AGENDA

Council Briefing
16 July 2019

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

David MacLennan
Chief Executive Officer
DISCLAIMER

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PROCEDURE FOR PUBLIC SPEAKING TIME

The City of Vincent Local Law Relating to Meeting Procedures 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 and the suburb in which they reside or, where a member of the public is representing the interests of a business, the suburb in which that business is located 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.
- 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

2.1 Cr Susan Gontaszewski - approved leave of absence from 8 July 2019 to 21 July 2019 due to personal commitments.

2.2 Cr Josh Topelberg - Apology

3 PUBLIC QUESTION TIME AND RECEIVING OF PUBLIC STATEMENTS

4 DECLARATIONS OF INTEREST
5 PLANNING AND PLACE

5.1 NO. 496 (LOTS: 145-146; D/P: 2630) CHARLES STREET, NORTH PERTH - CHANGE OF USE TO UNLISTED USE CAR WASH AND DETAILING (AMENDMENT TO APPROVED OPERATING HOURS)

TRIM Ref: D19/83474
Author: Natasha Trefry, Urban Planning Advisor
Authoriser: Joslin Colli, Coordinator Planning Services
Ward: North
Attachments:
1. Consultation and Location Map
2. Acoustic Report
4. Summary of Submissions - Administration's Response
5. Summary of Submissions - Applicant's Response
6. Determination Advice Notes

RECOMMENDATION:

That Council, in accordance with the provisions of the City of Vincent Local Planning Scheme No. 2 and the Metropolitan Region Scheme, APPROVES, the development application for Change of Use to Unlisted Use – Carwash and Detailing (Amendment to Approved) at No. 496 (Lots: 145-146; D/P: 2630) Charles Street, North Perth, subject to the following conditions, with the associated advice notes in Attachment 6:

1. The hours of operation of the car wash and detailing use shall be:
   1.1 7:00am to 7:00pm Monday to Friday;
   1.2 7:00am – 5:30pm Saturday; and
   1.3 8:30am to 5:00pm Sunday and public holidays (closed Christmas, Anzac Day and Good Friday);

2. The car wash and detailing use shall be limited to a maximum of three work station bays. Any increase in the number of work station bays or change of use for the subject land use shall require a separate Development Approval to be applied to and obtained from the City;

3. The use shall at all times operate in compliance with the Acoustic Report prepared by Herring Storer Acoustics dated 20 May and 10 June 2019. All recommended measures in the report shall be undertaken in accordance with the report to the City’s satisfaction, prior to the commencement of the extended operating hours use and maintained thereafter to the satisfaction of the City at the expense of the owners/occupiers;

4. Prior to the Commencement of the extended operating hours:
   Within 30 days of this approval the following shall be submitted and approved by the City:
   4.1 Noise and Operational Management Plan
      The development shall, at all times, comply with the requirements of the Operational Management Plan. The operation shall be limited to the following and the Operational Management Plan shall be submitted to and approved by the City prior to commencement of the extended operating hours to include the following:
   4.2 The hours of operation of the car wash and detailing use shall be limited to:
4.2.1 7:00am to 7:00pm Monday to Friday;
4.2.2 7:00am – 5:30pm Saturday; and
4.2.3 8:30am to 5:00pm Sunday;
4.3 Car wash and detailing services shall only occur at the three work station bays as identified on the approved plans;
4.4 An equipment inventory and maintenance schedule to ensure equipment is kept in good working order to minimise noise impacts;
4.5 A complaint management procedure including how complaints can be made and process for review and response; and
4.6 Restrictions on amplified music and other noise mitigation measures;

5. The use of the premises shall be carried out in accordance with the approved Noise and Operational Management Plan approved by the City.

5.1 The Noise and Operational Management Plan are to be reviewed:

5.1.1 Every 12 months; and
5.1.2 Within 30 days of a change of operator of the Car Wash and Detailing use; and

5.2 Any changes identified during a review as set out in condition 5.1 above, are to be incorporated into an updated Noise and Operational Management Plan, and approved by the City; and

5.3 The Car Wash and Detailing use must be operated in accordance with the Noise and Operational Management Plan (as amended from time to time) to the satisfaction of the City; and

6. All other aspects of the approved plans and all conditions and advice notes included in development approval 5.2011.395.1, granted on 11 October 2011, continue to apply to this approval.

PURPOSE OF REPORT:

To consider an application to extend the operating hours of the existing approved Unlisted Use (Car Wash) located at No. 496 Charles Street, North Perth (the subject site). The subject application was submitted in response to a compliance investigation that revealed the use was operating outside the approved trading hours.

PROPOSAL:

The application proposes to modify condition 5 of the existing approval relating to the approved operating hours of the Unlisted Use (Car Wash) as follows:

Approved operating hours
Monday to Friday 8:30am – 5:30pm;
Saturday 8:00am – 5:30pm;
Sunday 8:30am – 5:00pm.

Proposed operating hours
Monday to Friday 7:00am – 7:00pm;
Saturday 7:00am – 5:30pm;
Sunday and Public Holidays 8:30am – 5:00pm (unchanged).
BACKGROUND:

<table>
<thead>
<tr>
<th>Landowner:</th>
<th>Dragan Kapinkoff</th>
</tr>
</thead>
<tbody>
<tr>
<td>Applicant:</td>
<td>Gurjant Singh Sangha</td>
</tr>
<tr>
<td>Date of Application:</td>
<td>03 April 2019</td>
</tr>
</tbody>
</table>
| Zoning: | MRS: Urban  
| | LPS2: Commercial |
| Built Form Area: | Transit Corridor |
| Existing Land Use: | Unlisted Use (Car Wash) and Detailing |
| Proposed Use Class: | Unlisted Use (Car Wash) and Detailing |
| Lot Area: | 460m² |
| Right of Way (ROW): | Yes – 5.0 metres |
| Heritage List: | No |

The subject site is No. 496 Charles Street, North Perth and comprised of Lot 145 and Lot 146. The site is zoned Commercial under the City’s Local Planning Scheme No. 2 (LPS2) and located within the Transit Corridor under Policy No. 7.1.1 – Built Form (Built Form Policy). The front setback area of the site, approximately 3.6 metres wide, is located within the Charles Street Planning Control Area.

The site is bordered by a commercial zoned property to the north, a laneway to the east, commercial zoned properties to the south and Charles Street to the west. The land on the opposite side of the laneway to the east is characterised by predominantly single storey single houses and grouped dwellings zoned Residential R30/R40. The land on the opposite side of Charles Street is zoned Residential R60-R100. A location map is provided in Attachment 1.

Council at its meeting 11 October 2011 granted conditional approval for an application (reference No. 5.2011.395.1) for a Change of Use to Unlisted Use (Car Wash and Detailing) and Associated Alterations and Additions at the subject site. The minutes of the 11 October 2011 Ordinary Council Meeting and approved development plans are included in Attachment 3.

The subject application only seeks to extend the operating hours of the premises, and no changes are proposed to the built form or land use.

In response to a number of complaints received by the City relating to the hours of operation and investigation by the City’s Compliance Services the applicant submitted a development application seeking approval for the extended operating hours. A development application is required as the current hours are conditioned on the development approval granted by Council.

DETAILS:

Summary Assessment

The table below summarises the planning assessment of the proposal against the provisions of the City of Vincent Local Planning Scheme No. 2 (LPS2). 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.

<table>
<thead>
<tr>
<th>Planning Element</th>
<th>Use Permissibility/Deemed-to-Comply</th>
<th>Requires the Discretion of Council</th>
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</thead>
<tbody>
<tr>
<td>Land Use (only where required)</td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td>Operating Hours</td>
<td></td>
<td>✓</td>
</tr>
</tbody>
</table>

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 April 2019 – 14 May 2019. Community consultation was undertaken by means of written notifications being sent to surrounding landowners, as shown in Attachment 1, a notice on the City’s website as well as a notice in a local newspaper.
At the conclusion of the community consultation period, the City received a total of eight submissions comprising seven objections and one letter in support of the proposal. The issues raised as part of the consultation relate to the following:

- Pollution from business to the rear laneway;
- Noise generation;
- Proximity of the business to the residential area;
- Reduced value and saleability of adjacent residential properties.

A summary of the submissions and Administration’s comments on each issue is included as Attachment 4, with the applicants response to the submission included as Attachment 5.

Design Review Panel (DRP):

Referred to DRP: No

LEGAL/POLICY:

- Planning and Development Act 2005;
- Planning and Development (Local Planning Schemes) Regulations 2015;
- City of Vincent Local Planning Scheme No. 2; and
- Policy No. 4.1.5 – Community Consultation;

Delegation to Determine Applications:

Council is required to determine the application as the original application was determined by Council and the delegation does not extend to applications to amend a development approval that was previously determined by Council.

RISK MANAGEMENT IMPLICATIONS:

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:

This is in keeping with the City’s Strategic Community Plan 2018-2028:

Innovative and Accountable

We are open and accountable to an engaged community.

SUSTAINABILITY IMPLICATIONS:

Nil.

FINANCIAL/BUDGET IMPLICATIONS:

Nil.

COMMENTS:

Land Use

The subject site has approval as an Unlisted Use (Car Wash and Detailing). As an unlisted use, the business was given due consideration by Administration and Council in the determination of the original application in 2011. The approved land use and general operations of the business remain unchanged from the approval granted in 2011. No further consideration is given to the appropriateness of the existing land use at the subject site.
Noise Impacts

When the application was lodged the applicant sought approval to extend the hours of operation to 7:00am to 7:00pm Monday to Saturday and 8:30am to 5:00pm Sundays. Following advertising the applicant has revised the application amending the hours of operation to 8:00am to 5:30pm Saturday and 8:30am to 5:00pm Sundays. Monday to Friday remain unchanged from what was advertised.

Objections were raised during community consultation regarding the additional hours and potential for additional noise emissions from the premises. The applicant submitted an acoustic report by a qualified acoustic consultant, Herring Storer Acoustics dated 20 May 2019 Attachment 2 in support of the proposed extended operating hours. The report was updated during the assessment and advertising process to provide additional noise measurements, and is also included as Attachment 2. The noise modelling undertaken for the premises was assessed on a worst case scenario basis from noise generated by both the vacuum and high pressure hoses during the existing and proposed operating hours. The acoustic report has been reviewed by the City and is considered to clearly demonstrate that the operation of the use for the proposed extended operating hours would be in compliance with the Environmental Protection (Noise) Regulations 1997.

A number of submissions were received relating to the amenity impacts resulting from the land use and particularly the non-compliance with approved hours. Council is not being asked to reconsider the appropriateness of the land use however, an extension to the operating hours has the potential to further impact on surrounding amenity and can be managed through appropriate conditions. A management plan was not required as part of the original application, as a result no detailed management measures are currently in place to manage the operation of the use. To ensure the use is appropriately managed and to limit adverse noise impacts on surrounding residents, a condition of approval is recommended that a Noise and Operational Management Plan is submitted to and approved by the City, prior to commencement of the extended hours. The management plan is required to include management measures relating to operating hours, the location of cleaning activities on the site, an equipment inventory and maintenance schedule, a complaints management procedure and other noise mitigating measures. Where complaints may arise as a result of the operations on site the City will be able to verify compliance with an approved Management Plan, where measures detailed in the Management Plan are not satisfactory the annual review of this plan will allow the operator to amend the management practices to mitigate potential impacts on the surrounding residential amenity.

An additional condition is recommended that the Management plan requires review and submission every 12 months. The condition is intended to allow the management plan to be reviewed in order to respond to any concerns received during the 12 month period and update the management measures to further protect the amenity of the surrounding area. The requirement to provide a management plan will result in an improvement of the management of the use as there is presently no detailed management measures in place.

Administration supports the extended trading hours subject to the additional conditions recommended.
COUNCIL BRIEFING AGENDA

16 JULY 2019

Item 5.1 - Attachment 1

Consultation and Location Map
No. 496 Charles Street, North Perth
ECO SPRAY CAR WASH

CARWASH – PROPOSED MODIFICATION TO TRADING HOURS

LOTS 145 & 146 (#496) CHARLES STREET
NORTH PERTH

ENVIRONMENTAL ACOUSTIC ASSESSMENT

MAY 2019

OUR REFERENCE: 24349-1-19001-001

CITY OF VINCENT
RECEIVED
20 May 2019
ENVIRONMENTAL ACOUSTIC ASSESSMENT
CARWASH
CHARLES STREET, NORTH PERTH

Job No: 19001-001
Document Reference : 24349-1.19001-001

FOR
ECO SPRAY CARWASH

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<th>DOCUMENT INFORMATION</th>
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<tbody>
<tr>
<td>Author: Tim Reynolds</td>
</tr>
<tr>
<td>Checked By: Paul Daily</td>
</tr>
<tr>
<td>Date of Issue: 17 May 2019</td>
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</table>

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<th>REVISION HISTORY</th>
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This report has been prepared in accordance with the scope of services and on the basis of information and documents provided to Herring Storer Acoustics by the client. To the extent that this report relies on data and measurements taken at or under the times and conditions specified within the report and any findings, conclusions or recommendations only apply to those circumstances and no greater reliance should be assumed. The client acknowledges and agrees that the reports or presentations are provided by Herring Storer Acoustics to assist the client to conduct its own independent assessment.
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# APPENDICES

A  SITE PLAN
1. INTRODUCTION

Herring Storer Acoustics were commissioned by ECO Spray Carwash to undertake an acoustic assessment of noise emissions associated with the carwash, Lots 145 & 146 (#496) Charles Street, North Perth, with regards to modified operating hours.

Thus, this report assesses noise emissions from the activities associated with the carwash, assuming that all bays are in operation with regards to achieving compliance with the requirements of the Environmental Protection (Noise) Regulations 1997.

For information, a site plan of the proposed development are attached in Appendix A.

2. SUMMARY

The neighbouring noise sensitive premises to the car wash are located to the east, across a laneway. At these residential premises, the influencing factor has been determined to be 7 dB.

The proposal is to modify the operating hours to the following:

- Monday to Saturday: 7:00am to 7:00pm
- Sundays / Public Holidays: 8:30am to 6:00pm

Based on the analysis of noise emissions from the proposed car wash, noise received at the neighbouring premises (both residential and commercial) will comply with the requirements of the Environmental Protection (Noise) Regulations 1997 at all times, without the need for any noise mitigation.

3. CRITERIA

The allowable noise level for noise sensitive premises in the vicinity of the carwash is prescribed by the Environmental Protection (Noise) Regulations 1997. Regulations 7 and 8 stipulate maximum allowable external noise levels or assigned noise levels that can be received at a premise from another premises. For “highly sensitive area” of a residential premises, this noise level is determined by the calculation of an influencing factor, which is then added to the base levels shown below. The influencing factor is calculated for the usage of land within two circles, having radii of 100m and 450m from the premises of concern. For commercial premises, the assigned noise levels are fixed for all times of the day. The base noise levels for residential premises and the assigned noise levels for commercial premises are listed in Table 3.1.
### TABLE 3.1 - BASELINE ASSIGNED OUTDOOR NOISE LEVEL

<table>
<thead>
<tr>
<th>Premises Receiving Noise</th>
<th>Time of Day</th>
<th>Assigned Level (dB)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Noise sensitive premises: highly sensitive area</td>
<td>0700 - 1900 hours Monday to Saturday (Day)</td>
<td>45 + IF 55 + IF 65 + IF</td>
</tr>
<tr>
<td></td>
<td>0900 - 1900 hours Sunday and Public Holidays (Sunday / Public Holiday Day)</td>
<td>40 + IF 50 + IF 65 + IF</td>
</tr>
<tr>
<td></td>
<td>1900 - 2200 hours all days (Evening)</td>
<td>40 + IF 50 + IF 65 + IF</td>
</tr>
<tr>
<td>Commercial premises</td>
<td>2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and Public Holidays (Night)</td>
<td>35 + IF 45 + IF 55 + IF</td>
</tr>
<tr>
<td></td>
<td>All hours</td>
<td>60 75 80</td>
</tr>
</tbody>
</table>

Note:  
- $L_{A10}$ is the noise level exceeded for 10% of the time.  
- $L_{A90}$ is the noise level exceeded for 90% of the time.  
- $L_{Amax}$ is the maximum noise level.  
- IF is the influencing factor.

It is a requirement that received noise be free of annoying characteristics (tonality, modulation and impulsiveness), defined below as per Regulation 9.

**“Impulsiveness”** means a variation in the emission of a noise where the difference between $L_{A90}$ and $L_{Amax}$ is more than 15 dB when determined for a single representative event;

**“Modulation”** means a variation in the emission of noise that –

(a) is more than 3 dB $L_{A90}$ or is more than 3 dB $L_{Amax}$ in any one-third octave band;

(b) is present for more than 10% of the representative assessment period; and

(c) is regular, cyclic and audible;

**“Tonality”** means the presence in the noise emission of tonal characteristics where the difference between –

(a) the A-weighted sound pressure level in any one-third octave band; and

(b) the arithmetic average of the A-weighted sound pressure levels in the 2 adjacent one-third octave bands,

is greater than 3 dB when the sound pressure levels are determined as $L_{Aeq}$ levels where the time period $T$ is greater than 10% of the representative assessment period, or greater than 8 dB at any time when the sound pressure levels are determined as $L_{Amax}$ levels.
Where the noise emission is not music, if the above characteristics exist and cannot be practicably removed, then any measured level is adjusted according to Table 3.2 below.

### TABLE 3.2 - ADJUSTMENTS TO MEASURED LEVELS

<table>
<thead>
<tr>
<th>Tonality is present</th>
<th>Modulation is present</th>
<th>Impulsiveness is present</th>
</tr>
</thead>
<tbody>
<tr>
<td>+5 dB(A)</td>
<td>+5 dB(A)</td>
<td>+10 dB(A)</td>
</tr>
</tbody>
</table>

Note: These adjustments are cumulative to a maximum of 15 dB.

At the neighbouring residences of concern, located to the east (across the laneway), the Influencing Factor has been determined to be +7 dB respectively. Thus, based on this influencing factor, the assigned outdoor noise levels are listed in Table 3.3.

### TABLE 3.3 - ASSIGNED OUTDOOR NOISE LEVEL

<table>
<thead>
<tr>
<th>Premises Receiving Noise</th>
<th>Time of Day</th>
<th>Assigned Level (dB)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>$L_{A10}$</td>
</tr>
<tr>
<td>Noise sensitive premises</td>
<td>0700 - 1900 hours Monday to Saturday</td>
<td>52</td>
</tr>
<tr>
<td></td>
<td>0900 - 1900 hours Sunday and Public Holidays</td>
<td>47</td>
</tr>
<tr>
<td></td>
<td>1900 - 2200 hours all days</td>
<td>47</td>
</tr>
<tr>
<td></td>
<td>2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and Public Holidays</td>
<td>42</td>
</tr>
</tbody>
</table>

Note: $L_{A10}$ is the noise level exceeded for 10% of the time. $L_{A1}$ is the noise level exceeded for 1% of the time. $L_{A max}$ is the maximum noise level.

4. **CARWASH OPERATIONS**

We understand that currently the carwash is, as per the council conditions, allowed to operate for the following times:

- Monday to Saturday: 8:30am to 5:30pm
- Sundays / Public Holidays: 8:30am to 5:00pm

We understand that the car wash wishes to modify these hours to:

- Monday to Saturday: 7:00am to 7:00pm
- Sundays / Public Holidays: 8:30am to 6:00pm

It is noted that the operations of the carwash would remain unchanged.

It is noted that under the Regulations that the day period, Monday to Saturday, is from 7:00 am to 7:00 pm. Thus, the proposed change in operating hours on Monday to Saturday, does not change the acoustic requirements for the car wash. Thus, this variation in operating hours would be considered acceptable.

Similarly, the day period on Sundays and Public holidays actually extends to 10:00pm. Therefore, again the extension of the operating hours from 5:00pm to 6:00pm does not alter the acoustic compliance requirements.
5. **MODELLING**

Modelling of the noise propagation from the proposed development was carried out using an environmental noise modelling computer program, “SoundPlan”. Calculations were carried out using the EPA worst case weather conditions.

As requested, noise modelling was undertaken with normal operations, assuming the following activities are taking place:

- 1 cars being vacuumed; and
- 1 car being washed down.

Note: The external bays, are finishing bays. This activity is undertaken by hand and hence, noise emissions from these bays would be negligible.

We note that given the type of car wash, the above activities have been modelled together, given the time per wash, the above activities would not normally occur at the same time. Hence, this assessment would be considered as conservative.

We note that this is not a self-serve carwash, but a paid hand wash facility, thus the usage of the wash down hoses is limited and would occur for less than 10% of the time. Also, the vacuums are remotely ducted and we understand that the vacuum unit will be located within the existing building, which would contain noise emissions. Even so, the suction from the vacuum has still been included in the assessment.

It is noted that there are a number of residential premises to the east. Calculations were undertaken for noise received at all residences. However, to simplify the assessment, only noise received at the worst case location has been stated.

From measurements undertaken at this facility, noise emissions associated with the vacuum units and wash down are listed in Table 5.1.

| TABLE 5.1 – SUMMARY OF NOISE EMISSIONS FROM OPERATIONS |
|---------------------------------|------------------|
| Item of Equipment               | Sound Power Level, (dB(A)) |
| Vacuum Unit                     | 85                |
| Wash Down                       | 94                |

Although, the wash down hose would be used for less than 10% of time, the vacuum unit could operate for greater than 10% of the time, thus, noise received at the neighbouring residence from the vacuum unit need to comply with the assigned L_{A1} noise level. Thus, noise modelling was undertaken for the following scenarios:

- L_{A10} - Vacuum unit.
- L_{A1} - Vacuum unit and wash down hose.
6. RESULTS

Calculations were undertaken to all the adjacent the neighbouring residential building to the east, however, to simplify the analysis and assessment only the noise received in the worst case location has been listed in Table 6.1.

<table>
<thead>
<tr>
<th>Scenario</th>
<th>Calculated Noise Levels (dB(A))</th>
</tr>
</thead>
<tbody>
<tr>
<td>Vacuum Unit</td>
<td>36</td>
</tr>
<tr>
<td>Vacuum and Washdown Hose</td>
<td>45</td>
</tr>
</tbody>
</table>

7. ASSESSMENT

With this manual car wash, the high pressure hose is used for less than 10% of time. Therefore, noise received at the neighbouring residences need to comply with the assigned LAeq noise level. With regards to tonality, under the definition L40 noise, as the noise is present for less than 10% of the time, can only be tonal if they comply with “the arithmetic average of the A-weighted sound pressure levels in the 2 adjacent one-third octave bands is greater than 8 dB at any time when the sound pressure levels are determined as L40eq levels”.

With regards to the vacuum unit, we note that given the traffic volumes in the area, noise received at the neighbouring premises is unlikely to be tonal. However, to be conservative, the +5 dB(A) penalty for a tonal component has been included in the assessment.

Table 7.1 lists the characteristics that should be included in the assessable noise level.

<table>
<thead>
<tr>
<th>Scenarios</th>
<th>Calculated Noise Level, dB(A)</th>
<th>Applicable Adjustments to Measured Noise Levels, dB(A)</th>
<th>Assessable Noise Level, dB(A)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Tonality, Modulation, Impulsiveness</td>
<td></td>
</tr>
<tr>
<td>Vacuum Unit</td>
<td>36</td>
<td>+5, -</td>
<td>41</td>
</tr>
<tr>
<td>Vacuum and Washdown Hose</td>
<td>45</td>
<td>-</td>
<td>45</td>
</tr>
</tbody>
</table>

Thus, Table 7.2 summarise the applicable Assigned Noise Levels, and assessable noise level emissions for each identified noise.
### TABLE 7.2 – ASSESSMENT OF NOISE LEVEL EMISSIONS

<table>
<thead>
<tr>
<th>Scenario</th>
<th>Assessable Noise Level, dBA</th>
<th>Applicable Times of Day</th>
<th>Applicable Assigned Noise Level (dBA)</th>
<th>Exceedance to Assigned Noise Level (dBA)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Vacuum Unit</td>
<td>41</td>
<td>0700 - 1900 hours Monday to Saturday</td>
<td>52 (L_{A\text{eq}})</td>
<td>Complies</td>
</tr>
<tr>
<td></td>
<td></td>
<td>0900 - 1900 hours Sunday and Public Holidays</td>
<td>47 (L_{A\text{eq}})</td>
<td>Complies</td>
</tr>
<tr>
<td></td>
<td></td>
<td>1900 - 2200 hours all days</td>
<td>47 (L_{A\text{eq}})</td>
<td>Complies</td>
</tr>
<tr>
<td></td>
<td></td>
<td>2200 hours on any day to 0700 hours</td>
<td>42 (L_{A\text{eq}})</td>
<td>Complies</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Monday to Saturday and 0900 hours Sunday and Public Holidays</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Vacuum and Washdown Hose</td>
<td>45</td>
<td>0700 - 1900 hours Monday to Saturday</td>
<td>62 (L_{A\text{eq}})</td>
<td>Complies</td>
</tr>
<tr>
<td></td>
<td></td>
<td>0900 - 1900 hours Sunday and Public Holidays</td>
<td>57 (L_{A\text{eq}})</td>
<td>Complies</td>
</tr>
<tr>
<td></td>
<td></td>
<td>1900 - 2200 hours all days</td>
<td>57 (L_{A\text{eq}})</td>
<td>Complies</td>
</tr>
<tr>
<td></td>
<td></td>
<td>2200 hours on any day to 0700 hours</td>
<td>52 (L_{A\text{eq}})</td>
<td>Complies</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Monday to Saturday and 0900 hours Sunday and Public Holidays</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Based on the analysis of noise emissions from the proposed car wash, noise received at the neighbouring premises (both residential and commercial) will comply with the requirements of the Environmental Protection (Noise) Regulations 1997 at all times, without any noise mitigation.
APPENDIX A

SITE PLAN
EMAIL TRANSMITTAL

REF: 24436-2-19001-001
TO: Gurjant Sangha
ADDRESS: Janty83@yahoo.com
FROM: Tim Reynolds
DATE: 10 June 2019
SUBJECT: CARWASH – LOTS 145 & 146 (496) CHARLES STREET, NORTH PERTH
ACOUSTICS REVIEW FOR REVISION TO OPERATING HOURS
ADDITIONAL INFORMATION

Janty,

In response to the Town of Cambridge Email of 27th May 2019, we provide the following additional information regarding the noise emissions from the carwash located at Lots 145 & 146 (496) Charles Street, North Perth with regards to a variation in operating hours.

The Councils Email stated the following:

- Noise measurements were not taken in person despite the car wash being an already existing use. Noise modelling software should only be used where it is a proposed use that does not already exist. The acoustic consultant must go and take noise measurements in person when the car wash is in operation to provide an accurate representation of the noise levels.

- An aerial map/site plan must be provided showing the location of the car wash and nearest noise sensitive receivers. The location where noise measurements are taken must also be indicated on the map.

- The City’s Health Team has raised queries as to whether the wash down hoses would be used for less than 10% of the time, and thinks that the $L_{A10}$ level would be applicable. Reasoning must be provided as to how it was determined that the wash down hoses would be used for less than 10% of the time, and for using the $L_{A10}$ in assessment of this noise source. How long is a typical wash? How many washes are typically done during the day?

PROPOSED HOURS

For reference, the proposed operational hours are:

- Monday to Friday: 7:00am to 7:00pm
- Saturdays: 7:00am to 5:30pm
- Sundays / Public Holidays: 8:30am to 5:00pm
NOISE LEVEL MEASUREMENTS

As stated in the Herring Storer Acoustics report (Reference: 24345-1-19001-001), noise modelling was based on noise level measurements undertaken at the carwash. Although, not clearly stated in the report, this also included a measurement within the laneway of 56 dB(A). Thus, the noise model was calibrated to this noise level.

We also note that these measurements were of the worst case, with the equipment located near the entry. Hence, the measurements would represent the worst case. Thus, there would be some diversity in noise emissions, which was not considered in the noise modelling, but was in the assessment (see below).

Please note that as acoustic consultants, we do not enter a receiver’s premises to undertake measurements. Thus, undertaking measurements within the neighbouring premises is in practice, not possible.

AERIAL

Below is an aerial showing the relationship of the carwash and the neighbouring premises. The aerial also shows the measurement location within the laneway.
Lₐ₁ CRITERIA FOR HOSE

With regards to the criteria for which noise emissions from the hose is assessed, we provide the following.

From information provided, we note that the car wash only cleans about 15 – 20 cars per day. Of these about half are normal washes, with detailing being the other half. However, on Sundays or Public Holidays, the number of cars is normally around 15. Additionally, car detailing is not undertaken on Sundays or Public Holidays.

For these car washes the high pressure hose is used for 1 minute at the beginning to rinse off the car, then at the end for about 2 minutes for a normal wash and around 4 minutes for detailing.

Thus, for Sundays, over the day the hose would be used for approximately 45 minutes per day and the usage would be for less than 10% of the time, even without any diversity of noise emission relating to the location of the hose.

For a week day, based on 20 cars, the total usage would be 30 minutes for normal wash and 50 minutes for a detail. However, around 30% of this is at the far end of the car away from the door with the noise level reduced. Thus, in a normal day the assessable noise from the hose would be for less than 10% of the time. Hence would also be assessed under the Lₐ₁.

For information, we note that even if noise emissions from the hose were assessed during the weekday under the Lₐ₁ assigned noise level, compliance would still be achieved. The assessment is provided below.

<table>
<thead>
<tr>
<th>Scenario</th>
<th>Assessable Noise Level, dB(A)</th>
<th>Applicable Times of Day</th>
<th>Assigned Lₐ₁ Noise Level (dB)</th>
<th>Exceedance to Assigned Noise Level (dB)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Vacuum and Washdown Hose</td>
<td>45</td>
<td>0700 - 1900 hours Monday to Saturday</td>
<td>52</td>
<td>Complies</td>
</tr>
</tbody>
</table>

We trust this provides the additional information required.

Yours faithfully,
For HERRING STORER ACOUSTICS

Tim Reynolds
9.1.9 No. 496 (Lots 145 and 146; D/P: 2630) Charles Street, North Perth - Proposed Change of Use to Unlisted Use (Car Wash and Detailing) and Associated Alterations and Additions

Ward: North  Date: 4 October 2011
Precinct: North Perth: P8  File Ref: PRO1071; 5.2011.395.1
Attachments: 001 – Property Information Report and Development Application Plans
Tabbed Item: Applicant’s Submission
Reporting Officer: T Cappellucci, Planning Officer (Statutory)
Responsible Officer: R Boardman, Director Development Services

OFFICER RECOMMENDATION:

That the Council;

in accordance with the provisions of the City of Vincent Town Planning Scheme No. 1 and the Metropolitan Region Scheme, REFUSES the application submitted by J&D Project Management on behalf of the owner C G Kapinkoff & V Tomsic for proposed Change of Use to Unlisted Use (Car Wash and Detailing) and Associated Alterations and Additions, at No. 496 (Lots 145 and 146; D 2630) Charles Street, North Perth, and as shown on plans stamp-dated 12 August 2011, for the following reasons:

1. The development is not consistent with the orderly and proper planning and the preservation of the amenities of the locality;
2. The subject property no longer enjoys non-conforming use rights consistent with Clause 16(4) of City of Vincent Town Planning Scheme No. 1 in view of the cessation of the non-conforming use;
3. The non-compliance with the City of Vincent Economic Development Strategy 2011-2016 and the City's Policy relating to Minor Nature Development, respectively; and
4. Consideration of the objection received.

Moved Cr Maier, Seconded Cr Buckels

That the recommendation be adopted.

Debate ensued.

Cr Farrell departed the Chamber at 7.42pm.

Debate ensued.

Cr Farrell returned to the Chamber at 7.45pm.

Debate ensued.

MOTION PUT AND LOST UNANIMOUSLY (0-7)

(Cr Burns and Cr Topelberg were on approved leave of absence.)

REASONS FOR REFUSAL:

1. It has been a non conforming use and has not yet divested itself of that non conforming use.
2. The proposed use is consistent with the non conforming use.

MINUTES OF MEETING HELD ON 11 OCTOBER 2011 TO BE CONFIRMED ON 25 OCTOBER 2011
Cr Maier moved an Alternative Recommendation with standard conditions to be prepared by the City's Administration.

**ALTERNATIVE RECOMMENDATION – COUNCIL DECISION ITEM 9.1.9**

Moved Cr Maier, Seconded Cr Buckels

That the 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 J&D Project Management on behalf of the owner C G Kapinkoff & V Tomsic for proposed Change of Use to Unlisted Use (Car Wash and Detailing) and Associated Alterations and Additions, at No. 496 (Lots 145 and 146; D 2630) Charles Street, North Perth, and as shown on plans stamp-dated 12 August 2011, subject to the following conditions:

1. All external fixtures, such as television antennas (of a non-standard type), radio and other antennas, satellite dishes, external hot water heaters, air conditioners, and the like, shall not be visible from the street(s), are designed integrally with the building, and be located so as not to be visually obtrusive from Charles Street;

2. No street verge tree(s) shall be removed. The street verge tree(s) shall be retained and protected from any damage including unauthorized pruning;

3. The doors and windows and adjacent floor areas on the ground floor to Charles Street shall maintain an active and interactive relationship with this street;

4. The car wash and detailing use shall be limited to a maximum of three (3) work station bays. Any increase in the number of work station bays or change of use for the subject land shall require a separate Planning Approval to be applied to and obtained from the City;

5. The hours of operation of the car wash and detailing use shall be 8.30am to 5.30pm Monday to Friday, 8.00am to 5.30pm Saturday and 8.30am to 5.00pm Sunday;

6. All signage that does not comply with the City’s Policy relating to Signs and Advertising shall be subject to a separate Planning Application, and all signage shall be subject to a separate Sign Licence application, being submitted and approved prior to the erection of the signage;

7. PRIOR TO THE ISSUE OF A BUILDING LICENCE, the following shall be submitted to and approved by the City:

   7.1 **Refuse and Recycling Management Plan**

       The Plan shall include details of refuse bin location, number of rubbish and recycling receptacles, vehicle access and manoeuvring; and

8. PRIOR TO THE FIRST OCCUPATION OF THE DEVELOPMENT, the following shall be completed to the satisfaction of the City:

8.1 **Car Parking**

       The car parking area(s) on the subject land shall be sealed, drained, paved and line marked in accordance with the approved plans and maintained thereafter by the owner(s)/occupier(s) to the satisfaction of the City.

**ALTERNATIVE MOTION PUT AND CARRIED UNANIMOUSLY (7-0)**

(Cr Burns and Cr Toppelberg were on approved leave of absence.)
Landowner: C G Kapinkoff & V Tomsic
Applicant: J&D Project Management
Zoning: Metropolitan Region Scheme: Urban Town Planning Scheme No. 1 (TPS 1); Residential R60
Existing Land Use: Vacant Buildings
Use Class: Car Wash and Detailing - Unlisted Use
Use Classification: "SA"
Lot Area: 920 square metres
Access to Right of Way: Eastern side of property, 5 metres wide, sealed and drained and City owned.

PURPOSE OF REPORT:

The proposal requires referral to the Council for determination as the City's Officers do not have the delegation to determine it.

BACKGROUND:

24 April 1959 The City of Perth issued a Building Licence for the extension of a service station at No. 496 Charles Street, North Perth.

21 November 2001 The Council considered the City of Vincent Non-Conforming Use Register – Stage 1 dated November 2001, at its Ordinary Meeting and resolved as follows:

"That:

(i) the Council adopts the Town of Vincent Non-Conforming Use Register - Stage 1 dated November 2001 as an Appendix to the Planning and Building Policy Manual; and

(ii) a copy of the Town of Vincent Non-Conforming Use Register and Inventory - Stage 1 dated November 2001 be kept at the Town's Administration and Civic Centre and be available for public inspection during office hours."

14 February 2006 The Council at its Ordinary Meeting resolved the following:

"(i) in accordance with the provisions of the Town of Vincent Town Planning Scheme No. 1, DOES NOT ACKNOWLEDGE vehicles sales premises as a non-conforming use on Nos. 492, 494, 496, 498 and 500 (Lots 143, 144, 145, 146 and 147) Charles Street, North Perth;

(ii) advises the owners and occupiers of Nos. 492, 494, 496, 498 and 500 (Lots 143, 144, 145, 146 and 147) Charles Street, North Perth, that it is investigating the land use of these lots;

(iii) DEFERS the commencement of legal proceedings until the Council has further considered the report in April 2006;

(iv) AUTHORISES the Chief Executive Officer to consider the appropriateness or otherwise of allowing vehicle sales premises on Nos. 492, 494, 496, 498 and 500 (Lots 143, 144, 145, 146 and 147) Charles Street, North Perth, as a scheme amendment to list on additional use in Schedule 3 of the Town of Vincent Town Planning Scheme No. 1 and as part of the Town Planning Scheme review process; and

MINUTES OF MEETING HELD ON 11 OCTOBER 2011 TO BE CONFIRMED ON 25 OCTOBER 2011
The Council at its Ordinary Meeting resolved that Nos. 492 and 496 Charles Street, North Perth can be included in the Non-Conforming Use Register as a Vehicle Sales Premises and Vehicle Servicing Workshop respectively.

**DETAILS:**

Approval is sought for the use of the site for a car detailing workshop to be known as ‘Car Wash Café’. The applicant’s submission is tabled.

**COMPLIANCE:**

<table>
<thead>
<tr>
<th>NON-COMPLIANT REQUIREMENTS</th>
<th>REQUIRED</th>
<th>PROPOSED</th>
</tr>
</thead>
<tbody>
<tr>
<td>City of Vincent Economic Development Strategy 2011-2016</td>
<td>Minimise the sprawl of commercial developments outside designated activity centres to encourage precinct-based growth whilst protecting residential areas from 'commercialisation'.</td>
<td>Commercial use in a residential zone.</td>
</tr>
</tbody>
</table>

**Officer Comments:**

Not Supported – See “Comments”.

Minor Nature Development Policy No. 3.5.1

Shade sails not to exceed 3 metres in height and 20 square metres in area.

Proposed shade sails are up to 4.2 metres in height and occupy approximately 100 square metres.

Not Supported – See “Comments”.

**Consultation**

<table>
<thead>
<tr>
<th>In Support:</th>
<th>One (1)</th>
</tr>
</thead>
</table>

**Comments Received**

- Nil.

**Officer Comments**

- Noted.

**Objections:**

- One (1)

**Comments Received**

- Nil.

**Officer Comments**

- Noted.

**Advertising**

Advertising for the proposal for a period of 21 days was carried out as per the City’s Policy 4.1.5 relating to Community Consultation.

**Car Parking**

- Car parking requirement (nearest whole number).
- Service Station - (1 car bay per work station) 3 car bays
- Apply the parking adjustment factors.
- 0.85 (within 400 metres of a bus stop) (0.85)
- Minus the car parking provided on-site 7 car bays
- Minus the most recently approved on-site car parking shortfall N/A
- Surplus 4.45 car bays

**Other Implications**

<table>
<thead>
<tr>
<th>Legal/Policy</th>
<th>TPS 1 and associated Policies.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Strategic</td>
<td>The City’s Strategic Plan 2011-2016 - Objective 1 states: “Natural and Built Environment 1.1 Improve and maintain the natural and built environment and infrastructure 1.1.2 Enhance and maintain the character and heritage of the City.”</td>
</tr>
<tr>
<td>Sustainability</td>
<td>Nil.</td>
</tr>
<tr>
<td>Financial/Budget</td>
<td>Nil.</td>
</tr>
</tbody>
</table>
COMMENTS:

Cessation of Non-Conforming Use

There are no records that indicate an approval for a boatyard (or the like) was issued for the subject Lots 145 and 146. The last approval was for additions to the service station, which were most likely removed in the 1960’s or 1970’s.

