to inform the City's assessment and determination of future planning applications. The DAC's advice is not planning advice and will not fetter the final determination made in respect of an application for planning approval for the proposed development.

Applicant's Presentation:

The Applicant gave a PowerPoint presentation.

Recommendations & Comments by DAC (using the Built Form Policy Design Principles):

Principle 1 – Context and Character	<ul style="list-style-type: none"> • The site falls from NE to SW. Applicant should consider the possibility of adjusting the height of the development lower to meet the street level. • Some concerns regarding the elevated aspect of the building from the natural ground plane. However, overall height is similar to the adjacent 2 storey dwelling. • Mature verge tree will screen building heights. • Streetscape interface on the Monmouth Street is significant by the time you get from one end to the other. More articulation should be considered to break up the high blank wall at pedestrian level. • Materials/palette and detail is informed by the existing context and is considered positive. • Consider tapering the development rather than taking from the highest point to address the height along the northern elevation. • Maintaining a single storey to the traditional shopfront is a positive.
Principle 2 – Landscape quality	<ul style="list-style-type: none"> • An arboriculturalist report is needed to demonstrate how the trees that will be retained will function and survive with the development. Maintenance of the trees and the selection of trees to be retained should be explained. • Undercroft carpark will require retaining walls so the applicant will need to explain how this will affect trees. • Consider structural soil design under pavers to help maintain landscaping in the traffic island. • Regard should be given to future maintenance requirements for gardens and landscaped areas when considering the positioning of trees and garden beds.
Principle 3 – Built form and scale	<ul style="list-style-type: none"> • Plot ratio exceeds planning framework requirements however, this is largely due to the triangular site having 2 street frontages and only one boundary with neighbouring residential, which creates greater development opportunity. A high quality design outcome will be required to mitigate.
Principle 4 – Functionality and build quality	<ul style="list-style-type: none"> • Amenity, solar access and cross ventilation is good. • Driveway location clashes with a power pole. • Unit 7 has a kitchen shown in the Bedroom.
Principle 5 – Sustainability	<ul style="list-style-type: none"> • The proposal employs passive solar design principles which will be resource efficient.

Principle 6 – Amenity	<ul style="list-style-type: none"> Retention of the existing shop building and reinstating an active use is a positive and creates amenity for residents and the surrounding community. Proposed roof deck does not present overlooking issues due to being on the street corner. Product mix including 2 and 3 bedroom apartments is a positive. Change in level between ground floor residential and the street provides privacy for occupants in addition to activation and passive surveillance of the street.
Principle 7 – Legibility	<ul style="list-style-type: none"> Different building uses are easily understood and café entrance is legible.
Principle 8 – Safety	<ul style="list-style-type: none"> Provide a high degree of passive surveillance for both streets and internal spaces. The separation between public and private spaces is clearly defined.
Principle 9 – Community	<ul style="list-style-type: none"> Provides an active use that supports the local community. Provides opportunity for resident and community interaction.
Principle 10 – Aesthetics	<ul style="list-style-type: none"> The palette of material and detailing is an elegant reinterpretation of surrounding local built context. Images included to demonstrate possible outcome are architect's own work so the DAC are confident the result is achievable.
Comments	<ul style="list-style-type: none"> Show the context of surrounding streetscape on plans, sections, perspectives to assist in demonstrating how the development will impact on and relate to neighbouring buildings and the streetscape. A parking survey will be required to justify the car parking proposed for café use, and impact of the car parking shortfall on the surrounding residential area. Provide further information to justify current height/bulk and plot ratio. Demonstrate what consideration has been provided to address the impact on the streetscape. Provide an outline as to how the proposal would positively contribute to the locality and community. A volumetric assessment is required for the City to determine the number of storeys. More than 50% above street level will be considered a storey. The size of the trees needs to be to scale on the plans to show the community what will be retained and it will positively contribute to the streetscape.

Conclusion:

To be returned to DAC.

4.45pm–5.05pm – Applicant's Presentation – No DA Lodged

3.2 **Address:** No. 214 Scarborough Beach Road, Mount Hawthorn

Proposal: Four Storey Mixed Use Development

Applicant: ANB Design

Reason for Referral: For the DAC to consider the changes made by the applicant in response to the previous DAC comments and recommendations of 19 July 2017.

Reason for Referral: For the DAC to consider the changes made by the applicant in response to the previous DAC comments and recommendations of 19 July 2017.

Discussion:

The Design Advisory Committee provides architectural advice to the City of Vincent to inform the City's assessment and determination of future planning applications. The DAC's advice is not planning advice and will not fetter the final determination made in respect of an application for planning approval for the proposed development.

Applicants Presentation:

The Applicant gave a PowerPoint presentation

Recommendations & Comments by DAC on 19 July 2017:

Principle 1 – Context and Character	<ul style="list-style-type: none"> Full glass façade facing south-west will receive a lot of sun and needs to be addressed – consider sun-screening, lowering areas of glazing and/or planter boxes/green screening. Façade looks too commercial and monolithic in appearance. Break up façade a bit more. Glass façade is very sharp and aggressive. Curving/rolling the corners could help soften the appearance/ends. More attention is required as to how the brickwork blends and is resolved with the remaining facade as the language and its use is inconsistent/piecemeal. Consider screening to complement and enhance the character and articulation of the façade Consider sliding screens that go across balconies. The current design approach in relation to fenestration needs to be reviewed in relation to aspect, orientation, shading and overlooking. The addition of screening and landscaping elements onto the balconies would further soften the overall appearance. Concern is raised with respect to the blank walls on the elevations facing the adjoining properties. Provide articulation, suitable materiality and fenestration, use of screening elements that may assist in reducing impression of large scale.
Principle 2 – Landscape quality	<ul style="list-style-type: none"> Landscaping elements to roof need to be thought through more, particularly in relation to covered and uncovered areas. Consider using the planting to form part of balustrading. Consider planting via vertical 'green screens' to break up the massing (in elevation) so that the project appears less commercial. More detailed plans are needed for calculating and assessing required landscaping (canopy cover, deep soil zone etc)
Principle 3 – Built form and scale	<ul style="list-style-type: none"> Height and scale appear to be out of context with surrounding properties. Stepping of form may need to occur in height - down to adjoining height limits, to integrate to desired future built-form and streetscape outcomes. Roof element to top-level roof terrace is unnecessarily adding additional bulk and scale to the proposal. Extent, location and setback of this element need to be reconsidered so as to recede visually.
Principle 4 – Functionality and build quality	<ul style="list-style-type: none"> Size of single-bed units and their narrow and triangular shaped balconies with privacy screens to thin strips is limited, and accentuated by the awkwardness of the shapes which feel more like left-over spaces/afterthoughts, rather than designed spaces. Setbacks generally need to comply with the relevant planning policy framework. The DAC's view is that this site is too small to comfortably accommodate the height and number of units as currently proposed. The overall amenity and the experience of the outdoor spaces within the units seem to be compromised. Privacy screening along the

	narrow balcony spaces shown to the single-bedroom units creates narrow tunnel-like spaces that do not provide much added benefit or amenity but add to the perception of bulk-scale to adjoining properties. Balcony dimensions need to be considered carefully to ensure usability, amenity and compliance with relevant policy/R-Code requirements.
Principle 5 – Sustainability	<ul style="list-style-type: none"> Refer to previous comments re: extent of glazing, consideration of solar orientation, sun-shading, screens and landscaping elements in order to demonstrate a more cohesive and considered response to climate and the principles of environmentally sustainable design.
Principle 6 – Amenity	<ul style="list-style-type: none"> Consider clear/visible access to car parking to ensure easy access for businesses, shops, restaurants and visitors.
Principle 7 – Legibility	<ul style="list-style-type: none">
Principle 8 – Safety	<ul style="list-style-type: none">
Principle 9 – Community	<ul style="list-style-type: none">
Principle 10 – Aesthetics	<ul style="list-style-type: none">
Comments	Further consideration to be given to inclusion/amalgamation of adjoining property/site to provide better design outcome. A larger site will allow more breathing space and will assist in resolving many of the issues found in the current scheme.