The Council at its Ordinary Meeting held on 27 July 2010, resolved that Nos. 492 and 496 Charles Street, North Perth can be included in the Non-Conforming Use Register as a Vehicle Sales Premises and Vehicle Servicing Workshop respectively. Since this time however, the property has remained vacant, which results in the cessation of the non-conforming use rights. Clause 16 (4) of Town Planning Scheme No. 1 states the following in respect of Non-Conforming Uses:

“When a non-conforming use of any land or buildings has been discontinued for a period of six consecutive months or more such land or building shall not thereafter be used otherwise than in conformity with the provisions of the Scheme.”

Strategic Planning Comments

A progress report relating to the Town Planning Scheme No. 1 review is being presented to the Ordinary Meeting of Council on 11 October 2011 as a confidential item. The confidential item is seeking the Council endorsement of the draft Town Planning Scheme No. 2 Text and Maps, the draft Local Planning Strategy, and the associated Precinct Policies to be forwarded to the Western Australian Planning Commission to seek authorization to consent to advertise.

Local Planning Strategy

The Local Planning Strategy, as the precursor to the Town Planning Scheme, provides the strategic direction for development in the City and draws on key State planning documentation to inform this direction. With respect to the strategic direction for Charles Street, the following information has been extracted from the Strategy where relevant to the subject development application.

Charles Street is classified as a Primary Distributor under the Metropolitan Functional Road Hierarchy. A Primary Distributor Road, is defined as one that ‘forms the top level network for the urban region and carry longer distance traffic to, from, and across the urban area.’ This classification, has been considered alongside State Strategic Planning documents, including the Department of Planning’s Capital City Planning Framework, which has been referenced in section 11.5 of the Local Planning Strategy, as follows, the Capital City Planning Framework provides a future road network map which has been developed to indicatively designate the classification of roads (or sections of roads), guided by the principles of the Transportation Continuum, which is a methodology to conceptualize transport and land-use functions. The intent of the network maps is to provide a balance between roads considered through-routes (those with higher vehicle capacity) with those that are more integrated with the activity and human scale of the surrounding place.’ With respect to Charles Street, the analysis undertaken as part of the preparation of the Local Planning Strategy indicated that Charles Street best aligns with the former, as effectively a through-route that connects traffic from the northern suburbs to the Freeway to the south. Within this context, when prescribing an appropriate zoning for Charles Street within the proposed Town Planning Scheme No. 2, the functionality of this road was considered foremost, to avoid a land use and transport conflict.

In light of the above, the following future direction for Charles Street has been proposed in the Town Planning Scheme No. 2:

- The existing Residential R60 zoning along Charles Street to be retained, with the introduction of a sliding density of R60 – R100, to allow for development of up to R100 for sites greater than 1,000 square metres; and
- Encourage the existing non-conforming commercial uses along the residentially zoned Charles Street to convert to residential.
Draft Town Planning Scheme No. 2

As detailed above, the draft Town Planning Scheme No. 2 proposes a sliding density Residential R60 – R100 to allow for more intense developments for sites over 1,000 square metres for the residential portions of Charles Street.

The draft Town Planning Scheme No. 2 has been formatted in accordance with the Model Scheme Text, which sets out a more detailed Zoning Table than that within the City's existing Town Planning Scheme No. 1. The Zoning Table of the proposed Town Planning Scheme No. 2, lists 'Motor Vehicle Wash', of which the subject development application would be classified under the new Town Planning Scheme No. 2, as an ‘X’ use in a residential zone.

The overarching strategic direction for Charles Street is to remain a through-route, with a predominately residential zoning to avoid land use and transport conflict. Through the review of the City's Town Planning Scheme, it was recognized that the residential zoning for the residential portions of Charles Street could be increased to a sliding zoning of R60 – R100, to encourage the amalgamation of lots and provide for higher density development, whilst reducing the vehicle crossovers onto Charles Street. Neither the Metropolitan Functional Road Hierarchy, nor the strategic direction espoused through State planning documents, such as the Capital City Planning Framework, provide justification for a mixed use zoning to be appropriate for Charles Street.

In light of the lots remaining vacant for a period in excess of six months for a previously recognised non-conforming use, the strategic direction of Charles Street as outlined above, and given that the proposed change of use to car wash and detailing, the subject of this development application, would be an ‘X’ use under the City's proposed Town Planning Scheme No. 2, the proposed development is not supported.
Car Detailing Workshop
496-498 Charles Street
North Perth WA
Lots 145 & 146
## 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.

<table>
<thead>
<tr>
<th>Comments Received In Objection</th>
<th>Administration Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Current Operations Non-Compliant</strong></td>
<td>The City acknowledges the prior departures from the approved operating hours, which have been acknowledged and investigated by the City's Compliance team. The subject application seeks the City's consideration of additional operating hours.</td>
</tr>
</tbody>
</table>
| • This business already disregards approved hours of trade. They regularly open earlier than they are allowed, close later, and operate on weekends also outside of approved hours.  
• This business already frequently operates outside of their operating hours further impacting on our ability to enjoy outdoor living areas of property, or utilize natural ventilation.  
• Number of fines and complaints regarding working outside allowed hours over 2 year period. | |
| **Pollution** | |
| Pollution to rear laneway – rubbish and water run off. | • The applicant is to ensure rubbish and recycling is stored and disposed of in accordance with the Refuse and Recycling Management Plan approved in 2011.  
• Water run-off from the subject business is to be contained and managed within the lot. |
| **Noise** | |
| • Business already noisy, especially in the afternoon after work hours.  
Extending the hours of operation greatly impacts on residents ability to relax and enjoy outdoor spaces after work and on weekends.  
• Carwash very noisy and at times operates out of its licensed times.  
• Very noisy, playing loud music etc.  
• Industrial hoses and vacuums, staff yelling, playing of loud music while working contribute to noise impacts.  
• Further increasing the operating hours will create more noise in our neighbourhood. | • The applicant has provided an Acoustic Report prepared by a qualified acoustic consultant, which demonstrates the car wash satisfies the relevant acoustic parameters. The proposed extensions to the operating hours have also been demonstrated to comply with the acoustic requirements.  
The City has conditioned the submission of an annual acoustic and operational management report which ensures continued compliance with the Environmental Protection (Noise) Regulations 1997. |
| **Proximity to residential area** | |
| • This business is too loud to have so close to a residential area.  
• Development backs onto residential area.  
• Not the only carwash nearby. Plenty of choices – 4 within a 1.1km radius of site. | • The subject carwash and detailing business is existing and approved, and does not form part of this application.  
• As a Commercial zoning, the subject and surrounding car wash businesses fulfill the commercial zone objectives City’s Local Planning Scheme No.2 which seeks “to facilitate a wide range of compatible commercial uses that support sustainable economic development within the City”.

**Summary of Submissions:**

<table>
<thead>
<tr>
<th>Comments Received in Objection</th>
<th>Administration Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Use of Right of Way</strong></td>
<td></td>
</tr>
<tr>
<td>Gate always out open to the laneway and has only been secured since application has been made with the City.</td>
<td>The right of way to the rear of the business is to remain open and accessible at all times. Any obstructions to the right of way as a result of the subject business will be dealt with and resolved via the City's Rangers team.</td>
</tr>
<tr>
<td><strong>Other Issues</strong></td>
<td></td>
</tr>
<tr>
<td>• Potential to reduce the value and/or saleability of adjacent residential properties.</td>
<td>Comments noted, however not valid planning concerns.</td>
</tr>
<tr>
<td>• Business provides no contribution to community.</td>
<td></td>
</tr>
<tr>
<td>• Previous business owner in the area and unable to extend hours beyond 5:30pm</td>
<td></td>
</tr>
</tbody>
</table>

*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 applicant’s response to each comment.

<table>
<thead>
<tr>
<th>Comments Received in Objection</th>
<th>Applicant Comment:</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Current Operations Non-Compliant</strong></td>
<td></td>
</tr>
<tr>
<td>• This business already disregards approved hours of trade. They regularly open earlier than they are allowed, close later, and operate on weekends also outside of approved hours.</td>
<td>No, Business only trades in allowed trading hours.</td>
</tr>
<tr>
<td>• This business already frequently operates outside of their operating hours further impacting on our ability to enjoy evenings on our patio or have doors open for fresh air.</td>
<td></td>
</tr>
<tr>
<td>• At least 2 years of fines and complaints regarding working outside allowed hours</td>
<td></td>
</tr>
<tr>
<td>• Disregard for operating hours structure</td>
<td></td>
</tr>
</tbody>
</table>

| **Pollution** | |
| • Pollution to rear laneway – rubbish and water run off | |

| **Noise** | |
| • Business already noise, especially in the afternoon when we get home from work. Extending the hours of operation greatly impacts on residents ability to relax and enjoy outdoor spaces after work and on weekends. | Lesser noise than road traffic. We use light commercial equipment (Vacuum Cleaners, water jets etc) which definitely make no more noise than the traffic passing across busy Charles Street. |
| • Carwash very noisy and at times operates out of its licensed times. | |
| • Very noisy, playing loud music etc. | |
| • Industrial hoses and vacuums, as well as staff yelling and sometimes playing of loud music while working contributes to noise. | |
| • Further increasing the operating hours will create more noise in our neighbourhood. | |

| **Proximity to residential area** | |
| • This business is too loud to have so close to a residential area. | Less loud than Road Traffic. |
| • Development backs onto residential area | I would like to bring it to your attention that Eco Spray has been operating since last 10 years. If there are new like businesses opening in the area, does not sound fair that the community is wanting us to close down our business. |
| • Not the only carwash nearby. Plenty of choices – 4 within a 1.1 Km radius of site | |

| **Use of Right of Way** | |
| • Gate always open to the laneway and has only been secured since application has been made with the City. | Positive. |
Summary of Submissions:

<table>
<thead>
<tr>
<th>Comments Received in Objection:</th>
<th>Applicant Comment:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Other Issues</td>
<td></td>
</tr>
<tr>
<td>• Potential to reduce the value and/or saleability of adjacent residential properties.</td>
<td>• No, I don't think so.</td>
</tr>
<tr>
<td>• Business provides no contribution to community</td>
<td>• Yes, we do, we support local community.</td>
</tr>
<tr>
<td>• Previous business owner in the area and unable to extend hours beyond 5.30pm.</td>
<td></td>
</tr>
</tbody>
</table>

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

1. This is a development approval issued under the City of Vincent Local Planning Scheme No. 2 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.

2. All other signage that does not comply with the City’s Policy No. 7.5.2 – Signs and Advertising is subject to a separate Development Application and Building Permit application, being submitted and approved prior to the erection of signage.

3. Noise emanating from the premises is to comply with the requirements of the Environmental Protection (Noise) Regulations 1997.

4. If the development 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 no further effect.

5. If the applicant or owner is aggrieved by this determination there is a review 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 NO. 43 (LOT: 65 D/P: 1106) CHATSWORTH ROAD, HIGHGATE - PROPOSED ALTERATIONS AND ADDITIONS TO SINGLE HOUSE (AMENDMENT TO APPROVAL) AND EXTENTION TO THE PERIOD OF APPROVAL

TRIM Ref: D19/80302
Author: Dan McCluggage, Urban Planner
Authoriser: Jay Naidoo, Manager Development & Design
Ward: South

RECOMMENDATION:

That Council, in accordance with the provisions of the City of Vincent Local Planning Scheme No. 2 and the Metropolitan Region Scheme, APPROVES the application to amend a development approval for Alterations and Additions to Single House at No. 43 (Lot: 65; D/P: 1106) Chatsworth Road, Highgate, in accordance with the plans shown in Attachment 3 dated 11 March 2019, subject to the following conditions, with the associated determination advice notes in Attachment 4:

1. All conditions and advice notes detailed on the development approval 5.2016.299.1 granted on 4 April 2017 and included in Attachment 2 continue to apply to this approval, except as follows:

1.1 Condition 4 is amended to be Condition 4.1 and to read as follows:

Adequate screening, in accordance with State Planning Policy 7.3: Residential Design Codes Volume 1, shall be provided to prevent overlooking from the deck area into the active habitable spaces and outdoor living areas of the property to the north west prior to the issue of a Building Permit and to the satisfaction of the City;

1.2 A new Condition 4.2 is imposed to read as follows:

Adequate screening, in accordance with State Planning Policy 7.3: Residential Design Codes Volume 1, shall be provided to prevent direct overlooking from the deck area into the property to the south east prior to the issue of a Building Permit and to the satisfaction of the City; and

1.3 A new Condition 7 is imposed to read as follows:

The extension of time to substantially commence the development is granted for a period of two years, being to 4 April 2021.

PURPOSE OF REPORT:

To consider an application for development approval for an amendment to a previous development approval for alterations and additions to a single house at No. 43 Chatsworth Road, Highgate (the subject site) and an extension to the period of approval.

PROPOSAL:

The subject site is located on the southern side of Chatsworth Road, Highgate, between Harley Street and Cavendish Street as shown in Attachment 1.
At its Ordinary Council Meeting held on 4 April 2017, Council approved a development application for alterations and additions to a Single House subject to conditions on the subject site. The development plans approved by Council are included as Attachment 2. This approval was valid for a period of two years and expired on 7 April 2019 at which time, the development was not substantially commenced. The current development application was lodged on 11 March 2019, prior to the expiration of the previous development approval.

The application proposes to amend the previous approval by:

- Increasing the size of the upper floor deck and ensuite by 5.8 square metres;
- Incorporating an undercroft level beneath the ground floor garage fitted with a mechanical floor lift to accommodate vehicle, motorcycle and bicycle storage; and
- Extending the approval period to allow the applicant with an additional two years to substantially commence the development.

The proposed development plans are included as Attachment 3.

**BACKGROUND:**

<table>
<thead>
<tr>
<th>Field</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>Landowner</td>
<td>Louis Cotter</td>
</tr>
<tr>
<td>Applicant</td>
<td>Louis Cotter</td>
</tr>
<tr>
<td>Date of Application</td>
<td>11 March 2019</td>
</tr>
<tr>
<td>Zoning</td>
<td>MRS: Urban</td>
</tr>
<tr>
<td></td>
<td>LPS2: Zone: Residential</td>
</tr>
<tr>
<td>Built Form Area</td>
<td>Residential</td>
</tr>
<tr>
<td>Existing Land Use</td>
<td>Single House</td>
</tr>
<tr>
<td>Proposed Use Class</td>
<td>Single House</td>
</tr>
<tr>
<td>Lot Area</td>
<td>314m²</td>
</tr>
<tr>
<td>Right of Way (ROW)</td>
<td>3.0m wide, City owned, sealed and drained</td>
</tr>
<tr>
<td>Heritage List</td>
<td>No</td>
</tr>
</tbody>
</table>

The surrounding area is zoned Residential R50 and is predominately characterised by single house developments although the development on the south eastern side of the subject site is a two storey multiple dwelling development.

At the rear of the subject site is a ROW which is 3.0 metres wide and informally used as a one way ROW with almost all vehicles that use the ROW travelling in a north westerly direction. The previous application approved the alterations and additions with a nil setback to the ROW and stated that no ROW widening was applicable on the basis that the subject site and adjoining sites were not large enough to subdivide or redevelop without amalgamation.

The previously approved development application was assessed against the relevant planning framework at the time including the City’s Policy No. 7.1.1 – Built Form (Built Form Policy) and the State Planning Policy 3.1 - Residential Design Codes (R Codes - now amended to be State Planning Policy 7.3 – Residential Design Codes Volume 1). The previous development application was approved with departures from the deemed-to-comply standards for lot boundary setbacks and ROW setbacks, and was conditionally approved to ensure that departures from the visual privacy deemed-to-comply standards in relation to the western lot boundary were addressed by adequate screening measures.

**DETAILS:**

**Summary Assessment**

The table below summarises the planning assessment of the proposal against the provisions of the City of Vincent Local Planning Scheme No. 2 (LPS2), the City’s Policy No. 7.1.1 – Built Form and the State Government’s Residential Design 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 | Previously approved | Requires further Discretion
---|---|---|---
Street Setback | ✓ | | |
Lot Boundary Setback/Boundary Wall | | ✓ | |
Building Height | ✓ | | |
Open Space | ✓ | | |
Outdoor Living Areas | ✓ | | |
Landscaping | ✓ | | |
Visual Privacy | ✓ | | |
Parking & Access | ✓ | | |
Solar Access | ✓ | | |
Site Works/Retaining Walls | ✓ | | |
Essential Facilities | ✓ | | |
External Fixtures | ✓ | | |
Surveillance | ✓ | | |
Developments on Rights of Way | | ✓ | |

**Detailed Assessment**

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

<table>
<thead>
<tr>
<th>Deemed-to-Comply Standard</th>
<th>Proposal</th>
</tr>
</thead>
</table>
| Residential Design Codes (R Codes) – Clause 5.1.3 Lot Boundary Setbacks | Proposed
Aggregate boundary wall length of 17.4 metres to the north western lot boundary.  
Previously Approved
Aggregate boundary wall length of 23.79 metres to the north western lot boundary. There is no change to the previously approved maximum and average wall height of 5.65 metres. |
| Residential Design Codes (R Codes) – Clause 5.1.3 Lot Boundary Setbacks | Proposed
Aggregate boundary wall length of 17.4 metres to the south eastern lot boundary.  
Previously Approved
Aggregate boundary wall length of 22.4 metres to the south eastern lot boundary. There is no change to the previously approved maximum and average wall height of 5.65 metres. |
| Open Space | Proposed
Minimum 40 percent open space.  
Previously Approved
40 percent open space. |
### Visual Privacy

<table>
<thead>
<tr>
<th>Deemed-to-Comply Standard</th>
<th>Proposal</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Residential Design Codes (R Codes) – Clause 5.4.1 Visual Privacy</strong></td>
<td><strong>Proposal</strong></td>
</tr>
<tr>
<td>Upper floor deck cone of vision setback 7.5 metres to the north western lot boundary.</td>
<td>Prior. 1.5 metres</td>
</tr>
<tr>
<td></td>
<td>Previously Approved 2 metres</td>
</tr>
<tr>
<td><strong>Residential Design Codes (R Codes) – Clause 5.4.1 Visual Privacy</strong></td>
<td><strong>Proposal</strong></td>
</tr>
<tr>
<td>Upper floor deck cone of vision setback 7.5 metres to the south eastern lot boundary.</td>
<td>Prior. 3.5 metres</td>
</tr>
<tr>
<td></td>
<td>Previously Approved 5.4 metres</td>
</tr>
</tbody>
</table>

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 Schemes) Regulations 2015*, for a period of 14 days commencing on 18 April 2019 and concluding on 7 May 2019. The method of consultation being 23 letters mailed to all owners and occupiers immediately adjacent to the subject site (as shown in Attachment 1) and a notice on the City’s website, in accordance with the City’s Policy No. 4.1.5 – Community Consultation.

No submissions were received following the conclusion of the community consultation period.

**Design Review Panel (DRP):**

Referred to DRP: No

**LEGAL/POLICY:**

- *Planning and Development Act 2005*;
- *Planning and Development (Local Planning Schemes) Regulations 2015*;
- City of Vincent Local Planning Scheme No. 2;
- State Planning Policy 7.3 – Residential Design Codes Volume 1;
- Policy No. 4.1.5 – Community Consultation; and
- Policy No. 7.1.1 – Built Form Policy.

The application to amend an approval can be considered in accordance with Schedule 2, Part 9, Clause 77(1)(a) of the *Planning and Development (Local Planning Schemes) Regulations 2015* and Clause 77(2)(b) allows the application to be made during or after the period within which the development must be substantially commenced. Clause 77(4) provides the local government the ability to approve the application with or without conditions or refuse the application.

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 would have the right to apply to the State Administrative Tribunal for a review of the Council’s determination.

**Delegation to Determine Applications:**

This matter is being referred to Council for determination as the proposal is for an amendment to a previous Council determination.
RISK MANAGEMENT IMPLICATIONS:

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:

This is in keeping with the City’s Strategic Community Plan 2018-2028:

Innovative and Accountable

We are open and accountable to an engaged community.

SUSTAINABILITY IMPLICATIONS:

Nil.

FINANCIAL/BUDGET IMPLICATIONS:

Nil.

COMMENTS:

Acceptability of Extension of Time

The Planning and Development (Local Planning Schemes) Regulations 2015 enable the period within which a development approval must be substantially commenced to be extended. Whilst no guidance is provided in the Regulations as to how discretion can be exercised in this regard, the SAT has published several decisions that relate to the issue, which identify relevant considerations as follows:

1. Whether there have been any changes in the planning framework since the approval was granted;

2. Whether development is likely to receive approval now; and

3. If the applicant has actively and relatively conscientiously pursued the implementation of the development approval.

Each relevant matter is to be considered on balance in the exercise of discretion and is discussed below.

1. Changes to the planning framework

City of Vincent Local Planning Scheme No. 2

The previous application for the subject site was assessed under the City’s Town Planning Scheme No. 1 (TPS1) and associated policies. The City's LPS2 was approved by the Minister and was gazetted on 16 May 2018. LPS2 resulted in no changes to the subject site's Residential R50 zoning.

City of Vincent Policy No. 7.1.1 – Built Form

On 13 December 2016, Council adopted the Built Form Policy, which was published and came into effect on 21 January 2017. The adoption of the Built Form Policy also resulted in several other policies being rescinded. The subject site is located with the Residential Built Form Area under the Built Form Policy. The previous application for the subject site was granted approval on 4 April 2017 and was assessed against the Built Form Policy.

State Planning Policy 7.3: Residential Design Codes Volume 1

On 2 March 2018 and 24 May 2019, the Western Australian Planning Commission (WAPC) gazetted amendments to the R Codes. It is noted that these changes do not affect the assessment of the subject application.
2. Whether the development is likely to receive approval now

Departures to the R Codes associated with changes proposed to the previously approved development are discussed below.

**Boundary Walls**

Walls built to two side boundaries are permitted under the Built Form Policy. The application incorporates two boundary walls to the north western and south eastern boundaries of the site. The aggregate lengths of each of these boundary walls result in a further departure than that previously approved by Council.

**North Western Boundary Wall**

The R Codes sets a deemed-to-comply standard of 17.4 metres aggregate boundary wall length to the north western lot boundary for the subject site. The previous development application was approved with an aggregate boundary wall length of 23.79 metres to the north western lot boundary and the current application proposes to increase the boundary wall length by an additional 0.91 metres to an aggregate of 24.7 metres.

The proposed north western boundary wall for the development is consistent with the design principles of the R codes for the following reasons:

- The proposed north western boundary wall abuts an area on the adjoining lot that has direct vehicle access from the ROW and is used for parking of vehicles;
- The primary outdoor living area of the north western lot is located in the rear yard. The boundary wall would not directly abut this outdoor living area;
- The proposed boundary wall would be constructed using contrasting materials and finishes and a vertical privacy screen which would provide visual interest and break up the appearance of building bulk to the north western lot boundary; and
- Due to the favourable orientation of the lots, the proposed boundary wall would not have an undue adverse impact on the adjoining north western property’s access to direct sun.

**South Eastern Boundary Wall**

The R Codes set a deemed-to-comply standard of 17.4 metres aggregate boundary wall length to the south eastern lot boundary for the subject site. The previous development application was approved with an aggregate boundary wall length of 22.4 metres to the north western lot boundary and the current application proposes to increase the boundary wall length by 0.31 metres to an aggregate of 24.7 metres.

The proposed south eastern boundary wall for the development is consistent with the design principles of the R Codes for the following reasons:

- The proposed south eastern boundary wall abuts an existing carport boundary wall on the adjoining lot and would not abut major openings to habitable rooms or outdoor living areas;
- The proposed boundary wall would be constructed using contrasting materials and finishes and a vertical window of colourful obscure glazing on the first floor which would provide visual interest and break up the appearance of building bulk to the south eastern lot boundary; and
- The proposed development satisfies the deemed-to-comply standard of the R Codes with regard to overshadowing and due to the orientation of the lot, the shadow that would be cast by the proposed alterations and additions would primarily fall on the ROW and the adjoining south eastern property’s vehicle access and car parking area.

**Open Space**

The application proposes to extend the previously approved upper floor deck and ensuite building footprint by 5.8 square metres towards the existing dwelling. This increased building footprint would reduce open space provided on-site. This is because the upper floor area sits above the ground floor garage. The definition of ‘open space’ in the R Codes does not include covered car parking spaces.

The R Codes sets a deemed-to-comply standard of minimum 40 percent open space for properties with an R50 density coding. The development previously approved provided 40 percent open space and the current application proposes to reduce the amount of open space by 1.7 percent to 38.3 percent.
The proposed open space for the development is consistent with the design principles of the R Codes for the following reasons:

- The proposed development would not have an adverse impact on the existing streetscape as it would be located to the rear of the existing dwelling, adjacent to the ROW at the rear of the site and would not be visible from the primary street;
- The proposed building footprint is generally consistent with that which was previously approved and would result in building bulk consistent with that reasonably expected for a Residential zoned site with an R50 density coding;
- The application provides for an uncovered outdoor living area between the existing dwelling and the proposed addition that satisfies the deemed-to-comply outdoor living area requirements set out in the R Codes;
- The application proposes to increase the floor area of the upper floor deck which has access to winter sunlight being open on the north western side and would be capable of use as an additional outdoor area;
- The abovementioned outdoor living area and upper floor deck would provide adequate space for the occupants of the dwelling to partake in on-site outdoor pursuits; and
- The dwelling is setback appropriately from the existing dwelling to allow for sufficient natural sunlight and ventilation.

**Visual Privacy**

The R Codes set a deemed-to-comply standard of 7.5 metre cone of vision setbacks to adjoining properties for unenclosed outdoor active habitable spaces raised more than 0.5 metres above natural ground level. The application proposes a 1.5 metre cone of vision setback to the adjoining north western lot boundary and a 3.5 metre cone of vision setback to the adjoining south eastern lot boundary from the upper floor deck.

**Visual Privacy – North West**

The resulting overlooking would fall onto the adjoining north western property's rear unenclosed outdoor living area and a major opening to a habitable room. This would not satisfy the relevant design principles of the R Codes. The previous application was approved with a condition for privacy screening to be provided to prevent overlooking from the deck to the outdoor living area and habitable room of the adjoining property. It is recommended that the condition imposed on the previous approval continues to apply to the current application to ensure that visual privacy to the north western property is maintained.

The applicant is proposing a landscaped green wall with a 1.2 metre setback to the north western lot boundary. The green wall plant species that has been proposed by the applicant is ‘*kennedia nigricans*’. It has been confirmed by the City’s Parks and Urban Green team that this species would be suitable for the purposes of screening as it is a vigorous native climbing plant. The benefit of using landscaping as a screening device rather than a solid brick wall is that it would result in less visual bulk and a better amenity outcome for the occupants of the subject property as well as adjoining properties. The species that has been selected is fast growing and would provide Dense coverage suitable for screening purposes.

The applicant proposes that the green wall would have a height of 1.0 metre above the finished floor level of the upper floor deck which would not be sufficient to screen overlooking in accordance with the R Codes deemed-to-comply standard. The green wall would need to have a height of 1.6 metres above the finished floor level of the upper floor deck in order to satisfy the recommended condition.

With the implementation of the privacy screening recommended by Administration, the proposed overlooking to the south east meets the relevant deemed-to-comply standards of the R Codes and is supported.

**Visual Privacy – South East**

The edge of the upper floor deck and ensuite approved previously was flush with one another. This resulted in the ensuite acting as a privacy screen for the deck ensuring that overlooking in the direction of the south eastern lot boundary was oblique rather than direct. The current application proposes to extend the decking in such a way that the edge would no longer sit flush with the adjoining ensuite. This would result in direct overlooking to the adjoining south eastern property for this portion of the deck extension.
Administration recommends that a condition be imposed requiring privacy screening to be provided along the 0.5 metre portion of the deck extension that runs parallel to the south eastern lot boundary to ensure that overlooking in the direction of the adjoining property is oblique rather than direct. The remaining portion of overlooking to the south east would be consistent with the previous approval and would still satisfy the relevant design principles of the R Codes. This is because the resultant overlooking would fall onto a wall of the adjacent multiple dwellings without openings, and a 3 metre high boundary wall between the subject site and the adjacent multiple dwellings site.

With the implementation of the privacy screening recommended by Administration, the proposed overlooking to the south east meets the relevant design principles of the R Codes and is supported.

3. Implementation of the development

The applicant is seeking an extension of time to substantially commence works. The applicant has provided the following information outlining why the development was not substantially commenced prior to the expiration of the previous approval, and how the implementation of the development was pursued during this two year period:

“Since the original Planning Approval was granted by Council at its Ordinary Meeting on 4 April 2017 activities have included:

- Design development and documentation of the proposal;
- Structural advice and details for the construction;
- Tendering of the proposal to establish a construction cost; and
- Partial clearing of the rear yard to facilitate construction.

At that time the thought of excavating the basement was raised as a possible way to allow for more storage and on-site stormwater retention. This idea was explored with a supplier of the hoist needed, which was time consuming, as the manufacturer was Japanese, and communication was difficult. Subsequent activities included:

- Design development and documentation of the amended proposal to suit the standard hoist arrangement;
- Tendering of the hoist proposal to establish a cost for this element;
- Redesign to include a basement;
- Obtained specialist advice for the retention method for the below ground construction; and
- Lodgement of the amended DA in April 2019.

Whilst the development was not substantially commenced prior to the expiration of the previous approval, the applicant has demonstrated that efforts have been made in the implementation of the development during this time.
9.1.2 No. 43 (Lot: 65 D/P: 1106) Chatsworth Road, Highgate Section 31
Reconsideration – Proposed Additions and Alterations to Existing
Single House

Ward: South
Precinct: Precinct 12 – Hyde Park
Date: 17 March 2017
File Ref: 5.2016.36.1

Attachments:
1. Location and Consultation Map
2. Development Application Plans
3. Summary of Submissions
4. Determination Advice Notes

Tabled Items: Nil
Reporting Officer: C Connor, Statutory Planning Officer
Responsible Officer: J Corbellini, Director Development Services

RECOMMENDATION:

That the Council, in accordance with Section 31 of the State Administrative Tribunal Act
2004, the provisions of the City of Vincent Town Planning Scheme No. 1 and the
Metropolitan Region Scheme, APPROVES the application for Alterations and Additions to
a Single House at No. 43 (Lot: 65; D/P: 1106) Chatsworth Street, Highgate in
accordance with the plans as shown on Attachment 2, subject to the following
conditions, with the associated determination advice notes in Attachment 4:

1. Land Use

1.1 This approval is for additions to a Single House only, as defined in State
Planning Policy 3.1: Residential Design Codes. The ‘PROPOSED STUDIO
ADDITION’ and ‘COURTYARD’ shall at all times be used together with the
existing development on site as ‘Single House’ and ‘Dwelling’ as defined
by the State Planning Policy 3.1: Residential Design Codes; and

1.2 The studio(s) shall only be occupied by person/s associated with the use
of the single house on the subject property. The studio is not to be self-
contained as defined by the Health Act (Laundries and Bathroom)
Regulations;

2. Boundary Wall

The owners of the subject land shall finish and maintain the surface of the
boundary walls facing Nos. 39-41 and 47 Chatsworth Road in a good and clean
condition prior to the use or occupation of the development and thereafter
maintained to the satisfaction of the City. The finish of the walls are to be fully
rendered, face brickwork or other such finish to the satisfaction of the City;

3. 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;

4. Privacy

Adequate screening, in accordance with State Planning Policy 3.1: Residential
Design Codes, shall be provided to prevent overlooking from the
‘Desk’/’Al fresco’ area into the active habitable spaces and outdoor living areas
of the property to the west prior to the use or occupation of the development;

5. Stormwater

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

6.1 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; and

6.2 This approval relates to the 'PROPOSED STUDIO ADDITION' and 'COURTYARD' indicated on the approved plans only and not to any other development on the lot.

Cr Harley declared a proximity interest in Item 9.1.2 and left the Council Chamber at 7.52pm prior to consideration of the item.

**COUNCIL DECISION ITEM 9.1.2**

*Moved* Cr Topelberg, *Seconded* Cr Loden

That the recommendation be adopted.  

**CARRIED UNANIMOUSLY (6-0)**

(Cr Harley was absent from the Council Chamber and did not vote.)  
(Cr Hallett was an apology for the Meeting.)

Cr Harley returned to the Council Chamber at 7.53pm.
CHANGES HIGHLIGHTED IN RED.
**Determination Advice Notes:**

1. With reference to Condition 1, the Residential Design Codes define a single house as “A dwelling standing wholly on its own green title or survey strata lot, together with any easement over adjoining land or for support of a wall or for access or services and excludes dwellings on titles with areas held in common property”.

2. In addition to Advice Note 1 and Condition 1, the Residential Design Codes define a dwelling as “A building or portion of a building being used, adapted, or designed or intended to be used for the purpose of human habitation on a permanent basis by a single person, a single family or no more than six persons who do not comprise a single family”.

3. In addition to Advice Notes 1 and 2 and Condition 1, the applicant is advised that the studio/s are not to be subdivided or strata titled so as to render the studio on a lot separate from the main dwelling component of the development.

4. With reference to Condition 2, the owners of the subject land should obtain the consent of the owners of relevant adjoining properties before entering those properties in order to make good the boundary walls.

5. With reference 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 for the proposed storm water disposal shall be lodged together with the building permit application working drawings.

6. An Infrastructure Protection Bond for the sum of $2,000 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.

7. 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.

8. 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.

9. The Right-of-Way shall remain open at all times and must not be used to store any building or other material or be obstructed in any way. The Right of Way surface (sealed or unsealed) shall be maintained in a trafficable condition for the duration of the works. If at the completion of the development the Right of Way condition has deteriorated, or become impassable as a consequence of the works, the applicant/developer shall make good the surface to the full satisfaction of the City.
Item 5.3

5.3  NO. 110 (LOTS: 228 AND 229; D/P: 2503) COOGEE STREET, MOUNT HAWTHORN - PROPOSED THREE GROUPED DWELLINGS

TRIM Ref: D19/17321
Author: Dan McCluggage, Urban Planner
Authoriser: Jay Naidoo, Manager Development & Design
Ward: North
Attachments:
1. Consultation and Location Map
2. Original Plans dated 6 December 2018 (Superseded)
3. Plans Referred to DRP Chairperson dated 10 April 2019 and 24 April 2019 (Superseded)
4. Development Plans
5. Summary of Submissions - Administration's Response
6. Summary of Submissions - Applicant's Response
7. Determination Advice Notes

RECOMMENDATION:

That Council, in accordance with the provisions of the City of Vincent Local Planning Scheme No. 2 and the Metropolitan Region Scheme, APPROVES the application for three Grouped Dwellings at No. 110 (Lots: 228 and 229; D/P: 2503) Coogee Street, Mount Hawthorn, in accordance with the plans shown in Attachment 4, subject to the following conditions, with the associated determination advice notes in Attachment 7:

1. Extent of Approval

   This approval is for three grouped dwellings as shown on the approved plans dated 18 June 2019 and 26 June 2019. No other development forms part of this approval;

2. Boundary Walls

   The owners of the subject land shall finish and maintain the surface of the boundary wall facing No. 112 Coogee Street in a good and clean condition prior to practical completion of the development to the satisfaction of the City. The finish of the boundary walls is to be fully rendered or face brickwork to the satisfaction of the City;

3. Car Parking and Access

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

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

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

4. Clothes Drying Facility

   All external clothes drying areas shall be adequately screened in accordance with State Planning Policy 7.3: Residential Design Codes Volume 1 prior to the use or occupation of the development and shall be completed to the satisfaction of the City;
5. **External Fixtures**

All external fixtures, such as television antennas (of a non-standard type), radio and other antennas, satellite dishes, solar panels, external hot water heaters, air conditioners, and the like, shall not be visible from the street(s), are designed integrally with the building, and be located so as not to be visually obtrusive;

6. **Landscape and Reticulation Plan**

All works shown in the approved landscaping plans 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. **Stormwater**

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

8. **Street Walls and Fences**

The fencing infill panels above the approved solid portions of wall shall be visually permeable in accordance with State Planning Policy 7.3: Residential Design Codes Volume 1, to the satisfaction of the City;

9. **Verge Tree**

With the exception of the verge tree that is in conflict with the Unit 1 crossover to Coogee Street, no other verge trees shall be removed without the prior written approval of the City. The verge trees shall be retained and protected from any damage including unauthorised pruning, to the satisfaction of the City;

10. **Amalgamation of Lots**

Prior to the lodgement of a Building Permit application for the proposed development, Lot 228 and Lot 229 (‘The lots’) are to be amalgamated into a single lot on a Certificate of Title; or alternatively, the owner entering into a legal agreement with the City and secured by an absolute caveat lodged over the certificates of title to the Lots requiring the amalgamation to be completed within twelve months of the issue of a Building Permit for the proposed works;

The owner shall be responsible to pay all costs associated with the City’s solicitor’s costs incidental to the preparation of (including all drafts) and stamping of the agreement and lodgement of the absolute caveat;

11. **Visual Privacy**

Prior to occupancy or use of the development, all privacy screening shall be visually impermeable and is to comply in all respects with the requirements of Clause 5.4.1 of the Residential Design Codes (Visual Privacy) deemed to comply provisions, to the satisfaction of the City;

12. **Sight Lines**

No walls, letterboxes or fences above 0.75 metres in height to be constructed within the 1.5 metre of where:

12.1 walls, letterboxes or fences adjoin vehicular access points to the site; or

12.2 a driveway meets a public street; or
12.3 two streets intersect;

unless otherwise approved by the City of Vincent;

13. Truncations

No development (including building, wall, fence or other form of visual obstruction) greater than 750mm in height measured from the natural ground level at the boundary, is to be placed on the lot within a 3 metre x 3 metre visual truncation at the intersection of Coogee Street and Woodstock Street, or within a 2 metre x 2 metre visual truncation at the intersection of Woodstock Street and the right of way; and

14. Right of Way Widening

A 0.5 metre section of land shall be provided for right-of-way widening at the time of subdivision, in accordance with the approved development plan. The land required for right of way widening shall be transferred from the land owner to the Crown free of cost for the purpose of widening.

PURPOSE OF REPORT:

To consider an application for development approval for three grouped dwellings at No. 110 Coogee Street, Mount Hawthorn (the subject site). A location plan is included as Attachment 1.

PROPOSAL:

The application proposes three two-storey Grouped Dwellings in a side by side configuration. The front doors for all three dwellings would orientate towards Woodstock Street, and vehicle access would be from Coogee Street for Unit 1 and from Woodstock Street for Units 2 and 3.

BACKGROUND:

<table>
<thead>
<tr>
<th>Landowner:</th>
<th>Stannard Enterprises Pty Ltd</th>
</tr>
</thead>
<tbody>
<tr>
<td>Applicant:</td>
<td>Stannard Enterprises Pty Ltd</td>
</tr>
<tr>
<td>Date of Application:</td>
<td>6 December 2018</td>
</tr>
<tr>
<td>Built Form Area:</td>
<td>Residential</td>
</tr>
<tr>
<td>Existing Land Use:</td>
<td>Dwelling (Single)</td>
</tr>
<tr>
<td>Proposed Use Class:</td>
<td>Dwelling (Grouped)</td>
</tr>
<tr>
<td>Lot Area:</td>
<td>Lot 228: 483m² Lot 229: 468m² Total: 951m²</td>
</tr>
<tr>
<td>Right of Way (ROW):</td>
<td>Yes – 5.0m wide, City owned, drained and sealed.</td>
</tr>
<tr>
<td>Heritage List:</td>
<td>No</td>
</tr>
</tbody>
</table>

The subject site is located at No. 110 Coogee Street, Mount Hawthorn and currently contains a single-storey single house. The site is composed of two separate lots (Lots 228 and 229). The subject site is bounded by Coogee Street to the west, Woodstock Street to the south, a ROW to the east and a single-storey single house to the north at No. 112 Coogee Street. The broader area is generally characterised by single storey single houses with some examples of two storey single houses including the existing dwellings located across the ROW to the east.

The subject site is zoned Residential R30 under the City's Local Planning Scheme No 2 (LPS2). The subject site and adjoining properties are within the Residential Built Form Area under the City's Policy No. 7.1.1 – Built Form (Built Form Policy). The subject site would be subject to the City's requirement for 0.5 metres of ROW widening along the ROW to the east, a 3.0 metre x 3.0 metre truncation at the junction of Woodstock and Coogee Streets, and a 2.0 metre x 2.0 metre truncation at the junction of Woodstock Street and the ROW.
The proposed development plans are included as Attachment 4.