Recommendations & Comments by DAC (using the Built Form Policy Design Principles):

Principle 1 – Context and Character	<ul style="list-style-type: none"> The scheme has improved from previous submissions but more articulation is needed in breaking up the long horizontal appearance. Consider introducing more vertical elements and consider a townhouse style presentation to the rear surrounding neighbourhood. Look at the neighbouring buildings and streetscape, to identify some of their strong features and reinterpret these into the façade. This will assist the project in fitting in with the established identity of the area. Streetscape interface needs more articulation as it looks very commercial lacking an inviting human scale presence.
Principle 2 – Landscape quality	<ul style="list-style-type: none"> The perimeter tree planting screen is a positive as is the extensive green roof and planter boxes elsewhere. More details on the green roof are required to ensure the profile is sufficient to support low level planting. Likewise maintenance access is to be considered and the structural implications of the additional loading. On the verge – consider removing the tree behind the Jacarandas so they do not compete with each other. 1 metre wide (and 1m high) planter boxes on upper floor balconies may be too wide for easy maintenance – consider 700-800mm. Consider maximising large scale tree planting in the deep soil zone on the southern side. Consider the impact of the trees on visual sightlines for traffic safety to the southern corner.
Principle 3 – Built form and scale	<ul style="list-style-type: none"> Incorporating the adjacent site, reducing the height and increasing the setbacks helps with the bulk and scale.
Principle 4 – Functionality and build quality	<ul style="list-style-type: none"> Consider connecting the lobby to the outdoor greenery and courtyards to improve connectivity to outside space. Planning and layouts of the apartments does not maximise areas exposed to the northern sun.

	<ul style="list-style-type: none"> • Apartments are very large and further efficiencies are possible. • Consider removing driveway/crossover to the south and how the interface to the street could be improved. • Consider moving the bins or reconfiguring bin store area. Further discussion with Council staff regarding waste management is required.
Principle 5 – Sustainability	<ul style="list-style-type: none"> • Has not yet optimised application of passive solar design principles. More apartments could achieve northern solar access.
Principle 6 – Amenity	<ul style="list-style-type: none"> • Reconsider the design of the apartments and tighten up the planning. Consider same size apartments and improve the efficiency of apartment layouts. Tightening up could add an additional bedroom to some units or more space to communal area. • Consider the design of the communal areas (roof deck and ground level courtyards) to encourage more meaningful use of these spaces by residents. • Maximise visual connection from common areas (corridors) to green roof.
Principle 7 – Legibility	<ul style="list-style-type: none"> • Apartment entry could be differentiated from street commercial entry points for legibility.
Principle 8 – Safety	<ul style="list-style-type: none"> • Separate the pedestrian and vehicular areas of the basement carpark to provide a safe legible environment.
Principle 9 – Community	<ul style="list-style-type: none"> • When developing a landscape design, consider how ground floor communal areas will be used to encourage residential social engagement.
Principle 10 – Aesthetics	<ul style="list-style-type: none"> • The proposal could look to the surrounding built form context for materials and strong features to reinterpret into the façade
Comments	<ul style="list-style-type: none"> • A meeting to be organised with Administration to discuss bin collection/store. • Show the context of surrounding streetscape on plans, elevations, sections and perspectives to assist in showing how the development will impact/relate to neighbouring buildings and the streetscape.

Conclusion: To be returned to DAC.

5.20pm–5.55pm – Applicant’s Presentation – DA Lodged

3.3 **Address:** No. 42 Woodville Street, North Perth

Proposal: 6 x 2 Storey Multiple Dwellings

Applicant: Mark Anthony Design on behalf of Italiano Property Group

Reason for Referral: For the DAC to consider the changes made by the applicant in response to the previous DAC comments and recommendations of 6 September 2017

Applicants Presentation:

The Applicant gave a PowerPoint presentation

Recommendations & Comments by DAC on 6 September 2017:

Principle 1 – Context and Character	<ul style="list-style-type: none"> • Consider neighbouring heritage buildings in the street and identify some of the strong features and reinterpret these into the façade (i.e.
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	<p>materials, asymmetrical forms, veranda, timber detail, gable front, roof pitch, palette etc). Consider using a variety of renders/finishes. A further detailed finishes outcome will positively contribute to the identity of the area and streetscape.</p> <ul style="list-style-type: none"> • Provide a more detailed materials' finishes schedule. • Consider moving the front setback back further to reduce the impact on the streetscape. • Original character of the street was defined by smaller individual dwellings. Consider vertical breaks and smaller elements in the treatment of the long side facades rather than two long skinny buildings. • Consider increasing the roof to tie in with the general roof pitch of existing surrounding developments.
Principle 2 – Landscape quality	<ul style="list-style-type: none"> • Landscaping needs to be increased to comply with the City's requirements. A landscaping plan, by a landscape architect, needs to be submitted. • Landscaping planters could be used to address overlooking.
Principle 3 – Built form and scale	<ul style="list-style-type: none"> • There are concerns raised in relation to Plot ratio. Refer to comments below regarding overdevelopment.
Principle 4 – Functionality and build quality	<ul style="list-style-type: none"> • The site appears overdeveloped which is causing non-compliance in some areas and loss of amenity. Consider removing a dwelling to provide space that could rectify other deficiencies. • Screening and closing off all balconies is not supported. The balconies do not benefit from external views, sunlight or breeze. • Cross ventilation - Provide at least two windows to corner bedrooms to achieve cross-ventilation. • There is no communal area. Consider reducing the size of units or removing a unit to create a communal area and gardens/landscaping to address the current shortfall of landscaping requirements. • Consider more detailing and softening/soft finishes/landscaping to the car parking area. • High level windows do not allow residents to enjoy the view/outlook and reduces amenity of the rooms. Consider other means of screening/controlling overlooking, with standard level windows
Principle 5 – Sustainability	
Principle 6 – Amenity	<ul style="list-style-type: none"> • Reconsider the amenity within the apartments. • The design is considered to deliver poor amenity outcomes and a redesign should be considered particularly with respect to internal living spaces, high quality external communal spaces for residents and apartment layout generally.
Principle 7 – Legibility	
Principle 8 – Safety	
Principle 9 – Community	
Principle 10 – Aesthetics	
Comments	<ul style="list-style-type: none"> • Parking management plan may be required for visitor parking to be located behind gates. • Canopy cover is calculated by trees within the lot and also covering in the verge area. • Over development has caused poor planning, such as Unit 4 store and bike bays being inaccessible due to obstruction by cars in bays • The more intensive types of development in the area tend to have the asset of a rear lane to provide greater flexibility for planning on the lot - the constraints of this 'enclosed' lot therefore require detailed consideration.

Recommendations & Comments by DAC (using the Built Form Policy Design Principles):

Principle 1 – Context and Character	<ul style="list-style-type: none"> • The comments from the previous DAC meeting in relation to drawing influence from elements of heritage buildings in the area have been taken too literally.
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	<p>Reinterpret rather than mimic these elements into the façade in a subtle contemporary way (i.e. materials, asymmetrical forms, veranda, timber detail, gable front, roof pitch, palette etc).</p> <ul style="list-style-type: none"> Look at surrounding context and reinterpret these elements into the front elevation. Current development copies specific federation elements from surrounding heritage buildings and applies - to the front façade only - on a different typology in non-traditional (elevated) manner.
Principle 2 – Landscape quality	<ul style="list-style-type: none"> Consideration needs to be given to the selection of trees to be planted. Size of plants is not reflective of what can be installed. The City's landscaping calculations does not include the verge. Landscaping requirements can possibly be assessed on design excellence to assess the intent. Consider areas to plant 'big trees' rather than just making up the 'deep soil zone' calculations with small unusable soil areas.
Principle 3 – Built form and scale	
Principle 4 – Functionality and build quality	<ul style="list-style-type: none"> In relation to the encroaching side setbacks, the mechanisms created to mitigate privacy do not result in a good outcome. Outlook for residents is often restricted to highlight windows throughout most of the apartment. Consider reorganising the internal layouts of the units to gain more northern solar access into the living areas of the apartments.
Principle 5 – Sustainability	<ul style="list-style-type: none"> Consider passive solar design principles.
Principle 6 – Amenity	<ul style="list-style-type: none"> The site is still overdeveloped and adversely effects the amenity of residents and creates inefficiencies in areas. High strip windows and balconies with no outlook are an effect of the over-development. Obscuring windows limits the outlook and natural ventilation opportunities.
Principle 7 – Legibility	
Principle 8 – Safety	
Principle 9 – Community	
Principle 10 – Aesthetics	<ul style="list-style-type: none"> Refer comments under "context and character".
Comments	<ul style="list-style-type: none"> A separate meeting to be organised to discuss balcony screening. Balcony screening to Units 3 and 5 via planter boxes may be inadequate. Show the surrounding context on elevations, and perspectives to assist in showing how it will impact/relate to neighbouring buildings and the streetscape. Examples of developments with similar site size to be provided to applicant to show design excellence within small site.

Conclusion: To be returned to DAC.

4. General Business
Nil

5. Close / Next Meeting

There being no further business, the Chairperson, James Christou declared the meeting closed 5.45pm.

The next meeting will be held on 17 January 2018.



SUBJECT:	Street Tree Removal Requests
DATE:	5 April 2018
AUTHOR:	Tracy Hutson, Executive Secretary John Gourdis – Supervisor Parks Services
AUTHORISER:	Andrew Murphy, Director Engineering

PURPOSE:

To present Council with the monthly update on street tree removal requests within the City of Vincent.

BACKGROUND:

At the Ordinary Meeting of Council on the 5 December 2017, a Notice of Motion was presented requesting Administration provide a monthly Information Bulletin to Council summarising all requests for street tree removal within the City and the outcome of each.

A report outlining when and how a tree removal request will be considered, as well as the requests for the last quarter of 2017 until the 10 January 2018 was presented to the Ordinary Meeting of Council held on 6 February 2018.

COMMENTS:

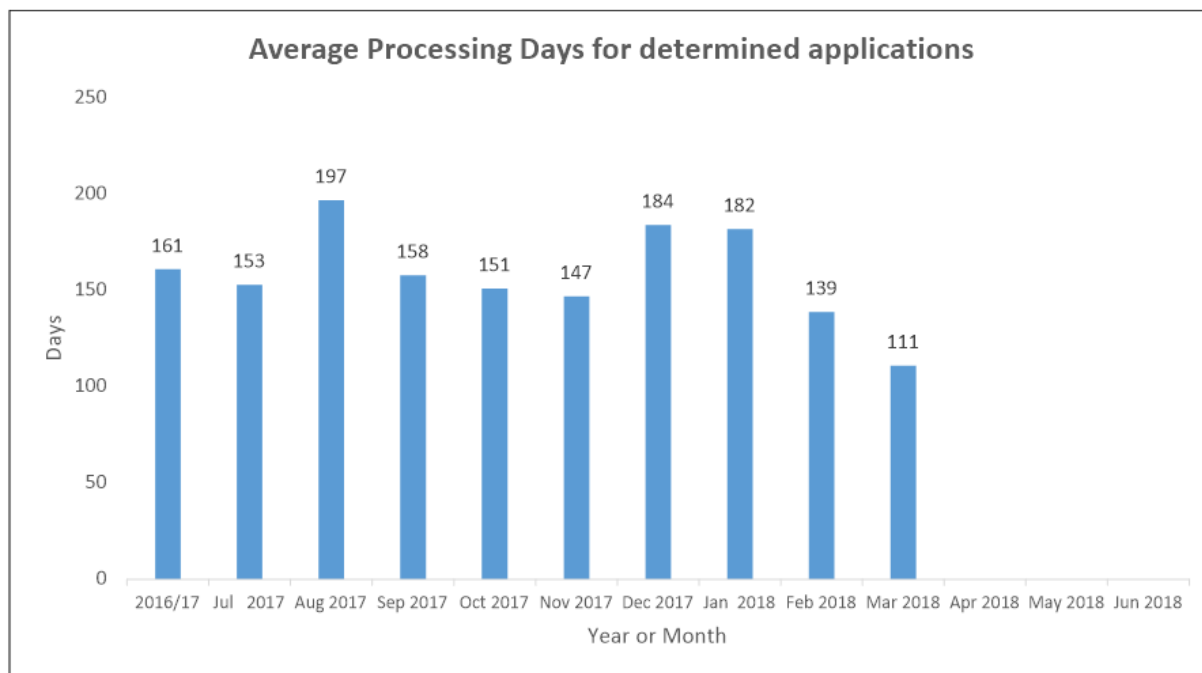
Please find below listing for the period 9 March 2018 to 5 April 2018.



CITY OF VINCENT - Street Tree Removal Requests 2017/18

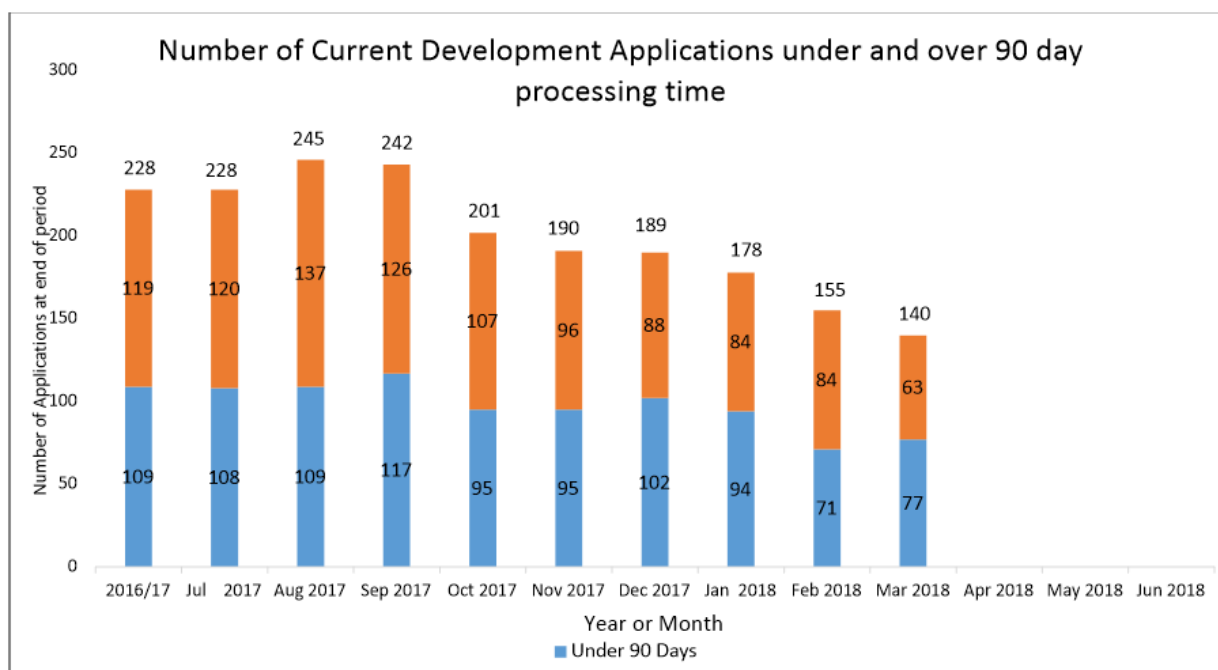
Date	Requested By	Location/Address	Reason for Removal	Tree Species	Inspection Comments	Approved (Y/N)	Replacement Tree (Y/N - species)
12/03/18	Resident	64 Eton Street, North Perth	Tree is stunted	<i>Fraxinus raywoodii</i>	Tree has not grown in 3 years.	Y	Y- Jacaranda mimosaeifolia
12/03/18	Resident	98 Dunedin Street, North Perth	Tree tips are dying back	<i>Lophostemon confertus</i> - Queensland Box	Tree tips dying back due to past site works, new lawn, retaining around tree. TREE WILL BE REMOVED POST JUNE 2018.	Y	Y- Jacaranda mimosaeifolia
28/03/18	Resident	118 Vincent Street, North Perth	Unauthorised planting	<i>Ficus benjamina</i>	Tree planted years ago 2metres from existing tree.	N	Already existing tree on verge
28/03/18	Resident	55 Bourke Street, Leederville	Tree is dead	<i>Callistemon K.P.S.</i>	Tree is confirmed dead.	Y	Y- Melaleuca viridiflora
04/04/18	Resident	60 View St North Perth	Tree Trunk Split up the middle	<i>Agonis flexuosa</i>	Inspection on Tree due to a building application, Planning Officer has suggested the tree be retained.	N	Already existing tree on verge
04/04/18	Resident	5 Chatworth Street, Mt Lawley	Tree is dying	<i>Agonis flexuosa</i>	The tree is around 95% dead.	Y	Y- Agonis flexuosa
04/04/18	Resident	8 Kadina Street, North Perth	Tree is Dead	<i>Queenland Box Tree</i>	Tree is confirmed dead.	Y	Y- To be decided
04/04/18	Resident	38 Melrose Street, Leederville	Tree fell over	<i>Eucalyptus foecunda</i>	Tree rotted at base, reason for falling over.	Y	Y- Melaleuca viridiflora
04/04/18	Resident	25 Matlock Street, Mt Hawthorn	Tree is Dead	<i>Jacaranda mimosifolia</i>	Tree is confirmed dead.	Y	Y- Jacaranda mimosifolia