DETAILS:

Summary Assessment

The table below summarises the planning assessment of the proposal against the provisions of LPS2, the Built Form Policy and the State Government’s 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.

<table>
<thead>
<tr>
<th>Planning Element</th>
<th>Use Permissibility/Deemed-to-Comply</th>
<th>Requires the Discretion of Council</th>
</tr>
</thead>
<tbody>
<tr>
<td>Site Area</td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td>Street Setback</td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td>Lot Boundary Setback</td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td>Front Fence</td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td>Sight Lines</td>
<td></td>
<td>✓</td>
</tr>
<tr>
<td>Building Height</td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td>Open Space</td>
<td></td>
<td>✓</td>
</tr>
<tr>
<td>Outdoor Living Areas</td>
<td></td>
<td>✓</td>
</tr>
<tr>
<td>Landscaping</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Privacy</td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td>Parking</td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td>Vehicle Access</td>
<td></td>
<td>✓</td>
</tr>
<tr>
<td>Solar Access</td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td>Site Works/Retaining Walls</td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td>Essential Facilities</td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td>External Fixtures</td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td>Surveillance</td>
<td>✓</td>
<td></td>
</tr>
</tbody>
</table>

Detailed Assessment

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

<table>
<thead>
<tr>
<th>Open Space</th>
<th>Proposal</th>
</tr>
</thead>
<tbody>
<tr>
<td>Deemed-to-Comply Standard</td>
<td></td>
</tr>
<tr>
<td>R Codes Clause 5.1.4 Open Space</td>
<td></td>
</tr>
<tr>
<td>45 percent open space for an R30 site.</td>
<td>Unit 2 proposes 43.5 percent open space.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Sight Lines</th>
<th>Proposal</th>
</tr>
</thead>
<tbody>
<tr>
<td>Deemed-to-Comply Standard</td>
<td></td>
</tr>
<tr>
<td>R Codes Clause 5.2.5 Sight Lines</td>
<td></td>
</tr>
<tr>
<td>Walls, fences and other structures truncated or reduced to no higher than 0.75 metres within 1.5 metres of where walls, fences, other structures adjoin vehicle access points where a driveway meets a public street.</td>
<td>There is an existing 1.37 metre high fence within the 1.5 metre x 1.5 metre sight line truncation area on the northern side of the proposed Unit 1 crossover between No 110 Coogee Street and No. 112 Coogee Street.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Outdoor Living Areas</th>
<th>Proposal</th>
</tr>
</thead>
<tbody>
<tr>
<td>Deemed-to-Comply Standard</td>
<td></td>
</tr>
<tr>
<td>R Codes Clause 5.3.1 Outdoor Living Areas</td>
<td></td>
</tr>
<tr>
<td>An outdoor living area to be provided behind the street setback area.</td>
<td>Unit 1 proposes the outdoor living area within the secondary street setback area.</td>
</tr>
</tbody>
</table>
Vehicle Access

<table>
<thead>
<tr>
<th>Deemed-to-Comply Standard</th>
<th>Proposal</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>R Codes Clause 5.3.5 Vehicle Access</strong></td>
<td>Unit 3 proposes vehicle access to the primary street.</td>
</tr>
<tr>
<td>Access to on-site car parking spaces to be provided from a right of way where available.</td>
<td></td>
</tr>
<tr>
<td><strong>R Codes Clause 5.3.5 Vehicle Access</strong></td>
<td>Aggregate driveway width of 11.8 metres</td>
</tr>
<tr>
<td>Driveways in aggregate no greater than 9.0 metres for any one property.</td>
<td></td>
</tr>
</tbody>
</table>

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 Schemes) Regulations 2015, for a period of 14 days commencing on 17 January 2019 and concluding on 4 February 2019. The method of consultation being 18 letters mailed to all owners and occupiers immediately adjacent to the subject site (as shown in Attachment 1) and a notice on the City’s website, in accordance with the City’s Policy No. 4.1.5 – Community Consultation. The plans that were advertised during this first round of consultation are included as Attachment 2.

The City received seven submissions at the conclusion of the first round of consultation. All seven submissions received objected to the proposal. The main issues raised related to the following:

- The density, bulk and scale of the proposed development;
- The impact of the proposed development on the existing character of the surrounding area; and
- The impact of increased vehicle access and car parking on the existing streetscape, including increased traffic generated by the proposal.

The City provided the applicant with a summary of the submissions received during the first round of consultation. The applicant responded by providing amended plans for the City’s consideration (included as Attachment 3). Modifications to the plans included the following:

- Removing the third storey component of Unit 1;
- Changing the location of the Unit 1 driveway/crossover from Woodstock Street to Coogee Street to allow for the retention of the existing established street tree on the Woodstock Street verge;
- Lowering the finished floor level of Units 2 and 3 to satisfy the R Codes deemed-to-comply standards relating to site works and retaining walls; and
- Reducing the width of the driveways/crossovers.

The amended plans were readvertised to the previous submitters for a period of seven days commencing on 21 March 2019 and concluding on 28 March 2019. The City received one further submission from a previous submitter in objection to the proposal. The objection that was received reiterated previous concerns, with emphasis on the following:

- The development not attempting to match the surrounding material palette or design sensibilities;
- The setback of Unit 1 to Coogee Street not being consistent with the existing established streetscape;
- The lack of articulation between the ground and upper floors; and
- The lack of sustainable design incorporated in the proposed design.

A summary of the submissions received during both rounds of advertising and Administration’s response is provided in Attachment 5. The applicant provided a response to the submissions received during the first round of advertising which is included in Attachment 6.

Design Review Panel (DRP):

Referred to DRP: Yes
During the two consultation periods concerns were raised that the proposed built form outcome would not be consistent with the existing and desired streetscape surrounding the subject site.

Administration sought the involvement of the DRP Chairperson following the conclusion of the second round of consultation. This is because it was considered that the proposal would benefit from such input and that it could facilitate an improved design outcome that would be more sympathetic to the surrounding streetscape. Administration subsequently facilitated a meeting with the DRP Chairperson and the applicant in attendance. The plans that were discussed during this meeting are included as Attachment 3. The DRP Chairperson provided the following key comments and suggestions with respect to the proposal:

- Advised that the design may benefit from reducing the building bulk by providing additional open space between the street and the dwellings;
- Advised that darker colours and materials should be located at the ground floor level and lighter colours and materials at the upper floor level;
- Advised that the use of red face brick is consistent with the surrounding streetscape and could be incorporated into the front fence and planter beds rather than the grey render;
- Advised that the concealed roof elements of the proposed dwellings would not be consistent with the surrounding streetscape and should be reviewed; and
- Whilst the streetscape does include examples of more contemporary design, it is predominantly characterised by single storey dwellings with pitched and gable roofs, red face brick, light coloured render and whether boards.

The applicant subsequently prepared amended plans to incorporate the DRP Chairperson’s feedback.

Modifications to the plans relate to the following:

- Increasing the Unit 1 garage setback to Coogee Street from 1.5 metres to 3.9 metres;
- Increasing the Unit 1 ground and upper floor setbacks to Coogee Street by changing the location of the outdoor living area;
- Changing the colours and materials of the street fencing, planter boxes and Unit 1 garage from grey render to red face brick;
- Increasing the Unit 1 upper floor setback to the northern lot boundary from 1.5 metres to 5.1 metres and providing a hip and gable roof above the ground floor garage;
- Changing the window configuration and styles to have vertical emphasis, being more reflective of the configuration and styles of existing dwellings’ windows in the streetscape;
- Removing the upper floor concealed roof design elements from the Unit 1 and Unit 3 dwellings in favour of pitched roof design elements;
- Changing the Unit 1 and Unit 3 verandah roof design from concealed to pitched with exposed rafters;
- Relocating the darker colours and materials from the upper floor facades to the ground floor facades;
- Changing the colour of the exterior render from grey to white; and
- Changing the roofs to a lighter colour.

The modifications to the plans listed above have resulted in a design that would be sympathetic to the surrounding streetscape. With specific reference to the Coogee Street frontage, the proposed development incorporates design elements that would reduce the appearance of building bulk and allow for positive interaction with and surveillance of the streetscape. These design elements include:

- Articulation and stepping back of the building at the ground and upper floor levels;
- Contrasting colours and materials which would be complementary to the existing dwellings surrounding the subject site;
- Glazed openings with vertical emphasis;
- Delineation between the ground and upper floors; and
- Setbacks to the garage and dwelling which exceed the R Codes deemed-to-comply standards.

The proposed development would also be sympathetic to the Woodstock Street frontage. Woodstock Street does not demonstrate a high level of consistency in streetscape character as it serves as the secondary street for the majority of existing developments and is generally characterised by 1.8 metre high fences and building facades with minimal articulation and setbacks.

The amended plans submitted by the applicant following the meeting with the DRP Chairperson are included as Attachment 4 and the development proposal that the applicant is seeking approval for.
LEGAL/POLICY:

- *Planning and Development Act 2005;*
- *Planning and Development (Local Planning Schemes) Regulations 2015;*
- City of Vincent Local Planning Scheme No. 2;
- 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 would have the right to apply to the State Administrative Tribunal for a review of the Council’s determination.

Delegation to Determine Applications:

This matter is being referred to Council for determination as the proposal has received more than five objections during the City’s community consultation period.

RISK MANAGEMENT IMPLICATIONS:

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:

This is in keeping with the City’s *Strategic Community Plan 2018-2028:*

Innovative and Accountable

*We are open and accountable to an engaged community*

SUSTAINABILITY IMPLICATIONS:

Nil.

FINANCIAL/BUDGET IMPLICATIONS:

Nil.

COMMENTS:

Lot Boundary Setback

The rear setbacks meet the deemed-to-comply setback standards of the R Codes. In addition to the deemed-to-comply requirements of the R Codes, the lot boundary setback provisions of Clause 5.3 of the Built Form Policy establish deemed-to-comply requirements that are intended to operatively replace the deemed-to-comply requirements of the R Codes. The deemed-to-comply lot boundary setback standards set out in the Built Form Policy have not yet been approved by the WAPC. As such, these provisions are given due regard in the assessment of the application.

The Built Form Policy sets a 6.5 metre rear lot boundary setback deemed-to-comply standard. The application proposes minimum rear setbacks of 5.1 metres for Unit 1, and 1.39 metres for Units 2 and 3.

In having due regard for the Built Form Policy, the proposed lot boundary setbacks satisfy the local housing objectives for the following reasons:

- The upper floor portions of Units 2 and 3 dwellings are setback 4.5 metres from the northern lot boundary, with the ground floor portions being setback 1.39 metres. These ground floor portions of Units 2 and 3 primarily consist of alfresco areas which are open style structures that do not result in excessive building bulk;
The proposed dwelling façades orienting toward the northern lot boundary provide both articulation and glazing to effectively reduce the appearance of blank solid walls and associated building bulk on the adjoining properties;

Due to the favourable orientation of the lots, the proposed dwellings would not have an adverse impact on the adjoining northern property's access to direct sun; and

The application meets the R Codes deemed-to-comply standards for visual privacy.

Open Space

The R Codes sets a deemed-to-comply standard of 45 percent open space for properties with an R30 density coding. Unit 2 proposes 43.5 percent open space.

The proposed open space for Unit 2 satisfy the design principles of the R Codes for the following reasons:

- The development meets with the R Codes deemed-to-comply standards for lot boundary setbacks as well as the Built Form Policy deemed-to-comply standard for street setback and would not result in excessive building bulk;
- The dwelling is setback appropriately from the northern lot boundary to allow for sufficient natural sunlight and ventilation;
- The development meets the Built Form Policy deemed-to-comply standards for landscaping through the provision of deep soil zones and mature tree canopy areas; and
- The proposed dwelling exceeds the R Codes deemed-to-comply standards for outdoor living areas and provides ample opportunity for occupants of the dwelling to undertake outdoor pursuits.

Sight Lines

The R Codes sets a deemed-to-comply sight line standard for driveways. This sets out that there should be no structures greater than 750 millimetres in height within a 1.5 metre by 1.5 metre truncation from the point where a driveway meets a street boundary. The application shows the retention of the existing 1.37 metre high fence along the northern lot boundary and that this will be within the 1.5 metre by 1.5 metre truncation area on the northern side of the proposed driveway for Unit 1.

The proposed sight lines for the Unit 1 driveway satisfy the design principles of the R Codes for the following reasons:

- The Unit 1 driveway has been tapered between the garage opening and the street boundary to provide a 1.2 metre setback to the existing fence. This provides sufficient vehicle sight lines and ensures safety and visibility along the footpath adjacent to the site;
- The proposed driveway provides vehicle access to and from Coogee Street which is designated as an ‘access road’ under Main Roads road hierarchy. Access roads are the lowest category road under the Main Roads hierarchy in terms of traffic volumes; and
- The crossover for the adjoining property to the north at No. 112 Coogee Street is setback 0.3 metres from the existing 1.37 metre high fence and has been since 2005.
- It has been advised by Technical Services that the proposed sight lines would not result in unsafe vehicle access and would be acceptable.

Outdoor Living Areas

The R Codes sets a deemed-to-comply standard for outdoor living areas to be provided behind the street setback line. Unit 1 proposes the outdoor living area within the secondary street setback area.

The proposed outdoor living area for Unit 1 satisfy the design principles of the R Codes for the following reasons:

- The outdoor living area would be capable of use in conjunction with the dining and family areas of the dwelling;
- The outdoor living area would be open to the northern aspect and associated winter sunlight whilst also providing covered areas for whether protection;
- The outdoor living area would have a total size of 41.5 square metres which is greater than the R Codes deemed-to-comply standard of 24 square metres for an R30 coded site;
Whilst the primary outdoor living area would be within the secondary street setback area, Unit 1 also provides for a smaller private courtyard with a total size of 15.2 square metres screened from the street and accessible from the kitchen; and

The outdoor living area would be separated from the street by a 1.8m high fence to provide privacy for occupants of the dwelling.

**Vehicle Access**

The R Codes sets a deemed-to-comply standard for vehicle access requiring that where available, vehicle access should be provided to the site from the ROW. The application proposes that vehicle access for Unit 3 be from Woodstock Street rather than the ROW.

The R Codes also sets a deemed-to-comply standard for aggregate driveway width of 9 metres at the street boundary for a single property. The application proposes an aggregate driveway width of 11.8 metres at the street boundary, with 7.4 metres aggregate width to Woodstock Street and 4.4 metres width to Coogee Street.

The proposed vehicle access for Unit 3 from the ROW and aggregate driveway width for the development satisfy the design principles of the R Codes for the following reasons:

- The subject site has a downward slope from east to west of approximately 2.5 metres along the Woodstock Street frontage. The highest portion of the site is located along the eastern lot boundary abutting the ROW. Vehicle access being provided from the ROW would otherwise require a greater amount of fill to be incorporated for the Unit 3 dwelling to enable this. The proposal to have vehicle access from Woodstock Street allows Unit 3 to better respond to the natural features of the site and would minimise the amount of excavation and fill on-site, resulting in a dwelling floor level that sits more appropriately with the slope of the site;

- Woodstock Street is identified as an ‘access road’ which is the lowest category road under the Main Roads road hierarchy. The R Codes permits vehicle access from access roads and the proposed vehicle access for Unit 3 from Woodstock Street would not result in an unsafe access arrangement to and from the site;

- Whilst the development in its entirety proposes an aggregate driveway width of 11.8 metres, it does not propose more than 9 metres of driveway width from any single street frontage. The application would result in an aggregate driveway width on the Woodstock Street frontage of 7.4 metres which accounts for 17.8 percent of the 41.5 metre frontage which would not be excessive;

- The original proposal was reviewed the City's Parks Team and it was advised that the location of the Unit 1 crossover from Woodstock Street was not supported as it would require the removal of an existing mature and established street tree. The modified proposal with the Unit 1 crossover from Coogee Street allows for the retention of all street trees along the Woodstock Street frontage. The modified proposal would result in the removal of a street tree on the Coogee Street frontage and this has been reviewed by Parks and Urban Green and it has been advised that this would be considered acceptable as this tree is a sapling and has been recently planted. Three additional trees to be planted in the verge of Woodstock Street are also being proposed as part of the application, indicating that the aggregate driveway widths are not excessive and that the development provides for significant verge planting;

- The proposed driveways are tapered from the garage openings to the street boundary. This would reduce the amount and impact of hard surface vehicle access points on the streetscape, and provide for more soft landscaping opportunity to be planted in the street verges;

- The proposed access points from Woodstock Street would not be out of character with the existing streetscape which includes a number of garages such as those at No. 18A Woodstock Street and No. 101 Flinders Street to the east of the subject site. These garages are setback 4 metres and 1 metre from the lot boundary respectively, being less than the 4.3 metres that is proposed by the current application; and

- The proposed vehicle access widths allows for the provision of deep soil areas and trees that will contribute to mature canopy coverage within the street setback areas. This would contribute positively to the streetscape and reduce the impact of vehicle access points;
Landscaping

In addition to the deemed-to-comply standards of the R Codes, the application has also been assessed against the landscaping provisions of the Built Form Policy that sets out additional deemed-to-comply standards. The deemed-to-comply landscaping standards set out in the Built Form Policy have not yet been approved by the WAPC and as such, these provisions are given due regard in the assessment of the application.

The Built Form Policy requires 15 percent of the site to be provided as deep soil zone and 30 percent of the site provided as canopy coverage at maturity. The application proposes 19 percent deep soil zone and 31.4 percent canopy coverage at maturity. In relation to landscaping:

- The application proposes trees within the rear setback area abutting the northern lot boundary which would soften the appearance of the development from the adjoining property;
- The application proposes trees within the street setback areas which would soften the appearance of the development from the street;
- Three additional street trees along the Woodstock Street frontage is being proposed to be installed;
- The proposed landscaping would provide increased amenity for the future occupants of the site and the surrounding area;
- The proposal would result in an overall increase in canopy across the site from what currently exists;
- The application proposes ground cover landscaping along the street boundaries in conjunction with the mature canopy coverage within the street setback areas; and
- The proposed landscaping does not negatively impact the use and activation of the ROW as it would not impede surveillance between Unit 3 and the ROW.
Amended Plan

CITY OF VINCENT
RECEIVED
10 Apr 2019

SITE PLAN
1:200

COUNCIL BRIEFING AGENDA
16 JULY 2019

Item 5.3- Attachment 3
Amended Plan
Item 5.3- Attachment 3
Summary of Submissions:

The table below summarises the comments received during the first advertising period of the proposal (17 January 2019 – 4 February 2019), together with Administration’s response to each comment.

<table>
<thead>
<tr>
<th>Comments Received In Objection:</th>
<th>Officer Technical Comment:</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Site Area</strong></td>
<td>The number of dwellings that is proposed complies with the deemed-to-comply requirement of the R Codes and is acceptable.</td>
</tr>
<tr>
<td>Concerns raised regarding the number of new dwellings being proposed.</td>
<td>The proposed development will result in another three homes with extra vehicles in close proximity to a very busy primary school.</td>
</tr>
<tr>
<td><strong>Traffic</strong></td>
<td>The proposed development is a low scale residential development and will not generate excessive traffic in the context of the surrounding area. The WAPC’s Transport Impact Assessment Guidelines identify that three dwellings will have a low impact on the existing traffic network, and no further assessment is required.</td>
</tr>
<tr>
<td>The proposed development will result in another three homes with extra vehicles in close proximity to a very busy primary school.</td>
<td></td>
</tr>
<tr>
<td><strong>Character of Surrounding Area</strong></td>
<td>These comments are noted and the proposed design has changed significantly since these comments were provided. The proposed development has since been informed by design guidance provided by the DRP Chairperson and would be appropriate with regard to the character of the surrounding streetscape. The proposed development has been modified to incorporate:</td>
</tr>
<tr>
<td>• The proposal is not in keeping with the remainder of the street.</td>
<td>• Colours and materials that are found within and sympathetic to the surrounding streetscape including red face brick, white cladding and light render; and</td>
</tr>
<tr>
<td>• The visual impact is too great for the existing look and feel of the street.</td>
<td>• Design features/elements that are found within and sympathetic to the surrounding streetscape such as pitched roofs with gables, verandahs with exposed rafters and windows with vertical emphasis.</td>
</tr>
<tr>
<td>• No attempt to match the surrounding material palette or design sensibilities.</td>
<td>The Unit 1 façade orienting towards Coogee Street has also since been informed by design guidance from the DRP Chairperson and would provide articulation and reduce the appearance of blank solid walls and associated building bulk. The proposed Unit 1 façade orienting towards Coogee Street incorporates:</td>
</tr>
<tr>
<td>• The Unit 1 wall being the main feature along Coogee Street will not fit into the context or character of the street.</td>
<td>• Stepping of the dwelling line through the use of differing setbacks and delineation of the ground and upper floors;</td>
</tr>
</tbody>
</table>
Summary of Submissions:

<table>
<thead>
<tr>
<th>Comments Received in Objection:</th>
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</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>• Reducing the visual appearance of the garage by setting it back behind the line of the dwelling;</td>
</tr>
<tr>
<td></td>
<td>• Contrasting colours and materials as well as glazed openings to break up solid wall lengths; and</td>
</tr>
<tr>
<td></td>
<td>• The Unit 1 outdoor living area is proposed to be located within the secondary street setback area which allows additional open space to be provided between the dwelling and the streetscape.</td>
</tr>
<tr>
<td></td>
<td>The overall design and visual appearance of the development would be sympathetic to the existing streetscape. Further to this, the proposed development would be generally consistent with the deemed-to-comply standards of the R Codes and Built Form Policy and would not be an overdevelopment of the site.</td>
</tr>
<tr>
<td>Lot Boundary Setbacks</td>
<td>The proposed development complies with the deemed-to-comply lot boundary setback requirements of the R Codes. Whilst the proposed development does not comply with the deemed-to-comply lot boundary setback requirements of the Built Form Policy, these have not been approved by the WAPC and are due regard only. Notwithstanding this, the rear setback is consistent with the local housing objectives as discussed in the report.</td>
</tr>
<tr>
<td>Rear setbacks do not comply</td>
<td></td>
</tr>
<tr>
<td>Street Setbacks</td>
<td>The R Codes sets a deemed-to-comply setback standard to Coogee Street of 1.5 metres. The proposed development would satisfy this standard with a minimum setback to Coogee Street of 1.76 metres.</td>
</tr>
<tr>
<td>Setback on Coogee Street is not in line with the other houses in the rear vicinity.</td>
<td>The proposed Unit 1 garage would be setback 3.9 metres from Coogee Street, being greater than the 1.5 metre deemed-to-comply standard set out in the R Codes.</td>
</tr>
<tr>
<td></td>
<td>The Unit 1 outdoor living area is proposed to be located within the secondary street setback area which allows additional open space to be provided between the dwelling and Coogee Street.</td>
</tr>
</tbody>
</table>
### Summary of Submissions:

<table>
<thead>
<tr>
<th>Comments Received In Objection:</th>
<th>Officer Technical Comment:</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Building Height</strong></td>
<td>Following the first round of consultation the applicant provided amended plans removing the third storey component of Unit 1 and the proposed development would satisfy the deemed-to-comply building height standard of the Built Form Policy.</td>
</tr>
<tr>
<td>- Concern raised regarding overall building height.</td>
<td></td>
</tr>
<tr>
<td>- Concern raised that no adjoining houses are three storeys. Very few houses, if any, on Coogee Street are three storeys. The general height of houses along Coogee are one storey, and in general second storeys are placed at the rear of the property unlike directly at the street in this instance.</td>
<td></td>
</tr>
<tr>
<td><strong>Sight Lines</strong></td>
<td>The proposed sightlines are consistent with the relevant R Codes design principles as outlined in the report. This is because the Unit 1 driveway has been tapered to provide a 1.2 metre setback to the existing fence and Coogee Street is designated as an ‘access road’ under Main Roads road hierarchy. Access roads are the lowest category road under the Main Roads hierarchy in terms of traffic volumes. It has been advised by Technical Services that the proposed sight lines would not result in unsafe vehicle access and would be acceptable.</td>
</tr>
<tr>
<td>Concerns raised regarding the ability of adjoining northern neighbour to safely reverse particularly due to the proximity of the site to a school.</td>
<td></td>
</tr>
<tr>
<td><strong>Landscaping</strong></td>
<td>The proposed development satisfies the deemed-to-comply landscaping standard set out in the Built Form Policy and would be acceptable. The proposed landscaping plans have been referred to the City’s Parks team and comments have been provided confirming that the selected tree species are appropriate.</td>
</tr>
<tr>
<td>- Concern raised regarding the tree choice for the climate as well as the removal of existing mature trees.</td>
<td></td>
</tr>
<tr>
<td>- Concern raised regarding lack of landscaping.</td>
<td></td>
</tr>
<tr>
<td>- Concern raised that the development is not in keeping with the green landscaping and vision of the City of Vincent and Community.</td>
<td></td>
</tr>
<tr>
<td><strong>Car Parking &amp; Vehicle Access</strong></td>
<td>Both Coogee and Woodstock Streets are designated as ‘access roads’ under the Main Roads road hierarchy. In accordance with the R Codes deemed to-comply standards for vehicle access, vehicles entering the street from the site are not required to enter in a forward gear. The proposed aggregate driveway width satisfies the relevant design principles of the R Codes as the crossover locations allow for the retention of significant verge trees and increased access to winter sunlight for the development. The applicant has reduced the impact of the crossovers on Woodstock Street by providing the vehicle access for Unit 1 off Coogee Street.</td>
</tr>
<tr>
<td>- Concern raised that the design requires cars to reverse in and out onto Woodstock Street on a steep incline.</td>
<td></td>
</tr>
<tr>
<td>- Concerns raised regarding the impact of three large driveways on the surrounding streetscape.</td>
<td></td>
</tr>
</tbody>
</table>

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

The table below summarise the comments received during the second advertising period of the proposal (21 March 2019 – 28 March 2019), together with the Administration’s response to each comment received.

<table>
<thead>
<tr>
<th>Comments Received In Objection:</th>
<th>Officer Technical Comment:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Colours and Materials</td>
<td>Following the second round of community consultation, amended plans were provided by the Applicant and the proposed colours and materials have been informed by design guidance from the DRP Chairperson.</td>
</tr>
<tr>
<td>The development does not attempt to match the surrounding material palette or design sensibilities.</td>
<td>The amended plans incorporate colours and materials that are found within and sympathetic to the surrounding streetscape including red face brick, white cladding and light render. The proposed colours and materials are considered to be acceptable.</td>
</tr>
<tr>
<td><em>Street Setback</em></td>
<td>The R Codes sets a deemed-to-comply setback standard to Coogee Street of 1.5 metres. The proposed development would satisfy this standard with a minimum setback to Coogee Street of 1.76 metres.</td>
</tr>
<tr>
<td>• The setback of Unit 1 to Coogee Street is not consistent with the existing established streetscape.</td>
<td>The proposed Unit 1 garage would be setback 3.9 metres from Coogee Street, being more than the 1.5 metre deemed-to-comply standard set out in the R Codes.</td>
</tr>
<tr>
<td>• The lack of articulation between the ground and upper floors.</td>
<td>The Unit 1 outdoor living area is proposed to be located within the secondary street setback area which allows additional open space to be provided between the dwelling and Coogee Street.</td>
</tr>
<tr>
<td></td>
<td>The proposed dwellings utilise design features including open verandahs, glazed openings and contrasting colours and materials to provide articulation.</td>
</tr>
<tr>
<td></td>
<td>The proposed plans have been modified so that the Unit 1 dwelling façade would be stepped to provide delineation and articulation between the ground and upper floors along the Coogee Street frontage.</td>
</tr>
</tbody>
</table>
**Summary of Submissions:**

<table>
<thead>
<tr>
<th>Comments Received In Objection:</th>
<th>Officer Technical Comment:</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Sustainability</strong></td>
<td>The proposal for three grouped dwellings does not require an Environmental Sustainability Report in accordance with clause 5.30 of the Built Form Policy. Should the development receive approval, it would be required to demonstrate compliance with the relevant sustainable design requirements at the building permit stage. Notwithstanding the above, the proposed design does incorporate a number of sustainable design elements such as:</td>
</tr>
</tbody>
</table>
| The lack of sustainable design incorporated in the proposed design. | • Lighter colours and materials for reduced heat absorption, including the roofs;  
• 31.4 percent canopy coverage at maturity, the retention of existing mature street trees and the proposal for three additional street trees;  
• All primary outdoor living areas would have a northern aspect for access to winter sunlight; and  
• Openings to habitable rooms to allow for cooling and cross ventilation. |
**Summary of Submissions: No. 110 Coogee Street, Mount Hawthorn**

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

<table>
<thead>
<tr>
<th>Comments Received In Objection:</th>
<th>Applicant’s Response:</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Issue: Site Area</strong></td>
<td>The number of dwellings is appropriate for the R30 zoning of the subject site. All lots are greater than 300m² in size which is the average lot size requirement for R30 zoned land.</td>
</tr>
<tr>
<td>• Concerns raised regarding the number of new dwellings being proposed</td>
<td></td>
</tr>
<tr>
<td><strong>Issue: Traffic</strong></td>
<td>The Residential Design Codes only requires 2 car bays to be provided per dwelling. Each dwelling has been provided with a double garage and is deemed compliant in respect to car parking.</td>
</tr>
<tr>
<td>• The proposed development will result in another three homes with extra vehicles in close proximity to a very busy primary school.</td>
<td></td>
</tr>
<tr>
<td><strong>Issue: Character of Surrounding Area</strong></td>
<td>While majority of dwellings in the locality are single storey, the proposed development is considered appropriate for the R30 zoning. The existing single storey dwellings were constructed under a previous Scheme hence the relatively low dwelling density for the area.</td>
</tr>
<tr>
<td>• The proposal is not in keeping with the remainder of the street.</td>
<td>There is a shift towards infill development within existing areas to reduce urban sprawl and take advantage of existing infrastructure. The City of Vincent should support appropriate, high quality infill development due to the proximity to public transport and the CBD.</td>
</tr>
<tr>
<td>• The visual impact is too great for the existing look and feel of the street.</td>
<td>The proposed development is deemed appropriate to the locality without being excessive. The design and scale are consistent with similar developments within the immediate area which is reflective of the increasing shift towards infill development.</td>
</tr>
<tr>
<td>• No attempt to match the surrounding material palette or design sensibilities.</td>
<td></td>
</tr>
<tr>
<td>• The Unit 1 wall being the main feature along Coogee Street will not fit into the context or character of the street.</td>
<td></td>
</tr>
<tr>
<td><strong>Issue: Lot Boundary Setbacks</strong></td>
<td>Rear setbacks are considered compliant in accordance with Tables 2a and 2b of the Residential Design Codes.</td>
</tr>
<tr>
<td>• Rear setbacks do not comply</td>
<td></td>
</tr>
<tr>
<td><strong>Issue: Street Setbacks</strong></td>
<td>Setbacks are compliant in accordance with the Residential Design Codes and is considered appropriate for the R30 zoning. The street setbacks intended to be consistent with the existing dwellings on 18 Woodstock Street and nearby two storey dwellings within the vicinity.</td>
</tr>
<tr>
<td>• Setbacks on Coogee Street is not in line with the other houses in the near vicinity.</td>
<td></td>
</tr>
<tr>
<td><strong>Issue: Building Height</strong></td>
<td>No dwellings are 3 storey in height with the two storey design considered appropriate for the R30 zoning. The current design allows for the proposed dwellings to positively address the street with improved passive surveillance. The design, bulk and scale are intended to be consistent with the existing dwellings on 18 Woodstock Street and nearby two storey dwellings within the vicinity.</td>
</tr>
<tr>
<td>• Concern raised regarding overall building height.</td>
<td></td>
</tr>
<tr>
<td>• Concern raised that no adjoining houses are three storeys. Very few houses, if any, on Coogee Street are three storeys. The general height of houses along Coogee are one storey, and in general second storeys are placed at the rear of the property unlike directly at the street in this instance.</td>
<td></td>
</tr>
<tr>
<td><strong>Issue: Sight Lines</strong></td>
<td>Compliant sightlines will be provided in accordance with the Residential Design Codes. The front fence to Unit 1 has been truncated to comply.</td>
</tr>
<tr>
<td>• Concerns raised regarding the ability of adjoining northern neighbour to safely reverse particularly due to the proximity of the site to a school.</td>
<td></td>
</tr>
</tbody>
</table>
**Summary of Submissions: No. 110 Coogee Street, Mount Hawthorn**

<table>
<thead>
<tr>
<th>Comments Received In Objection:</th>
<th>Applicant's Response:</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Issue: Landscaping</strong></td>
<td>Landscaping is considered appropriate while maintaining sufficient open space for outdoor pursuits. The proposed landscaping is consistent with the prevailing streetscape.</td>
</tr>
<tr>
<td>• Concern raised regarding the tree choice for the climate as well as the removal of existing mature trees.</td>
<td></td>
</tr>
<tr>
<td>• Concern raised regarding lack of landscaping.</td>
<td></td>
</tr>
<tr>
<td>• Concern raised that the development is not in keeping with the greenscaping and vision of the City of Vincent and Community.</td>
<td></td>
</tr>
<tr>
<td><strong>Issue: Car Parking &amp; Vehicle Access</strong></td>
<td>The proposed crossovers will be constructed in accordance with the City of Vincent requirements. The FFL to Unit 1 has been reduced to provide compliant gradient.</td>
</tr>
<tr>
<td>• Concern raised that the design requires cars to reverse in and out onto Woodstock Street on a steep incline.</td>
<td></td>
</tr>
<tr>
<td>• Concerns raised regarding the impact of three large driveways on the surrounding streetscape.</td>
<td></td>
</tr>
</tbody>
</table>

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

1. This is a development approval issued under the City of Vincent Local Planning Scheme No. 2 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.

2. With reference to Condition 2, the owners of the subject land shall obtain the consent of the owners of relevant adjoining properties before entering those properties in order to make good the boundary walls.

3. The portion of the existing footpath traversing the proposed crossover must be retained. The proposed crossover levels shall match into the existing footpath levels. Should the footpath not be deemed to be in satisfactory condition, it must be replaced with in-situ concrete panels in accordance with the City’s specification for reinstatement of concrete paths.

4. With reference to Condition 3, all new crossovers to the development site are subject to a separate application to be approved by the City.

5. A security bond for the sum of $3000, shall be lodged with the City by the applicant, prior to the issue of a building permit. This bond will be held until all building/development works have been completed and any disturbance of, or damage to the City’s infrastructure in the Right of Way and the Verge along Coogee and Woodstock Streets, including verge trees, has been repaired/reinstated to the satisfaction of the City. An application for the refund of the security bond shall be made in writing. The bond is non-transferable.

6. With reference to Condition 6, the City encourages landscaping methods and species selection which do not rely on reticulation.

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 1.5 metres) shall be maintained for all users at all times during construction works. If the safety of the path is compromised resulting from either construction damage or as a result of a temporary obstruction appropriate warning signs (in accordance with AS1742.3) shall be erected. Should a continuous path not be able to be maintained, an ‘approved’ temporary pedestrian facility suitable for all path users shall be put in place. If there is a request to erect scaffolding, site fencing etc. or if building materials are required to be stored within the road reserve, once a formal request has been received, the matter will be assessed by the City and if considered appropriate a permit shall be issued by the City. No permit will be issued if the proposed encroachment into the road reserve is deemed to be inappropriate.

8. With reference to Condition 7, no further consideration shall be given to the disposal of stormwater ‘offsite’ without the submission of a geotechnical report from a qualified consultant. Should approval to dispose of stormwater ‘offsite’ be subsequently provided, detailed design drainage plans and associated calculations for the proposed stormwater disposal shall be lodged together with the building permit application working drawings.

9. Any additional property numbering to the abovementioned address which results from this application will be allocated by the City of Vincent. The applicant is requested to liaise with the City in this regard during the building permit process.

10. A Demolition Permit shall be obtained from the City prior to commencement of any demolition works on the site.
Determination Advice Notes:

11. With reference to Condition 9, all street trees adjoinging the subject land that are not conditioned for removal are to be retained and protected throughout the duration of the development. Should these trees die, decline, be damaged or are removed, charges will apply as per the City's Street and Reserve Tree Policy. Part of or all of your Verge Bond may be retained to cover the associated costs and further penalties and/or legal action may occur.

12. The applicant is advised that any future strata title of the property must be consistent with this approval and the lot sizes demonstrated in the application.

13. Where the approved development has not substantially commenced within a period of two years, or such other period as specified in the approval after the date of the determination, the approval shall lapse and be of no further effect. The term “substantially commenced” means that footings and walls of the subject structure have been erected within the first year of construction.

14. Where an approval has so lapsed, no development shall be carried out without the further development approval being obtained.

15. If an applicant is aggrieved by this determination there may be a right of review under Part 14 of the Planning and Development Act 2005. An application for review of the decision must be lodged with the State Administrative Tribunal within 28 days of this determination.

16. This approval is not an authority to ignore any constraint to development on the land, which may exist through statute, regulation, contract or on title, such as an easement or restrictive covenant. It is the responsibility of the applicant and not the City to investigate any such constraints before commencing development. This approval will not necessarily have regard to any such constraint to development, regardless of whether or not it has been drawn to the City's attention.

17. Noisy Construction Work outside the period 7:00 am to 7:00 pm Monday to Saturday and at any time on Sundays and Public Holidays is not permitted unless a Noise Management Plan for the construction site has been approved in writing by the City.

18. The obligation to comply with the requirements of a time limited condition continues whilst the approved development exists.
ITEM 5.4

NO. 381 (LOTS: 50 AND 51; D/P: 28690, LOTS: 4 AND 5; D/P: 230, LOT: 1; D/P: 1430)
BEAUFORT STREET, PERTH - CAR PARK ADDITION TO LODGING HOUSE

TRIM Ref: D19/91770
Author: Karsen Reynolds, Urban Planner
Authoriser: Joslin Colli, Coordinator Planning Services
Ward: South

RECOMMENDATION:

That Council, in accordance with the provisions of the City of Vincent Local Planning Scheme No. 2 and the Metropolitan Region Scheme, APPROVES the application for Car Park Addition to Lodging House at No. 381 (Lots: 50 and 51; D/P: 28690, Lots: 4 and 5; D/P: 230, and Lot: 1; D/P: 1430) Beaufort Street, Perth, in accordance with plans provided in Attachment 2, subject to the following conditions, with the associated determination advice notes in Attachment 6:

1. This approval relates to the car parking and landscaping shown on the approved plans dated 14 May 2019. No other development forms part of this approval;

2. Amalgamation

Within 90 days of this development approval Lots: 50 and 51; D/P: 28690 and Lots: 4 and 5; D/P: 230, ('The lots') are to be amalgamated into a single lot on a Certificate of Title.

The owner shall be responsible to pay all costs associated with the City’s solicitor’s costs incidental to the preparation of (including all drafts) and stamping of the agreement and lodgement of the absolute caveat;

3. Parking and Access

3.1 A minimum of 43 onsite parking bays shall be provided in accordance with the approved plans within 60 days of development approval, to the satisfaction of the City. The parking bays are not to be used for storage purposes or the like;

3.2 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, within 60 days of development approval, to the satisfaction of the City; and

3.3 A minimum of 10 bicycle facilities shall be provided and designed in accordance with AS2890.3, within 60 days of development approval, to the satisfaction of the City;

4. Landscaping Plan

All landscape works shall be undertaken in accordance with the approved plans to the City’s satisfaction, within 60 days of development approval, and maintained thereafter to the satisfaction of the City at the expense of the owners/occupiers; and

5. All other aspects of the approved plans and all conditions and advice notes included in planning approval 00.33.0610, granted on 9 October 2001, continue to apply to this approval.
PURPOSE OF REPORT:
To consider an application for development approval for a Car Park Addition to the existing Lodging House at No. 381 Beaufort Street, Perth (subject site).