Statistics for Development Applications As at the end of March 2018



Processing Days	2016 /17	Jul 2017	Aug 2017	Sep 2017	Oct 2017	Nov 2017	Dec 2017	Jan 2018	Feb 2018	Mar 2018	Apr 2018	May 2018	Jun 2018
Minimum	7	13	82	71	29	24	3	2	5	3			
Median	119	140	134	133	110	99.5	118	125	122	92			
Average	161	153	197	158	151	147	184	182	139	121			
Maximum	924	341	704	408	1008	602	698	755	640	596			

Table 1: Minimum, Median, Average and Maximum Processing Timeframes for determined applications in each financial year since 2016/17 and each month since July 2017.



	July 2017	Aug 2017	Sept 2017	Oct 2017	Nov 2017	Dec 2017	Jan 2018	Feb 2018	Mar 2018	Apr 2018	May 2018	Jun 2018
DA's lodged	38	46	40	38	44	44	32	36	42			
DA's determined	31	25	38	62	49	39	33	52	48			
DA's withdrawn	7	3	5	17	6	6	11	7	9			

Table 2: No. of DA's lodged and determined each month.

**REGISTER OF STATE ADMINISTRATIVE TRIBUNAL (SAT) APPEALS
AS AT 6 APRIL 2018**

NO.	ADDRESS & SAT REVIEW NO.	DATE RECEIVED	APPLICANT	REVIEW MATTER & COMMENTS
1.	No. 17 Harwood Place, West Perth (DR 396 of 2017)	11 December 2017	Moharich and More on behalf of Boldform Pty Ltd	<p>Review in relation to a condition of approval limiting the minimum night stay.</p> <p>*****</p> <p>The subject of this review is a decision made by Council at its meeting of 14 November 2017 to approve the amendment of conditions for development approval 5.2015.568.1 granted on 3 May 2016 (Original Approval) for a Change of Use from Multiple Dwellings to Serviced Apartments at Nos. 1-16/17 Harwood Place, West Perth. The review relates to Condition 5 which limits the minimum stay to three nights. The applicant seeks to amend this condition to allow a minimum two night stay in lieu of a three night stay. Following mediation, the applicant provide additional information and sought to a minimum one night stay. The SAT invited the City to consider this additional information and reconsider its decision through Section 31 of the SAT Act at its Ordinary Council Meeting on 4 April 2018. Prior to 4 April 2018 the applicant sought to amend their application for review to include other conditions not previously discussed. The SAT has amended their orders and removed the invitation for the City to reconsider its decision at this stage. The will matter to be referred back to mediation.</p> <p><i>Representation by: City of Vincent Administration</i></p>
2.	No. 38 Fairfield Street, Mount Hawthorn (DR 409 of 2017)	19 December 2017	Fiore	<p>Review in relation to a refusal for an existing unauthorised front fence.</p> <p>*****</p> <p>Application refused under delegated authority on 14 December 2017. Mediation conferences were held 22 February 2018 and 7 March 2018. The applicant has submitted amended plans to the City. The SAT has invited the City to consider the amended plans and reconsider its decision through Section 31 of the SAT Act by 13 April 2018.</p> <p><i>Representation by: City of Vincent Administration</i></p>
3.	Nos. 120-122 Richmond Street, Leederville (CC 49 of 2018)	15 January 2017	Dorn	<p>Review in relation to issue of Building Order to remove unauthorised buildings and structures associated with single house.</p> <p>*****</p> <p>The subject of this review is a Building Order issued by the City for the removal of unauthorised buildings and structures primarily comprised of outbuildings covering an aggregate area of approximately 540m² across both 20 and 22 Richmond Street. This order only relates to 22 Richmond Street. Building Order appealed to the SAT on 11 January 2018. Mediation held on site on 7 February 2018. Applicant to seek architectural and town planning advice. A further mediation was held on 22 February 2018. Following discussions between the applicant and SAT, it was agreed to adjourn the mediation to a further mediation conference to be held on 12 April 2018.</p> <p><i>Representation by: City of Vincent Administration</i></p>

**REGISTER OF STATE ADMINISTRATIVE TRIBUNAL (SAT) APPEALS
AS AT 6 APRIL 2018**

NO.	ADDRESS & SAT REVIEW NO.	DATE RECEIVED	APPLICANT	REVIEW MATTER & COMMENTS
4.	Nos. 125-127 Richmond Street, Leederville (DR 398 of 2017)	13 December 2017	Tucker & Anor	<p>Review in relation to refusal of modification relating to a condition requiring replacement vegetation on-site.</p> <p>*****</p> <p>The subject of this review is a decision made by JDAP at its meeting of 13 November 2017. It relates to the removal or modification of a condition requiring the applicant to install 2 x 2,000 litre trees on the subject site. Following mediation, the applicant submitted additional information. The SAT invited the JDAP to consider this additional information and reconsider its decision through Section 31 of the SAT Act. The JDAP considered this additional information on 19 March 2018 and resolved to amend the condition requiring 2000 litre trees to instead required 200 litre trees. The applicant has withdrawn the SAT proceedings. Completed.</p> <p><i>Representation by: JDAP representation</i></p>
5.	Nos. 7/565-567 Beaufort Street, Mount Lawley	13 March 2018	Belinda Moharich on behalf of Silverleaf Investments Pty Ltd and RGO Enterprises Pty Ltd	<p>Review in relation to conditions of approval issued by Council 6 February 2018.</p> <p>*****</p> <p>The application relates to Condition 10 of the approval, which required a number of management measures for the hours of 9:00pm to 6:00am. Mediation to be scheduled for City staff and Councillors to attend. A mediation date is yet to be confirmed.</p> <p><i>Representation by: City of Vincent Administration</i></p>
6.	No. 14 Florence Street, West Perth	28 March 2018	Megara on behalf of Charber Pty Ltd	<p>An application for a review of the decision of the Metro West Joint Development Assessment Panel to refuse the application on 8 March 2018. No dates have been set.</p> <p><i>Representation by: JDAP representation</i></p>

**METROWEST DEVELOPMENT ASSESSMENT PANEL (MWDAP)
REGISTER OF APPLICATIONS RELATING TO THE CITY OF VINCENT
AS AT 6 APRIL 2018**

No.	ADDRESS AND DA SERIAL NO.	APPLICANT	PROPOSAL	DATE APPLICATION RECEIVED	DAP MEETING DATE	DAP DECISION
1.	No. 538 Fitzgerald Street, North Perth	Applicant: Momentum Wealth	15 multiple dwellings (Amendment to approval)	8 August 2017	To be confirmed	To be confirmed
2.	Nos. 125 – 127 Richmond Street, Leederville	Applicant: Tucker & Anor	17 multiple dwellings – S31 Reconsideration of condition	13 December 2017	19 March 2018	Section 31 SAT order for JDAP to reconsider its refusal to amend condition requiring 2 x 2,000 litre trees. Administration recommended DAP approval to amend condition of approval to reflect 2 x 200 litre trees. Amendment Approved unanimously. Minutes available here
3.	Nos. 500-504 Fitzgerald Street and No. 45 Venn Street, North Perth	Applicant: Studio Technica	19 multiple dwellings and eating house	2 January 2018	To be confirmed	To be confirmed
4.	No. 6 Burt Street and No 51F Monmouth Street, Mount Lawley	Applicant: Mark D'Alessandro	Mixed Use development comprising 12 multiple dwellings and a cafe	26 February 2018	To be confirmed	To be confirmed
5.	Nos. 370 – 374 Oxford Street, Mount Hawthorn	Applicant: PTS Town Planning Pty Ltd	Mixed Use development – Extension of Term to commence development	2 March 2018	To be confirmed	To be confirmed

**CITY OF VINCENT DESIGN ADVISORY COMMITTEE (DAC)
REGISTER OF APPLICATIONS CONSIDERED BY DAC
AS AT 6 APRIL 2018**

No.	ADDRESS	APPLICANT	PROPOSAL	DAC MEETING DATE	REASON FOR REFERRAL
1.	No. 6 Burt Street, Mount Lawley	Planning Solutions	12 x 2 Storey Multiple Dwellings and Eating House	4/4/18	For the DAC to consider the changes made by the applicant in response to the previous DAC comments and recommendations of 20 December 2017. DA Lodged.
2.	Nos. 500 – 504 Fitzgerald Street, North Perth	Studio Technica	3 Storey Multiple Dwelling Development and Eating House	4/4/18	For the DAC to consider the changes made by the applicant in response to the previous DAC comments and recommendations of 6 December 2017. DA Lodged.
3.	No. 42 Woodville Street, North Perth	Mark Anthony Design on behalf of Italiano Property Group	6 x 2 Storey Multiple Dwellings	4/4/18	For the DAC to consider the changes made by the applicant in response to the previous DAC comments and recommendations of 6 September 2017 and 20 December 2017. DA Lodged.

**INFORMATION BULLETIN****CITY OF VINCENT****REGISTER OF PETITIONS - PROGRESS REPORT – MARCH 2018****Directorate:** Chief Executive Officer**Details:**

Petitions received by the City of Vincent are read out at the Council Meeting and are referred to the appropriate Director for investigation and report. This normally takes 6-8 weeks and the purpose of this report is to keep the Council informed on the progress of the petitions which have been reported to the Council.

A status report is submitted to Council as an Information Bulletin item on a monthly basis.

The following petitions still require action or are in the process of being actioned.

Key Index:

CEO:	Chief Executive Officer
DCE	Director Community Engagement
DCorpS:	Director Corporate Services
DDS:	Director Development Services
DE:	Director Engineering

NO OUTSTANDING PETITIONS AS AT 1 MARCH 2018



INFORMATION BULLETIN



CITY OF VINCENT

REGISTER OF NOTICES OF MOTION - PROGRESS REPORT – MAY 2018

Directorate: Chief Executive Officer

Details:

A status report is submitted to Council as an Information Bulletin item on a monthly basis.
The following Notices of Motion still require action or are in the process of being actioned.

Key Index:

CEO: Chief Executive Officer
DCE: Director Community Engagement
DCorps: Director Corporate Services
DDS: Director Development Services
DE: Director Engineering

Details	Action Officer	Comment
4 April 2018 – Submitted by Cr Loden		
Action on Climate Change	DDS	Administration will present the draft Sustainable Environment Strategy to Council for advertising by March 2019 to support decision making in the 2019/20 Budget and Corporate Business Plan. The draft Sustainable Environment Strategy will include the measures identified in Item 4 of Council's resolution. Administration will consider the carbon emissions which result from the management of waste as part of the Waste Management Strategy.
12 December 2017 – Submitted by Cr Topelberg		
Review and Assessment of the City's Building Assets, by March 2018	DE	The Asset Management Plan is under development, it would be premature to present now, therefore Administration will update Council in May 2018.
22 August 2017 – Submitted by Cr Hallett		
Investigation of reduction or elimination of Single Use Plastics	DDS	Completed. Investigation complete. Budget implications included in the draft Operating Budget 2018/19. Remaining items to be included in the Corporate Business Plan process.
22 August 2017 – Submitted by Cr Gontaszewski		
Strategies to Improve participation and Accessibility by Women and Girls at City of Vincent Sportsground and Associated facilities, by October 2017	DCE	Participation and performance targets now being implemented through the new Sportsground Fees and Charges adopted at the Council Meeting in October 2017. Sporting Club Health Checks now received from all sporting clubs to enable establishment of baseline data. Proposed additional strategies to be communicated to Council in May 2018.
30 May 2017 – Submitted by Cr Loden		
Asset Utilisation, report by February 2018	DCE/DE	Asset utilisation information has been prepared. Response to this Notice of Motion to be consolidated with the 'Review and Assessment of the City's Building Assets' and presented to Council in May 2018.
5 April 2016 – Submitted by Cr Harley/Cr Cole		
Request for a new Plan for Axford Park, by July 2016	DE/DDS	Council adopted an amount of \$200,000 in the 2017/18 Budget to develop a plan for Axford Park. The Request for Quotation (RFQ) was advertised between 11 January 2018 and 30 January 2018. Administration has reviewed the quotes and appointed Place Laboratory to undertake this work. A report was presented to Council on 26 July 2016 with an update on the project.

Details	Action Officer	Comment
8 March 2016 – Submitted by former Mayor Carey/Cr Cole		
Review of Development Assessment Panels (DAPs)	DDS	A meeting occurred between the City and Minister for Planning, Hon Rita Saffioti, MLA on 2 May 2017 where this matter was discussed. Council reaffirmed its decision on the DAPs at its meeting of 27 June 2017 (Item 9.5). The City will be writing to the Minister for Planning regarding this position.
27 October 2015 – Submitted by former Mayor Carey		
Review of Laws, Policies and Practices relating to the impact of construction activity, on the public realm, by May 2016	DE/ DDS	Changes to Property Local Law to facilitate increased penalties discussed at the Council Workshop held on 29 August 2017.



INFORMATION BULLETIN



CITY OF VINCENT

REGISTER OF REPORTS TO BE ACTIONED - PROGRESS REPORT – MAY 2018

Directorate: Chief Executive Officer

Details:

A status report is submitted to Council as an Information Bulletin item on a monthly basis.

The following reports still require action or are in the process of being actioned.

Key Index:

CEO: Chief Executive Officer
DCE: Director Community Engagement
DCorps: Director Corporate Services
DDS: Director Development Services
DE: Director Engineering

Item	Report Details	Action Officer	Comments
Council Meeting – 4 April 2018			
9.3	No. 14 (Lot: 1; SP: 12592) Orange Avenue, Perth - Second Storey Addition to Single House	DDS	Administration will liaise with applicant and report back to Council.
9.6	North Perth Town Centre Parking Six Month - Review of Parking Restrictions	DDS	Administration will now advertise the proposed parking restriction changes on Pansy Street and Vine Street. A further report will be presented to Council on the results of this consultation in 2018.
11.1	Lease of Leederville Oval by East Perth Football Club Inc & Subiaco Football Club Inc - Request for waiver and write-off of fees and variation of leases	DCorps	Draft invoices to be confirmed with Club CEOs. Variation of lease to be drafted.
11.3	Review of Corporate Services Policies	DCorps	Amend Policy Register as per recommendation.
12.1	Reallocation of Loftus Recreation Centre Reserve Funds	DCE	Works will proceed to replace the Centre's outdoor synthetic soccer pitch surface prior to the end of the Financial Year
12.2	Petition to Exclude Brisbane Terrace, Perth from New Parking Zone 7 – Parking Permits Policy No. 3.9.3	DCE	A further report be presented to the Ordinary Meeting of Council on 29 May 2018
Council Meeting – 6 March 2018			
9.7	Outcomes of Advertising - Policy No. 7.7.1 - Non-Residential Development Parking Requirements	DDS	Administration has updated the Policy to reflect the changes outlined in Item 1 of Council's resolution. Administration has updated the fees and charges on the City's website. Administration will publish the notice of final adoption in the Policy in the newspaper on 7 April 2018. Administration will also incorporate a review of the delegations in relation to waiving cash in lieu of car parking and present this to Council in 2018.
11.4	Draft Financial Reserves Policy	DCorps	Public Notice advertised. Consultation period closed 19 April 2018. Further report to be presented to OMC 29 May 2018
11.5	Amended Purchasing Policy 1.2.3	DCorps	Completed. 23 March 2018
11.8	Mid-Year Review of the Annual Budget 2017/18	DCorps	Completed. 21 March 2018
13.2	Community Budget Submission 2018/19	CEO	Being actioned as per Council resolution.
Council Meeting – 6 February 2018			
9.1	Making of the Fencing Amendment Local Law 2017	DCorps	Completed. 23 March 2018