PROPOSAL:
The subject site is located at No. 381 Beaufort Street, Perth, as shown on the location plan included as Attachment 1.

The application proposes to replace the existing car park previously used by the lodging house located on Lots 9, 10 and 11 Grant Street, Perth. The car park is proposed to be relocated on Lots 4, 5, 50 and 51 Beaufort Street, Perth (the subject site). Details of the proposal are as follows:

- Provision of 43 on-site parking bays across Lots 5, 50 and 51 Beaufort Street, Perth. This includes one ACROD bay;
- In addition to the 43 on-site bays, one turning bay has been provided to allow vehicles to exit the street in forward gear if all parking bays are full;
- In addition to the 43 on-site bays, one service bay has been provided;
- Provision of 10 bicycle parking bays;
- Provision of additional landscaping including mature trees;
- Provision of a 1.5 metre landscaping strip along the perimeter of the car parking area; and
- The proposal does not seek to modify the existing approved lodging numbers, rooms or any other aspect of the existing built form.

The development plans of the proposal are included as Attachment 2. Supporting information provided by the applicant are included in Attachment 3.

BACKGROUND:

| Landowner: | Skypoint Nominees Pty Ltd |
| Applicant: | CF Town Planning and Development |
| Date of Application: | 11 March 2019 |
| Zoning: | MRS: Urban |
| | LPS2: Zone: Mixed Use R Code: R100 |
| Built Form Area: | Activity Corridor |
| Existing Land Use: | Lodging House |
| Proposed Use Class: | Lodging House |
| Lot Area: | 3664m² |
| Right of Way (ROW): | No |
| Heritage List: | No |

The subject site is legally described as No. 381 Beaufort Street, Perth, which comprises of five separate lots (being Lots 1, 4, 5, 50 and 51) with a combined area of 3664 square metres. A parcel of land owned by the Water Corporation forms part of the subject site (known as Lot 1 on Deposited Plan 1430). The Water Corporation have signed the relevant form and provided written consent to the application and use of the land for car parking. The property at No.381 (Lot 2) Beaufort Street, Perth situated to the south of the subject land is a separate commercial property with its own parking arrangements, this site does not form part of the proposal.

The subject site is zoned Mixed Use R100 under the City of Vincent Local Planning Scheme No. 2 (LPS2). The subject site is bound by Beaufort Street to the east, existing multiple dwellings to the north, Highgate Primary School to the north-west, existing single house developments to the south-west, and a commercial property to the south. Beaufort Street is reserved as an Other Regional Road (ORR) under the Metropolitan Region Scheme, a portion of which affects the eastern boundary of the subject site. The land along Beaufort Street, to the north and south of the subject site, is zoned Mixed Use R100 under LPS2. The land to the east and south-east of the subject site is zoned Residential R80.
At its Ordinary Meeting of Council held on 9 October 2001, Council resolved to grant approval to various additions and alterations to the existing lodging house at the subject site. The Minutes of the 9 October 2001 Ordinary Council Meeting and approved development plans are included as Attachment 4. As part of the decision, Council imposed a condition of approval that the lodging house should accommodate a maximum of 230 lodgers/beds at any one time within the approved 60 bedrooms. The application was also approved with 43 on-site car bays, this involved approval of a 33.6 shortfall to the parking requirements at that time.

The application included adjoining Lots 9, 10 and 11 Grant Street, Perth. The lots on Grant Street were used as the primary car parking area for the lodging house, accommodating 25 on-site bays. The remaining 18 on-site bays were provided on Lot 51 Beaufort Street, Perth. In December 2018 the landowners of the subject site disposed of the lots fronting Grant Street, Perth (Lots 9, 10 and 11). The sale of land and removal of the parking bays has resulted in a shortfall of 25 on-site parking bays and is a departure from the City’s approval granted on 9 October 2001.

Following compliance investigation, the applicant submitted a development application seeking approval for the car park replacement. A development application is required as the proposal is an amendment to an existing non-conforming use.

The subject lots are owned by a number of people and sit on a multi lot title. Creation of an individual title and sale of any of the lots can occur at any time by landowner request to Landgate, with no required consultation with the Local Government. Administration has recommended a condition of approval requiring the Amalgamation of Lots 4, 5, 50 and 51 onto one Certificate of Title, to safeguard a similar situation from occurring in the future.

Plans for the proposal are included in Attachment 2. The supporting information provided by the applicant is included in Attachment 3, including written justification, the applicant’s response to neighbour submissions received during the consultation period, and a parking management plan.

**DETAILS:**

**Summary Assessment**

The table below summarises the planning assessment of the proposal against the provisions of the City of Vincent Local Planning Scheme No. 2 (LPS2), the City’s Policy No. 7.1.1 – Built Form and 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.

<table>
<thead>
<tr>
<th>Planning Element</th>
<th>Use Permissibility/ Deemed-to-Comply</th>
<th>Previously approved</th>
</tr>
</thead>
<tbody>
<tr>
<td>Land Use</td>
<td></td>
<td>✓</td>
</tr>
<tr>
<td>Landscaping</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Parking &amp; Access</td>
<td></td>
<td>✓</td>
</tr>
<tr>
<td>Bicycle Facilities</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**CONSULTATION/ADVERTISING:**

Community consultation was undertaken in accordance with the Planning and Development (Local Planning Schemes) Regulations 2015 for a period of 21 days from 15 April 2019 to 6 May 2019. The method of consultation included a sign being placed on site, a notice being placed in the local newspaper and 229 letters being mailed to all the owners and occupiers of the properties adjoining the subject site, as shown in Attachment 1.

During the community consultation, the City received a total of two submissions, both objecting to the proposal. A summary of submissions and Administration’s response is provided in Attachment 5. The Applicants response to the summary of submissions is included in Attachment 3.
Department of Planning, Lands and Heritage (DPLH)

The application was referred to the DPLH for its advice as the development is adjacent to Highgate Primary School, which is a State Heritage Registered Place. The Heritage Council advised that it has no objection to the proposal.

Referral to DPLH was not required in relation to the ORR as the development value is less than $20,000.00 and as the proposal is an incidental addition that does not have the intention to alter the existing access arrangements.

Design Review Panel (DRP):

Referred to DRP: No

The development application was not referred to the DRP for comment as the proposal does not result in any changes to the built form.

LEGAL/POLICY:

- Planning and Development Act 2005;
- Planning and Development (Local Planning Schemes) Regulations 2015;
- City of Vincent Local Planning Scheme No. 2;
- Policy No. 4.1.5 – Community Consultation;
- Policy No. 7.1.1 – Built Form Policy; and
- Policy No. 7.7.1 – Non-Residential Development Parking Requirements.

Should Council refuse the application for development approval, the applicant would have the right to have the decision reviewed in accordance with Part 14 of the Planning and Development Act 2005.

Delegation to Determine Applications:

This matter has been referred to Council in accordance with the City’s Delegated Authority Register as the original development application was determined by Council.

RISK MANAGEMENT IMPLICATIONS:

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:

This is in keeping with the City’s Strategic Community Plan 2018-2028:

Innovative and Accountable

We are open and accountable to an engaged community.

SUSTAINABILITY IMPLICATIONS:

Nil.

FINANCIAL/BUDGET IMPLICATIONS:

Nil.
COMMENTS:

Parking

At its Ordinary Meeting of Council held on 9 October 2001, Council resolved to grant approval for additions and alterations to the existing lodging house at the subject site. Council approved the development application with 43 on-site parking bays. The sale of adjoining lots formerly part of the subject site facing Grant Street resulted in the loss of 25 onsite parking bays.

The subject development application seeks approval for 25 additional car parking bays which combined with the 18 existing on site bays provides the required 43 onsite parking bays in accordance with the 2001 development approval in compliance with AS2890.1.

The proposal also includes an additional 10 bicycle bays to be provided on site with associated private end of trip facilities. The development does not result in a further shortfall to the previously approved parking shortfall and is supported.

The design of the proposed parking arrangement is favourable in that it does not require any alterations to the existing built form and has retained the majority of the existing mature tree canopy cover on site. New trees have been provided to maximise shade to the open air car park, and along lot boundaries to provide privacy and increased amenity to adjoining properties.
14 May 2019

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

Attention: Karsen Reynolds – Urban Planner

Dear Karsen

APPLICATION FOR DEVELOPMENT APPROVAL
PROPOSED NEW ON-SITE CAR PARKING AREA FOR EXISTING APPROVED LODGING HOUSE
LOT 4, 5, 50 & 51 (NO.381) BEAUFORT STREET, PERTH
CITY OF VINCENT (REF: 5.2019.80.1)

Reference is made to the City’s email correspondence to this office dated 10 April 2019 and 8 May 2019 regarding the abovementioned application, wherein it:

i) Requested the preparation and submission of amended plans/information illustrating the following key matters in accordance with the City’s Local Planning Policy No.7.1.1 entitled ‘Built Form’:

   a) Provision of adequate landscaping to achieve the required 15% deep soil zones;
   b) Provision of additional canopy coverage over the car parking area and within the side and rear setback areas of the development;
   c) Provision of a shade tree at a rate of one (1) tree per four (4) car bays;
   d) Provision of a 1.5 metre landscaping strip along the perimeter of the car parking area;
   e) Include the species of the trees to be planted; and
   f) Identify the pedestrian access points for the existing development and car parking area.

ii) Requested the preparation and submission of amended plans/information illustrating the following key matters in accordance with the City’s Local Planning Policy No.7.7.1 entitled ‘Non-Residential Development Parking Requirements’:

   a) Provision of a ‘Parking Management Plan’;
   b) Provision of a service bay;
   c) Provision of a turning bay for the development to enable vehicles to return to the street in a forward gear;
   d) Illustrate the location of the required ten (10) bicycle bays for the current approved development on the land; and
   e) Provision of ‘end of trip’ facilities for cyclists.

iii) Advised that the City received two (2) submissions of objection during the public advertising period of the application.
Having regard for the abovementioned matters amended plans are enclosed herewith in support of the application for the proposed new on-site car parking area on the subject land. In addition, we hereby submit the following information for the City’s consideration in determining the application.

**Point 1: City of Vincent Local Planning Policy No.7.1.1 entitled ‘Built Form’**

Amended plans have been prepared (see copies attached herewith) illustrating the following key changes to address those matters raised by the City as part of its assessment of the application:

- Provision of adequate landscaping on the subject land to achieve the required deep soil zones (refer to additional comments below regarding deep soil zones);
- Details of the proposed canopy coverage of the land. This includes coverage of the car parking area and within the side and rear setbacks of the existing building;
- Provision of a shade tree at a rate of one (1) tree per four (4) car bays. In addition, the existing and future canopy coverage of the land provide sufficient shade of the car parking area;
- Provision of a 1.5 metre landscaping strip along the perimeter of the car parking area;
- Inclusion of the tree species to be planted; and
- Identify the pedestrian access points for the existing development and car parking area.

It is significant to note that Clause 4.10.3 of the City’s Built Form Policy allows for the deep soil zone to be reduced to 12% where mature trees, which contribute to 30% or more of the required canopy coverage of the land is being retained. This application proposes to retain a number of existing mature trees on the land which contributes to the 30% compliant canopy coverage of the land. Given this, the required deep soils zone for the development can be reduced to 12% and therefore this application complies.

In light of the above information, it is contended that the proposed changes to the existing development on the land meets the ‘deemed to comply requirements’ of the City’s Local Planning Policy 7.1.1 (Built Form Policy) in terms of landscaping.

**Point 2: City of Vincent Local Planning Policy No.7.7.1 entitled ‘Non-Residential Development Parking Requirements’**

Amended plans have been prepared (see copies attached herewith) illustrating the following key changes to address the City’s concerns:

- Provision of a turning bay abutting car bays No.29 to facilitate vehicles to return to the street in a forward, as requested by the City; and
- The location of the ten (10) existing and approved bicycle bays for the development.

Notwithstanding the above, the application does not illustrate the provision of a loading bay and communal ‘end of trip facilities’ for cyclists in accordance with the ‘deemed to comply requirements’ of the City’s Local Planning Policy No.7.7.1. Given these non-compliant matters, the following justification is provided for the City’s consideration:

1. The existing approved development on the land does not comprise a loading bay or a communal ‘end of trip facilities’ for cyclists.
2. In regard to the end of trip facilities, each room within the lodging house complex contains a bathroom that will remove the need to provide an end of trip facility. In light of this, the development comprising operate bathrooms per room and therefore removed the need to provide a communal facility.
3. In regard to the loading bay, the development does not comprise a commercial outlet (i.e., shop/showroom or restaurant) that would require bulk deliveries. The existing approved use of the land is for ‘Lodging House’ purposes and does not require the presence of a delivery vehicle. Any
small deliveries (i.e. van or ute) can be accommodate with a vacant car parking bay on the land. Given this, the current use on the land does not require the need for a dedicated loading bay.

It should be noted that the amended plans illustrate the provision of forty three (43) on-site car parking bays in accordance with the City’s approval granted in 2001.

**Point 3: Public Advertising**

It is duly noted that the City’s received two (2) submissions during the public advertising period of the application objecting to the proposed new car parking area on the subject land. The following table provides a response to those issues raised within the submissions:

<table>
<thead>
<tr>
<th>Comments Received in Objection:</th>
<th>Applicant Comment:</th>
</tr>
</thead>
</table>
| **Comment 1**<br>“Retention of mature trees and canopy cover should be of top priority and should be prioritised in this situation” | • The proposed development proposes to retain a majority of the existing mature trees and vegetation on the subject land, with only two (2) trees being removed. Given this, the plans prepared in support of the application clearly has prioritised the retention of existing trees on the land.  
• In addition to the above, the amended plans have been prepared in support of the application illustrating the provision of adequate deep soil zones and canopy coverage in accordance with the ‘deemed to comply requirements’ of the City’s Built Form Policy.  
In light of the above responses, the comment made is unsubstantiated and should be dismissed. |
| **Comment 2**<br>“Concerns relating to proposed canopy cover.” | • The comment does fail to outline any key concerns regarding canopy coverage. Notwithstanding this, amended plans have been prepared in support of the application illustrating the full extent of canopy coverage being provided in support of the application.  
• The proposed canopy coverage for the entire site (i.e. 30%) meets the ‘deemed to comply requirements’ of the City’s Built Form Policy and provides adequate canopy coverage of the side and rear setback areas of the existing development on the land.  
• It is significant to note that the existing development on the land (i.e. location of buildings) provide a constraint to the possible design layout of the car parking area and associated landscaping area. In addition, the current proposal is an improvement on the current situation on the land, as it provides for the efficient use of the land and it allows for the provision of additional landscaping.  
In light of the above responses, the comment made is unsubstantiated, is misleading and should be dismissed. |
| **Comment 3**<br>“Concerns that existing mature trees will be removed.” | • The comment does not outline the specific concern with the removal of the mature trees and is therefore generic and lacks reason.  
• Notwithstanding the above, amended plans have been prepared in support of the application illustrating the removal of only two (2) trees and the planting of ten (10) new trees. Given this, the removal of only two (2) trees in considered to be only a minor impact on the land and the environmental, with any negative
Comments Received in Objection: Applicant Comment:

impacts being mitigated by the planting of additional trees in the long term.
- It should be noted that any new/future development of the land (given its development potential) would likely result in a majority (if not all) of the existing trees being removed. The current application is a far better outcome than a full re-development of the site.
- The existing development on the land provides a constraint to the provision of adequate on-site car parking. The new car parking area has been designed to be mindful of the existing vegetation on the land, whilst providing additional landscaping area.

In light of the above responses, the comment made is unsubstantiated, misleading and should be dismissed.

Comment 4
"Species list not provided on the plans."

- Amended plans have been prepared in support of the application illustrating the species of tree to be planted on the property in accordance with the species list provided by the City of Vincent.

In light of the above response, the comment is no longer valid.

Comment 5
"Concerns relating to reduced deep soil zones on site."

- Amended plans have been prepared in support of the application illustrating the provision of adequate deep soil zones in accordance with the 'deemed to comply requirements' of the City's Built Form Policy.

In light of the above response, the comment is no longer valid.

Comment 6
"Reduced landscaping on site will adversely impact the amenity of adjoining properties."

- The comment does not outline the specific impacts on the adjoining properties, therefore it is difficult to understand the amenity impacts the existing development will have on the amenity of the adjoining properties.
- Amended plans have been prepared in support of the application illustrating the full extent of landscaping being provided in support of this application (including the planting of additional trees). It is contended that the extent of landscaping being provided is an improvement to the existing development on the land and it satisfies the objectives of the City's Built Form Policy in terms of deep soil zones, canopy coverage and the provision of adequate shaded areas to reduce heat generation and improve the amenity of the occupants of the existing lodging house on the land.
- Given the additional trees being planted on the land, the proposal will in fact improve the amenity of the adjoining properties.

In light of the above responses, the comment made is unsubstantiated, misleading and should be dismissed.

Comment 7
"Concerns in relation to the reduced planting strip to the perimeter of the property. Planting strips should be increased in width to allow for planting along the boundaries."

- It should be noted that the application proposes the modification to an existing development on the land and is not a new development. Given this, the location and configuration of the existing building is a constraint on the land, which is an aspect the objector has failed to consider.
Comments Received in Objection:  

<table>
<thead>
<tr>
<th>Applicant Comment:</th>
</tr>
</thead>
</table>
| • The existing development and car parking area on the land does not currently provide a 1.5 metre landscaping strip on the southern side boundary of the car parking area. This application only seeks to modify the car parking area and does not propose to re-develop the entire site.  
| • Notwithstanding the above, the amended plans prepared in support of the application illustrates the provision of a 1.5 metre landscaping strip in accordance with the ‘deemed to comply requirements’ of the City’s Policy.  
| In light of the above responses, the comment made is no longer valid, is unsubstantiated and should be dismissed. |
| Comment 8  
| “The applicant should provide a balance between retention of trees and provision of parking.” |
| • Amended plans have been prepared in support of the application illustrating the provision of additional landscaping and the retention of existing landscaping/trees. The extent of landscaping provided accords with the City’s Built Form Policy and is sufficient to support the existing development on the land.  
| • The number of bays being provided for the existing development complies with the City’s approval for the use on the land. It should be noted that the City has indicated that it will not support a reduction on the number of on-site car parking bays to those required as part of its approval granted in 2001.  
| • Given the changes, the proposed changes to the existing development on the land has provided a balance between the required on-site car parking and the provision of adequate landscaping.  
| In light of the above response, the comment made is unsubstantiated, misleading and should be dismissed. |

Conclusion

In light of the amended plans and the abovementioned information, we now look forward to the City’s favourable consideration of the application to construct a new on-site car parking area and associated landscaping for the existing approved ‘lodging house’ development on the Lots 4, 5, 50 & 51 (No.381) Beaufort Street, Perth in accordance with the amended plans prepared in support of this application.

Should you have any queries or require any additional information regarding any of the matters raised above please do not hesitate to contact me on 0407384140 or carlof@people.net.au.

Yours faithfully,

Carlo Famiano  
Town Planner  
CF Town Planning & Development
APPENDIX 2 – PARKING MANAGEMENT PLAN FRAMEWORK

<table>
<thead>
<tr>
<th>Owner/Applicant Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>Name:</td>
</tr>
<tr>
<td>Skypoint Nominees Pty Ltd</td>
</tr>
<tr>
<td>Address:</td>
</tr>
<tr>
<td>10 Bowman Street</td>
</tr>
<tr>
<td>South Perth WA 6151</td>
</tr>
<tr>
<td>Phone:</td>
</tr>
<tr>
<td>9367 7722</td>
</tr>
<tr>
<td>Email:</td>
</tr>
<tr>
<td><a href="mailto:giulio@cinetta.com.au">giulio@cinetta.com.au</a></td>
</tr>
<tr>
<td>Applicant Signature:</td>
</tr>
<tr>
<td>[Signature]</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Property Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lot Number:</td>
</tr>
<tr>
<td>51, 50, 5 and 4</td>
</tr>
<tr>
<td>Address:</td>
</tr>
<tr>
<td>381 Beaufort Street</td>
</tr>
<tr>
<td>Perth WA 6000</td>
</tr>
</tbody>
</table>

Parking Allocation:

The following table should be prepared for inclusion in this Parking Management Plan to outline the parking available for the different users of this development application.

<table>
<thead>
<tr>
<th>Parking Allocation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Number Car Parking Spaces:</td>
</tr>
<tr>
<td>43</td>
</tr>
<tr>
<td>Total Number Short Term Bicycle Parking Spaces:</td>
</tr>
<tr>
<td>10</td>
</tr>
<tr>
<td>Total Number Long Term Bicycle Parking Spaces:</td>
</tr>
<tr>
<td></td>
</tr>
<tr>
<td>Total Number Other Bays:</td>
</tr>
<tr>
<td></td>
</tr>
</tbody>
</table>
### CITY OF VINCENT PLANNING AND BUILDING POLICY MANUAL

**POLICY NO: 7.7.1**

**NON-RESIDENTIAL DEVELOPMENT PARKING REQUIREMENTS**

<table>
<thead>
<tr>
<th>Development Type</th>
<th>Development Users</th>
<th>Parking Allocation</th>
</tr>
</thead>
<tbody>
<tr>
<td>E.g. Private Recreation Town Centre</td>
<td>Staff Employee (&gt; 3 hours)</td>
<td>Type / Duration</td>
</tr>
<tr>
<td></td>
<td>Customers Visitor (&lt; 3 hours)</td>
<td>7</td>
</tr>
<tr>
<td></td>
<td>Other Service (15 minute)</td>
<td>-</td>
</tr>
<tr>
<td></td>
<td>Other Disabled</td>
<td>-</td>
</tr>
<tr>
<td></td>
<td>Staff Day (Max)</td>
<td>3</td>
</tr>
<tr>
<td></td>
<td>Staff Night (Max)</td>
<td>1</td>
</tr>
<tr>
<td></td>
<td>Backpackers Visitors</td>
<td>40</td>
</tr>
</tbody>
</table>

**Note:** In a mixed use development the parking allocation for residential and non-residential portions must be provided separately in the above table.

### Alternative Transport:

The following table should be prepared for inclusion in this Parking Management Plan to outline the alternative transport options available to users of this development application.

<table>
<thead>
<tr>
<th>Transport Option</th>
<th>Type &amp; Level of Service</th>
</tr>
</thead>
<tbody>
<tr>
<td>Public Transport</td>
<td></td>
</tr>
<tr>
<td>Train</td>
<td>Claisebrook Station 940 metres away</td>
</tr>
<tr>
<td>Bus</td>
<td>High frequency bus service along Beaufort Street</td>
</tr>
</tbody>
</table>
COUNCIL BRIEFING AGENDA

16 JULY 2019

GITY OF VINCENT PLANNING AND BUILDING POLICY MANUAL
POLICY NO: 7.7.1
NON-RESIDENTIAL DEVELOPMENT PARKING REQUIREMENTS

<table>
<thead>
<tr>
<th>Pedestrian</th>
</tr>
</thead>
<tbody>
<tr>
<td>Paths</td>
</tr>
<tr>
<td>Facilities</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Cycling</th>
</tr>
</thead>
<tbody>
<tr>
<td>Paths</td>
</tr>
<tr>
<td>Facilities</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Secure Bicycle Parking</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cycle racks provided within foyer/entry of complex. Bicycles can be locked.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Lockers</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>Showers/Change Room</th>
</tr>
</thead>
<tbody>
<tr>
<td>Each room comprises a shower to accommodate end of trip facilities.</td>
</tr>
</tbody>
</table>

Public Parking:

Identify the number of on street and off street public parking in the vicinity in the following table.

<table>
<thead>
<tr>
<th></th>
<th>No. Marked Spaces</th>
<th>Location</th>
<th>Parking Restrictions</th>
</tr>
</thead>
<tbody>
<tr>
<td>On Street Parking</td>
<td>97</td>
<td>Within 200m radius of the premises</td>
<td></td>
</tr>
<tr>
<td>Off Street Parking</td>
<td>214 71 39</td>
<td>Brisbane Street Car Park Stadium Car Park Wilson Parking (450 &amp; 462 Beaufort)</td>
<td></td>
</tr>
</tbody>
</table>

Parking Management Strategies


10.1.8 No. 381 (Lots 1, 1, 4 and 5) Beaufort Street and (Lots 9, 10, 11 and 12) Grant Street, Perth - Alterations and Additions to Existing Lodging House

<table>
<thead>
<tr>
<th>Ward:</th>
<th>North Perth</th>
<th>Date:</th>
<th>26 September 2001</th>
</tr>
</thead>
<tbody>
<tr>
<td>Precinct:</td>
<td>Forrest, P14</td>
<td>File Ref:</td>
<td>PRO0411 (00/33/0610)</td>
</tr>
</tbody>
</table>

Reporting Officer(s): B Foster
Checked/Endorsed by: D Abel
Amended by: -

RECOMMENDATION:

That:

in accordance with the provisions of the Metropolitan Region Scheme and the Town of Vincent Town Planning Scheme No.1 the Council APPROVES the application submitted by I Graydon on behalf of the landowners Skypoint Nominees Pty Ltd for alterations and additions to an existing lodging house on No. 381 (Lots 1, 1, 4 and 5), Beaufort Street and Lots 9, 10, 11 and 12 Grant Street, Perth, and as shown on plans stamp dated 5 June 2001 subject to:

(i) a detailed schedule of external finishes (including materials and colour schemes and details) shall be submitted and approved prior to the issue of a Building Licence;

(ii) all car parking bays shall be dimensioned on the Building Licence application working drawings and shall comply with the minimum specifications and dimensions specified in the Town’s Policy relating to Parking and Access and Australian Standards AS2890.1 – “Off Street Parking”;

(iii) prior to the first occupation of the development, ten (10) bicycle parking rail(s) shall be provided on site. Details of the design and layout of the bicycle parking facilities shall be submitted and approved prior to the installation of such facilities;

(iv) a detailed management plan that addresses the control of noise, traffic, car parking, litter and anti-social behaviour (to reasonable levels) associated with the development shall be submitted and approved prior to the issue of a Building Licence or first occupation of the development, whichever comes first, and thereafter implemented and maintained;

(v) all signage shall be subject to a separate Planning Approval and Sign Licence application being submitted and approved prior to the erection of the signage;

(vi) all car parking bays shall be dimensioned on the Building Licence application working drawings and shall comply with the minimum specifications and dimensions specified in the Town’s Policy relating to Parking and Access and Australian Standards AS 2890.1 – “Off Street Parking”;

(vii) the lodging house shall accommodate a maximum of 230 lodgers/beds at any one time;

(viii) compliance with all relevant Environmental Health, Engineering and Building requirements;
(ix) prior to the issue of a Building Licence or first occupation of the development, whichever occurs first, revised plans shall be submitted and approved providing a minimum additional 19 car parking bays on site, and such additional car parking shall have minimal adverse impact on existing mature trees and landscaping on the site;

(x) all facilities on site to be used by patrons and/or staff only; and

(xi) no vehicular access shall be allowed from the subject property onto Grant Street;

to the satisfaction of the Chief Executive Officer.

LANDOWNER: Skypoint Nominees Pty Ltd
APPLICANT: I Graydon
ZONING: Metropolitan Region Scheme: Urban
Town Planning Scheme No.1: Residential R80
EXISTING LAND USE: Lodging House

COMPLIANCE:

<table>
<thead>
<tr>
<th>Requirements</th>
<th>Required</th>
<th>Provided</th>
</tr>
</thead>
<tbody>
<tr>
<td>Car Parking</td>
<td>76.6 bays (based on one bay per 3 beds)</td>
<td>43 bays</td>
</tr>
</tbody>
</table>

SITE HISTORY:

The subject site currently operates as a lodging house and under the Health Local Laws 1997 has a licence to accommodate a maximum of 130 lodgers, with a maximum total of 60 rooms to be used as sleeping apartments.

DETAILS:

Approval is sought for an increase in the number of lodgers from 130 to 230, and general internal alterations to the existing lodging house. The main alterations proposed are to the ground floor providing additional common areas and the existing configuration of the upper floor bedrooms are to remain. The current lodgers are accommodated within a portion of the existing building, with a number of rooms remaining unoccupied. The applicant seeks to utilise the available existing rooms.

ADVERTISING:

During and after the advertising period a total of forty two (42) letters of objection and a petition against the proposal with twenty-one (22) signatures were received. The comments made by objectors are reflected in the following petition:

"We the tenants resident at Lincoln Towers, 133 Lincoln Street, Highgate, wish to advise that we oppose said application on the following grounds:
• We contend that the undated notice sent to us by a third party to the application and received 12th July 2001 did not truly indicate the extent of the proposal.
1. The property was not adequately described. Title particulars only were given when the property has a well known name "Beaufort College" which would have alerted us to the impending changes.
2. We believe the property has been sold and we would wish to know to whom and what intentions were in respect to future use and why alterations were contemplated."
3. The notice was sent belatedly and so as to give the minimum information and was not intended to inform.

- Inspection of the plans was necessary to get any indication of what was proposed. Plans were first prepared in February this year, copies dated May were submitted to Council in June, we were “advised” in July.
- Whilst plans made available were very basic, they indicated that alterations and additions were proposed for the purpose of operating as a backpackers hostel.
- We were informed that Council has not yet approved the application, yet tradesmen have been working on the property for over a month.
- We question whether astute businessmen would have purchased such an expensive property and commence alterations without some assurance from the Council that approval was forthcoming. In which case notice to us for comment and possible objection would appear to be a formality and not taken seriously.
- It is only hearsay and by notation on the plans that we are informed that Beaufort College has ceased operation as student accommodation and is to operate as a backpackers hostel.
- Council may consider there is no change in category of "lodging house" but we definitely consider this a radical change which will impact on our privacy, security, and will affect our way of life.
- We have managed having high school students living next door. Whilst they are unruly and noisy at times, they were supervised and disciplined and expected to study and went home for weeks at a time.
- Backpackers have completely different life agenda. They are on working holiday travelling around - short stay and away. They keep late hours, gather in groups with other young people, stay up all night if they feel like it, drinking, playing loud music and disturbing the peace and there is nothing that can be effective by way of discipline with these people.
- We have 16 apartments out of the total 60 which directly overlook three stories of Beaufort College and these apartments have bedrooms about 14 metres from the balconies of each of the College units. All the apartments in Lincoln Towers will suffer from the noise and behaviour on these balconies.
- Unlike a backpackers, Lincoln Towers is strictly supervised for the good of the elderly, the families, those going to work each day and students studying.
- We are concerned for security with so many transients living next door with the risks of fire, explosions and malicious damage. That this is a real risk is evidenced by the fact that it is almost impossible to get insurance for a backpackers hostel.
- We understand that planning for over 200 backpackers. There is also the suggestion that the proprietors will be seeking a liquor licence. This will contribute to the disorder and noise we will be opposing that also."

Currently no access to the subject site exists from Grant Street, however concern is raised should this proposal result in access to Grant Street and the adverse impact on the amenity and safety of residents.

Applicant Justification
The applicant intends providing accommodation for a range of international and Australian travellers, including retired people, travellers between the age of 15 to 30 years and international students aged between 16 to 25 years, linking a future international language school on the site with the accommodation provided, resulting in a ratio of approximately 50 percent being students.

The management standards and facilities will be of a high standard to meet the international language school expectations and the targeted market of young professional travellers.
Transportation provided include, courtesy bus, scooter hire and mountain bike hire. The inner city location and access to public transport is considered sufficient for the needs of the lodgers, and there is a further option for increased on-site parking should the parking shortfall become a problem, however this would reduce the existing landscaping, including the removal of trees. The applicant provided examples that young travellers generally do not possess or require motor vehicles.

The application does not include reinstating entry to Grant Street from the site.

The following code of conduct has been provided by the applicant:

"Loud and unruly behaviour that is disruptive to house guests and the surrounding residents will not be tolerated.

1. Any abuse towards staff, guests or visitors will result in eviction from the property.

2. Any reports of off site indiscriminate behaviour that may tarnish the reputation of the Billabong Resort will be treated as on site misbehaviour and result in expulsion.

3. There is a zero tolerance policy towards the use of illegal drugs on the premises.

4. The entry points of the Billabong Resort are locked at 11:00pm and entry can only be accomplished by ringing the night access bell to alert the manager of incoming traffic.

5. No amplified music is allowed in the rooms and the facilities piping music is controlled by the Billabong Resort staff."

COMMENTS:

Public Consultation
The proposal was advertised in accordance with the Town's Policy - Community Consultation requiring affected neighbours to be notified in writing of the proposal, with 21 days in which to comment, and a sign erected on site giving details regarding viewing of the plans. The Town generally uses this method of advertising for proposals classified "SA" in the Zone Table, particularly as in this case, the proposal is for an increase in the intensity of the use.

Site Works
The applicant has advised the Town that the extent of work on site to date have related to general improvements which have not involved structural changes, which would require approval from the Town.

Definition
Town Planning Scheme No. 1 refers to "lodging house" as defined under the Health Act 1911 which means "...any building or structure permanent or otherwise, and any part thereof, in which provision is made for lodging or boarding more than 6 persons, exclusive of the family of the keeper thereof, for hire or reward; but the term does not include -

(a) premises licensed under a publican's general licence, limited hotel licence, or wayside-house licence, granted under the Licensing Act 1911;

(b) premises used as a boarding school approved under the Education Act 1928; or

(c) any building comprising residential flats."

The Town's records make reference to the land use being lodging house, and the City of Perth records do not revealed the subject site was approved as a hostel, which would have required an application for change of use.
Alternative Access
Given the narrowness and residential nature of Grant Street it is considered appropriate that vehicular access to the site is only from Beaufort Street.

Parking
This application proposes a gross parking shortfall of 33.6 car bays. Application of the Town's Policy relating to Parking and Access provides for the development being within 400 metres of a bus stop and will have secure on-site and/or adjacent street bicycle parking (complying with the standards identified in Bikewest guidelines), resulting in an adjustment factor of 0.8075, and a total parking shortfall of 18.85 car parking bays.

Given the site's inner city location, the provision of bicycles and scooters for hire and the low car ownership among students and travellers, and the sites potential for further parking bays, a cash in lieu contribution is not considered appropriate. However the on site parking bays should have a minimal impact on the existing trees and landscaping, including the existing sand pit/volley ball court.

Privacy
Given that the proposal does not involve significant changes to the existing building, the inner city location and density it is not considered appropriate to impose screening requirements.

Amenity
The applicant has provided a code of conduct as indicated above, and to further protect the amenity of the immediate residents, a detailed management plan should be submitted and approved by the Town.

Summary
In light of the above, it is recommended the application be approved subject to standard and appropriate conditions to address the above matters.

Moved by Cr Piper, Seconded by Cr Ker

That the recommendation be adopted subject to clause (iv) being removed which was a duplication.

Moved by Cr Piper, Seconded by Cr Doran-Wu

That clause (ix) be deleted.

CARRIED (9-0)

CARRIED AS AMENDED (9-0)

THE RECOMMENDATION THEREFORE READS AS FOLLOWS:

That:

in accordance with the provisions of the Metropolitan Region Scheme and the Town of Vincent Town Planning Scheme No.1 the Council APPROVES the application submitted by I Graydon on behalf of the landowners Skypoint Nominees Pty Ltd for alterations and additions to an existing lodging house on No. 381 (Lots 1, 1, 4 and 5), Beaufort Street and Lots 9, 10, 11 and 12 Grant Street, Perth, and as shown on plans stamp dated 5 June 2001 subject to;
(i) a detailed schedule of external finishes (including materials and colour schemes and details) shall be submitted and approved prior to the issue of a Building Licence;

(ii) all car parking bays shall be dimensioned on the Building Licence application working drawings and shall comply with the minimum specifications and dimensions specified in the Town's Policy relating to Parking and Access and Australian Standards AS2890.1 – “Off Street Parking”;

(iii) prior to the first occupation of the development, ten (10) bicycle parking rail(s) shall be provided on site. Details of the design and layout of the bicycle parking facilities shall be submitted and approved prior to the installation of such facilities;

(iv) a detailed management plan that addresses the control of noise, traffic, car parking, litter and anti-social behaviour (to reasonable levels) associated with the development shall be submitted and approved prior to the issue of a Building Licence or first occupation of the development, whichever comes first, and thereafter implemented and maintained;

(v) all signage shall be subject to a separate Planning Approval and Sign Licence application being submitted and approved prior to the erection of the signage;

(vi) the lodging house shall accommodate a maximum of 230 lodgers/beds at any one time;

(vii) compliance with all relevant Environmental Health, Engineering and Building requirements;

(viii) all facilities on site to be used by patrons and/or staff only; and

(ix) no vehicular access shall be allowed from the subject property onto Grant Street;

to the satisfaction of the Chief Executive Officer.
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.

<table>
<thead>
<tr>
<th>Comments Received in Support:</th>
<th>Officer Technical Comment:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Parking</td>
<td>These comments are noted by the City.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Comments Received in Objection:</th>
<th>Officer Technical Comment:</th>
</tr>
</thead>
</table>
| **Landscaping** | - Following the Community Consultation period, the applicant submitted an amended landscape plan for the proposal. The amended landscape plan meets the deemed-to-comply requirements of the Built Form Policy Clause 1.7 Landscaping and the landscaping proposed is acceptable;  
- The amended landscape plan shows the canopy cover to be retained, as well as the canopy cover proposed. The retained canopy cover contributes to 55 percent of the total canopy cover provided on site. In order to achieve this, the applicant removed parking bays on site and increased with width of planting strips on site in effort to retain as much as the existing mature trees as possible; and  
- The City’s Technical Officers have reviewed the amended landscape plan and have advised that the proposed species could be supported. |

- Retention of mature trees and canopy cover is one of the top priorities for the City and should be prioritised in this situation;  
- More existing trees on site should be retained to reduce urban heat island effect; to provide greater privacy to adjoining properties, and to increase the visual amenity of the area;  
- Replacement planting would be far below the canopy cover of existing tree canopy;  
- The submitted plans do not sufficiently address what trees are being retained and what species new trees would be;  
- Removal of trees to the southern boundary would adversely impact the amenity of the adjoining southern properties;  
- Canopy cover to the rear setback area should be increased;  
- The planting strips along the boundary should be increased from 1m to 1.5 metres; and  
- There should be a balance between retaining trees on site and providing sufficient car bays.  

Note: Submissions are considered and assessed by issue rather than by individual submitter.
**Determination Advice Notes:**

1. This is a development approval issued under the City of Vincent Local Planning Scheme No. 2 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.

2. 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.

3. 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. If the safety of the path is compromised resulting from either construction damage or as a result of a temporary obstruction appropriate warning signs (in accordance with AS1742.3) shall be erected. Should a continuous path not be able to be maintained, an 'approved' temporary pedestrian facility suitable for all path users shall be put in place. If there is a request to erect scaffolding, site fencing etc. or if building materials are required to be stored within the road reserve, once a formal request has been received, the matter will be assessed by the City and if considered appropriate a permit shall be issued by the City. No permit will be issued if the proposed encroachment into the road reserve is deemed to be inappropriate.

4. 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. 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.