Item	Report Details	Action Officer	Comments
11.3	Adoption of the Standing Orders Amendment Local Law 2017	DCorpS	The Local Law to be published.
11.5	Variation of lease to include additional artists as joint lessees - Halvorsen Hall, Robertson Park, 176 Fitzgerald Street, Perth	DCorpS	Completed. 6 April 2018
<u>Council Meeting – 12 December 2017</u>			
9.9	Amendment to Policy No. 7.5.15 – Character Retention and Heritage Areas	DDS	The adopted Policy which includes Harley Street as a Heritage Area was published on 16 December 2017. Administration notified landowners and the State Heritage Office of the Harley Street Heritage Area designation on 21 December 2017. Administration invited public comment on the proposed Janet Street Heritage Area, Carr Street Character Retention Area and the proposed amendment to the Policy between 16 December 2017 and 6 March 2018. A further report on the results of the consultation will be presented to Council in 2018.
12.1	Adoption of the Parking and Parking Facilities Amendment Local Law 2017	DCE	The adopted local law was published in the general addition of the Local Government Gazette 9 January 2018. Explanatory material is currently being compiled and will be submitted in accordance with s3.12(7) <i>Local Government Act 1995</i> .
18.1	Confidential Report: Rates on Small Tenancies	DCorps	Completed. 23 March 2018
<u>Council Meeting – 14 November 2017</u>			
12.1	Loftus Community centre – request for Waiver and Write-Off of Fees	DCE	Loftus Community Centre has finalised outstanding payments and submitted Business Plan (draft) and Community Health Check as per the Council resolution.
12.2	Manna Inc – Review of the Use of Weld Square for the Provision of Free meal Services for the Homeless	DCE	The new City Homeless Framework being established by the Member for Perth may assist with addressing issues at Weld Square, including a more consolidated approach to service delivery. Administration will continue active involvement with the Member for Perth and key stakeholders.
12.4	Floreat Athena Football Club – Litis Stadium Master Plan	DCE	New lease with Floreat Athena Football Club executed. Working Group including Football West and Department Local Government, Sport and Cultural Industries representatives to be formed in 2018 to progress initiatives as per the Council resolution.
<u>Council Meeting – 17 October 2017</u>			
10.1	Hyde Street Reserve – Proposed Extension	DE	Completed. Opening held on Sunday 8 April 2018.
11.3	Termination of Lease and options for future use – 245 (Lot 245) Vincent Street, Leederville	DCorpS	Expressions of Interest (EOI) documentation prepared. To be advertised from 16 March 2018 to 20 April 2018.
11.4	Lease to Axicom Pty Ltd for telecommunications purposes – Lot 9023 Marmion Venue, Clarkson (Tamala Park)	DCorpS	Delegated Authority has been obtained from the Chief Executive Officer (CEO). Waiting for lease to be finalised for execution.
<u>Council Meeting – 19 September 2017</u>			
9.9	Review of Policy No. 4.2.13 – Design Advisory Committee	DDS	Administration has notified existing Design Advisory Committee members of their extended appointment and have advertised an Expression of Interest for the new Design Review Panel, which concludes on 10 April 2018. A further report will be presented to Council following the Expression of Interest process to appoint new members and revoke the existing Policy.
9.11	Relocation of the Leederville Town Centre Taxi Zone	DDS	The relocation of the existing Taxi Rank, installation of ride share pick up/set down locations, approval and installation of public alfresco and implementation of parking restriction changes including signage and line marking was completed in January 2018. Administration met with ride share operators Uber on 1 February 2018 and will continue to negotiate and enter

Item	Report Details	Action Officer	Comments
			<p>into an appropriate written agreement with them and other ride share operators and taxi organisations to implement ride share totems and wayfinding signage. Administration have notified Leederville Connect and all residents, landowners and businesses within 500m of the Taxi zone of Council's decision.</p> <p>Administration will consult with Leederville Connect and all residents, landowners and businesses within 500m of the detail of the Taxi zone changes as they occur in early 2018 and throughout the trial as required by Council's resolution.</p> <p>A report will be presented to Council in late 2018 following the implementation of the trial.</p>
<u>Council Meeting – 22 August 2017</u>			
11.3	Licence for use of land comprising portion of bike path – Swan River, Under Windan Bridge, East Perth	D CorpS	Completed. 5 April 2018
11.4	Dedication of spite strip (pedestrian footpath) as road – Lot 151, 62 Robinson Ave, Perth	D CorpS	Minister has approved proposed dedication and documents are being checked by Department of Planning, Lands and Heritage (DPLH) in preparation for lodgement at Landgate.
12.1	Petition for a Multipurpose Court at Birdwood Square, Perth	DCE	Director Community Engagement has met with lead petitioner to discuss Council resolution. Request to be further considered within the context of the Public Open Space Strategy.
<u>Council Meeting – 25 July 2017</u>			
9.2	North Perth Town Centre Public Open Space	DDS	<p>The City has entered into a funding agreement with the State Government represented by the Department of Planning, Lands and Heritage in order to receive grant funds of \$250,000 (ex GST).</p> <p>Administration released a tender for a qualified consultant to design, document and project manage the North Perth Common project which closed 15 December 2018.</p> <p>Administration have reviewed the tender responses and appointed Emerge Associates to prepare the design. The first concept design workshop was held on 23 March 2018 with a second workshop to occur on 30 April 2018.</p> <p>Administration listed a project to prepare an urban design concept for View Street Car Park and surrounds in the Corporate Business Plan 2017/18 which was adopted by Council on 25 July 2017. Administration sent letters to North Perth Local and all residents, landowners and businesses within 500 metres of the endorsed public open space location notifying them of Council's decision on 18 August 2017. Letters were also dropped to local businesses in the North Perth Town Centre on 22 August 2017. Community members that submitted a response during the consultation period did not provide contact details so these individuals are not able to be notified.</p>
9.3	North Perth Town Centre Parking Restrictions – Leake Street (between Alma Road and View Street)	DDS	<p>Completed.</p> <p>A report was presented to Council at OMC held on 4 April 2018, which outlines the results of the survey undertaken to measure the performance of the new parking restrictions in the North Perth Town Centre as per Council's decision at the 7 March 2017 OCM.</p>
<u>Council Meeting – 27 June 2017</u>			
9.4	Proposed Amended Parking Restrictions – Mount Hawthorn Town Centre	DDS	<p>Administration has now completed the installation of the new parking restrictions including sending letters to affected landowners and businesses, installing parking signage and line marking. The enforcement caution period is now complete and the City's Rangers are issuing fines for any illegal parking.</p> <p>Rangers have appointed a consultant to conduct a review of the new parking restrictions and a report will be presented back to Council in 2018.</p>