6. With reference to Condition 3, the City encourages ‘Root Direction Barriers’ to be installed when planting the Pride of Bolivia trees to reduce potential damage to the surrounding infrastructure.
5.5 NO. 274 (LOT: 3; D/P: 2841) BULWER STREET, PERTH - PROPOSED CHANGE OF USE FROM SHOP HOUSE TO RESTAURANT/CAFÉ (UNAUTHORISED EXISTING DEVELOPMENT)

TRIM Ref: D19/88179
Author: Karsen Reynolds, Urban Planner
Authoriser: Joslin Colli, Coordinator Planning Services
Ward: South
Attachments:
1. Consultation and Location Map
2. Development Plans
3. Supporting Information
4. Summary of Submissions - Administration's Response
5. Department of Planning, Lands and Heritage Comments
6. Determination Advice Notes

RECOMMENDATION:

That Council, in accordance with the provisions of the City of Vincent Local Planning Scheme No. 2 and the Metropolitan Region Scheme, APPROVES the application for the Change of Use from Shop House to Restaurant/Café (unauthorised existing development) at No. 274 (Lot: 3; D/P: 2841) Bulwer Street, Perth, in accordance with plans provided in Attachment 2, subject to the following conditions, with the associated determination advice notes in Attachment 6:

1. Use of Premises
   1.1 This approval relates to a Change of Use from Shop House to Restaurant/Cafe (unauthorised existing development) as shown on the plans dated 10 May 2019 and 11 June 2019. It does not relate to any other development on the site;
   1.2 The development shall be used in accordance with the definition of ‘Restaurant/Cafe’ as set out in the City’s Local Planning Scheme No. 2;
   1.3 The total number of persons attending the Restaurant/Cafe at any one time, including staff and customers, shall be limited to 40 persons; and
   1.4 The operating hours of the Restaurant/Cafe shall be limited to 7:00am to 9:00pm Monday to Sunday, including public holidays;

2. Acoustic Report
   2.1 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 within 30 days of the development approval. All of the recommended measures included in the approved Acoustic Report shall be implemented as part of the development; and
   2.2 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, within 60 days of the development approval;

3. Building Design
   3.1 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 where practicable from adjoining buildings, within 30 days of the development approval, to the satisfaction of the City; and
3.2 Windows and doors of the ground floor tenancies fronting Bulwer Street shall provide an active and interactive relationship to the street and shall be maintained thereafter to the satisfaction of the City. Blinds, roller shutters and other screening and shielding devise shall remain open during the operating hours;

4. Parking and Access

4.1 A minimum of 4 off-street parking bays shall be provided for staff use. The parking bays are not to be used for storage purposes or the like;

4.2 The car parking and access areas shall be sealed, drained, paved and marked as ‘staff only’ in accordance with the approved plans and are to comply with the requirements of AS2890.1, within 30 days of the development approval, to the satisfaction of the City; and

4.3 A minimum of 4 bicycle facilities shall be provided and designed in accordance with AS2890.3, within 30 days of the development approval, to the satisfaction of the City;

5. Signage

The signage shown on the approved plans dated 10 May 2019 shall be kept in a good state or repair, safe, non-climbable and free from graffiti for the duration of its display onsite.

PURPOSE OF REPORT:

To consider an application for unauthorised existing development for a change of use from Shop House to Restaurant/Café at No. 274 Bulwer Street, Perth (subject site).

PROPOSAL:

The application proposes to change the use of the subject site from a Shop House to a Restaurant/Café. The subject site has been operating as a Restaurant/Café without development approval from the City since March 2019. The applicant submitted a development application seeking approval for a Restaurant/Café in order to obtain a Section 40 certificate (to form part of application for liquor license). The applicant paid a fee that is three times that of a standard application fee that encompasses the processing fee of the development application and a penalty for commencing development without prior approval, as provided by the Planning and Development (Local Planning Schemes) Regulations 2015.

The Restaurant/Café would operate Monday to Sunday from 7:00am – 9:00pm. A maximum of 34 customers and six staff members are proposed to be on site at any one time. External works proposed involve advertising signs only.

BACKGROUND:

<table>
<thead>
<tr>
<th>Landowner:</th>
<th>Giovanni Di Placido</th>
</tr>
</thead>
<tbody>
<tr>
<td>Applicant:</td>
<td>Rodney Suric</td>
</tr>
<tr>
<td>Date of Application:</td>
<td>8 February 2019</td>
</tr>
<tr>
<td>Zoning:</td>
<td>MRS: Urban</td>
</tr>
<tr>
<td></td>
<td>LPS2: Zone: Residential R Code: R50</td>
</tr>
<tr>
<td>Built Form Area:</td>
<td>Residential</td>
</tr>
<tr>
<td>Existing Land Use:</td>
<td>Shop House</td>
</tr>
<tr>
<td>Proposed Use Class:</td>
<td>Restaurant/Café</td>
</tr>
<tr>
<td>Lot Area:</td>
<td>260.84m²</td>
</tr>
<tr>
<td>Right of Way (ROW):</td>
<td>No</td>
</tr>
<tr>
<td>Heritage List:</td>
<td>No</td>
</tr>
</tbody>
</table>
The subject site is zoned Residential R50 under the City of Vincent Local Planning Scheme No. 2 (LPS2). The building was approved by the City of Perth as a Shop House in 1961. The City has no record of any further approvals since the 1961 development approval.

The subject site is bound by Bulwer Street to the south-east, Palmerston Street to the north-east and existing Single House developments to the north and west of the subject site. Bulwer Street is reserved as an Other Regional Road (ORR) under the Metropolitan Region Scheme, a portion of which affects the south-eastern corner of the subject site. A location plan is included in Attachment 1. The proposed advertising signage is located within the portion of the subject site affected by the Bulwer Street ORR reservation. The land surrounding the subject site is zoned Residential R50 under LPS2 and consists generally of single and two storey residential development. Adjacent land to the south of the subject site is zoned Mixed Use R40 and has been approved as a Motel and Restaurant/Café.

A previous Café business, ‘Le Papillon’ operated from the subject site without development approval from circa 2000 to July 2018. The new Restaurant/Café business is proposed to operate as ‘Boo Too’. The new business proposes to extend the operating hours and increase the dining room floor area to that utilised by the previous Café business. The City has not received any formal complaints regarding amenity impacts associated with the previous or current Restaurant/Café business.

Plans for the proposal are included in Attachment 2. The supporting information provided by the applicant is included in Attachment 3, including a management plan, acoustic justification and a parking management plan.

DETAILS:

Summary Assessment

The table below summarises the planning assessment of the proposal against the provisions of the City of Vincent Local Planning Scheme No. 2 (LPS2), the City’s Policy No. 7.1.1 – Built Form and 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.

<table>
<thead>
<tr>
<th>Planning Element</th>
<th>Use Permissibility/Deemed-to-Comply</th>
<th>Requires the Discretion of Council</th>
</tr>
</thead>
<tbody>
<tr>
<td>Land Use</td>
<td></td>
<td>✓</td>
</tr>
<tr>
<td>Car Parking</td>
<td></td>
<td>✓</td>
</tr>
<tr>
<td>Bicycle Parking</td>
<td></td>
<td>✓</td>
</tr>
<tr>
<td>Advertising Signs</td>
<td></td>
<td>✓</td>
</tr>
<tr>
<td>Hours of Operation</td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td>Sound Attenuation</td>
<td></td>
<td>✓</td>
</tr>
</tbody>
</table>

Detailed Assessment

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

<table>
<thead>
<tr>
<th>Land Use</th>
</tr>
</thead>
<tbody>
<tr>
<td>Deemed-to-Comply Standard</td>
</tr>
<tr>
<td>Local Planning Scheme No. 2</td>
</tr>
<tr>
<td>“P” Use</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Car Parking</th>
</tr>
</thead>
<tbody>
<tr>
<td>Deemed-to-Comply Standard</td>
</tr>
<tr>
<td>Policy No. 7.7.1 – Non-Residential Development Parking Requirements</td>
</tr>
<tr>
<td>Car Bays</td>
</tr>
<tr>
<td>Bicycle Bays</td>
</tr>
</tbody>
</table>
Item 5.5

<table>
<thead>
<tr>
<th>Short Term: 1 bicycle bay (0.76)</th>
<th>Short Term: Nil</th>
</tr>
</thead>
<tbody>
<tr>
<td>Long Term: 2 bicycle bays (1.7)</td>
<td>Long Term: 3 bicycle bays</td>
</tr>
</tbody>
</table>

### Advertising Signs

<table>
<thead>
<tr>
<th>Deemed-to-Comply Standard</th>
<th>Proposal</th>
</tr>
</thead>
<tbody>
<tr>
<td>Policy No. 7.5.2 – Signs and Advertising</td>
<td></td>
</tr>
<tr>
<td>Two signs permitted</td>
<td>Three signs proposed</td>
</tr>
</tbody>
</table>

### Sound Attenuation

<table>
<thead>
<tr>
<th>Deemed-to-Comply Standard</th>
<th>Proposal</th>
</tr>
</thead>
<tbody>
<tr>
<td>Policy No. 7.5.21 – Sound Attenuation</td>
<td></td>
</tr>
<tr>
<td>Acoustic report required for non-residential uses in residential zones</td>
<td>Acoustic report not provided</td>
</tr>
</tbody>
</table>

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 Schemes) Regulations 2015* for a period of 27 days from 3 April 2019 to 30 April 2019. An additional six business days were provided to the 21 day consultation period due to the Easter and Anzac Day public holidays. The method of consultation included a sign being placed on site, a notice being placed in the local newspaper and eight letters being mailed to all the owners and occupiers of the properties adjoining the subject site, as shown in Attachment 1.

During the community consultation, the City received a total of six submissions; one objecting to the proposal; four submissions in support of the proposal; and one submission that neither supported nor objected to the proposal. The submission received in objection raised the following concerns:

- Concerns the proposal would be utilised as a live music venue;
- Pedestrian access;
- Car parking; and
- Hours of operation.

A summary of submissions and Administration’s response is provided in Attachment 4. The applicant sought to respond to neighbour submissions through an amended management plan and parking management plan provided in Attachment 3.

**Department of Planning, Lands and Heritage**

The application was referred to the Department of Planning, Lands and Heritage (DPLH) as the development abuts and is affected by Bulwer Street which is reserved as an ORR under the MRS. the DPLH advised that it has no objection to the proposal. Comments received from DPLH are included in Attachment 5.

**Design Review Panel (DRP):**

Referred to DRP: No

The application did not require referral to the DRP given there is no external works proposed, except for advertising signs.

**LEGAL/POLICY:**

- *Planning and Development Act 2005*;
- *Planning and Development (Local Planning Schemes) Regulations 2015*;
- City of Vincent Local Planning Scheme No. 2;
- Policy No. 4.1.5 – Community Consultation;
- Policy No. 7.5.2 – Signs and Advertising;
- Policy No. 7.5.21 – Sound Attenuation; and
- Policy No. 7.7.1 – Non-Residential Development Parking Requirements.

**Planning and Development Act 2005**

Should Council refuse the application for development approval, the applicant may have the right to have the decision reviewed in accordance with Part 14 of the *Planning and Development Act 2005*.

**LPS2**

In considering the appropriateness of the use, Council shall have regard to the objectives of the Residential zone under LPS2, as follows:

- To provide for a range of housing and a choice of residential densities to meet the needs of the community.
- To facilitate and encourage high quality design, built form and streetscapes throughout residential areas.
- To provide for a range of non-residential uses, which are compatible with and complementary to residential development.
- To promote and encourage design that incorporates sustainability principles, including but not limited to solar passive design, energy efficiency, water conservation, waste management and recycling.
- To enhance the amenity and character of the residential neighbourhood by encouraging the retention of existing housing stock and ensuring new development is compatible within these established areas.
- To manage residential development in a way that recognises the needs of innovative design and contemporary lifestyles.
- 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.

**Delegation to Determine Applications:**

The matter is being referred to Council in accordance with the City’s Delegated Authority Register. The application for development approval proposes a shortfall of more than five car parking bays under the minimum parking requirements of Local Planning Policy No. 7.7.1 – Non-Residential Development Parking Requirements (Non-Residential Parking Policy). The application also seeks Council’s discretion to waive cash-in-lieu requirements for the proposed shortfall of car parking bays.

**RISK MANAGEMENT IMPLICATIONS:**

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:**

This is in keeping with the City’s *Strategic Community Plan 2018-2028*:

Innovative and Accountable

*We are open and accountable to an engaged community.*

**SUSTAINABILITY IMPLICATIONS:**

Nil.

**FINANCIAL/BUDGET IMPLICATIONS:**

Nil.

**COMMENTS:**

Land Use
Within the Residential zone, a Restaurant/Café is an ‘A’ use, which requires advertising to be undertaken before discretion being exercised. In considering the appropriateness of the use regard is to be given to the objectives of the Residential zone under LPS2.

The City did not receive specific community submissions relating to the permissibility of the Restaurant/Café use. The proposal is consistent with the objectives of the Residential zone under LPS as follows:

- The development re-uses an existing building on-site with minor modifications and upgrades proposed. The adaptive re-use of an existing building is considered to be consistent with sustainability principles;
- The application proposes no alterations to the existing façade of the building, except for an updated paint colour and advertising signage, ensuring that the development would maintain the existing streetscape character and amenity of Bulwer Street. The ground floor design provides for a pedestrian awning with an open and active façade provided to encourage pedestrian activity;
- The adjoining properties to the south and south-east (across Bulwer Street) are both commercial in nature and the Restaurant/Café use would not encroach on these uses due to the separation that Bulwer Street provides;
- The residential property to the north-east of the subject site is well separated from the dining area of the proposed Restaurant/Café. The adjoining residential properties to the east of the subject site (across Palmerston Street) are well separated from the subject site. The separation distance between the subject site and the nearby residential and commercial properties is considered sufficient to mitigate the occurrence of any conflicts between the commercial and residential land uses;
- The residential property to the west of the subject site at No. 276 Bulwer Street Perth is under the same ownership of the Restaurant/Café and thus provides no objection to the proposal;
- The applicant has provided a Parking Management Plan to demonstrate that parking can be appropriately managed. Administration has also recommended that a condition of approval is provided requiring an Acoustic Report to be submitted by the applicant that confirms the operations of the Restaurant/Café complies with the requirements of the Environmental Noise Regulations 1997. This would confirm that the proposed use is capable of operating from the subject site without generating nuisances detrimental to the amenity of the nearby properties or wider locality; and
- The subject site has long been associated with a commercial use and the City has no record of receiving any complaints relating to the operations of the previous or current Restaurant/Café use. This demonstrates that the Restaurant/Café is compatible with the surrounding residential development.

**Car Parking**

In accordance with the City’s Policy No. 7.7.1 – Non-Residential Parking Policy (Policy No. 7.7.1), a Restaurant/Café use is required to provide 0.25 car bays per person accommodated on-site. This results in a requirement of 10 car bays for the Restaurant/Café use based on the proposed maximum capacity of 34 patrons and 6 employees. The proposal provides a total of 4 car bays on site, resulting in a shortfall of 6 car bays. The on-site car bays are for staff use only.

During the consultation period, a submission was received objecting to the proposal. The objection raised concerns in regards to the provision of car parking and the impact the car parking shortfall would have on the availability of on-street parking.

A Parking Management Plan has been prepared and submitted by the applicant as justification for the proposed parking shortfall. This is included as Attachment 3 and outlines the following:

- There is a number of on-street car parking bays located within walking distance of the subject site. An occupancy survey was undertaken by the applicant that determined that at no time were 100 percent of on-street bays occupied while the current Restaurant/Café was operating;
- The subject site is in close walking distance to Hyde Park. The proposal allows for multi-purpose trips for people visiting Hyde Park;
- Four long-term bicycle spaces are provided on the site, with these available for use by staff. Six bicycle spaces also exist on the footpath directly in front of the Restaurant/Café, with these available for use by staff, guests and customers of the Restaurant/Café; and
- The subject site is within proximity of high frequency and regular frequency bus routes, as well as pedestrian paths connecting to local amenities. Bulwer Street includes a bicycle lane in both directions which connects to Palmerston Street, Vincent Street and Lord Street. Connection is also provided to the wider bicycle network including along Beaufort Street and Fitzgerald Street.
The proposed parking provision is suitable for the following reasons:

- The subject site is in close proximity to high amenity areas, including approximately 400 metres from the Northbridge activity precinct and 600 metres from the North Perth activity precinct;
- Within the immediate vicinity of the subject site (450 metres), there are 113 bays along Bulwer Street between Randall Lane and Lake Street and 78 bays along Palmerston Street between Glendower Street and Newcastle Street available for public parking. With respect to the parking provided along Palmerston Street, the City’s parking data indicates that there is on average 18 bays available. With respect to the parking along Bulwer Street, this has not been captured by the City’s parking data, a review of the City’s GIS mapping indicated that there is on average 72 bays available, with details of the demand as follows:
  - Thursday 2 May 2019 – 41 cars parked;
  - Sunday 24 February 2019 – 42 cars parked;
  - Saturday 22 December 2018 – 36 bays parked;
  - Sunday 28 October 2018 – 43 cars parked;
  - Sunday 23 September 2018 – 40 cars parked;
  - Wednesday 25 April 2018 – 53 cars parked; and

Based on the above, there is generally 90 on-street parking bays available for use within 450 metres of the subject site, and this is capable of accommodating parking for customers of the Restaurant/Café.

Noting the above, sufficient on-site parking is provided for staff of the development. There is sufficient alternative transport methods and public parking within the vicinity of the subject site to accommodate any customer parking demand, without the need for a cash-in-lieu contribution from the applicant.

**Bicycle Parking**

The development is required to provide one short-term bicycle bay and three long-term bicycle bays for the proposed capacity of 40 persons on site. The development provides four long-term bicycle bays at the rear of the site, accessible to staff. The development does not provide any short-term bicycle facilities within the site boundary. While there are no short term bicycle bays provided on the subject site, there is an existing City of Vincent bicycle rack located on the Bulwer Street verge adjacent to the subject site that can accommodate six short-term bicycles. The provision of long-term bays to the rear of the site and short-term bays that exist on the Bulwer Street verge ensure that there is sufficient bicycle spaces provided on site for the use of both customers and staff.

**Signage**

The City’s Policy No. 7.5.2 – Signs and Advertising (Signs and Advertising Policy) permits a maximum of two awning signs per tenancy. The development applicant proposes three awning signs, with one sign proposed to each awning elevation. Plans have been provided for two elevations and a photo image has been provided for the north-west elevation. The dimensions of the awning sign to the north-west elevation are the same as the dimensions of the south-east elevations.

The City did not receive specific community submissions relating to the proposed advertising signage. The proposal is consistent with the objectives of the Signs and Advertising Policy as follows:

- The signage provided meets the permitted dimensions as prescribed in the Policy No. 7.5.2;
- The scale and design of the signage is appropriate to the building and the architectural detailing to which it relates. The additional signage does not result in a proliferation of signage;
- The third sign is a result of the premises being located on a corner site. With only one sign proposed per elevation, the signage does not dominate the streetscape; and
- The scale and design of the signage is compatible with the existing surrounding development and the size and colours of the sign are appropriate with the area.

Noting the above, the proposal ensures that the signage does not adversely impact the amenity of the surrounding properties, while providing appropriate exposure of the proposed use.
Acoustic Report

The City’s Policy No. 7.5.21 – Sound Attenuation requires development applications for non-residential uses located in residential zones to be accompanied by an acoustic report. The applicant has not provided an acoustic report prepared by an Acoustic Consultant/Engineer, and has instead provided written justification addressing management of noise generated on site, which is included in Attachment 3 and outlines the following:

- The adjoining properties to the south and south-east (across Bulwer Street) are both commercial in nature and the Restaurant/Café use would not encroach on these uses in terms of noise due to Bulwer Street providing a buffer between the sites. The south-east property has a large communal pool and amenities area that also faces onto the street and would generate noise;
- The residential property to the west of the subject site at No. 276 Bulwer Street Perth is under the same ownership of the Restaurant/Café and provides no objection to the proposal;
- The City has not received any formal complaints relating to noise from the previous and current Restaurant/Café use; and
- The use is required to comply with the Environmental Protection (Noise) Regulations 1997 at all times. This safeguards the requirement to comply with the assigned levels at all times.

Following a review of the applicants written justification, Administration recommends an acoustic report be prepared and submitted to the City by an Acoustic Consultant / Engineer. The new business proposes to extend the operating hours and increase the dining room floor area to that utilised by the previous Café business. While the proposal is expected to comply with the Environmental Protection (Noise) Regulations 1997, for the reasons detailed in the applicant’s justification, appropriate acoustic measures would ensure that this occurs. In light of this, a condition is recommended for an acoustic report to be provided to ensure that the proposed use is capable of operating from the subject site without generating nuisances detrimental to the amenity of the nearby properties or wider locality.

If the application is approved by Council the City’s Compliance Services team would follow up compliance with this condition to ensure it is met within a reasonable period and that the recommendations as provided within the acoustic report are implemented.
SUBJECT SITE

No. 274 Bulwer Street, Perth
NOT PART OF THIS APPROVAL

CITY OF VINCENT RECEIVED 10 May 2019

FLOOR PLAN 274 BULWER STREET PERTH

ELEVATION TO PALMERSTON STREET PERTH

PROPOSED NEW CAFE TO BE KNOWN AS "BOO Too"

SCALE 1:100
Management Plan
Existing Restaurant at Lot 3 (No.274) Bulwer Street, Perth
This management Plan is prepared in support of the Application for Development Approval
(retrospective) for an existing Restaurant situated at Lot 3 (No.274) Bulwer Street, Perth.

Floor Plan
Please refer Amended Site Plan / Floor Plan showing the proposed use of each part of the premises,
together with on-site parking.

Noise Control and Management
The Restaurant is located inside an existing premises with no external dining / public areas with the
exception of an existing Alfresco Area on the footpath of Bulwer Street.

Bulwer Street is reserved as an Other Regional Road under the Metropolitan Region Scheme and
according to Main Roads carried in excess of 11,000 vehicles per day in 2015/2016
(https://trafficmap.mainroads.wa.gov.au/map). Against this background traffic, it is not considered the
Restaurant will generate excessive noise, and all noise emitted from the premises will comply with the
Environmental Protection (Noise) Regulations.

Please refer to the attached Letter requested by the City in relation to Sound Attenuation

The existing Restaurant (under our management) has been operational since the beginning of March
2019 and to our knowledge there have been no complaints registered with the City. Therefore, we
propose that in the unlikely event that a complaint is registered with the City, that the City adopts the
process of allowing us the opportunity to respond and rectify the matter at hand. This may include the
requirement to submit a Noise Management Plan to demonstrate how any noise generated by the
premises will be managed to ensure compliance with the Regulations. The Noise Management Plan
would include an evaluation of plant and equipment, monitoring of noise at the nearest sensitive
receptor and recommendations (if required) to maintain compliance with the Regulations.

Patrons
- Customers: 34 (maximum internal seating capacity, excluding alfresco)
- Staff: 6 (maximum at any one time)

The total number of customers comprises:
- The main front internal dining area which has capacity for 22 people and
- The smaller dining room to the side of the kitchen, which has capacity for 12 people and is
  used as an overflow area and for larger group bookings.

Hours of Operation
Monday to Sunday 7am to 9pm

Patrons and Anti-Social Behaviour
The Restaurant will primarily serve residents in the local community and is operated as a family-
friendly venue. The Restaurant’s evening operations has a positive impact on the reduction of anti-
social behaviour by customers travelling to and from the premises thus activating the local area and
providing some degree of passive surveillance. The existing Restaurant does not have a Liquor Licence
and any future application for a Liquor Licence (if any) will be supported by documentation dealing
with the responsible service of alcohol.

Traffic and Car Parking Management
Please refer separate Parking Management Plan.
Waste Management
The premises is provided with general and recyclable waste bins which are stored on-site at the rear of the building, behind the secure wall / roller doors fronting Palmerston Street. Bins are placed on the verge of Palmerston Street either in the evening before the day of collection, or in the early morning (6am to 6.30am) on the day of collection. Bins are returned to the premises immediately after collection. A rubbish bin is also located on the Bulwer Street footpath directly outside the premises.
Parking Management Plan
Existing Restaurant at Lot 3 (No.274) Bulwer Street, Perth

<table>
<thead>
<tr>
<th>Applicant Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>Name</td>
</tr>
<tr>
<td>Address</td>
</tr>
<tr>
<td>Phone</td>
</tr>
<tr>
<td>Email</td>
</tr>
<tr>
<td>Applicant Signature</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Property Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lot Number</td>
</tr>
<tr>
<td>Address</td>
</tr>
</tbody>
</table>

Local Planning Policy 7.7.1 – Non-Residential Parking

Policy Objectives
1. To support a shift toward more active and sustainable transport modes that will reduce the dependence on single person private vehicle trips.
2. To ensure that parking facilities do not prejudice the environmental and amenity objectives of the City’s Local Planning Scheme.
3. To ensure appropriate parking and access is provided in non-residential development to meet the needs of its users.

Minimum Car and Bicycle Parking Required and Provided

<table>
<thead>
<tr>
<th>Land Use</th>
<th>Zone</th>
<th>Car Bays</th>
<th>Bike Bays (Short-Term)</th>
<th>Bike Bays (Long-Term)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Restaurant</td>
<td>Residential</td>
<td>Standard 0.25 bays per person</td>
<td>Standard 0.019 bays per person</td>
<td>Standard 0.042 bays per person</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Required 10 car bays (40 people)</td>
<td>Required 0.76 bays (1)</td>
<td>Required 1.68 (2)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Provided 4 car bays (staff use only)</td>
<td>Provided Nil on-site (6 on footpath)</td>
<td>Provided 3 (staff use only)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Surplus / Shortfall -6</td>
<td>Surplus / Shortfall -1</td>
<td>Surplus / Shortfall +1</td>
</tr>
</tbody>
</table>

Justification for Parking Provided
Despite the shortfall in on-site car parking (-6) and short-term bike parking (-1), it is considered the Restaurant satisfies the Objectives and Clause 1.2 provisions of Local Planning Policy 7.7.1 for the following reasons:
• The premises was constructed a considerable time ago and originally comprised a
dwelling with attached shop, likely with 2 car bays provided in the rear garage.

• The parking requirement (if any) that may have applied at the time the dwelling / shop was originally constructed is unknown.

• Applying the minimum car parking standards of the current Local Parking Policy, the approved use of dwelling / shop would hypothetically require 7 car bays.

• Accordingly, it can be assumed that a shortfall of 5 car bays already existed prior to the current use being established.

• The premises has operated as a café / restaurant ('Le Pepillon') for approximately 20 years (replacing the shop / dwelling). It is understood the City has no record of planning approval being granted for the café / restaurant, hence the required parking (and any approved parking shortfall) for the previous café business cannot be determined.

• The current Restaurant that was recently established on the site (March 2019) generates a minimum parking requirement of 10 car bays (assuming 1 bay for every 4 people). The operators are able to provide 4 car bays, resulting in a shortfall of 6 car bays (refer Amended Site Plan).

• Consistent with the approach usually taken with respect to car parking for Restaurants, if the minimum parking requirement is calculated on the basis of the number of customers (34), as opposed to the maximum number of people accommodated on the site at any one time (i.e. including staff), then the required parking is 9 bays, resulting in a shortfall of 5 car bays.

• Compared to the hypothetical parking shortfall (5 bays) of the original dwelling / shop, the Restaurant increases the parking shortfall by just 1 bay (or retains the same parking shortfall if the required parking is based on customers only).

• This approach of deducting any previous parking shortfall is consistent with the approach under the City's former Parking Policy. It is considered reasonable to have regard to this approach in relation to the current Restaurant, given the premises has been used as a Restaurant for some 20 years and may have been granted a parking shortfall when it was established.

• The operator of the new Restaurant already runs a small take-away premises ('Boo Coffee') nearby, opposite Robertson Park, with the majority of customers living in the neighbourhood and walking to the premises. The operator has established the new Restaurant ('Boo Too') to provide the local community (and many existing patrons) with a dine-in facility to complement 'Boo Coffee.'

• It is therefore anticipated the majority of customers will walk or cycle to the premises, thereby reducing demand for car parking.
Likewise, the premises is located close to Hyde Park, providing people with a place to eat / drink before / after a visit to Hyde Park. These customers will already be in the immediate area and not generate additional parking demand.

A demonstrated below, there are 200 on-street car parking bays located within 200 to 250 metres of the site. Observations of the use of these car bays confirm that sufficient capacity exists to accommodate any additional parking demand generated by the Restaurant. In this regard, at no time during the survey were the on-street car bays in the locality 100% occupied, noting the Restaurant was operating during the survey.

The site is accessible to bus services and positioned on two dedicated bicycle routes, with 6 bike racks already provided on the footpath directly in front of the Restaurant. This will further reduce demand for car parking.

The provision of 6 bike racks immediately adjacent to the site also negates the need to provide an additional short-term bike bay on the site.

Four car bays and three bike bays are provided for staff, with the number of staff not exceeding 6 at any one time. Accordingly, demand for on-street car parking by employees will be extremely low.

For these reasons, the Restaurant is considered to satisfy the Objectives of Local Planning Policy 7.1.1 and no further parking is required (either on-site or by payment of cash-in-lieu).

### Parking Allocation

<table>
<thead>
<tr>
<th>Development Type</th>
<th>Development Users</th>
<th>Parking Allocation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Restaurant Mon-Sun 7am-9pm</td>
<td>Staff Employees (all day)</td>
<td>Car Bays 4, Other Bays 0</td>
</tr>
<tr>
<td></td>
<td>Customers</td>
<td>Long Term Bike Bays 3, Short Term Bike Bays 6, Other Bays 0</td>
</tr>
<tr>
<td></td>
<td>Suppliers</td>
<td>Other Bays 0</td>
</tr>
</tbody>
</table>

* Whilst an on-site Loading Bay is not provided, there is a 15 minute car bay located in Palmerston St adjacent to the site, which can be used by small to medium sized delivery vehicles. This is depicted on the Amended Site Plan.
### Alternative Transport

<table>
<thead>
<tr>
<th>Public Transport</th>
<th>Type &amp; Level of Service</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Bus</strong></td>
<td></td>
</tr>
<tr>
<td>Blue Cat Bus Stop No. 12733</td>
<td></td>
</tr>
<tr>
<td>• Distance to Site</td>
<td>800m to south</td>
</tr>
<tr>
<td>• Services</td>
<td>Blue Cat passenger bus servicing Northbridge and Perth CBD.</td>
</tr>
<tr>
<td>Bus Stop Nos. 12814 / 22926</td>
<td></td>
</tr>
<tr>
<td>• Distance to Site</td>
<td>350m to west</td>
</tr>
<tr>
<td>• Services</td>
<td>High Frequency Route No.960 (Curtin University-Perth-ECU Mt Lawley-Mirrabooka). Minimum frequency every 15 minutes 7am to 7pm Monday-Friday; 8am to 7pm Saturdays; 9am to 7pm Sundays.</td>
</tr>
<tr>
<td>Bus Stop Nos. 10215 / 12809</td>
<td></td>
</tr>
<tr>
<td>• Distance to Site</td>
<td>500m to east</td>
</tr>
<tr>
<td>• Services</td>
<td>Bus Route Nos.16 and 60 on William Street, between Perth and Dianella Plaza / Morley Galleria</td>
</tr>
<tr>
<td><strong>Pedestrian</strong></td>
<td></td>
</tr>
<tr>
<td>Paths</td>
<td>Footpaths along entire length of Bulwer St and Palmerston St.</td>
</tr>
<tr>
<td><strong>Cycling</strong></td>
<td></td>
</tr>
<tr>
<td>Paths</td>
<td>Perth Bike Network</td>
</tr>
<tr>
<td>• Dedicated Bicycle Lanes along Bulwer St and Palmerston St (Signed Route).</td>
<td></td>
</tr>
<tr>
<td>Secure Bicycle Parking</td>
<td>Long Term Bike Bays (Restraunt Staff)</td>
</tr>
<tr>
<td>3 long-term bike parking bays for Staff, situated behind roller door within the site.</td>
<td></td>
</tr>
<tr>
<td>Short Term Bike Bays (Visitors)</td>
<td></td>
</tr>
<tr>
<td>6 short-term bike bays on Bulwer St footpath directly in front of the Restaurant entry.</td>
<td></td>
</tr>
<tr>
<td>Lockers / Showers</td>
<td>Staff Room and bathrooms / change facilities provided on-site.</td>
</tr>
</tbody>
</table>
## Public Parking

<table>
<thead>
<tr>
<th>Type</th>
<th>No. Marked Spaces</th>
<th>Location</th>
<th>Parking Restrictions</th>
</tr>
</thead>
<tbody>
<tr>
<td>On-Street Parking</td>
<td>22</td>
<td>Palmerston St, between Bulwer St &amp; Brisbane St</td>
<td>2H No Fee Mon-Sat 8am-5:30pm</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>No restrictions other times</td>
</tr>
<tr>
<td></td>
<td>3</td>
<td>Palmerston St, between Bulwer St &amp; Randell St</td>
<td>0.25H No Fee Mon-Sat 8am-5:30pm &amp; 8am to 5pm Sun</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>No restrictions other times</td>
</tr>
<tr>
<td></td>
<td>9</td>
<td>Palmerston St, between Bulwer St &amp; Glendower St</td>
<td>2H No Fee Mon-Sat 8am-5:30pm &amp; 8am-Noon</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>No restrictions other times</td>
</tr>
<tr>
<td></td>
<td>1</td>
<td>Palmerston St, between Bulwer St &amp; Glendower St</td>
<td>0.25H No Fee all times Mon-Sun</td>
</tr>
<tr>
<td></td>
<td>32</td>
<td>Glendower St, between Palmerston St &amp; Throssell St</td>
<td>3H No Fee all times Mon-Sun</td>
</tr>
<tr>
<td></td>
<td>48</td>
<td>Palmerston St, between Palmerston St &amp; Lake St</td>
<td>3H No Fee all times Mon-Sun</td>
</tr>
<tr>
<td></td>
<td>13</td>
<td>Primrose St, between Palmerston St &amp; Lake St</td>
<td>2H No Fee 8am-5:30pm Mon-Fri</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>No restrictions other times</td>
</tr>
<tr>
<td></td>
<td>40</td>
<td>Bulwer St, between Palmerston St &amp; Fitzgerald St</td>
<td>2H No Fee Mon-Fri 8am-5:30pm &amp; Sat 8am-Noon</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>No restrictions other times</td>
</tr>
<tr>
<td></td>
<td>1</td>
<td>Bulwer St, between Palmerston St &amp; Fitzgerald St</td>
<td>0.5H No Fee Mon-Sun 8am-5:30pm</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>No restrictions other times</td>
</tr>
<tr>
<td></td>
<td>22</td>
<td>Bulwer St, between Palmerston St &amp; Lake St</td>
<td>2H No Fee Mon-Fri 8am-5pm</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>No restrictions other times</td>
</tr>
<tr>
<td></td>
<td>9</td>
<td>Earl St</td>
<td>No restrictions</td>
</tr>
</tbody>
</table>

**Total On-Street**: 200
Observations and Findings

1. The on-street parking bays described above are within the City’s Resident Parking Permit Zone 7. Parking Restrictions do not apply to Resident Parking Permit holders.

2. 200 on-street parking bays are in close proximity to the site (<200-250 metres).

3. There is an abundant supply of on-street car parking during the day, after residents with parking permits have left the area for work. These car bays turnover regularly in accordance with the time restrictions and are available to service the various commercial uses in the area, including the existing Restaurant.

4. In the evening, many of the car bays are occupied by residents with parking permits, with the exception of the car bays on the north side of Glendower St abutting Hyde Park which have a low level of occupancy in the evening and are available to service the existing Restaurant.

5. Observations over a four-week period from Monday 15 April to Friday 10 May 2019, between 8am and 8pm, did not reveal any occasion when the available on-street car parking bays were 100% occupied. Given the Restaurant is existing and was operating during this time, it can be concluded that sufficient on-street parking bays exist in the locality to meet demand from the Restaurant on the site.

6. The findings of the parking survey are consistent with information provided by the operator of the Restaurant, who advises that the majority of customers are local residents that walk to the premises.
11th June 2019
City of Vincent
244 Vincent Street
Leederville
WA 6007

Dear Council Members

BOOtoo submission with respect to the City of Vincent's requirement for an Acoustic Report

We the operators of BOOtoo Café request that the City of Vincent review its requirement for the Café to provide an Acoustic Report to support of our Development Application (Retrospective Change of Use).

We ask that the City consider the following in relation to this matter.

Our research on Acoustic Reports provided to the City in the past, indicates that most are for completely new developments whereby sound readings are taken over periods of between 5 to 10 days.

It appears as though the Acoustic Reports generally consider both the impact of external noise into the design of the proposed building as well as the noises generated by the proposed development and their possible impact on the surrounding environment.

As these proposed developments are yet to be built and or operating, computer generated modelling may be used to determine the likely noise to be generated by the proposed operations.

We may be wrong but we understand that the City generally approves DA's based on Acoustic Reports using computer modelling.

In our case if we were to undertake the very expensive process of undertaking an Acoustic Report now, as it is Winter, we don't hardly have any customers at the front of the premises and thus the report would be more favourable. Therefore, even if a DA is given approval there is no guarantee that it represents a true record of the noise output of the premises. Nevertheless, the City has the safeguards of appropriate Legislation to enforce the requirement to comply with the assigned levels of the Environmental Protection (Noise) Regulations 1997, at any time.

The City makes mention of the Café being surrounded by residential uses only, thus another justification for the requirement to provide an Acoustic Report. Please see attached a Google Map of the Café in relation to its surrounding neighbourhood. As can be seen the premises directly opposite the Café being that most likely impacted by any noise generated, is a commercial premise known as ClinkLABS Pathology. There are no residents on this property. The premises diagonally across the road are (Short Stay Apartments) has a large communal pool and amenities area across the whole of the front of the premises. Noting that in summer loud noises can be heard emanating from this area, again in excess of that generated by the Café and for some hours past the closing time of the Café.

We understand that there is a DA for this property that would include a Restaurant / Café with proposed seating and operating hours in excess of our Café.
The residential property adjacent to ours at 276 Bulwer Street, is the Owner of the Café premises we lease and thus unlikely to have any issues with our operation. Otherwise we reiterate that we have been operating the so-called extended hours since March of this year and no complaints have been registered and or likely to be based on the information provided above.

We believe that the City’s insistence on providing an Acoustic Report in order to get a favourable determination is unreasonable. We understand that the City has established rules and regulations for the protection and benefit of the community as a whole but also believe that the City also needs to support new small businesses, that are struggling to make ends meet and still working towards the break-even point. As the City is well aware many small Café’s and Restaurants are closing down and as a result the associated amenity is taken away from the community. We have re-activated the area by providing a nice family orientated eating establishment that the local community is supporting.

Our argument remains that the City has the appropriate safeguards available should the Café ever generate unacceptable noise levels and bring about complaints.

To this end we request that the City reconsider its requirement for us to supply the said Acoustic Report and approve our Development Application as is.

Yours Sincerely

RODNEY SURIC

On behalf of the Operators of BOOtoo PERTH
BOOtoo Café in relation to surrounding neighbourhood.

**LEGEND**
- **Orange Box**: BOOtoo CAFE
- **Blue Arrows**: Commercial Premises – ClinicalABS Pathology
- **Green Arrow**: Short Stay Apartments with pool amenities at front of premises.
- **Red Arrow**: Speed Hump
**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.