Item	Report Details	Action Officer	Comments
9.5	Submission to WALGA – Third Party Appeal Rights in Planning	DDS	Administration has forwarded its submission to WALGA and is drafting letters to be sent to Minister for Planning and Attorney General advising of the City's position.
10.3	Beatty Park Leisure Centre – Remedial Works	DE	Works will be ongoing over the next 12 months.
12.1	No. 34 (Lot 1) Cheriton Street, Perth – Progress Report No. 8	DCE	Administration continues to liaise with the Department of Planning, Lands and Heritage regarding excusing of the Norwood Community Garden (agreed in principle). Management of the remainder of the Lot to then be handed back to the Department.
12.3	Public Open Space Strategy	DCE	Public Open Space (POS) inventory and classification completed. Project Purpose and Objectives confirmed. Consultant being appointed.
<u>Council Meeting – 30 May 2017</u>			
9.3	Response to Notice of Motion (Item 10.2 OMC 20 September 2016) – Request to Investigate the Requirements, Conditions and Associated Compliance for Development Applications Involving Tree Retention on Private Land	DDS	Administration has implemented changes in relation to development assessment and enforcement procedures in relation to this report. Local planning policy provisions will be included in a future amendment to the Built Form Policy.
10.1	Water Corporation – Long Term Water Main Replacement Program within the City of Vincent	DE	Currently works completed, awaiting 2018/19 program to assess future impact.
12.5	Perth Parking Levy	DCE	Analysis of parking occupancy being undertaken as the basis for any proposed parking restrictions and/or alternative land uses.
<u>Council Meeting – 7 March 2017</u>			
9.1.4	Submission on Metropolitan Region Scheme Amendment 1310/41 – Guildford Road from East Parade to Tonkin Highway (SC654)	DDS	The submission was forwarded to the Western Australian Planning Commission on 10 March 2017. A meeting between Main Roads, the Department of Transport and the Department of Planning was held on 4 April 2017. A letter to the Minister for Transport, the Minister for Planning and the Western Australian Planning Commission is currently being prepared.
9.1.5	Outcomes of Advertising – Proposed Amended Parking Restrictions – North Perth Town Centre (SC2862)	DDS	Completed. A letter to landowners and businesses was sent on 1 May 2017. Parking signs and ticket machines were installed throughout May and June 2017. The fee change notice was published in the newspaper on 24 June 2017. Parking restrictions came into effect on 1 July 2017. Distribution of Parking Permits for residents commenced from 21 June 2017. A project to consider the number and location of ACROD bays has been considered as part of the 2017/18 budget process. Rangers have conducted a review of the new parking restrictions and a report has been presented back to Council on 4 April 2018.
9.3.5	Review of City of Vincent Local Laws under Section 3.16 of the Local Government Act 1995 (SC2688)	DDS	Health; Property; and Trading in Public Places Local Laws to be reported back to Council in 2018.
<u>Council Meeting – 7 February 2017</u>			
9.2.4	Charles Veryard Reserve – Installation of Dog Exercise Area Fencing (Full Enclosure)	DE	Works in progress. Planting to be completed in late April 2018.
<u>Council Meeting – 13 December 2016</u>			
9.1.11	Outcomes of Advertising – Draft Policy No. 7.1.1 – Built Form (SC2320)	DDS	Notice of final adoption and revocation published in the Perth Voice on 21 January 2017. Landscaping and setback provisions provided to WAPC at a meeting on 23 January 2017. A follow up meeting with the Department of Planning was held on 2 March 2017 and again on 9 August 2017. The Policy provisions were considered at the Statutory Planning Committee meeting on 12 December 2017 and the City was notified of the WAPC's decision on 8 January 2018. Administration is now reviewing the decision and will prepare an amendment to the Built Form Policy in relation

Item	Report Details	Action Officer	Comments
			to these modifications for Council's consideration. Administration is meeting DPLH to discuss the decision that was made by the WAPC's Statutory Planning Committee and the next steps forward. Administration will put forward a project to review the heights in the Claisebrook area as a result of the Minister's decision on Local Planning Scheme 2 as part of the 2018/19 to 2021/22 Corporate Business Plan.
<u>Council Meeting – 15 November 2016</u>			
9.3.8	Leederville Gardens Retirement Village – Village Manager (SC313 & SC308)	DCorpS	Activities being finalised for handover.
<u>Council Meeting – 18 October 2016</u>			
9.2.1	Proposed Safety Improvement at the Intersection of Walcott and Beaufort Streets, Mount Lawley (SC686, SC986)	DE	Twelve month trial commenced 1 June 2017.
9.2.3	Proposed Parking Restriction Trial – Chelmsford Road, Fitzgerald Street to Ethel Street, North Perth (SC738, SC1201)	DE	Community consultation to be undertaken in conjunction with North Perth Parking Review.
<u>Council Meeting – 23 August 2016</u>			
9.2.3	Proposed 40kph Area Wide Speed Zone Trial – South Vincent Progress Report No 2 (SC466)	DE	Continuing discussions with the Road Safety Commission being undertaken prior to the consultation scheduled for 2018.
9.2.4	Proposed Traffic Calming - Anzac Road, Mount Hawthorn (SC673)	DE	<i>Speed humps installed, linemarking including parking bays to be completed.</i>
9.2.5	Proposed Parking Restriction Trial – Chelmsford Road, Leake Street and Grosvenor Road, North Perth (SC738, SC850, SC811, SC1201)	DE	Community consultation to be undertaken in conjunction with North Perth Parking Review.
14.1	CONFIDENTIAL REPORT: Belgravia Leisure Option to Renew Loftus Recreation Centre Lease (SC379)	DCorpS	Final negotiations and drafting of deed of extension being undertaken.
<u>Council Meeting – 28 June 2016</u>			
9.3.5	Lease of No. 4 Broome Street, Highgate to Minister for Education – Highgate Pre-Primary (Little Citizens) (SC591)	DCorpS	Have requested meeting with Department. Awaiting response.
14.1	CONFIDENTIAL REPORT: Lease of Dorrien Gardens, 3 Lawley Street, West Perth – Perth Soccer Club Inc – Lease Fee (SC529)	DCorpS	Final lease sent to Perth Soccer Club for signing.
<u>Council Meeting – 5 April 2016</u>			
9.1.6	Review of Licences for Outdoor Eating Areas and Display of Goods on Footpaths	DDS	Policies reviewed and revoked at 23 August 2016 OMC. Administration has prepared the new 'self-assessment' system for Trading in Public Places Local Law permits and this system went live on 22 February 2018. The outcomes and results of this system will inform future amendments to the Local Law to identify further efficiencies. These amendments will be presented to Council in 2018.
<u>Council Meeting – 8 March 2016</u>			
9.3.5	Leederville Gardens Retirement Village Estate (SC313/SC308)	DCorpS	The City has submitted a request to the Board for consideration of a refund and is awaiting a formal response.
<u>Council Meeting – 27 October 2015</u>			
9.3.6	Portion of No. 10 (Lot 2545) Farmer Street, North Perth – Approval of a Sub-lease to Vincent Men's Shed (Inc.) (SC351/SC2087)	DCorpS	Negotiating terms with Community Engagement.
<u>Council Meeting – 22 September 2015</u>			
9.5.3	Review of Advisory and Working Groups and Committees, <i>specifically</i> : <ul style="list-style-type: none"> Draft Policy for establishment and operation of a new Community Engagement Panel 	DCE	Draft Policy is being progressed as part of the CBP item that includes preparation of a new Community engagement Strategy and revised Community Consultation Policy.