<table>
<thead>
<tr>
<th>Comments Received in Support:</th>
<th>Officer Technical Comment:</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Land Use</strong></td>
<td>Comments in support of the proposal are noted.</td>
</tr>
<tr>
<td>- It is cafes like this that breathe life into these areas and make Vincent such a great place to live;</td>
<td></td>
</tr>
<tr>
<td>- The use would be a vibrant addition to this neighbourhood;</td>
<td></td>
</tr>
<tr>
<td>- The proposal would improve the lives and lifestyles of the local community;</td>
<td></td>
</tr>
<tr>
<td>- The subject site has been used as a similar café for many years and has operated as a commercial premises since the 1950’s;</td>
<td></td>
</tr>
<tr>
<td>- The site has 'de facto' approval with Council alterations provided to the verge and street parking in recent years;</td>
<td></td>
</tr>
<tr>
<td>- Noise would be no more than usual traffic on Bulwer Street;</td>
<td></td>
</tr>
<tr>
<td>- The use is focused on the corner to minimise impacts to neighbouring residents;</td>
<td></td>
</tr>
<tr>
<td>- The use provides surveillance to the street, Hyde Park and nearby short stay accommodation;</td>
<td></td>
</tr>
<tr>
<td>- The use is consistent with the City of Vincent Local Planning Strategy and with principles of the Economic Development Strategy and the Urban Corridor concept;</td>
<td></td>
</tr>
<tr>
<td>- The use involves adaptive re-use of original character buildings to respect the historical character of the area;</td>
<td></td>
</tr>
<tr>
<td>- The proposal is compatible with and complementary to the surrounding residential development, and satisfies the objectives of the Residential Zone of Local Planning Policy No. 2;</td>
<td></td>
</tr>
<tr>
<td>- There is no evidence to say that a Café has been approved at this site, as the approval file may have been lost or misplaced; and</td>
<td></td>
</tr>
<tr>
<td>- The use would provide an active presence and passive surveillance to the neighbourhood at night-time.</td>
<td></td>
</tr>
</tbody>
</table>
### Summary of Submissions:

<table>
<thead>
<tr>
<th>Comments Received in Support:</th>
<th>Officer Technical Comment:</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Parking</strong></td>
<td>Comments in support of the proposal are noted.</td>
</tr>
<tr>
<td>- The cafe is in close proximity to major bus routes and high density living, and therefore the reduced parking would not be an issue;</td>
<td></td>
</tr>
<tr>
<td>- The reduced parking would encourage people to use cycling and public transport and would reduce people driving;</td>
<td></td>
</tr>
<tr>
<td>- There is a high level of 'local walk-up' for the proposed development;</td>
<td></td>
</tr>
<tr>
<td>- There is ample parking along Bulwer Street and near Hyde Park;</td>
<td></td>
</tr>
<tr>
<td>- The provision of parking on site would result in demolition of the character building, which would be a poor outcome for the locality and would result in additional traffic;</td>
<td></td>
</tr>
<tr>
<td>- The cafe would be highly serviced by pedestrians from nearby houses and parks;</td>
<td></td>
</tr>
<tr>
<td>- The imposition of cash-in-lieu for this application is inappropriate;</td>
<td></td>
</tr>
<tr>
<td>- Bicycle racks have been installed on the verge by the Council that could be used by patrons; and</td>
<td></td>
</tr>
<tr>
<td>- The car parking is consistent with the Local Planning Strategy Objective (h).</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Hours of Operation</th>
<th>Comments in support of the proposal are noted.</th>
</tr>
</thead>
</table>

The hours of operation are similar to surrounding pubs and service stations, and are therefore appropriate.

### Comments Received in Objection:

<table>
<thead>
<tr>
<th>Comments Received in Objection:</th>
<th>Officer Technical Comment:</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Parking and Access</strong></td>
<td></td>
</tr>
<tr>
<td>- Concerns that the owners would be provided with residential parking permits;</td>
<td></td>
</tr>
<tr>
<td>- Concerns relating to the parking shortfall;</td>
<td></td>
</tr>
<tr>
<td>- Parking is already difficult for residents around the area, and</td>
<td></td>
</tr>
<tr>
<td>- There is limited ability to walk on the footpath due to people waiting for tables outside.</td>
<td></td>
</tr>
<tr>
<td>- Residential parking permits would not be provided to the commercial use proposed;</td>
<td></td>
</tr>
<tr>
<td>- The application proposes four on-site parking bays for the use of staff. Sufficient short-term and long-term bicycle bays is also provided for the site;</td>
<td></td>
</tr>
<tr>
<td>- The car parking provision is appropriate to this location given the site is within an area that's highly walkable and has good public transport and cycle networks. The site is also within close proximity to activity centres including Mount Lawley, Northbridge, Perth and North Perth and within an area that accommodates on-street parking options; and</td>
<td></td>
</tr>
<tr>
<td>- Administration recommends an advice note on the Determination Notice that requires pathways to be kept clear to allow for pedestrian access.</td>
<td></td>
</tr>
</tbody>
</table>
### Summary of Submissions:

<table>
<thead>
<tr>
<th>Comments Received in Objection:</th>
<th>Officer Technical Comment:</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Noise</strong></td>
<td><strong>The development application does not propose to use the subject site as a late night music venue. A condition of approval would require the premises to operate as a Café/Restaurant only, as defined by the City’s Local Planning Scheme No. 2.</strong></td>
</tr>
<tr>
<td>• Concerns that the proposed business would be used as a late night music venue. Oppose this possibility due to the impacts it would have on surrounding properties;</td>
<td>• Administration has recommended a condition of approval for an acoustic report to be prepared and provided by an Acoustic Engineer to ensure that the proposal achieves compliance with the Environmental Protection (Noise) Regulations 1997. This would ensure that the proposed use is capable of operating from the subject site without generating nuisances detrimental to the amenity of the nearby properties or wider locality; and</td>
</tr>
<tr>
<td>• The previous café use would occasionally have late night functions with loud music that adversely impacted the amenity of adjoining properties, concerns that this would carry on with the current proposal; and</td>
<td>• The development would be subject to compliance with the Environmental Protection (Noise) Regulations 1997.</td>
</tr>
<tr>
<td>• Concerns loud music would be played into the street from the alfresco area.</td>
<td></td>
</tr>
</tbody>
</table>

Note: Submissions are considered and assessed by issue rather than by individual submitter.
City of Vincent
PO Box 82
Leederville WA 6902

Attention: Karsen Reynolds

Dear Karsen,

Lot 3 (276) Bulwer Street, Perth

I refer to your correspondence dated 18 June 2019 regarding the above application. In accordance with the Western Australian Planning Commission's (WAPC) Instrument of Delegation dated 30 May 2017, the following transport comments are provided. This proposal seeks approval for a change of use to a café (unauthorised existing development).

Land Requirements

The subject property abuts Bulwer Street, which is reserved as an Other Regional Road (ORR) in the Metropolitan Region Scheme (MRS), and Category 2 per WAPC Plan No. SP 694/4. Lot 3 is affected by a small truncated portion of ORR reservation for Bulwer Street per Land Requirement Plan No. 1.1982/2 (3 x 3 metres).

Access

No changes to existing access arrangements are proposed as a result of the development. This is in accordance with the Commission's Regional Roads (Vehicular Access) Policy D.C. 5.1, which seeks to minimise the number of new crossovers onto regional roads.

Recommendations

The Department would be prepared to support the signage on condition that the advertisements do not interfere with sight lines, distract drivers, or have the potential to confuse with traffic signals or road signs. This reflects the Commission's advertising on Reserved Land Policy D.C 5.4, paragraph 3.3.1.

The Department raises no objections on regional transport grounds to the proposed signage and advises only that the type of sign, size, content and location must comply with all relevant by-laws and planning schemes made by Council and comply with the requirements of Main Roads (Control of Advertising) Regulations, 1996.
The Department of Planning, Lands and Heritage has no objection to the proposal on regional transport grounds.

Sincerely

[Signature]

Simon Luscombe
Principal Planning Officer
Strategy and Engagement

Land Requirement Plan No. 1.1982/2
Determination Advice Notes:

1. This is a development approval issued under the City of Vincent Local Planning Scheme No. 2 and the Metropolitan Region Scheme only. It is not a building permit or an approval to continue 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.

2. 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 signne.

4. The owner of the land is required to submit to the City within 30 days of Development Approval, the following:

BA09 – Application for Occupancy Permit – A BA18 – “Certificate of Building Compliance” must accompany this application and must be certified by a Private Independent Registered Building Surveyor.

Should alterations be required to achieve structural integrity or compliance with the BCA, a subsequent building permit application will be required to be submitted. Please note: No additional work can commence prior to the issue of a building permit.

5. The obligation to comply with the requirements of a time limited condition continues whilst the approved development exists.

6. Any noise created at the premises must ensure compliance with the provisions within the Environmental Protection (Noise) Regulations 1997.

7. The movement of all path users, with or without disabilities, within the road reserve, shall not be impeded in any way. 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.

8. If the 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.
5.6 NO. 66 (LOT: 1; D/P: 5285) LINDSAY STREET, PERTH - PROPOSED SIX MULTIPLE DWELLINGS

TRIM Ref: D19/88875  
Author: Clair Morrison, Urban Planner  
Authoriser: Jay Naidoo, Manager Development & Design  
Ward: South  
Attachments:  
1. Consultation and Location Plan  
2. Development Plans  
3. Written Submission and Technical Reports  
4. Summary of Submissions - Administration’s Response  
5. Design Review Panel Meeting 8 May 2019 Minutes and Applicant’s Response  
6. Determination Advice Notes

RECOMMENDATION:

That Council in accordance with the provisions of the City of Vincent Local Planning Scheme No. 2 and the Metropolitan Region Scheme, APPROVES the application for development approval for six Multiple Dwellings and Home Office at No. 66 (Lot: 1; D/P: 5285) Lindsay Street, Perth, in accordance with the plans shown in Attachment 2 subject to the following conditions, with the associated advice notes in Attachment 6:

1. Use of Premises

1.1 The use of the room on the ground level associated with Apartment 1 indicated as ‘Home Office’ of the approved plans shall only be used in accordance with the definition of Home Office within the City of Vincent Local Planning Scheme No. 2 as follows:

Home Office means a dwelling used by an occupier of the dwelling to carry out a home occupation if the carrying out of the occupation –

(a) is solely within the dwelling; and  
(b) does not entail clients or customers travelling to and from the dwelling; and  
(c) does not involve the display of a sign on the premises; and  
(d) does not require any change to the external appearance of the dwelling; and

1.2 The 20 square metre room on the ground floor indicated as ‘Home Office’ shall be used as a communal space for activities associated with the Multiple Dwellings and for the exclusive use of residents that does not entail clients or customers travelling to and from the site;

2. Car Parking, Access and Bicycle Facilities

2.1 A minimum of 12 parking bays for the residents of the Multiple Dwellings shall be provided on the site, with a minimum of two car parking bays allocated to each Multiple Dwelling;

2.2 All walls, letterboxes or fences above 0.75 metres in height to be constructed within 1.5 metres of where the vehicle access point adjoins the public street, as indicated on the approved plans dated 11 June 2019, are to be visually permeable in accordance with the definition of State Planning Policy 7.3 Residential Design Codes, unless otherwise approved by the City;
2.3 Vehicle and pedestrian access points shall match into existing footpath levels to the satisfaction of the City;

2.4 The car park shall be used only by owners and visitors directly associated with the development;

2.5 The approved sliding gate and security infill panels to the car parking area shall be visually permeable in accordance with the definition of Visually Permeable in the State Planning Policy 7.3: Residential Design Codes Volume 2 – Apartments;

2.6 Prior to the first occupation of the development, the car parking spaces provided for the residential component of the development shall be clearly marked and sign posted for the exclusive use of the residents of the development and shall not be in a tandem arrangement unless they service the same residential unit/dwelling;

2.7 The applicant shall agree in writing to provide a notice on any Sales Contract to advise prospective purchasers that the City of Vincent will not issue a residential or visitor car parking permit to any owner or occupier of the residential dwellings; and

2.8 Bicycle Parking

A minimum of one short-term bicycle bay shall be provided for where possible within the development. The bicycle bay shall be designed in accordance with AS2890.3 and installed prior to occupation to the satisfaction of the City; or

Should there be no suitable location for a short-term bicycle facility to be available on-site, a cash-in-lieu contribution of $400 shall be paid to the City for the shortfall of one short-term bicycle bay, based on the cost of $400 per Class 3 bicycle parking facility, prior to the occupation of development;

3. Access Management Plan

3.1 Prior to occupation of the development an Access Management Plan shall be submitted to and approved by the City. The access management plan is to include the following:

- Detailed management measures for the operation of the vehicular entry gate, to ensure access is readily available for owners/visitors/tenants to the residential units at all times; and

3.2 The Plan as identified in Condition 3.1 above shall be implemented and shall be maintained thereafter to the satisfaction of the City at the expense of the owners/occupiers;

4. Boundary Walls

The owners of the subject land shall finish and maintain the surface of the boundary wall facing No. 255 Beaufort Street, No. 247 Beaufort Street and No. 243 Beaufort Street, in a good and clean condition prior to the practical completion of the development and thereafter maintained to the satisfaction of the City;

5. Visual Privacy

5.1 Privacy screening to a height of 1.6 metres above the finished floor level as indicated on the approved plans. All privacy screening shall be visually impermeable and is to comply with the Acceptable Outcomes of the State Planning Policy 7.3: Residential Design Codes Volume 2 – Apartments, to the satisfaction of the City; and

5.2 All screening is to be shown on the plans at the time of lodging a building permit and must be installed prior to occupation of the development;
6. Building Design

6.1 Doors and windows and adjacent floor areas fronting Lindsay Street shall provide an active and interactive relationship to the street to the satisfaction of the City and shall be maintained thereafter to the satisfaction of the City;

6.2 Ground floor glazing and/or tinting shall be a minimum of 70 percent visually permeable to provide unobstructed visibility. Darkened, obscured, mirrored or tinted glass or other similar materials as considered by the City is prohibited; and

6.3 The awning within the Lindsay Street road reservation attached to the façade of the building shall be designed to be removable, to the satisfaction of the City;

7. Schedule of External Finishes

Prior to the commencement of development, a detailed schedule of external finishes (including materials, 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;

8. External Fixtures

All external fixtures, such as television antennas (of a non-standard type), radio and other antennas, satellite dishes, solar panels, external hot water heaters, air conditioners, and the like, shall not be visible from the street(s), are designed integrally with the building, and be located so as not to be visually obstructive;

9. Clothes Drying Facilities

Each multiple dwelling shall be provided with a clothes drying area screened from the public realm in accordance with State Planning Policy 7.3: Residential Design Codes Volume 2 – Apartments, to the satisfaction of the City, prior to the occupation or use of the development;

10. Landscaping

10.1 An updated 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 lodgement of a Building Permit. The plan shall be drawn to a maximum scale of 1:200 and show the following:

- The location and type of existing and proposed trees and plants, and on-structure planting;
- Areas to be irrigated or reticulated;
- The provision of 7.8 percent deep soil area as defined by State Planning Policy 7.3 Residential Design Codes: Volume 2 – Apartments;
- The provision of two medium size trees, in accordance with the Acceptable Outcomes of Element 3.3 Tree Canopy and Deep Soil Areas of State Planning Policy 7.3 Residential Design Codes Volume 2 – Apartments, contributing towards 11.7 percent canopy coverage within deep soil zones provided and within the side and rear setback areas. The tree species are to be in accordance with the City’s recommended tree species list; and
- Provision of at least two trees, with a planting size of at least 200 litres, within the verge of Lindsay Street adjoining the development shall be provided at the full expense of the landowner. The tree species is to be approved by the City prior to the occupation of the development;

10.2 All works shown in the approved plans as identified in condition 10.1 above shall be undertaken in accordance with the approved plans to the City’s satisfaction, prior to the occupancy or use of the development and maintained thereafter to the satisfaction of the City at the expense of the owners/occupiers;
11. Acoustic Report and Noise Management

Prior to the lodgement of a Building Permit, a revised Acoustic Report in accordance with the City’s Policy No. 7.5.21 – Sound Attenuation shall be lodged with and approved by the City. All of the recommended measures included in the revised Acoustic Report shall be implemented to the satisfaction of the City prior to the occupation or use of the development and shall be maintained thereafter to the satisfaction of the City at the expense of the owners/occupiers. The engagement and implementation of the recommendations by the acoustic consultant are to be at the applicant’s expense;

12. Waste Management

12.1 A Waste Management Plan prepared to the satisfaction of the City shall be submitted and approved by the City; and

12.2 Waste management for the development shall thereafter comply with the approved Waste Management Plan;

13. 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 shall be lodged with and approved by the City prior to the commencement of the development. The Construction Management Plan is required to address the following concerns that relate to any works to take place on the site:

- Public safety, amenity and site security;
- Contact details of essential site personnel;
- Construction operating hours;
- Noise control and vibration management;
- Dilapidation Reports of nearby properties;
- Air, sand and dust management;
- Stormwater and sediment control;
- Soil excavation method;
- Waste management and materials re-use;
- Traffic and access management;
- Parking arrangements for contractors and subcontractors; and
- Consultation plan with nearby properties; and

14. Stormwater

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

PURPOSE OF REPORT:

To consider an application for development approval for a six Multiple Dwellings at No. 66 Lindsay Street, Perth (the subject site).

PROPOSAL:

The application proposes the development of a four storey development on the subject site. The proposal consists of:

- Six multiple dwellings, one two-bedroom dwelling and five three-bedroom dwellings;
- One home office located on the ground level;
- Communal open space located on level three; and
- Vehicle access provided from Lindsay Street and 12 car parking bays.
The proposed development plans are included as Attachment 2. The associated written submissions and technical reports are included as Attachment 3.

BACKGROUND:

<table>
<thead>
<tr>
<th>Landowner:</th>
<th>Charlotte Fehr</th>
</tr>
</thead>
<tbody>
<tr>
<td>Applicant:</td>
<td>Campion Design Group</td>
</tr>
<tr>
<td>Date of Application:</td>
<td>29 March 2019</td>
</tr>
<tr>
<td>Zoning:</td>
<td>MRS: Urban</td>
</tr>
<tr>
<td></td>
<td>LPS2: Zone: Mixed Use R Code: R80</td>
</tr>
<tr>
<td>Built Form Area:</td>
<td>Mixed Use</td>
</tr>
<tr>
<td>Existing Land Use:</td>
<td>Vacant</td>
</tr>
<tr>
<td>Proposed Use Class:</td>
<td>‘P’</td>
</tr>
<tr>
<td>Lot Area:</td>
<td>493m²</td>
</tr>
<tr>
<td>Right of Way (ROW):</td>
<td>No</td>
</tr>
<tr>
<td>Heritage List:</td>
<td>No</td>
</tr>
</tbody>
</table>

The subject site is bound by car parking to the north and south, Lindsay Street to the west and a two-storey commercial development to the east. The location plan is included in Attachment 1. The subject site is currently vacant.

The subject site is zoned Mixed Use with a residential density of R80 under the City of Vincent Local Planning Scheme No. 2 (LPS2) and is located within the Mixed Use Built Form Area in accordance with City Policy No. 7.1.1 – Built Form (Built Form Policy). The adjoining lots to the south are also zoned Mixed Use and located within the Mixed Use Built Form Area. The adjoining lots to the north, east and west are zoned Commercial. The adjoining lots to the north and east are located within the Activity Corridor Built Form area. The adjoining lots to the west are located within the Mixed Use Built Form area.

Lindsay Street is characterised by single storey and two storey single dwellings. The immediately adjoining sites to the north and south are open air car parking facilities appurtenant to grouped dwellings and commercial development. A number of character homes located along Lindsay Street operate as offices. The subject site is adjacent to Beaufort Street which is characterised by two- to four-storey mixed use and commercial development.

DETAILS:

Summary Assessment

The proposal was assessed in accordance with the requirements of the Built Form Policy and State Planning Policy 7.3 Residential Design Codes (R Codes – Volume 2) which relates to multiple dwelling developments. The R Codes Volume 2 provides guidance for the development mixed use development and focuses on improved design outcomes for apartments that are responsive and appropriate to the context and character of the site and locality. This is a performance-based assessment and applicants are required to demonstrate that the design achieves the objectives of each design element as well as the overall objectives of the R Codes Volume 2.

Consideration of Element Objectives and Acceptable Outcomes

The R Codes Volume 2 includes Element Objectives and Acceptable Outcomes for each design element. Proposals are required to demonstrate that the design achieves the Element Objectives for each design element. While addressing the Acceptable Outcomes is likely to achieve the relevant Element Objectives, they are not a deemed-to-comply pathway and the proposal is still to be assessed against the relevant Element Objectives. Where Acceptable Outcomes are not met, proposals may still satisfy the Element Objective via alternative means or solutions.
The Element Objectives and/or Acceptable Outcomes that are not achieved in the proposal are as follows:

<table>
<thead>
<tr>
<th>Building Height</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Acceptable Outcome</strong></td>
<td><strong>Proposal</strong></td>
</tr>
<tr>
<td><strong>Built Form Policy Clause 3.1 Building Height</strong></td>
<td></td>
</tr>
<tr>
<td>C 3.1.1 Maximum Building Height</td>
<td></td>
</tr>
<tr>
<td>Top of External Wall (Concealed Roof): 14.3 metres</td>
<td>Top of External Wall (Concealed Roof): 14.55 metres</td>
</tr>
<tr>
<td>Top of Skillion Roof: 14.3 metres</td>
<td>Top of Skillion Roof: 14.32 metres</td>
</tr>
<tr>
<td>Bottom of Skillion Roof: 13.3 metres</td>
<td>Bottom of Skillion Roof: 13.85 metres</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Street Setback</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Acceptable Outcome</strong></td>
<td><strong>Proposal</strong></td>
</tr>
<tr>
<td><strong>Built Form Policy Clause 1.2 Setbacks</strong></td>
<td></td>
</tr>
<tr>
<td>A 1.2.1 Primary and secondary street setbacks nil for first three storeys.</td>
<td>Street setback for level two: nil to 3.8m</td>
</tr>
<tr>
<td>There is no deemed-to-comply standard for floors above three storeys.</td>
<td>Street setback for level three: nil to 9m</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Lot Boundary Setbacks</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Acceptable Outcome</strong></td>
<td><strong>Proposal</strong></td>
</tr>
<tr>
<td><strong>R Codes Volume 2 – Clause 2.4 Side and Rear Setbacks</strong></td>
<td></td>
</tr>
<tr>
<td>O 2.4.2 Building boundary setbacks are consistent with the existing streetscape pattern or the desired streetscape character.</td>
<td>The subject site is located within an area of transition, with a mix of character homes and higher density mixed use development.</td>
</tr>
<tr>
<td>Council is being asked to consider whether the side and rear boundary setbacks are consistent with the desired streetscape character of Lindsay Street.</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>Lot Boundary Setbacks</strong></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Acceptable Outcome</strong></td>
<td><strong>Proposal</strong></td>
</tr>
<tr>
<td><strong>R Codes Volume 2 – Clause 2.4 Side and Rear Setbacks</strong></td>
<td></td>
</tr>
<tr>
<td>A 2.4.1 For levels two and three a minimum setback of 4m is prescribed to all lot boundaries</td>
<td>Southern (Side) Lot Boundary Setback</td>
</tr>
<tr>
<td>Level two: Nil to 4.05m</td>
<td>Level three: Nil to 4.05m</td>
</tr>
<tr>
<td>Northern (Side) Lot Boundary Setback</td>
<td>Level two: Nil to 3.47m</td>
</tr>
<tr>
<td>Level three: 1.52m to 3.5m</td>
<td>Eastern (Rear) Lot Boundary Setback</td>
</tr>
<tr>
<td>Level two: Nil to 6.17m</td>
<td>Level three: 3.0m to 5.85m</td>
</tr>
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<table>
<thead>
<tr>
<th>Plot Ratio</th>
<th></th>
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</thead>
<tbody>
<tr>
<td><strong>Acceptable Outcome</strong></td>
<td><strong>Proposal</strong></td>
</tr>
<tr>
<td><strong>R Codes Volume 2 – Clause 2.5 Plot Ratio</strong></td>
<td></td>
</tr>
<tr>
<td>A 2.5.1 1.0 (493m²)</td>
<td>1.63 (807.1m²)</td>
</tr>
</tbody>
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<table>
<thead>
<tr>
<th>Tree Canopy and Deep Soil Areas</th>
<th></th>
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</thead>
<tbody>
<tr>
<td><strong>Acceptable Outcome</strong></td>
<td><strong>Proposal</strong></td>
</tr>
<tr>
<td><strong>R Codes Volume 2 – Clause 3.3 Tree Canopy and Deep Soil Areas</strong></td>
<td></td>
</tr>
<tr>
<td>A 3.3.4 10% deep soil areas (48.3m²)</td>
<td>7.8% deep soil areas (37.8 m²)</td>
</tr>
<tr>
<td><strong>Visual Privacy</strong></td>
<td></td>
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<td>-------------------</td>
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</tr>
<tr>
<td>Acceptable Outcome</td>
<td>Proposal</td>
</tr>
<tr>
<td><strong>R Codes Volume 2 – Clause 3.4 Visual Privacy</strong></td>
<td></td>
</tr>
</tbody>
</table>
| A 3.4.1 Unenclosed private outdoor spaces to be set back 6m from adjoining R coded lots | Level two balcony  
Front balcony to Apartment 5 setback 2.4m from southern adjoining lot  
Level three balcony  
Front balcony to Apartment 6 setback 4m from southern adjoining lot |

<table>
<thead>
<tr>
<th><strong>Public Domain Interface</strong></th>
<th></th>
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</thead>
<tbody>
<tr>
<td>Acceptable Outcome</td>
<td>Proposal</td>
</tr>
<tr>
<td><strong>Built Form Policy Clause 1.4 Ground Floor Design</strong></td>
<td></td>
</tr>
</tbody>
</table>
| A1.4.12 Ceiling height to be minimum of 3.5m | Ceiling height proposed 2.9m  
Ground floor spaces 6.7m and 4.9m wide |
| A1.4.13 Ground floor space width between 7.5m to 9m |  |

<table>
<thead>
<tr>
<th><strong>Vehicle Access</strong></th>
<th></th>
</tr>
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<tbody>
<tr>
<td>Acceptable Outcome</td>
<td>Proposal</td>
</tr>
<tr>
<td><strong>R Codes Volume 2 – Clause 3.8 Vehicle Access</strong></td>
<td></td>
</tr>
<tr>
<td>A3.8.7 Walls, fences and other structures truncated or reduced to no higher than 0.75 metres within 1.5 metres of where walls, fences, other structures adjoin vehicle access points where a driveway meets a public street and where two streets intersect.</td>
<td>A structure taller than 0.75 metres located within 1.5 metres where the driveway meets the footpath in the public realm.</td>
</tr>
</tbody>
</table>

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<thead>
<tr>
<th><strong>Car and Bicycle Parking</strong></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Acceptable Outcome</td>
<td>Proposal</td>
</tr>
<tr>
<td><strong>R Codes Volume 2 – Clause 3.9 Car and Bicycle Parking</strong></td>
<td></td>
</tr>
<tr>
<td>O3.9.1 Parking and facilities are provided for cyclists and other modes of transport</td>
<td>There are no end-of-trip facilities proposed, or short-term bicycle bays for visitors.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>Natural Ventilation</strong></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Acceptable Outcome</td>
<td>Proposal</td>
</tr>
<tr>
<td><strong>R Codes Volume 2 – Clause 4.2 Natural Ventilation</strong></td>
<td></td>
</tr>
</tbody>
</table>
| A 4.2.1 Habitable rooms have openings on at least two walls with a straight line distance between the centre of the openings of at least 2.1m | Apartment Three  
Distance between openings in Bed 2: 1.3m  
Apartment Four  
Distance between openings in Bed 1: 1.6m |
Size and Layout of Dwellings

<table>
<thead>
<tr>
<th>Acceptable Outcome</th>
<th>Proposal</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>R Codes Volume 2 – Clause 4.3 Size and Layout of Dwellings</strong></td>
<td><strong>Apartment Five</strong> Minimum dimension of living room: 3.5 metres</td>
</tr>
<tr>
<td><strong>A 4.3.2 Minimum dimension of living rooms: 4 metres</strong></td>
<td><strong>Apartment One</strong> Open plan living more than 9 metres in length</td>
</tr>
<tr>
<td><strong>A4.3.4 The length of single aspect open plan living is no more than 9m in length</strong></td>
<td><strong>Apartment Two</strong> Open plan living more than 9 metres in length</td>
</tr>
</tbody>
</table>

Façade Design

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<thead>
<tr>
<th>Acceptable Outcome</th>
<th>Proposal</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Built Form Policy Clause 1.5 Awnings, Verandahs and Collonades</strong></td>
<td><strong>Minimum height of awning 2.8 metres from underside of the awning</strong></td>
</tr>
<tr>
<td><strong>C 1.5.1 Awnings minimum height of 3.5 metres from finished floor level of the underside of the awning.</strong></td>
<td><strong>Awning located above pedestrian entrance</strong></td>
</tr>
<tr>
<td><strong>C1.5.2 Development to provide continuous awning</strong></td>
<td></td>
</tr>
</tbody>
</table>

An assessment of how the proposal meets the Element Objectives of the R Codes Volume 2 – Apartments is discussed in the comments section below.

**CONSULTATION/ADVERTISING:**

Community consultation was undertaken in accordance with the Planning and Development (Local Planning Schemes) Regulations 2015 for a period of 21 days from 27 April 2019 to 17 May 2019. The method of consultation being a sign on site, an advertisement in the local newspaper, and 432 letters mailed out to all landowners and occupiers surrounding the site in accordance with the City's Policy No. 4.1.5 – Community Consultation. The extent of consultation is outlined in Attachment 1.

The City received four submissions during the consultation period, two supporting the application and two objecting to the proposal. The main concerns raised in the submissions relate to the following matters:

- The height of the buildings in relation to the existing streetscape;
- The amount of overshadowing as a result of the building height;
- The setback of the development does not reflect the existing street setbacks and contributing to overlooking of neighbouring lots;
- Lack of visual privacy onto the neighbouring properties; and
- The character does not reflect the existing streetscape.

A summary of the submission received and Administration’s comments with respect to these is provided in Attachment 4. The applicant responded to the submissions made via amended plans.

**Design Review Panel (DRP):**

Referred to DRP: Yes

The proposal was presented to the DRP prior to formal lodgement. The Applicant amended the design to reflect the concerns of DRP for formal lodgement of the development application. The proposal was again referred to the DRP on 8 May 2019. The applicant provided amended plans and written response and justification against the concerns raised by DRP. The minutes from the DRP meeting held 8 May 2019 along with the written response from the applicant are attached in Attachment 4. The plans were referred to the Chair of the DRP, who confirmed that the proposed amendments were a suitable design response to all comments made at the meeting held 8 May 2019.
LEGAL/POLICY:

- Planning and Development Act 2005;
- Planning and Development (Local Planning Schemes) Regulations 2015;
- City of Vincent Local Planning Scheme No. 2;
- State Planning Policy 7.3 – Residential Design Codes Volume 2 – Apartments;
- Policy No. 4.1.5 – Community Consultation;
- Policy No. 7.1.1 – Built Form Policy;
- Policy No. 7.5.9 – Home Business, Home Occupation, Home Office and Home Store; and
- Policy No. 7.5.23 – Construction Management Plans.

Planning and Development Act 2005

Should Council refuse the application for development approval, the applicant may have the right to have the decision reviewed in accordance with Part 14 of the Planning and Development Act 2005.

State Planning Policy 7.3 Residential Design Codes – Volume 2 Apartments (R Codes Volume 2 – Apartments)

The R Codes Volume 2 – Apartments provides comprehensive guidance for the development of multiple dwellings and mixed use development and focuses on improved design outcomes for apartments that are responsive and appropriate to the context and character of the site and locality. This is a performance based assessment and applicants are required to demonstrate that the design achieves the objectives of each design element as well as the overall objectives of the R Codes Volume 2 – Apartments.

Delegation to Determine Applications:

This matter is being referred to Council in accordance with the City’s Delegated Authority Register as the proposed development incorporates more than three dwellings.

RISK MANAGEMENT IMPLICATIONS:

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:

This is in keeping with the City’s Strategic Community Plan 2018-2028:

Innovative and Accountable

We are open and accountable to an engaged community.

SUSTAINABILITY IMPLICATIONS:

Nil.

FINANCIAL/BUDGET IMPLICATIONS:

Nil.

COMMENTS:

Building Height

The proposed building height is four storeys, with a maximum height of a concealed roof of 14.55 metres, a maximum height to the top of the skillion roof of 14.32 metres and a maximum height to the bottom of the skillion roof of 13.85 metres.

The City received two submissions objecting to the height of the development, raising concern with its consistency with the existing streetscape of Lindsay Street and reduction of natural sunlight on the southern adjoining lot.
The proposed building height is consistent with the objectives of Element 2.2 Building Height of the R Codes Volume 2 – Apartments and the local housing objectives of the Built Form Policy for the following reasons:

- The upper floors of the building are stepped in so as to mitigate the perception and impact of building bulk and mass. The development incorporates wrap-around balconies and articulation on the upper floors, to reduce the amount of blank walls and material bulk when viewed from the street;
- The use of natural colours and elements, including facebrick and corten-like cladding reduces the overall impact of bulk and scale when viewed from the street. The use of a light grey and “off-white” of the render reduces the perception of bulk and scale when viewed from adjoining properties;
- The subject site slopes a total of 0.88 metres from the north to south of the site and the highest point of the development is located in the centre of the lot, and unseen from all lot boundaries;
- The communal open space does not have a roof structure and is located on level three, limiting the impact of building bulk on the adjoining lots;
- The southern adjoining lots that would be overshadowed as a result of the application are commercial uses and open car parks, which results in an acceptable amount of overshadowing onto adjoining residential properties;
- There is no direct overlooking onto residential lots with the adjoining lot being for the purpose of a car park. The proposed design, landscaping and location of windows limits the amount of potential overlooking onto surrounding residential lots to the south along Lindsay Street; and
- The City’s Built Form Policy has identified the subject site as a suitable location for development of four storeys.

**Street Setback**

The proposed street setback varies from a nil setback to 3.8 metres for level two, and nil to 9.0 metres for level three.

The City received two objections to the street setback, raising concerns that the development does not reflect the existing streetscape of Lindsay Street and can contribute to overlooking of surrounding residential lots.

The proposed street setback is consistent with the objectives of Element 2.3 Street Setbacks of the R Codes Volume 2 – Apartments and the local housing objectives of the Built Form Policy for the following reasons:

- The proposed design incorporates articulation, variety of materials and balconies fronting the street, which reduces the overall impact of building bulk when viewed from the street;
- The proposal has been designed to maximise the amount of natural sunlight and ventilation into the dwellings, and provides an appropriate amount of visual privacy for residents of the proposed development and onto surrounding residential properties;
- The proposed planting at street level and on-structure planting infrastructure, particularly on level one balcony, provides an adequate amount of landscaping to reduce the impact of building bulk when viewed from the street;
- The street setback provides an appropriate amount of private open space for residents and facilitates the provision of sufficiently sized communal open space to the rear of the property;
- The layout of the dwellings and inclusion of landscaping on private open space allows for passive surveillance onto the public realm, whilst maintaining visual privacy into habitable rooms of the proposed dwellings; and
- The design of the ground floor tenancies, vehicle access gates and pedestrian entry foyer provide a clear transition between the private and public realms, while maintaining passive surveillance onto the street.

**Side and Rear Setbacks and Visual Privacy**

The proposal incorporates a nil setback to the side and rear boundaries on the ground level. The proposal incorporates setbacks to level one of nil to 2.86 metres to the northern boundary, nil to 6.01 metres to the eastern boundary and nil to 4.05 metres to the southern boundary. The proposal incorporates setbacks to level two of nil to 3.47 metres to the northern boundary, nil to 6.17 metres to the eastern boundary and nil to 4.05 metres to the southern boundary. The proposal incorporates setbacks to level three of 1.52 metres to 3.5 metres to the northern boundary, 3.0 to 5.85 metres to the eastern boundary and nil to 4.05 metres to the southern boundary.
R Codes Volume 2 – Apartments require balconies to be set back from adjoining lots that have an allocated density coding. The adjoining northern, eastern and western lots do not have a density coding and are not subject to the provisions relating to Visual Privacy. The adjoining southern lot has a density coding, but there is no residential development within the cone of vision setback area. The proposed setbacks of balconies to the southern lot boundary of 2.4 metres on the levels two and 4.0 metres on level three, with landscape screening proposed.

The City received two submissions objecting to the side and rear setbacks, raising concerns that they are inconsistent with the existing streetscape. These submissions also raised concern in relation to the amount of overlooking onto residential properties along Lindsay Street.

The proposed side and rear setbacks and building separation is consistent with the objectives of Element 2.4 Side and Rear Setbacks and Element 3.5 Visual Privacy of the R Codes Volume 2 – Apartments and the local housing objectives of the Built Form Policy for the following reasons:

- The proposal incorporates design elements to reduce the building bulk, such as wrap around balconies, articulation, colours and materials that mitigate the perception of bulk;
- The building is stepped in, with balconies along the northern and southern facades, on-structure planting infrastructure and articulated so as to mitigate building bulk and mass, and provides a transition between the subject site and adjoining lower density residential development;
- The design maximises the amount of natural ventilation and sunlight into the dwellings and there is adequate separation between development on surrounding properties to allow for adequate ventilation and sunlight;
- On-structure planting, to mitigate the impact of building bulk when viewed from surrounding properties and provide alternative means of stormwater management;
- The orientation and design of balconies and major openings, and on-structure planting infrastructure minimises direct overlooking on neighbouring residential habitable spaces and outdoor living areas, with majority of balconies maximising the northern sun which overlooks the commercially zoned lot and larger planting structures being included to the southern lot boundary to minimise the ability to overlook the grouped dwellings to the south of the subject site.

The development proposes boundary walls for the third and fourth floor. The development plans indicate a profiled concrete finish to reduce the perception of building bulk and scale when viewed from the public realm and neighbouring residential properties. Administration recommends that a condition be applied requiring details of finishes to the boundary walls be approved by the City prior to commencement of development.

**Plot Ratio**

The development proposes a plot ratio of 1.63 (807.1 square metres). The proposed street setback is consistent with the objectives of Element 2.5 Plot Ratio of the R Codes Volume 2 – Apartments for the following reasons:

- The proposed design elements, including articulated design, stepping back of the external dwelling walls, varying colours and materials, extensive glazing and on-structure landscape infrastructure reduces the perception of building bulk and scale as a result of the proposed plot ratio;
- The proposal provides sufficient car parking to cater for the use of the development;
- It is noted that the immediately adjoining northern, eastern and western lots are permitted for a plot ratio of 2.0, and this site provides an appropriate transition between the residential character of Lindsay Street and Beaufort Street urban centre;
- The development is consistent with the prescribed building height of the subject site and generally consistent with the prescribed lot boundary setbacks, and the proposal incorporates an articulated design making use of materials and finishes existing in the streetscape.

**Solar and Daylight Access, and Natural Ventilation**

The proposed building depth and orientation is consistent with the objectives of Element 4.1 Solar and Daylight Access and Element 4.2 Natural Ventilation of the R Codes Volume 2 – Apartments and the local housing objectives of the Built Form Policy for the following reasons:

- The internal layout and design of the proposed dwellings optimises natural daylight access and natural cross-ventilation throughout the dwellings;
The articulation of the development and location of windows maximises opportunity to gain natural sunlight and ventilation into dwellings;

The layout of the development optimises the number of dwellings that receive winter sun into habitable rooms and private open spaces;

The orientation of the development minimises overshadowing onto surrounding residential development, particularly onto habitable spaces, outdoor living areas and solar collectors; and

The layout of apartments and location of operable openings on external walls allows for adequate cross-ventilation throughout the dwellings.

Tree Canopy and Deep Soil Areas

The proposal incorporates two medium trees providing 11.7 percent canopy cover, 7.8 percent deep soil areas (37.8 square metres) and 35.6 percent (172 square metres) on-structure planting areas. The subject site is currently vacant and has no existing vegetation.

R Codes Volume 2 – Apartments defines deep soil areas as “soft landscape area on a lot with no impeding building structure or feature above or below, which supports growth of medium to large canopy trees and meets a stated minimum dimension. Used primarily for landscaping and open to the sky, deep soil areas exclude basement car parks, services, swimming pools, tennis courts and impervious surfaces including car parks, driveways and roof areas.”

The proposed landscaping is consistent with the objectives of Element 3.3 Tree Canopy and Deep Soil Areas and Element 4.12 Landscape Design of the R Codes Volume 2 – Apartments and the local housing objectives of the Built Form Policy for the following reasons:

- The application incorporates two medium trees and significant amount of on-structure planting, improving the landscape amenity from the pre-development condition;
- The on-structure planting infrastructure provides double the deep soil area requirement in accordance with the Acceptable Outcomes of Element 3.3 Tree Canopy and Deep Soil Areas of the R Codes Volume 2 – Apartments;
- The on-structure planning infrastructure provides sufficient space for healthy plant and tree growth due to the soil depth, soil volume provided and species selected;
- The landscape infrastructure enhances the streetscape amenity when viewed from the street and surrounding residential properties, and provides for visual appeal of private and communal open spaces and an attractive outlook from habitable rooms;
- The on-structure planting increases the visual amenity of the development and mitigates the overall impact of building bulk and scale when viewed from the adjacent residential lots, and contributes towards a sense of open space between buildings;
- The proposed species are suitable for the location, given the amount of sun exposure and site conditions, ensuring the capability of growing to maturity;
- The landscaping infrastructure is integrated into the design of the building, in relation to materiality and located in key functional areas to provide increased residential amenity for residents and visual amenity for surrounding residential properties;
- The proposed landscaping contributes to an integrated sustainable design, with the proposed roof garden and landscaping infrastructure for communal open space is to contribute to stormwater management and the collection and reuse of rainwater; and
- The overall landscape amenity would provide an effective contribution to the City’s green canopy, landscape amenity and reduce the impact of the urban heat island effect in the immediate locality.

The applicant has indicated that at least two verge trees shall be installed, at the expense of the applicant, in lieu of on-site canopy. Administration considers this an appropriate response to the limited on-site canopy. A standard condition shall be implemented to ensure the species and size of the tree be approved by the City prior to installation within the verge.

Size and Layout of Dwellings and Managing the Impact of Noise

The proposed dwellings provide adequate floor space in relation to the relevant acceptable outcomes. The applicant submitted an acoustic report as part of the application, which identifies the impact of noise on residents of the development. The proposed multiple dwellings are consistent with the objectives of Element 4.3 Size and Layout of Dwellings for the following reasons:
• The siting and layout of dwellings minimises the impact of external noise sources, from internal sources such as common spaces and circulation areas;
• The layout and size of dwellings provides spaces with access to natural sunlight and allows for adequate cross-ventilation;
• The size of habitable spaces allows for flexible spaces to accommodate furniture settings, internal storage and ample space to move between rooms; and
• The development proposes dwelling sizes that cater for diverse households and changing demographics, with the ability to provide homes for ageing community or family households.

The applicant submitted an Acoustic Report, which failed to demonstrate the ability to meet the objectives of Element 4.7 Managing the Impact of Noise or the provisions of the City’s Policy No. 7.5.21 – Sound Attenuation, given the acoustic report not adequately addressed the following, thereby drawing a number of unsupported conclusions:

• The use of ‘modelled sound levels’ for transport impact (not acceptable);
• Any demonstrated sound level recordings undertaken to support conclusions on what would or would not be received at the development;
• An absence of comment on surrounding land uses (namely a nightclub on Stirling Street) and how that would/would not impact development;
• An absence of comment on the proposed private car park (on private land, which is not exempt from compliance with the assigned levels of the Noise Regulations);
• No specific reference to mechanical device limitations or recommendation on suitable options.

Administration are satisfied that the acoustic requirements are capable of being achieved through a revised acoustic report prior to lodgement of a building permit application. A standard condition has been recommended to this effect.

Vehicle Access, and Car and Bicycle Parking

The subject site has sole vehicle access from Lindsay Street, with the development incorporating a single width crossover with a sliding, decorative gate fronting Lindsay Street. The proposed vehicle access arrangements are consistent with the objectives of Element 3.8 Vehicle Access of the R Codes Volume 2 – Apartments and local housing objectives of the Built Form Policy for the following reasons:

• The sliding gate presents as a cut-out decorative screen, which reduces the visual impact of the vehicle access point and car parking area on Lindsay Street;
• The sliding gate has the ability to ensure that the visual truncation area remains safe for pedestrians and vehicle users along Lindsay Street; and
• The vehicle and pedestrian access point are appropriately distanced apart to provide a safe environment for cyclists and pedestrians accessing the site.

The home office is considered suitable within the visual truncation area given:

• The gate opening would require the vehicle user to stop prior to existing the lot, providing adequate time to sight pedestrians;
• Lindsay Street is an Access Road, which does not exceed 3,000 vehicles per day;
• Visitors are not permitted to home office spaces, limiting the amount of pedestrian movement;
• The internal communal space is accessible from the internal car park, thereby not requiring weather protection;
• Each dwelling has twice the amount of required car parking bays with visitors expected to park in the internal car park, limiting the amount of pedestrian movement outside the development; and
• The surrounding land uses do not generate large number of pedestrian movement along Lindsay Street pedestrian network.

The proposed development provides two car parking bays for each multiple dwelling, resulting in a total of twelve car parking bays and no designated visitor bays. The applicant has indicated that visitor entry would be operable via each apartment. The details of this can be practically detailed closer to the occupancy of the development. The City’s Parking and Parking Facilities Local Law 2007 permits vehicles to stall on the street verge, unless explicitly prohibited by a sign, when authorised by an owner or occupier of the immediately adjoining lot, thereby permitting visitors to stall on the verge until the occupier permits entry. An Access Management Plan would be required to detail management measures for the operation of the access gate for visitors to the site.
The applicant provides one bicycle store, which can be considered long-term resident bicycle parking. A standard condition is recommended to ensure that a minimum of three long-term resident bicycle bays are provided within this bicycle store. The application does not incorporate short-term visitor bicycle bays. A standard condition is recommended for at least one class three bicycle facilities be installed to which would provide at least one short-term visitor bicycle bay, meeting the acceptable outcome. Should there be no location available on-site for a short-term facility that meet the requirements of AS2890.3 – bicycle parking, the City can accept a cash-in-lieu contribution to install one short-term bicycle facility within the public realm, immediately adjacent to the development. The bicycle store room is consistent with the objectives of Element 3.9 Car and Bicycle Parking of the R Codes Volume 2 – Apartments, given the subject site is located within a highly walkable pedestrian network, and close to employment centres on the outskirts of the Perth Central Business District (CBD) and the proposal does not maximise these facilities.

Environmentally Sustainable Design (ESD), Energy Efficiency and Water Management and Conservation

The applicant has provided an ESD report outlining the capability of the development to achieve at least a five-star rating under the Green Building Council of Australia’s Green Star rating system. The proposed dwellings are consistent with the objectives of Element 4.15 Energy Efficiency and Element 4.16 Water Management and Conservation of the R Codes Volume 2 – Apartments and local housing objectives of the Built Form Policy for the following reasons:

- The development incorporates construction elements and on-going management that are capable of achieving at least a five star rating under the Green Building Council of Australia’s Green Star rating system;
- The development demonstrates a reduction in greenhouse gas emissions, and propose solar energy sources to reduce non-renewable energy consumption;
- The extensive on-structure landscaping infrastructure provides on-site stormwater management for small scale rainfall events and assists in reducing the risk of flooding during major rainfall events; and
- Rainwater reuse is proposed to reduce minimise the use of potable water throughout the development.

Ground Floor Design

The ground floor incorporates one home office, 27 square metres and directly accessible from Apartment One and a 20 square metre internal communal space indicated as ‘Home Office’ accessible from the street and the internal car park. Pedestrian and vehicle access is from Lindsay Street, and the ground floor façade incorporates extensive glazing to provide passive surveillance and a variety of materials that reflect the existing streetscape character of Lindsay Street. The proposed ground floor design is consistent with the objectives of Element 3.6 Public Domain Interface of the R Codes Volume 2 – Apartments and local housing objectives of the Built Form Policy for the following reasons:

- The proposed vehicle access, through a permeable gate enhances the security of residents, whilst maintaining an attractive design;
- The home office, internal communal space and dwelling balconies provide passive surveillance to Lindsay Street, enhancing safety and security of pedestrians in the public domain;
- The proposed awning provides adequate shading and amenity to pedestrians using Lindsay Street, given:
  - Visitors are not permitted to home office spaces, and are not expected to be attracted to the internal communal space; and
  - The internal communal space is accessible from the internal car park, thereby not requiring weather protection;
- The ground floor tenancies integrate with the adjoining public spaces, through accessible entry ways and glazing of the proposed home office façade and internal communal space allowing uses to be clearly visible from the street; and
- The proposed façade design, explained in more detail below, provides an attractive, interesting design to contribute to the Lindsay Street streetscape.
The 20 square metre internal communal space indicated as ‘Home Office’ on the ground floor does not adequately fall into the definition of ‘home office’ as defined under LPS2, as it is not located solely within a proposed dwelling. This space is to be used as a communal space for the exclusive use and/or enjoyment of residents of the subject site. A condition is recommended to be imposed to ensure that this space is available for use for activities by residents of the subject site. This space is considered acceptable as the space is accessible from the internal car park, the space provides passive surveillance and interaction with the street and the space will not result in visitors to the subject site.

Waste Management

The proposed bin store is located within the car parking area of the development, and is capable of facilitating at least eight bins, broken down into four general waste and four recycling as required under the City’s Policy No. 2.2.11 – Waste Management. The layout and location is convenient for residents, and is adequately screened so as to not cause any adverse impact on the amenity of residents.

Through reviewing the proposal, the City’s Engineering Services have identified that further information is required to ensure that the on-going maintenance of bins and bin store area is capable of being undertaken. Should the application be approved a condition is recommended for a Waste Management Plan to be prepared by the applicant and approved by the City, ensuring that adequate waste management measures are implemented.
Amended Plan
Item 5.6 - Attachment 2
66 Lindsay Street, Perth

Assessment in accordance with
SPP 7.3 Residential Design Codes,
Vol. 2 – Apartments

by

CampionDesignGroup

11/03/2019
Introduction & Site Analysis

The property comprises Lot 11 (8sqm) and Lot 1 (493sqm) and has a slope from North to South by just under one meter. The site has been fully cleared.
2.1 Primary controls

The proposed development is subject to the guidelines of the Built Form Policy No. 7.1.1 and located in the Mixed Use Area according to Figure 1. The height limit is 4 storeys at a maximum height of 15m which the proposal complies with. All other development requirements refer to Section 1 – Town Centres.

The subject site is adjoined by commercial zoning to the North and East and mixed use to South. Primary street setback of the proposal along Lindsay Street is nil to the face of the balcony edge and planter boxes. The fourth storey is differentiated by different colours and materials to minimise the bulk and scale on the streetscape.

The access core of the proposal is positioned along the South boundary adjacent to another mixed use site (Lot 20). Even though the nil setback above the first two levels is non-compliant, we feel that there is a benefit to Lot 20 which has a 13m street front. This already narrow lot could mirror the access core at nil setback as well, in order to effectively utilize the footprint of the site, giving more flexibility for a better design outcome.
2.2 Building height

The proposed development is subject to the guidelines of the Built Form Policy No. 7.1.1 and located in the mixed use area according to Figure 1. The height limit is restricted to 4 storeys and an indicative overall height of maximum 15m, which the proposal complies with.

2.3 Street setbacks

The street setback of the proposal is nil in accordance with City of Vincent Planning and Building Policy Manual – Built Form Policy 7.1.1.

2.4 Side and rear setbacks

As mentioned the development is adjoining commercial areas to North and East and another R80 mixed use site to the South. According to Policy 7.1.1 the required side boundary setbacks for the first two storeys is nil. The rear boundary setback is required to be in accordance with Table 5 of the R-Codes. The rear setback of the proposal is nil over the first two floors which is non-compliant. We are seeking exemption from this guideline as that boundary is adjoining a commercial zone that has an existing structure at only 0.86m setback. Nil setback at the rear boundary also maximises the area of the green roof above the first two floors.
2.5 Plot ratio (PR)

The development is in an R80 mixed use zone which allows a PR of 501 sqm (1:1). The total proposed PR is 746 sqm. We have designed and addressed a 4 storey building as anticipated for this site and feel it should not be determined and measured by PR but by bulk and scale as discussed with the DRC members who share a similar view. The proposal is well articulated with a lot of access to natural light to all habitable rooms and larger apartments which ultimately results in an increased PR.
2.6 Building depth

The design of the development is compact with reduced access and circulation areas in order to maximise habitable spaces. The increased habitable space and window orientation in different directions offer great performance for cross ventilation (refer to 4.2) and Solar Access (refer to 4.1).

2.7 Building separation

Refer 2.4 Side and rear setbacks (table 2.1) & 3.5 Visual privacy (Table 3.5).

3.1 Site analysis and design response

Refer to - 2.4 Side and rear setbacks.
3.2 Orientation

The applicable guidelines for the proposal fall under City of Vincent LPS No. 2 (Scheme Map 3 – Perth) and Built Form Policy No. 7.1.1.

The proposal is designed at zero street setback and a well-articulated façade with planter boxes, balconies, different materials and landscaping. The access core is on the south boundary allowing maximum exposure of habitable rooms for increased solar access. Because the development is in an R80 zoning, nil requirements for overshadowing are an acceptable outcome.

3.3 Tree canopy and deep soil areas

At a site area of less than 700sqm the development requires a minimum of one medium sized tree and one small tree in addition to 50.1sqm (10%) of deep soil area.

The actual deep soil area amounts to 35.22sqm (7%) which is non-compliant. To compensate that shortfall, 2x 200lt medium sized trees and an increased landscaped area totalling 143sqm have been proposed.

3.4 Communal Open Space

The top floor of the proposal provides communal open space for its residents with a BBQ area that is covered by the roof and a toilet, as well as extensive landscaping and veggie garden beds. It is located at the South - Eastern part of the building and separated from the top floor tenancy to minimise noise and visual impact.

3.5 Visual privacy

Balconies facing Lindsay Street comprise a mix of clear glazing, movable shutters, planter boxes and landscaping, providing a balance of outlook and privacy. Outdoor areas of each unit are well separated. The majority of openings are directed towards commercial zoning North-West, maximizing solar access and privacy.

Openings to the South side of the development, abutting Lot 20 with R80 zoning, are reduced to four windows, of which two are minor openings in order to minimize visual impact.

3.6 Public domain interface

The front street setback of the proposal is nil abutting a foot path of 1.70m width and landscaped strip of approx. 3m between foot path and street. Upper level balconies and windows overlook the street and public domain areas. The upper floor balustrading includes a mix of clear glazing and planter boxes to provide privacy to residents.
The street elevation over a total length of 19.90m comprises 31% vehicle and pedestrian access, 27% design features (vertical back-lit louvers), landscape and 26% clear and opaque glazing suitable for advertising.

3.7 Pedestrian access and entries
A small awning extruding out of the main access corridor, marks the well-lit entrance of the building. The street number “66” will be displayed next to the entrance, making the main entrance more legible for residents and visitors.

3.8 Vehicle access
Vehicle access to the car park is given via a single lane with a telescopic sliding gate. The infill panels of that gate are perforated, allowing for more natural light, cross ventilation and passive surveillance.

3.9 Car and bicycle parking
The proposed property is located within Location A, requiring 1 bay for a 2+ bed dwelling.
It comprises 5x 3-Bed apartments and one 2-Bed apartment plus home office. Every apartment is given two car bays.
The client has chosen not to provide visitor bays on site due to the generous amount of car bays given to each apartment which can also be used for their visitors. In addition, street parking is available on Lindsay Street.
Five spacious, secured bicycle spaces of approx. 2.8sqm each are also provided at Ground level.

4.1 Solar and daylight access
The development is designed to optimise solar and daylight access which is achieved by balcony overhangs. The dwellings are oriented towards North and West to maximise sunlight.

4.2 Natural ventilation
The development comprises a total of 6 dwellings. Five of those dwellings have natural cross ventilation, whereas one unit has openings facing West over two floors. This achieves a cross ventilation of 83%. The minimum requirement for cross ventilation over the first 9 floors according to code is 60% of dwellings.

4.3 Size and layout of dwellings
The proposed dwelling sizes are spacious to achieve long term flexibility for conversion to accommodate a section for the caretaker to allow for in-house aging.

<table>
<thead>
<tr>
<th>Apt #</th>
<th>Specs</th>
<th>Internal Size (sqm)</th>
<th>Balcony (sqm)</th>
<th>Storage (sqm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>2x1</td>
<td>87</td>
<td>19.4</td>
<td>8</td>
</tr>
<tr>
<td></td>
<td>1x1</td>
<td>27.3</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>114.3</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>3x2</td>
<td>108</td>
<td>24.4</td>
<td>8</td>
</tr>
<tr>
<td>3</td>
<td>3x2</td>
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<td>14.4</td>
<td>7.2</td>
</tr>
<tr>
<td>4</td>
<td>3x2</td>
<td>118</td>
<td>21</td>
<td>6.2</td>
</tr>
<tr>
<td>5</td>
<td>3x2</td>
<td>120</td>
<td>50</td>
<td>10</td>
</tr>
<tr>
<td>6</td>
<td>4x2.5</td>
<td>165</td>
<td>58</td>
<td>8.7</td>
</tr>
</tbody>
</table>

The minimum internal clear ceiling height of all habitable rooms is 2.70m contributing to a spacious perception.

All bedroom sizes throughout the proposal range from 10.7 to 15.5sqm.
4.4 Private open space and balconies

Our client is putting high value on an indoor-outdoor living experience and therefore supports the inclusion of spacious balconies (see table above) which also benefit the articulation and solar access of the development. All balconies comply with minimum area and dimensions according to Table 4.4 SPP-7-3. Operable screens control sunlight and enable the use of the open space at different times of the day.

4.5 Circulation and common spaces

Access corridors to all dwellings are short and minimalistic allowing for fast entry and exit and giving more area to habitable spaces. The main lift lobby at ground level is accessible through the secured car park and off the street. The top floor communal area with cooking, dining and toilet facilities amounts to generous 67sqm (including landscaping and hard flooring).

4.6 Storage

All dwellings have access to storage rooms ranging from 6.2 to 10sqm. Ventilation vents are anticipated to all storage areas to provide dry and mould free storage.

Apartments 1, 2, 3 and 5 have storage areas at GF accessible within the secured car park.
Apartments 4 and 6 have their storage rooms externally accessible over their balcony.

Additional bicycle storage spaces are provided at GF.

4.7 Managing the impact of noise

Living space balcony breakouts are well separated between each dwelling allowing for a better acoustical separation. Lindsay Street is a two-lane secondary street with low traffic impact. Double glazing to all windows as part of the sustainability features also provides a better noise reduction. For more details in regards to noise, refer to the Acoustic Report.

4.8 Dwelling mix

The initial brief we got from the client was to design bigger than usual 3x2 bed units with a layout that has the potential to be converted in the future to accommodate a self-contained section for a caretaker to allow in-house ageing. Our client intends to live on the top floor and is aiming for like-minded residents to create a trustful in-house community. This approach may go against the dwelling mix to create diversity, but by providing suitable housing for an upcoming demographical shift with accommodation shortage, we see the proposal as an opportunity to address those issues.
4.9 Universal design

With the intention to make the proposal suitable for fully assisted in-house ageing, it’s intended to accommodate the needs of people with limited mobility. Those features include design elements such as:

- Safe and continuous step free access to all dwellings and common spaces within the development
- Internal doors and corridors that facilitate comfortable and unimpeded movement
- Hobless, step-free shower accesses
- Reinforced walls around showers and toilets to support safe installation of grab rails
- A continuous handrail on at least one side of all stairs

4.10 Façade design

The North section of Lindsay Street between Monger and Brisbane Street comprises a mix of single to 2.5 storey residential dwellings and commercial buildings of different scale, which suggests that there is no defined streetscape. More recent developments in the broader area however do indicate a style that is applied to our proposal.

A DA has recently been approved for 9-15 Money Street, a 6-storey mixed use development in very close proximity which interprets a mix of characteristics in the area.

The proposed development implements materials of same character such as brick, render, FC and perforated sheeting. The vehicle entrance is reduced to a single lane to activate more of the street frontage with design elements such as vertical backlit louvers, clear and semi-transparent windows for advertising and landscaping.

To provide legibility, the well-lit canopy above the entrance lobby extends over the footpath.

The main feature of the proposal are the planter boxes which appear randomly arranged over the floors, creating an interesting play and animate the façade with changing lights and shadows throughout the day. Movable sun screens also contribute to a constantly changing façade.
4.11 Roof design

The development proposes a modular, structural but lightweight skillion roof which accommodates solar panels. There is a mix of roof types along Lindsay Street ranging from skillions and flat to gabled and hip roofs.

4.12 Landscape design

Please refer to the landscape plan.

4.13 Adaptive reuse

Not applicable.

4.14 Mixed use

The development proposes a “home office” at GF which is directly connected via internal stair to the apartment above. Whilst that space is quite flexible in use and may be given direct street access, the client has chosen not to fully open it up at this stage and give it a landscaped separation. The ground floor unit is accessible off the secured car park and entrance corridor. Our client’s goal is to offer a flexible apartment that is still suited for primarily residential use but also considers small office use.

4.15 Energy efficiency

The importance of energy efficient performance was raised in the initial brief with the client. Besides energy efficient materials and specifications, the building is also designed to thermally perform better through slab overhangs and solar access. For further details please refer to the “Sustainable Design Assessment Report” from 11th March 2019.

4.16 Water management and conservation

Please refer to the “Sustainable Design Assessment Report” from 11th March 2019.
4.17 Waste management

A waste storage area for 6 bins has been allocated at GF. CoV Waste Management Department has confirmed to the client that 4 landfill bins (240l) with weekly collection and 3 recycling bins with fortnightly collection will be required. Our client feels that the necessity for recycling bins is larger than landfill bins and proposes 4x recycling and 3x landfill bins. The bin area allows for 8x 240l bins.

In addition, a composting bin will be provided on the common roof deck as well as a worm farm for the veggie garden.
Sustainable Design Assessment Report – DA Approval Stage

Date: 11th March 2019
Our Reference: 17732

Project Address: 66 Lindsay Street, Perth
BCA Climate Zone: 5
Building Class: 2

Report Commissioned By: C. Fehr

<table>
<thead>
<tr>
<th>Report Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>Report Author: Nathan Peart</td>
</tr>
<tr>
<td>Revision Date: -</td>
</tr>
</tbody>
</table>

Phone: 08 9555 9444 FAX: 08 9200 5654 Email: rate@swa.com.au Web: www.swa.com.au

Your energy efficiency partners

ABN: 84 132 000054
1. Project Information

This report has been commissioned to assess the proposal at 66 Lindsay Street, Perth against Planning Policy 7.1.1 Built Form, Part 2, Section 1, Clause 1.8. No other clauses of PP7.1.1 have been assessed by this report and where required it has been assumed that this development will comply with all other clauses.

The proposal is on a site with existing structures (use unclear) and has been designated Town Centre under PP7.1.1. The lot has a land area of approximately 493m². The proposed development includes six single occupancy units.

This report uses the Green Building Council of Australia (GBCA) design and as built tool to guide the sustainable design of this project and set the environmentally sustainable design objectives. The key objective is to obtain as a minimum, an assessment which is equivalent to five stars using the GBCA Designed and as built calculator.

Figure 1: Site Location (Courtesy Intramaps)
2. Environmental Clauses

Clause P1.8.1 calls for the development to maximise passive solar heating and cooling. The development demonstrates compliance with this objective through:

- Passive heating and cooling as 5 out of 6 apartments have north facing living areas with shading over windows and movable screens.
- Living areas are well lit and have high levels of visual comfort when calculated using the Green Star Daylight and Views Hand Calculation Guide.

Clause P1.8.2 is satisfied by using a rainwater tank with a minimum capacity of 7,500 litres. All water will be reused for reticulation, as per the Green Building Council Australia (GBCA) guidelines shown below.

Climate moderation devices are required by Clause P1.8.3. This is satisfied using operable facade screens on the northern elevations.

Finally, Clause P1.8.4 has been considered through the completion of a preliminary Green Star As Built Assessment that achieves a minimum of 5 stars. As plans are in a preliminary stage, compliance is required to be re-assessed at building license stage to ensure targets have been reached. The attached Green Star report is a summary only and further investigation and liaison by the building design team will be required to ensure a full understating of all items shown in Table 1.

3. Compliance Summary

Table 1 summarises the items required to comply with the Green Star requirements of this report. Disciplines affected by these requirements are shown in 4. Green Star – Areas of responsibility. Further information on each of these requirements is available from GBCA submission guidelines or by contacting the author.

The nominated systems have been defined as:

- HVAC System
- Lighting
- Other mechanical items, such as shading

Nominated areas have been defined as:

Primary Spaces:
- Living Areas

Secondary Spaces:
Tertiary Spaces:

- Wet Areas

Table 1: Actions required to obtain a five-star equivalent green star rating.

The following items are required to be considered so that the project can meet the five-star Green Star equivalency rating. Items in this table are potentially possible but cannot be confirmed until working drawings stage. Points in this table may be substituted for others of equal value as the design is developed.

<table>
<thead>
<tr>
<th>GBCA Design and as Built Clause</th>
<th>Action Required</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.0 Accredited Professional to be contracted to assess building license stage.</td>
<td></td>
</tr>
<tr>
<td>2.0 Environmental Performance Targets to be set by the design team including functions, operations and maintenance of the building systems, setting of targets for energy and water consumption, description and diagram of energy and water metering.</td>
<td></td>
</tr>
<tr>
<td>2.1 Services and Maintainability Review and report by the head contractor during design stage and prior to construction to review commissionability, controllability, maintainability, operability and safety of nominated systems.</td>
<td></td>
</tr>
<tr>
<td>2.2 Building Commissioning to be performed as per approved standards and guidelines.</td>
<td></td>
</tr>
<tr>
<td>2.3 Building Systems Tuning – Owner/client to commit to a tuning process for all nominated systems.</td>
<td></td>
</tr>
<tr>
<td>4.1 Building Information – Comprehensive operations and maintenance information to be developed and made available to the facilities management team, and relevant and current building user information to be developed and made available to all relevant stakeholders.</td>
<td></td>
</tr>
<tr>
<td>5.2 End of Life Waste Performance – lausses to include ‘make good’ clause that follows industry recognized standards or guidelines (such as Greening Make Good, RICS Oceania, and Better Buildings Partnership). See: Better Buildings Partnership: Green Lease Toolkit.</td>
<td></td>
</tr>
<tr>
<td>6.1 Monitoring Systems – Incorporate an automated monitoring system for Electricity, Gas and Water that shows where the resources are being used and estimated energy consumption.</td>
<td></td>
</tr>
<tr>
<td>8.0 Operational Waste – Nomination of waste area on architectural plans that includes General Waste, General Recycling and one other recycling component. Waste Management consultant to be engaged to verify requirements.</td>
<td></td>
</tr>
<tr>
<td>9.1 Ventilation System Attributes – Verification that the system has been designed to ensure entry of outdoor pollutants is mitigated; system is designed for ease of maintenance and cleaning; and specification states system to be cleaned prior to occupation and use</td>
<td></td>
</tr>
<tr>
<td>9.2 HVAC system to provide Outdoor Air at a rate 60% greater than the minimum required by AS 1668.2:2012</td>
<td></td>
</tr>
<tr>
<td>9.3 Exhaust or Elimination of Pollutants: Ensure kitchens and photocopier/print rooms are exhausted separately to AS1668.2:2012.</td>
<td></td>
</tr>
<tr>
<td>10.1 Internal Noise Levels – Acoustic consultant to be engaged to ensure maximum levels as per GBCA are met.</td>
<td></td>
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<tr>
<td>10.2 Re-occupation – Acoustic consultant to be engaged to ensure maximum levels as per GBCA are met.</td>
<td></td>
</tr>
<tr>
<td>10.3 Acoustic Separation – Internal partitions to have a sound reduction. Acoustic consultant to be engaged to ensure maximum levels as per GBCA are met.</td>
<td></td>
</tr>
<tr>
<td>11.0 Minimum Lighting Comfort – All lights to primary and secondary nominated spaces to have light sources must have flicker free lighting and a minimum Colour Rendering Index (CRI) of 80</td>
<td></td>
</tr>
<tr>
<td>11.1 General Illuminance and Glare Reduction – Lighting to comply with relevant table of AS/NZS1680.2 demonstrating best practice. All base light sources must be fitted with baffles, louvers, translucent diffusers, or other means that obscures the direct light source from all viewing angles of occupants.</td>
<td></td>
</tr>
<tr>
<td>11.2 Surface Illuminance – surface reflectance for ceilings of at least 0.75 (6/75 – matte white), ceiling area to have an average surface illuminance of at least 30% of the lighting levels on the working plane.</td>
<td></td>
</tr>
<tr>
<td>11.3 Localised Lighting Control – occupants have the ability to turn the lights on and off and adjust light levels in their immediate environment.</td>
<td></td>
</tr>
<tr>
<td>12.0 Glare Reduction – Glazing in all primary spaces to have blinds, screens, fixed devices to reduce glare.</td>
<td></td>
</tr>
<tr>
<td>12.1 Daylight – Calculator completed by Sustainability WA</td>
<td></td>
</tr>
<tr>
<td>12.2 Views – Calculator completed by Sustainability WA</td>
<td></td>
</tr>
<tr>
<td>13.1 Paints, Adhesives, Sealants and Carpets – At least 95% of all internally applied paints, adhesives, sealants [by volume] or carpets (by area) meet the total VOC limits (see appendices A and II)</td>
<td></td>
</tr>
<tr>
<td>13.2 Engineered Wood Products at least 95% (by area) of all engineered wood products meet the formaldehyde emission limits specified by in Appendix C.</td>
<td></td>
</tr>
<tr>
<td>14.1 A minimum rating of 6 stars and average NABERS rating of 7 stars or greater to be achieved.</td>
<td></td>
</tr>
<tr>
<td>Item 5.6 - Attachment 3</td>
<td></td>
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<tr>
<td>------------------------</td>
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</tr>
</tbody>
</table>

| 15A - Lighting               | Lighting power density is reduced by at least 10% below the requirement of BCA Part J6 for sole-occupancy units of Class 2 buildings, and in all communal areas accessible by residents. Independent light switching to each room of each sole-occupancy unit (including separation of kitchen and living area in open-plan living/dining areas). All common area lighting with automatic lighting control. |
| 15B - Cooling                | Minimum cooling system star rating: 4 Star. Installed equipment capacity no more than 10% greater than design cooling capacity. |
| 15C - Appliances             | Refrigerators achieve a minimum Energy Rating of 1 star below the maximum available rating. Washing machines achieve a minimum Energy Rating of 1 star below the maximum available rating. Clothes dryers achieve a minimum Energy Rating of 1 star below the maximum available rating. Dishwashers achieve a minimum Energy Rating of 1 star below the maximum available rating. |
| 15D - Power                  | 16A Peak electricity demand reduction of 30% |
|                           | 17B.1 Access by Public Transport – Calculator completed by Sustainability WA. |
|                           | 17B.3 1 Visitor bay to be a dedicated fuel-efficient vehicle bay to be provided. |
|                           | 17B.4 Active Transport Facilities – Expected regular occupancy to be advised – 7.5% secure bicycle parking required. |
|                           | 17B.5 Walkable Neighbourhoods – Calculator completed by Sustainability WA. |
|                           | 18A.1 Sanitary fixture efficiency – Water efficiency fixtures to be specified as per Table 3 in Table 4. |
|                           | 18A.2 Rainwater reuse – 7.5 kL rainwater tank. Water to be reused in garden or other site use. |
|                           | 18A.3 Landscape irrigation – either drip irrigation with moisture sensor override specified, or where no potable water is used for irrigation. |
|                           | 18A.5 Fire System Test Water – Specify fire protection system does not expel water for testing or includes temporary storage and shut off valves for each floor. |
|                           | 19B.1 Concrete – Specify the use of Ramset or ISC Green Concrete to achieve 2 points. |
|                           | 20.1 Structural and Reinforcing Steel – Specify steel to be sourced from a Responsible Steel Maker (RSM) and 60% is produced using energy reducing processes. |
|                           | 20.2 Permanent Formwork, Pipes, Flooring, Blinds and Cables – Specify no PVC to be used or PVC used meets the GBCA Best Practice Guidelines for PVC. |
|                           | 22A Waste plan showing 90% of construction waste is diverted from landfill, or confirmation that a waste contractor to be engaged to facilitate waste management in line with GBCA requirements (GC Cleanaway). |
|                           | 23.0 Endangered, Threatened or Vulnerable Species. |
|                           | 23.2 Ecological Value – Calculator by Sustainability WA – All landscaping to be native vegetation. |
|                           | 24.0 Conditional Requirement – Checked by Sustainability WA. |
|                           | 24.1 Reuse of Land – Calculator by Sustainability WA. |
|                           | 24.2 Contamination and Hazardous Materials. |
|                           | 26.1 Stormwater peak discharge. Confirms post-development peak 1 Year Average Recurrence Interval (ARI) event discharge from the site does not exceed the pre-development peak ARI event discharge. |
|                           | 26.2 Stormwater Pollution Targets to be met by stormwater design. See Appendix D. |
|                           | 27.0 Light Pollution to Neighbouring Bodes – Ensure that outdoor light of project complies with 54282:1997 Control of the obstructive effects of outdoor lighting. |
|                           | 27.1 Light Pollution to Night Sky ensures external luminaires on the project has a ULDI that exceeds 5%, relative to its actual mounted orientation. |
|                           | 28.0 Legionella impacts from Cooling Systems – Cooling system to have waterless heat-rejection systems or a water-based heat rejection system that includes measures for Legionella control and Risk Management. |
|                           | 28.0 Refrigerants impacts – HVAC system to comply with TS061 targets or, meet CED and GWP targets or, have no refrigerants used. |
4. Green Star - Areas of responsibility

An assessment using the GBCA Green Star Design and As Built rating tool has been conducted on the above site. The target rating is 5 stars. The following table shows the area of responsibility to ensure compliance with the project against the Green Star criteria.

<table>
<thead>
<tr>
<th>Table 3: Area of responsibility</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Green Star Area</strong></td>
</tr>
<tr>
<td>---------------------</td>
</tr>
<tr>
<td>G.S. Professional</td>
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<tr>
<td>Commissioning and Tuning</td>
</tr>
<tr>
<td>2.1</td>
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<td>2.4</td>
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<td>Adaptation &amp; Resilience</td>
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<td>Building Information</td>
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<td>Commitment to Performance</td>
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<td>Metering and Monitoring</td>
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<td>6.1</td>
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<td>Responsible Building Practices</td>
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<td>Operational Waste</td>
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<td>Indoor Air Quality</td>
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<td>9.3</td>
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<td>Acoustic Comfort</td>
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<td>Lighting Comfort</td>
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<td>14.2</td>
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<tr>
<td>Item 5.6- Attachment 3</td>
</tr>
</tbody>
</table>

| SustainabilityWA | | |

| Greenhouse Gas Emissions | 15.4.1 Building Envelope | | | | | | | | | | | | | | | | | | |
| 15.4.2 Glazing | | | | | | | | | | | | | | | | | | |
| 15.4.3 Lighting | | | | | | | | | | | | | | | | | | |
| 15.4.4 Ventilation and Air-conditioning | | | | | | | | | | | | | | | | | | |
| 15.4.5 Domestic Hot Water Systems | | | | | | | | | | | | | | | | | | |
| 15.6.6 Accredited GreenPower | | | | | | | | | | | | | | | | | | |

| Sustainable Transport | 17B.1 Access by Public Transport | | | | | | | | | | | | | | | | | | |
| 17B.2 Reduced Car Parking Provision | | | | | | | | | | | | | | | | | | |
| 17B.3 Low Emission Vehicle Infrastructure | | | | | | | | | | | | | | | | | | |
| 17B.4 Active Transport Facilities | | | | | | | | | | | | | | | | | | |
| 17B.5 Walkable Neighbourhoods | | | | | | | | | | | | | | | | | | |

| Potable Water | 18B.1 Sanitary Fixture Efficiency | | | | | | | | | | | | | | | | | | |
| 18B.2 Rainwater Reuse | | | | | | | | | | | | | | | | | | |
| 18B.3 Heat Rejection | | | | | | | | | | | | | | | | | | |
| 18B.4 Landscape Irrigation | | | | | | | | | | | | | | | | | | |
| 18B.5 Fire System Test Water | | | | | | | | | | | | | | | | | | |

| Life Cycle Impacts | 19B.1 Concrete | | | | | | | | | | | | | | | | | | |
| 19B.2 Steel | | | | | | | | | | | | | | | | | | |
| 19B.3 Building Reuse | | | | | | | | | | | | | | | | | | |
| 19B.4 Structural Timber | | | | | | | | | | | | | | | | | | |

| Responsible Building Materials | 20B.1 Structural and Reinforcing Steel | | | | | | | | | | | | | | | | | | |
| 20B.2 Timber Products | | | | | | | | | | | | | | | | | | |
| 20B.3 Permanent Formwork, Pipes, Flooring, Insulation and Fixtures | | | | | | | | | | | | | | | | | | |

| Sustainable Products | 21B.1 Product Transparency and Sustainability | | | | | | | | | | | | | | | | | | |

| Construction & Demolition Waste | 22B.1 Fixed Benchmark | | | | | | | | | | | | | | | | | | |

| Ecological Value | 23B.1 Endangered, Threatened or Vulnerable Species | | | | | | | | | | | | | | | | | | |
| 23B.2 Ecological Value | | | | | | | | | | | | | | | | | | |

| Sustainable Sites | 24B.1 Natural Resource Use | | | | | | | | | | | | | | | | | | |
| 24B.2 Contamination and Hazardous Materials | | | | | | | | | | | | | | | | | | |

| Heat Island Effect | 25B.1 Heat Island Effect Reduction | | | | | | | | | | | | | | | | | | |

| Stormwater | 26B.1 Stormwater Peak Discharge | | | | | | | | | | | | | | | | | | |
| 26B.2 Stormwater Pollution Targets | | | | | | | | | | | | | | | | | | |

| Light Pollution | 27B.1 Light Pollution to Neighbouring Areas | | | | | | | | | | | | | | | | | | |
| 27B.1 Light Pollution to Night Sky | | | | | | | | | | | | | | | | | | |

| Microbial Control | 28B.1 Legionella Impacts from Cooling Systems | | | | | | | | | | | | | | | | | | |

| Refrigerant Impacts | 29B.1 Refrigerant Impacts | | | | | | | | | | | | | | | | | | |

| Innovation | 30A.1 Innovative Technology or Process | | | | | | | | | | | | | | | | | | |
| 30B.1 Market Transformation | | | | | | | | | | | | | | | | | | |
| 30C.1 Improving on Green Star Benchmarks | | | | | | | | | | | | | | | | | | |
| 30D.1 Innovation Challenge | | | | | | | | | | | | | | | | | | |
| 30E.1 Global Sustainability | | | | | | | | | | | | | | | | | | |
5. Conclusion

It is the view of Sustainability WA that this project can meet the requirements of Policy 7.1.1 Built Form, Part 2, Section 1, Clause 1.8. This view is based on the Development approval drawings; if the 'as-built' development is to comply with the aims of this policy, consideration will need to be given to this report during the progression of this project toward Working Drawings stage.