Item	Report Details	Action Officer	Comments
<u>Council Meeting – 20 January 2015</u>			
9.3.4	Lease for Margaret Kindergarten – No 45 (Lot 10349 D/P: Swan L), Richmond Street, Leederville (SC351/SC589)	DCorpS	Have requested a meeting with Department. Awaiting response.
<u>Council Meeting – 18 November 2014</u>			
9.1.4	Car Parking Strategy Implementation – Progress Report No. 1 (PRO0084/SC1345)	DDS/ DE/ DCE	<p>The option of parking benefit districts will be reviewed as part of the review of the Car Parking Strategy and preparation of an Integrated Transport Plan.</p> <p>The City has a policy to guide the issuing of parking permits and has the ability to issue commercial parking permits. Administration issues permits in accordance with this policy.</p> <p>The City takes an approach to parking restrictions where we receive complaints, conduct parking occupancy surveys and report to Council on the results of these surveys.</p> <p>The replacement of the CALE ticket machines throughout the City is currently underway and machines are replaced on a periodic basis. This process will continue until all CALE machines are replaced.</p> <p>Paid parking on William Street was approved by Council on 25 July 2017 (Item 10.2), ticket machines have been modified and signs installed 22 August 2017.</p>
<u>Council Meeting – 21 October 2014</u>			
9.3.5	Lease for Tuart Hill Cricket Club Inc, Modernians Hockey Club Inc and Cardinals Junior Football Club – Lease of Premises at Charles Veryard Reserve Pavilion and Turf Wickets, Bourke Street, North Perth (SC351)	DCorpS	Administration finalising discussions with Mt Hawthorn Cardinals Junior Football Club regarding their proposed use of the Charles Veryard Reserve Pavilion and Menzies Pavilion. It is expected that a new Lease for the Pavilion will be finalised by May 2018.
<u>Council Meeting – 7 October 2014</u>			
9.3.2	Lease for North Perth Tennis Club – Lease of Premises at Woodville Reserve, 10 Farmer Street, North Perth (SC351/SC621)	DCorpS	No further action pending the outcomes and recommendations included within the Tennis West Strategic Facilities Plan.
<u>Council Meeting – 23 September 2014</u>			
9.3.6	Lease for Leederville Tennis Club – Lease of premises at 150 Richmond Street, Leederville (SC351 & PR25077)	DCorpS	No further action pending the outcomes and recommendations included within the Tennis West Strategic Facilities Plan.
<u>Council Meeting – 27 May 2014</u>			
9.3.4	LATE ITEM: East Perth Football Club and Subiaco Football Club Lease additional space at Medibank Stadium	DCorpS	City's Director Community Engagement (DCE) coordinating discussions with Clubs in respect to varying lease area.
<u>Council Meeting – 12 February 2013</u>			
9.2.12	Request to the Minister for Lands for Acquisition of the Right of Way Bounded By Anzac Road, Oxford, Salisbury and Shakespeare Streets, Leederville as Crown Land	DE	City's Coordinator Land & Development requested further update on 8 January 2018 however has not received a response to date.
9.2.13	Request to the Minister for Lands for the Acquisition and Reversion to 'Crown Land' of the Right of Way Named Luce Lane, North Perth (TES0225)	DE	City's Coordinator Land & Development requested further update on 8 January 2018 however has not received a response to date.

9.2 AUSTRALASIAN MANAGEMENT CHALLENGE FINAL 2018

TRIM Ref: D18/55014

Author: Jackie Donnan, Manager Human Resources

Authoriser: Michael Quirk, Director Community Engagement

Attachments: Nil

RECOMMENDATION:

That Council

- 1. APPROVES the attendance of City of Vincent representatives to the Local Government Professionals Association Australasian Management Challenge 2018 Final in Canberra;**
- 2. NOTES Local Government Professionals Association will fund flights for the team; and**
- 3. NOTES that the City will fund the associated costs of approximately \$4,000 in accordance with Policy 4.1.15 – Conferences.**

PURPOSE OF REPORT:

To seek approval for team 'InnoVINtIVE' – City of Vincent representatives and WA winners of the 2018 Australasian Management Challenge to attend the Australasian Final in Canberra in August 2018.

BACKGROUND:

Earlier this year, the City entered a team in the 2018 Australasian Management Challenge, which is a development program designed for current and emerging local government leaders to deliver personal, team and organisational professional development. The Challenge provides a learning experience designed to develop leadership skills and improve effectiveness in the way that staff Think, Lead, Communicate, Negotiate, Analyse, Problem-Solve, Decide and Engage.

The City of Vincent has participated in the Australasian Management Challenge only twice in its history, with the first time being in 2016. This year a cross directorate team of six staff members self-nominated to represent the City as team InnoVINtIVE, and went on to win the Western Australian round of the challenge in March 2018.

InnoVINtIVE has now been invited to attend the Australasian Management Challenge Final in August 2018, which will be held in Canberra. Local Government Professionals Australia will be funding the flight costs of each team member, however the cost of accommodation will need to be covered by the City. Whilst in Canberra, the team has also been provided with complimentary access to the Local Government Professionals Australia National Congress and Business Expo.

DETAILS:

Local Government Professionals Australia has recommended that contestants in the Australasian Management Challenge stay at the Novotel Canberra, as this is where the Challenge will be held. Participants are required to participate in activities between Tuesday 21 August and Thursday 23 August, with Friday 24 August being the final day of the conference. As a result, the City will need to provide for accommodation in Canberra for three nights, on the 21, 22 and 23 of August 2018.

There are six challenge members that will attend:

- **Meluka Bancroft**, Property Leasing Officer (Corporate Services)
- **Nicholle Harris**, HR Business Partner (CEO's Office)
- **Philippa Baker**, Community Projects Officer (Community Engagement)
- **Rana Murad**, Senior Urban Planner (Development Services)
- **Sonia Woodside**, Senior Compliance Officer (Development Services)
- **Allan Brown**, A/Coordinator Engineering Operations (Engineering)

LEGAL/POLICY:

Under Policy 4.1.15 – Conferences, Council approval is required for staff attendance at interstate conferences or training. As per Clause 2.1(i) of the Policy, employees may be authorised to attend through a resolution passed at a Council Meeting. Clause 3.3(i) articulates that the City will pay reasonable accommodation costs in accordance with the award. As the award referred to in the Policy is no longer in operation, and the existing Modern Award does not refer to travel and accommodation entitlements, the reasonableness of these costs is open to Council discretion.

RISK MANAGEMENT IMPLICATIONS:

There are minimal risks associated with the support of team InnoVINtive's participation in the 2018 Australasian Management challenge, as these employees will continue to be covered under the City's existing insurances whilst in Canberra on work time. The Novotel also has a flexible cancellation policy that allows for a full refund if cancelled with greater than 24 hours' notice.

STRATEGIC IMPLICATIONS:

Nil.

SUSTAINABILITY IMPLICATIONS:

Nil

FINANCIAL/BUDGET IMPLICATIONS:

The Novotel Canberra is offering a discounted rate of \$225 per night for attendees of the Challenge and National Congress. One member of the challenge team will require accommodation for 2 nights as they will be returning early to Perth on the evening of Thursday 23 August, and the remaining 5 members will require accommodation for 3 nights. This makes a total of 17 nights' accommodation, totalling \$3,825.00.

COMMENTS:

Approving this request will allow for the City and State to be represented at the 2018 Australasian Management Challenge Final. As Local Government Professionals Australia will provide full return air fares from Perth to Canberra for the six members of team InnoVINtive, this further reduces the financial investment required by the City.

Furthermore, having the opportunity to represent not just the City of Vincent, but also our State is a proud moment that should be celebrated as an indicator of the growth in the drive and leadership abilities of our employees. This will further enforce the City's reputation of being a progressive and dynamic local government.

10 MOTIONS OF WHICH PREVIOUS NOTICE HAS BEEN GIVEN

Nil

11 REPRESENTATION ON COMMITTEES AND PUBLIC BODIES

12 CONFIDENTIAL ITEMS/MATTERS FOR WHICH THE MEETING MAY BE CLOSED ("BEHIND CLOSED DOORS")**12.1 LATE REPORT: REVIEW OF POLICY NO. 4.2.13 - DESIGN ADVISORY COMMITTEE AND APPOINTMENT OF DESIGN REVIEW PANEL**

The Chief Executive Officer is of the opinion that this report is of a confidential nature as it contains information concerning:

Local Government Act 1995 - Section 5.23(2):

- (e(iii)) a matter that if disclosed, would reveal information about the business, professional, commercial or financial affairs of a person, where the information is held by, or is about, a person other than the local government

12.2 LATE REPORT: LICENCE TO GOVERN ENCROACHMENT OF DRAINAGE INFRASTRUCTURE FROM 152 JOEL TERRACE, MOUNT LAWLEY INTO SWAN RIVER FORESHORE RESERVE 43459

The Chief Executive Officer is of the opinion that this report is of a confidential nature as it contains information concerning:

Local Government Act 1995 - Section 5.23(2):

- (e(ii)) a matter that if disclosed, would reveal information that has a commercial value to a person, where the information is held by, or is about, a person other than the local government

LEGAL:**2.14 Confidential business**

- (1) All business conducted by the Council at meetings (or any part of it) which are closed to members of the public is to be treated in accordance with the Local Government (Rules of Conduct) Regulations 2007.

Confidential reports are provided separately to Council Members, the Chief Executive Officer and Directors.

In accordance with the legislation, confidential reports are to be kept confidential until determined by the Council to be released for public information.

At the conclusion of these matters, the Council may wish to make some details available to the public.

13 CLOSURE