Additionally, the builder and all consultants involved with the project would need to incorporate the requirements and recommendations of this report into their documentation, seek clarification from the author where required, and ensure the building is constructed in accordance with the Green Building Council of Australia requirements.
6. Appendices

Appendix A: Table 13.1.1: Maximum TVOC Limits for Paints, Adhesives and Sealants

<table>
<thead>
<tr>
<th>Product Category</th>
<th>Max TVOC content in grams per litre (g/l) of ready to use product.</th>
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</thead>
<tbody>
<tr>
<td>General purpose adhesives and sealants</td>
<td>50</td>
</tr>
<tr>
<td>Interior wall and ceiling paint, all sheen levels</td>
<td>16</td>
</tr>
<tr>
<td>Trim, varnishes and wood stains</td>
<td>75</td>
</tr>
<tr>
<td>Primers, sealers and prep coats</td>
<td>65</td>
</tr>
<tr>
<td>One and two pack performance coatings for floors</td>
<td>140</td>
</tr>
<tr>
<td>Acoustic sealants, architectural sealant, waterproofing membranes and sealant, fire retardant sealants and adhesives</td>
<td>250</td>
</tr>
<tr>
<td>Structural glazing adhesive, wood flooring and laminate adhesives and sealants</td>
<td>100</td>
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</table>

Appendix B: Carpet Test Standards and TVOC Emissions Limits

<table>
<thead>
<tr>
<th>Compliance option</th>
<th>Test Protocol</th>
<th>Limit</th>
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<tbody>
<tr>
<td>ASTM D5116</td>
<td>ASTM D5116 - Total VOC limit*</td>
<td>0.5mg/m² per hour</td>
</tr>
<tr>
<td></td>
<td>ASTM D5116 - 4-PC (4-Phenylcyclohexene)*</td>
<td>0.5mg/m² per hour</td>
</tr>
<tr>
<td>ISO 16000 / EN 13419</td>
<td>ISO 16000 / EN 13419 - TVOC at three days</td>
<td>0.5mg/m² per hour</td>
</tr>
<tr>
<td>ISO 10580 / ISO/TC 219 (Document N238)</td>
<td>ISO 10580 / ISO/TC 219 (Document N238) - TVOC at 24 hours</td>
<td>0.5mg/m² per hour</td>
</tr>
</tbody>
</table>

*Both limits should be met when testing against ASTM D5116
### Appendix C: Table 13.2B: Formaldehyde Emission Limit Values for Engineered Wood Products

<table>
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<tr>
<th>Test Protocol</th>
<th>Emission Limit/Unit of Measurement</th>
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<tbody>
<tr>
<td>AS/NZS 2269:2004, testing procedure AS/NZS 2098.11:2005 method 10 for Plywood</td>
<td>≤1 mg/L</td>
</tr>
<tr>
<td>AS/NZS 1859.1:2004 - Particle Board, with use of testing procedure AS/NZS 4266.16:2004 method 16</td>
<td>≤1.5 mg/L</td>
</tr>
<tr>
<td>AS/NZS 1859.2:2004 - MDF, with use of testing procedure AS/NZS 4266.16:2004 method 16</td>
<td>≤1 mg/L</td>
</tr>
<tr>
<td>AS/NZS 4357.4 - Laminated Veneer Lumber (LVL)</td>
<td>≤1 mg/L</td>
</tr>
<tr>
<td>Japanese Agricultural Standard MAFF Notification No.701 Appendix Clause 3 (11) - LVL</td>
<td>≤1 mg/L</td>
</tr>
<tr>
<td>JIS A 5908:2003 - Particle Board and Plywood, with use of testing procedure JIS A 1460</td>
<td>≤1 mg/L</td>
</tr>
<tr>
<td>JIS A 5905:2003 - MDF, with use of testing procedure JIS A 1460</td>
<td>≤1 mg/L</td>
</tr>
<tr>
<td>JIS A1901 (not applicable to Plywood, applicable to high pressure laminates and compact laminates)</td>
<td>≤0.1 mg/m²·hr</td>
</tr>
<tr>
<td>ASTM D5116 (applicable to high pressure laminates and compact laminates)</td>
<td>≤0.1 mg/m²·hr</td>
</tr>
<tr>
<td>ISO 16000 part 9, 10 and 11 (also known as EN 13419), applicable to high pressure laminates and compact laminates</td>
<td>≤0.1 mg/m²·hr (at 3 days)</td>
</tr>
<tr>
<td>ASTM D6007</td>
<td>≤0.12 mg/m²·hr***</td>
</tr>
<tr>
<td>ASTM E1333</td>
<td>≤0.12 mg/m²·hr***</td>
</tr>
<tr>
<td>EN 717-1 (also known as DIN EN 717-1)</td>
<td>≤0.12 mg/m³</td>
</tr>
<tr>
<td>EN 717-1 (also known as DIN EN 717-2)</td>
<td>≤0.12 mg/m³</td>
</tr>
</tbody>
</table>

*mg/m²·hr may also be represented as mg/m²·hr.

**The test report must confirm that the conditions of Table 3 comply for the particular wood product type, the final results must be presented in EN 717-1 equivalent (as presented in the table) using the correlation ratio of 0.98.

***The final results must be presented in EN 717-1 equivalent (as presented in the table), using the correlation ratio of 0.98.
Appendix D: Table 26.2 Pollution Reduction Targets

<table>
<thead>
<tr>
<th>Pollutant</th>
<th>Reduction Target (% of the typical urban annual load)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Suspended Solids (TSS)1</td>
<td>A 80% B 80% C 90%</td>
</tr>
<tr>
<td>Gross Pollutants</td>
<td>A 85% B 90% C 95%</td>
</tr>
<tr>
<td>Total Nitrogen (TN)2</td>
<td>A 30% B 45% C 60%</td>
</tr>
<tr>
<td>Total Phosphorus (TP)2</td>
<td>A 30% B 60% C 70%</td>
</tr>
<tr>
<td>Total Petroleum Hydrocarbons3</td>
<td>A 60% B 90% C 90%</td>
</tr>
<tr>
<td>Free Oils3</td>
<td>A 90% B 90% C 98%</td>
</tr>
</tbody>
</table>

Notes:

1. Load based on the following particulate size distribution (by mass): 20% <20 μm; 20% 20-60 μm; 20% 60-150 μm; 20% 150-400 μm; 20% 400-2000 μm.
2. Load includes particulate and dissolved fraction.
3. This requirement is not applicable where the site contains less than a total of 200m² of uncovered areas where vehicles are likely to transit and/or park e.g. roads, loading docks, refuelling bays, car parking etc.
Appendix E: Green Star Design and As Built Scorecard (Following Pages)
### Green Star - Design & As Built Scorecard

**Projects:** Residential Development  
**Targeted Ratings:** 5 Star - Australian Excellence

<table>
<thead>
<tr>
<th>CATEGORY / CREDIT</th>
<th>AIM OF THE CREDIT / SELECTION</th>
<th>CODE</th>
<th>CREDIT CRITERIA</th>
<th>POINTS AVAILABLE</th>
<th>POINTS TARGETED</th>
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</thead>
<tbody>
<tr>
<td><strong>Management</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Green Star Accredited Professional</td>
<td>To recognise the appointment and active involvement of a Green Star Accredited Professional in order that the rating criteria is applied effectively and as intended.</td>
<td>1.0</td>
<td>Accredited Professional</td>
<td>1</td>
<td>1</td>
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<tr>
<td>Commissioning and Tuning</td>
<td>To encourage and recognize commissioning, handover and tuning initiatives that ensure all building services operate to their full potential.</td>
<td>2.0</td>
<td>Environmental Performance Targets</td>
<td>0</td>
<td>Compiles</td>
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<tr>
<td></td>
<td></td>
<td>2.1</td>
<td>Services and Maintainability Review</td>
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<td></td>
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<td>Building Commissioning</td>
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<tr>
<td></td>
<td></td>
<td>2.3</td>
<td>Building Systems Tuning</td>
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<tr>
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<td></td>
<td>2.4</td>
<td>Independent Commissioning Agent</td>
<td>1</td>
<td>1</td>
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<tr>
<td>Adaptation and Resilience</td>
<td>To encourage and recognise projects that are resilient to the impacts of a changing climate and natural disasters.</td>
<td>3.1</td>
<td>Implementation of a Climate Adaptation Plan</td>
<td>2</td>
<td>2</td>
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<tr>
<td>Building Information</td>
<td>To recognise the development and provision of building information that fosters understanding of a building's systems, operation and maintenance requirements, and environmental targets to enable the optimal performance.</td>
<td>4.1</td>
<td>Building Information</td>
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<td>1</td>
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<tr>
<td>Commitment to Performance</td>
<td>To recognise projects that encourage building owners, building occupants and facilities management teams to set targets and monitor environmental performance in a collaborative way.</td>
<td>5.1</td>
<td>Environmental Building Performance</td>
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<td>1</td>
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<tr>
<td></td>
<td></td>
<td>5.2</td>
<td>End of Life Waste Performance</td>
<td>1</td>
<td>1</td>
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<tr>
<td>Metering and Monitoring</td>
<td>To recognise the implementation of effective energy and water metering and monitoring systems.</td>
<td>6.3</td>
<td>Metering</td>
<td>1</td>
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<tr>
<td></td>
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<td>6.1</td>
<td>Monitoring Systems</td>
<td>1</td>
<td>1</td>
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<tr>
<td>Responsible Building Practices</td>
<td>To reward projects that use best practice formal environmental management procedures during construction.</td>
<td>7.0</td>
<td>Environmental Management Plan</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td></td>
<td></td>
<td>7.1</td>
<td>Formalised Environmental Management System</td>
<td>1</td>
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<td></td>
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<td>7.2</td>
<td>High Quality Staff Support</td>
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<tr>
<td>Operational Waste</td>
<td>Prescriptive Pathway</td>
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<td>Prescriptive Pathway - Facilities</td>
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<td><strong>Total</strong></td>
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### Indoor Environment Quality

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<th>AIM OF THE CREDIT / SELECTION</th>
<th>CODE</th>
<th>CREDIT CRITERIA</th>
<th>POINTS AVAILABLE</th>
<th>POINTS TARGETED</th>
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</thead>
<tbody>
<tr>
<td>Indoor Air Quality</td>
<td>To recognise projects that provide high air quality to occupants.</td>
<td>9.1</td>
<td>Ventilation System Attributes</td>
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<tr>
<td></td>
<td></td>
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<td>Provision of Outdoor Air</td>
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<td></td>
<td></td>
<td>9.3</td>
<td>Exhaust or Elimination of Pollutants</td>
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<tr>
<td>Acoustic Comfort</td>
<td>To reward projects that provide appropriate and comfortable acoustic conditions for occupants.</td>
<td>10.1</td>
<td>Internal Noise Levels</td>
<td>1</td>
<td>1</td>
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<tr>
<td></td>
<td></td>
<td>10.2</td>
<td>Reverberation</td>
<td>1</td>
<td>1</td>
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<td></td>
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<td>10.3</td>
<td>Acoustic Separation</td>
<td>1</td>
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</table>
### Lighting Comfort

- To encourage and recognise well-lit spaces that provide a high degree of comfort to users.

  - 11.1 General Illuminance and Glare Reduction: 1
  - 11.2 Surface Illuminance: 1
  - 11.3 Localised Lighting Control: 1

### Visual Comfort

- To recognise the delivery of well-lit spaces that provide high levels of visual comfort to building occupants.

  - 12.1 Daylight: 2
  - 12.2 Views: 1

### Indoor Pollutants

- To recognise projects that safeguard occupant health through the reduction in internal air pollutant levels.

  - 13.1 Paints, Adhesives, Sealants and Carpets: 1
  - 13.2 Engineered Wood Products: 1

### Thermal Comfort

- To encourage and recognise projects that achieve high levels of thermal comfort.

  - 14.1 Thermal Comfort: 1
  - 14.2 Advanced Thermal Comfort: 1

**Total:** 17 13

### Energy

- 22

### Greenhouse Gas Emissions

- 15B.0 Conditional Requirement: NetHERS Pathway: 17

### Peak Electricity Demand Reduction

- Prescriptive Pathway: 1

**Total:** 17 16.1

---

Item 5.6- Attachment 3  
Page 250
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<th>Transport</th>
<th>16</th>
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<td>Sustainable Transport</td>
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<td>17B.1</td>
<td>Assess by Public Transport</td>
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<tr>
<td>17B.2</td>
<td>Reduced Car Parking Provision</td>
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<td>17B.3</td>
<td>Low Emission Vehicle Infrastructure</td>
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<td>17B.4</td>
<td>Active Transport Facilities</td>
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<td>17B.5</td>
<td>Walkable Neighbourhoods</td>
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<td>Prescriptive Pathway</td>
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<td>18B.1</td>
<td>Sanitary Fixture Efficiency</td>
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<td>18B.2</td>
<td>Rainwater Reuse</td>
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<td>18B.3</td>
<td>Heat Rejection</td>
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<td>18B.4</td>
<td>Landscape Irrigation</td>
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<td>Fire System Tank Water</td>
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<td>Structural and Reinforcing Steel</td>
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<td>20.2</td>
<td>Timber Products</td>
</tr>
<tr>
<td>20.3</td>
<td>Permanent Formwork, Pipes, Fixing, Blinds and Cables</td>
</tr>
<tr>
<td>Sustainable Products</td>
<td>To encourage sustainability and transparency in product specification</td>
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<td>21.1</td>
<td>Product Transparency and Sustainability</td>
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<td>Construction and Demolition Waste</td>
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## Land Use & Ecology

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<tbody>
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<td>25.0</td>
<td>Endangered, Threatened or Vulnerable Species</td>
<td>-</td>
<td>Completes</td>
</tr>
<tr>
<td>23.1</td>
<td>Ecological Value</td>
<td>3</td>
<td>2</td>
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<td>24.0</td>
<td>Conditional Requirement</td>
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<td>Completes</td>
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<td>24.1</td>
<td>Ruin of Land</td>
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<td>Contamination and Hazardous Materials</td>
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<td>35.0</td>
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## Emissions

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<td>26.2</td>
<td>Stormwater Pollution Targets</td>
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<td>27.0</td>
<td>Light Pollution to Neighbouring Bodies</td>
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<td>Completes</td>
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<td>27.1</td>
<td>Light Pollution to Night Sky</td>
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<td>28.2</td>
<td>Legionella Impacts from Cooling Systems</td>
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<td>29.0</td>
<td>Refrigerant Impacts</td>
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## Innovation

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<td>Innovative Technology or Process</td>
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<td></td>
</tr>
<tr>
<td>30B</td>
<td>Market Transformation</td>
<td></td>
<td></td>
</tr>
<tr>
<td>30C</td>
<td>Improving on Green Star Benchmarks</td>
<td>10</td>
<td></td>
</tr>
<tr>
<td>30D</td>
<td>Innovation Challenge</td>
<td></td>
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</tr>
<tr>
<td>30E</td>
<td>Global Sustainability</td>
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### Totals

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<tr>
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<td>1.0</td>
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</table>
Residential Development
66 Lindsay Street, Perth
Acoustic Report
27 March 2019
Report Number: 19030716 - 01
EcoAcoustics Pty Ltd
ATF Ireland Family Trust ABN: 26 450 946 619

KEY PERSONNEL

<table>
<thead>
<tr>
<th>Contacts</th>
<th>Rebecca Ireland</th>
<th>Francis Prendergast</th>
</tr>
</thead>
<tbody>
<tr>
<td>Phone:</td>
<td>+61 8 9367 1555</td>
<td>+61 8 9367 1555</td>
</tr>
<tr>
<td>Email:</td>
<td><a href="mailto:rebecca@ecoacoustics.com.au">rebecca@ecoacoustics.com.au</a></td>
<td><a href="mailto:francis@ecoacoustics.com.au">francis@ecoacoustics.com.au</a></td>
</tr>
<tr>
<td>Mobile:</td>
<td>0427 388 876</td>
<td>0409 686 492</td>
</tr>
</tbody>
</table>

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Document Information

<table>
<thead>
<tr>
<th>Author:</th>
<th>Rebecca Ireland</th>
<th>Verified:</th>
<th>Francis Prendergast</th>
</tr>
</thead>
<tbody>
<tr>
<td>Position:</td>
<td>Company Director</td>
<td>Position:</td>
<td>Senior Consultant</td>
</tr>
<tr>
<td>Signature:</td>
<td></td>
<td>Signature</td>
<td></td>
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<td>Date of Issue:</td>
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Revision History

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Executive Summary

EcoAcoustics Pty Ltd was commissioned to conduct a noise impact assessment of a proposed six-unit development located at 66 Lindsay Street, Perth. This noise impact assessment has been completed to support the proposal, as part of the development application, in accordance with the City of Vincent Policy No. 7.5.21, Sound Attenuation. In addressing this Policy, it assesses future road traffic noise levels in accordance with State Planning Policy SPP 5.4 Road & Rail Transport Noise & Freight Considerations in Land Use Planning. The report also assesses noise emissions from the development in accordance with the Environmental Protection (Noise) Regulations 1997.

The analysis has shown that the site can comply with the City of Vincent Policy No. 7.5.21, Sound Attenuation, the Environmental Protection (Noise) Regulations 1997, and with State Planning Policy 5.4 Road and Rail Transport Noise and Freight Considerations in Land Use Planning.
1 Introduction

EcoAcoustics Pty Ltd was commissioned to conduct a noise impact assessment of a proposed six-unit development located at 66 Lindsay Street, Perth.

This noise impact assessment has been completed to support the proposal, as part of the development application, in accordance with the City of Vincent Policy No 7.5.21, Sound Attenuation. In addressing this Policy, it assesses future road traffic noise levels in accordance with State Planning Policy SPP 5.4 Road & Rail Transport Noise & Freight Considerations in Land Use Planning. The report also assesses noise emissions from the development in accordance with the Environmental Protection (Noise) Regulations 1997.

Appendix A contains a description of some of the terminology used throughout this report.

1.1 Site Locality

The site is located at 66 Lindsay Street, Perth, within the City of Vincent. The proposed development is located in a predominantly commercial and mixed use residential/commercial area. Beaufort Street is located approximately 45 metres to the south east of the site. The site locality is shown on Figure 1.1, while Figure 1.2 presents an aerial photo of the site and its surroundings. The commercial premises located on Beaufort Street are generally offices and the like, with the nearest night venue located approximately 150 metres from the site on the corner of Brisbane Street and Beaufort Street, namely the Brisbane Hotel. Significant shielding is provided by adjacent buildings between the site and the Hotel. In addition, residential premises are located closer than this site. As such, noise from the Brisbane Hotel has not been considered further in this report.

Figure 1.1: Site Locality (Source: Intramaps)
1.2 Proposed Development

It is proposed to construct a four-storey, six unit development on the site. Undercover car parking will be provided on the ground floor within the building footprint. As such, car parking noise has not been considered further in this report.

The ground floor will also comprise a small home office, associated with Apartment 1. Apartments 1 to 3 will be located on Level 1, with Apartments 4 and 5 on Level 2, and Apartment 6 located on Level 3.

Figures 1.3 and 1.4 present the plans for the site, whilst Figures 1.5 and 1.6 show the elevations for the site.
Figure 1.3: Ground Floor and Level 1 Plans (Source: Campion Design Group)
Figure 1.4: Level 2 & 3 Plans (Source: Campion Design Group)

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Figure 1.5: Elevations (Source: Campion Design Group)
Figure 1.6: Elevations (Source: Campion Design Group)
2 Noise Criteria

2.1 Road Traffic Noise Criteria

In Western Australia State Planning Policy 5.4: Road and Rail Transport Noise and Freight Considerations in Land Use Planning (the Policy), produced by the Western Australian Planning Commission, provides the relevant assessment criteria for transportation noise.

The Policy objectives are to:

- Protect people from unreasonable levels of transport noise by establishing a standardised set of criteria to be used in the assessment of proposals;
- Protect major transport corridors and freight operations from incompatible urban encroachment;
- Encourage best practice design and construction standards for new development proposals and new or redevelopment transport infrastructure proposals;
- Facilitate the development and operation of an efficient freight network; and
- Facilitate the strategic co-location of freight handling facilities.

Section 5.3 of the Policy outlines the noise level criteria applied at 1 metre from the façade of habitable noise sensitive premises, and in one outdoor living area associated with the dwelling. These criteria are shown in Table 2.1.

<table>
<thead>
<tr>
<th>Time of Day</th>
<th>Noise Target</th>
<th>Noise Limit</th>
</tr>
</thead>
<tbody>
<tr>
<td>Day (6am to 10pm)</td>
<td>$L_{Aeq}(Day) = 55$ dB(A)</td>
<td>$L_{Aeq}(Day) = 60$ dB(A)</td>
</tr>
<tr>
<td>Night (10pm to 6am)</td>
<td>$L_{Aeq}(Night) = 50$ dB(A)</td>
<td>$L_{Aeq}(Night) = 55$ dB(A)</td>
</tr>
</tbody>
</table>

The Policy states that the 5 dB difference between the outdoor noise target and the outdoor noise limit represents an acceptable margin for compliance.

When applying these criteria to new noise sensitive developments, the objectives of the Policy are to achieve:

- acceptable indoor noise levels in noise-sensitive areas (e.g., bedrooms and living rooms of houses, classrooms in schools); and
- a 'reasonable' degree of acoustic amenity in at least one outdoor living area on each residential lot.

Ref: 59030716 - 01
The Policy states:

*If a noise sensitive development takes place in an area where outdoor noise levels will meet the target, no further measures are required under this policy.*

*In areas where the target is exceeded, but noise levels are likely to be within the 5 dB margin, mitigation measures should be implemented by the developer with a view to achieving the target levels in at least one outdoor living area on each residential lot. Where indoor spaces are planned to be facing any outdoor area in the margin, mitigation measures should be implemented to achieve acceptable indoor noise levels in those spaces.*

*In areas where the outdoor noise limit is likely to be exceeded* (i.e. above $L_{Aeq(Day)}$ of 60dB(A) or $L_{Aeq(Night)}$ of 55dB(A)), a detailed noise assessment is to be undertaken by the developer. Customised noise mitigation measures should be implemented with a view to achieving the target in at least one outdoor living area on each residential lot, or if this is not practicable, within the margin. Where indoor spaces will face outdoor areas that are above the noise limit, mitigation measures should be implemented to achieve acceptable indoor noise levels in those spaces.

The acceptable indoor noise levels for residential buildings as defined in the Policy are shown in Table 2.2.

<table>
<thead>
<tr>
<th>Time of Day</th>
<th>Room</th>
<th>Indoor Noise Limit</th>
</tr>
</thead>
<tbody>
<tr>
<td>Day (6am to 10pm)</td>
<td>Living Room &amp; Work Areas</td>
<td>$L_{Aeq(Day)} = 40$ dB(A)</td>
</tr>
<tr>
<td>Night (10pm to 6am)</td>
<td>Bedrooms(^1)</td>
<td>$L_{Aeq(Night)} = 35$ dB(A)</td>
</tr>
</tbody>
</table>

All other noise sensitive buildings are required to meet the Recommended Design Sound Levels under Table 1 of Australian Standard AS 2077:2000 Acoustics – Recommended design sound levels and reverberation times for building interiors.

### 2.2 Environmental Protection (Noise) Regulations

In Western Australia all Environmental noise is regulated by the *Environmental Protection Act 1986* and the *Environmental Protection (Noise) Regulations 1997*. Noise emissions from the site are required to satisfy the assigned noise levels specified in Regulations 7, 8 and 9.

The standard stipulated in Regulation 7 of the states:

7. (i) Noise emitted from any premises or public place when received at other premises –

\(^1\) For residential buildings, indoor noise levels are not set for utility spaces such as bathrooms. The policy encourages effective "quiet house" design, which positions these non-sensitive spaces to shield the more sensitive spaces from transport noise.

Ref: 50307976 - 01

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a) Must not cause or significantly contribute to, a level of noise which exceeds the assigned level in respect of noise received at premises of that kind; and

b) Must be free of –
   o Tonalty;
   o Impulsiveness; and
   o Modulation.

Noise emission is taken to significantly contribute to a level of noise if the noise emission exceeds a value which is 5dB below the assigned level...

Regulation 9 defines tonality, impulsiveness and modulation. It is regarded that noise is free of these characteristics if:

a) Tonalty, impulsiveness and modulation cannot be equitably removed by means other than decreasing the overall level of noise emission; and

b) Subsequent to any adjustments as displayed in Table 2.1 noise emissions remain compliant with the required standards when measured at the point of reception.

**Table 2.1 Adjustments for Intrusive Characteristics**

<table>
<thead>
<tr>
<th>Adjustment Where Noise Emission is not Music (cumulative to maximum of 25 dB)</th>
<th>Adjustment Where Noise Emission is Music</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tonalty</td>
<td>Modulation</td>
</tr>
<tr>
<td>+5dB</td>
<td>+5dB</td>
</tr>
</tbody>
</table>

The baseline assigned levels (prescribed standards) are specified in Regulation 8 and are shown below in Table 2.2.

**Table 2.2 Baseline Assigned Noise Levels**

<table>
<thead>
<tr>
<th>Premises Receiving Noise</th>
<th>Time Of Day</th>
<th>Assigned Level (dB)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>$L_{	ext{dno}}$</td>
</tr>
<tr>
<td>Noise Sensitive</td>
<td>0700 to 1900 hours Monday to Saturday (Day)</td>
<td>45 + influencing factor</td>
</tr>
<tr>
<td></td>
<td>0900 to 1900 hours Sunday and public holidays (Sunday)</td>
<td>40 + influencing factor</td>
</tr>
<tr>
<td></td>
<td>1900 to 2200 hours all days (Evening)</td>
<td>40 + influencing factor</td>
</tr>
<tr>
<td></td>
<td>2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and public holidays (Night)</td>
<td>35 + influencing factor</td>
</tr>
</tbody>
</table>

Ref: 35030716 - 01
The influencing factor has been calculated to be 9 this is the result of the sites proximity to Beaufort Street and the commercial precinct within the 100 and 450-metre radii. The adjusted noise levels are provided in Table 2.4.

**Table 2.4 Baseline Assigned Noise Levels**

<table>
<thead>
<tr>
<th>Premises Receiving Noise</th>
<th>Time Of Day</th>
<th>Assigned Level (dB)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>$L_{A10}$ $L_{A20}$ $L_{A95}$</td>
</tr>
<tr>
<td></td>
<td>0700 to 1900 hours Monday to Saturday (Day)</td>
<td>54 64 74</td>
</tr>
<tr>
<td>Noise Sensitive</td>
<td>0900 to 1900 hours Sunday and public holidays (Sunday)</td>
<td>49 59 74</td>
</tr>
<tr>
<td></td>
<td>1900 to 2200 hours all days (Evening)</td>
<td>49 59 64</td>
</tr>
<tr>
<td></td>
<td>2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and public holidays (Night)</td>
<td>44 54 64</td>
</tr>
</tbody>
</table>

*Ref: 19030716 - 61*
3 Road Traffic Noise Methodology

Road traffic noise monitoring was attempted within the vicinity of the site, however owing to significant road works occurring on Beaufort Street between Newcastle Street and Brisbane Street noise logging was unable to be completed.

Noise modelling was completed using based on the Calculation of Road Traffic Noise (CoRTN) algorithms. The CoRTN algorithms used to predict road traffic noise levels were developed to calculate the $L_{Aeq}$ (18 hour) noise level. The Policy requires that predictions are based on the $L_{Aeq}$ (Day) and $L_{Aeq}$ (Night) parameters. The relationship between these parameters has been determined by noise monitoring within the Perth Metropolitan region, and it is assumed that the same diurnal relationship exists for the future traffic volumes. Based on the file data, the following relationship exists:

$$L_{Aeq\ day} = L_{Aeq\ 18\ hour} - 2\ dB$$
$$L_{Aeq\ night} = L_{Aeq\ 18\ hour} - 7\ dB$$

Various input data are included in the modelling such as ground topography, road design, traffic volumes and are discussed in the following Sections.

In accordance with An Evaluation of the UK DoE Traffic Noise Prediction; Australian Road Research Board, Report 122 ARRB-NAASRA Planning Group 1982, it was recommended to allow an adjustment to the predicted road traffic noise levels of -1.7dB to allow for Australian conditions.

3.1 Ground Topography, Road Design & Cadastral Data

Existing and proposed ground heights, including site and surroundings were determined based on information provided by the client.

The noise model included the surrounding buildings adjacent to the site, as the buildings can provide barrier attenuation when located between a source and receiver, in much the same way as a hill or wall provides noise shielding.

3.2 Road Traffic Data

The noise relationship between different road surface types is shown in Table 4.1.
Table 4.1: Noise Relationship Between Different Road Surfaces

<table>
<thead>
<tr>
<th></th>
<th>Chip Seal</th>
<th>10mm</th>
<th>5mm</th>
<th>Dense Graded (DGA)</th>
<th>Novachip</th>
<th>Stone Mastic</th>
<th>Open Graded (OGA)</th>
</tr>
</thead>
<tbody>
<tr>
<td>14mm</td>
<td>+3.5 dB</td>
<td>+2.5 dB</td>
<td>+1.5 dB</td>
<td>0.0 dB</td>
<td>-0.2 dB</td>
<td>-1.0 dB</td>
<td>-2.5 dB</td>
</tr>
</tbody>
</table>

Traffic data used in the modelling is shown below in *Table 4.2*. The existing and future traffic volumes were obtained from MRWA.

*Table 4.2: Traffic Data Used in the Modelling*

<table>
<thead>
<tr>
<th>Parameter</th>
<th>Scenario</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Existing (2016 data from MRWA)</td>
</tr>
<tr>
<td>Speed</td>
<td>60 km/hr</td>
</tr>
<tr>
<td>24 Hour Volume</td>
<td>21,360 vpd</td>
</tr>
<tr>
<td>Heavy Vehicle Component</td>
<td>6</td>
</tr>
<tr>
<td>Road Surface</td>
<td>Dense Graded Asphalt</td>
</tr>
</tbody>
</table>
4 Road Traffic Noise Modelling Results

Road traffic noise modelling has been conducted across the site. The worst case predicted noise levels based on future traffic movements are presented in Table 4.3. In accordance with standard procedures, modelling includes buildings located adjacent to the site.

**Table 4.3 Predicted Road Traffic Noise Levels at Façade of Building**

<table>
<thead>
<tr>
<th>Façade Location</th>
<th>Floor Level</th>
<th>$L_{eq \text{ Day}}$ dB(A)</th>
<th>$L_{eq \text{ Night}}$ dB(A)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Beaufort Street Façade</td>
<td>Ground Floor</td>
<td>44</td>
<td>39</td>
</tr>
<tr>
<td></td>
<td>Level 1</td>
<td>51</td>
<td>46</td>
</tr>
<tr>
<td></td>
<td>Level 2</td>
<td>54</td>
<td>49</td>
</tr>
<tr>
<td></td>
<td>Level 3</td>
<td>55</td>
<td>50</td>
</tr>
<tr>
<td>South East Façade Toward Newcastle Street</td>
<td>Ground Floor</td>
<td>45</td>
<td>40</td>
</tr>
<tr>
<td></td>
<td>Level 1</td>
<td>50</td>
<td>45</td>
</tr>
<tr>
<td></td>
<td>Level 2</td>
<td>53</td>
<td>48</td>
</tr>
<tr>
<td></td>
<td>Level 3</td>
<td>55</td>
<td>50</td>
</tr>
<tr>
<td>North East Façade Toward Bulwer Street</td>
<td>Ground Floor</td>
<td>49</td>
<td>44</td>
</tr>
<tr>
<td></td>
<td>Level 1</td>
<td>51</td>
<td>46</td>
</tr>
<tr>
<td></td>
<td>Level 2</td>
<td>52</td>
<td>47</td>
</tr>
<tr>
<td></td>
<td>Level 3</td>
<td>53</td>
<td>48</td>
</tr>
<tr>
<td>Lindsay Street Façade</td>
<td>Ground Floor</td>
<td>42</td>
<td>37</td>
</tr>
<tr>
<td></td>
<td>Level 1</td>
<td>44</td>
<td>39</td>
</tr>
<tr>
<td></td>
<td>Level 2</td>
<td>45</td>
<td>40</td>
</tr>
<tr>
<td></td>
<td>Level 3</td>
<td>47</td>
<td>42</td>
</tr>
</tbody>
</table>

The results shaded in grey in *Table 4.3* comply with the noise level target at all building façades. Based on these noise level predictions, no further noise amelioration is required.

*Ref: 19030716 - 01*
5 Assessment of Noise Emissions from Site

It is understood that the mechanical plant associated with the site is unknown at this stage, however it is likely that ducted air conditioning will be provided for the proposed units. Condensers for Units 1 to 3 will be located within the enclosed carpark. Condensers for Units 4 to 6 will be located on the balconies, however the actual locations are not known. It is recommended that prior to installation a suitably qualified acoustic consultant be engaged to assess the mechanical plant and ensure compliance with the *Environmental Protection (Noise) Regulations 1997*. 
6 Conclusion

The analysis has shown that the site can comply with the City of Vincent Policy No 7.5.21, Sound Attenuation, the Environmental Protection (Noise) Regulations 1997, and with State Planning Policy 5.4 Road and Rail Transport Noise and Freight Considerations in Land Use Planning.
Appendix A

Terminology
Terminology

Ambient Noise

Ambient noise refers to the level of noise from all sources, including background noise as well as the source of interest.

A-Weighting

An A-weighted noise level is a noise level that has been filtered as to represent the way in which the human ear distinguishes sound. This weighting indicates the human ear is more sensitive to higher frequencies than lower frequencies. The A-weighted sound level is described as $L_A$ dB.

Background Noise

Background noise is the noise level from sources other than the source of interest. Background may originate from such things as traffic noise, wind induced noise, industrial noise etc.

Decibel (dB)

The decibel is the unit that characterises the sound power levels and sound pressure of a noise source. It is a logarithmic scale with regard to the threshold of hearing.

Impulsive Noise

An impulsive noise source is a short-term impact noise which may originate from such things as banging, clunking or explosive sound.

Influencing factor

$$=10 \left( \% \ Type \ A_{100} + \% \ Type \ A_{450} \right) + \frac{1}{20} \left( \% \ Type \ B_{100} + \% \ Type \ B_{450} \right)$$

Where:

$\% \ Type \ A_{100}$ = The percentage of industrial land within a 100m radius of the premises receiving noise

$\% \ Type \ A_{450}$ = The percentage of industrial land within a 450m radius of the premises receiving noise

$\% \ Type \ B_{100}$ = The percentage of commercial land within a 100m radius of the premises receiving noise

$\% \ Type \ B_{450}$ = The percentage of commercial land within a 450m radius of the premises receiving noise

+ Traffic factor (maximum 6 dB)
  = 2 for each secondary road within 100m
  = 2 for each major road within 450m
  = 6 for each major road within 450m
$L_{AI}$

An $L_{AI}$ level is the $A$-weighted noise level which is overreached for one percent of a measurement period. It represents the average of the maximum noise levels measured.

$L_{AI\text{ assigned level}}$

An assigned $L_{AI}$ level which is not to be exceeded for more than 1% of a delegated assessment period.

$L_{AI\text{ assigned level}}$

An assigned $L_{AI\text{ assigned level}}$ level which is not to be exceeded for more than 10% of a delegated assessment period.

$L_{AI\text{ smo}}$

An $L_{AI\text{ smo}}$ level is the $A$-weighted noise level which is exceeded for 10 percent of the measurement period and is considered to represent the "intrusive" noise level.

$L_{AI\text{ smb}}$

An $L_{AI\text{ smb}}$ level is the $A$-weighted noise level which is overreached for 90 percent of the measurement period. It is represents the "background" noise level.

$L_{AI\text{ eq}}$

$L_{AI\text{ eq}}$ refers to the comparable steady state of an $A$-weighted sound which, over a specified time period, contains the same acoustic energy as the time-varying level during the specified time period. It represents the "average" noise level.

$L_{AI\text{ max}}$

The noise level in decibels, obtained using the $A$ frequency weighting and the $F$ time weighting as specified in AS1259.1-1990. $L_{AI\text{ max}}$ is used when examining the presence of modulation.

$L_{AI\text{ max}}$

The $L_{AI\text{ max}}$ level is the maximum $A$-weighted noise level throughout a specified measurement.

$L_{AI\text{ max assigned level}}$

The $L_{AI\text{ max assigned level}}$ describes a level which is not to be exceeded at any time.

$L_{AI\text{ peak}}$

The $L_{AI\text{ peak}}$ level is the maximum reading (measured in decibels) during a measurement period, using the $A$ frequency weighting and $P$ time weighting AS1259.1-1990.
A \( L_{A,day} \) level is the noise level (measured in decibels) obtained using the A frequency weighting and S time weighting as specified in AS2559.1-1990

**Major Road**

A Major road has an estimated average daily traffic count of more than 15,000 vehicles.

**Maximum Design Sound Level**

Maximum Design Sound Level is the level of noise beyond hearing range of most people occupying the space start, become dissatisfied with the level of noise.

**Modulating Noise**

A modulating source is an audible, cyclic and regular source. It is present for at least 10\% of a measurement period. The quantitative definition of tonality is:

- a) is more than 3 dB \( L_{A,eq} \) or is more than 3 dB \( L_{A,1/3} \) in any one-third octave band;
- b) is present for at least 10\% of the representative

**One-Third-Octave Band**

One-Third-Octave-Band are frequencies that span one-third of an octave which have a centre frequency between 25 Hz and 20 000 Hz inclusive.

**Representative Assessment Period**

Representative Assessment Period describes a period of time not less than 15 minutes, and not surpassing four hours. It is determined by an inspector or authorised person to be suitable for the assessment of noise emissions.

**Reverberation Time**

Reverberation time refers to an enclosure for a sound of a specified frequency or frequency band as well as the time that would be necessary for the reverberantly decaying sound pressure level in the enclosure to decrease by 60 decibels.

**RMS**

The root mean square level is used to represent the average level of a wave form such as vibration.

**\( R_w \)**

\( R_w \) is the weighted sound reduction index. It is a single number rating characterising the sound insulation of a material or building element over a range of frequencies. The higher the \( R_w \) rating, the better the acoustic performance of the material or building element.

**Satisfactory Design Sound Level**

Satisfactory Design Sound Level refers to the level of noise that has been found to be acceptable for the environment in question, which is also to be non-intrusive.
Secondary / Minor Road

A Secondary / Minor road has an estimated average daily traffic count of between 6,000 and 15,000 vehicles.

Sound Pressure Level ($L_p$)

Sound Pressure Level refers to a noise source which is dependent upon surroundings, and is influenced by meteorological conditions, topography, ground absorption; distance etc. Sound Pressure Level is what the human ear actually hears. Noise modelling predicts the sound pressure level from the sound power levels whilst taking into account the effect of relevant factors (meteorological conditions, topography, ground absorption; distance etc).

$\text{Sound Power Level (} L_{w} \text{)}$

A sound power level of a noise source cannot be directly measured using a sound level meter. It is calculated based on measured sound pressure levels at recognised distances. Noise modelling includes sound power levels as part of the input data.

Specific Noise

Specific Noise relates to the component of the ambient noise of interest. It can be specified as the noise of interest or the noise of concern.

Tonal Noise

A tonal noise source can be designated as a source that has a specific noise emission over one or several frequencies, such as droning. The quantitative definition of tonality is:

the presence in the noise emission of tonal characteristics where the difference between —

a) the $A$-weighted sound pressure level in any one-third octave band; and

b) the arithmetic average of the $A$-weighted sound pressure levels in the 2 adjacent one-third octave bands, is greater than 3 dB when the sound pressure levels are determined as $L_{\text{Avg,T}}$ levels where the time period T is greater than 10% of the representative assessment period, or greater than 8 dB at any time when the sound pressure levels are determined as $L_{A, \text{slow}}$ levels.
Chart of Noise Level Descriptors

Typical Noise Levels

Ref: 19030716 - 01
Landscape Plan

LEVEL ONE LANDSCAPING - 11.38 SQM

4 x Juncusus confertus
4 x Helictotrichon sempervirens
4 x Convolvulus mauritianus

2 x Corinthian Red Fountain
2 x Acacia Tennesse
2 x Convolvulus mauritianus

4 x Casuarina 'Cauliflora'
4 x Chrysocephalum 'Yellow Buttons'
4 x Myoporum 'Lochside' - 'Blood-Luster'
4 x Chrysocephalum 'Yellow Buttons'

PLANTING SET-OUT NOTE:
- In areas where multiple plant species are indicated, they are to be set out throughout the site in a mixed asymmetrical arrangement to the client's satisfaction prior to planting.

<table>
<thead>
<tr>
<th>TOTAL</th>
<th>POT SIZE</th>
<th>DENSITY</th>
<th>GROWTH</th>
<th>LEGEND</th>
<th>PLANT PATTERN</th>
<th>TOTAL</th>
<th>POT SIZE</th>
<th>DENSITY</th>
<th>GROWTH</th>
<th>LEGEND</th>
<th>PLANT PATTERN</th>
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<tbody>
<tr>
<td>SURFACES</td>
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<td>GROUND COVER</td>
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<tr>
<td>4</td>
<td>10cm</td>
<td>2 per m2</td>
<td>0.1 x 3.0</td>
<td>Suitable Outdoor Area for Colourful Plants by Builder</td>
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<td>10cm</td>
<td>2 per m2</td>
<td>0.3 x 2.0</td>
<td>Chrysocephalum 'Yellow Buttons'</td>
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<tr>
<td>4</td>
<td>10cm</td>
<td>2 per m2</td>
<td>0.5 x 1.7</td>
<td>Juncusus confertus</td>
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<tr>
<td>4</td>
<td>10cm</td>
<td>2 per m2</td>
<td>0.5 x 1.5</td>
<td>Convolvulus semsempervirens</td>
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</tbody>
</table>

Shrubs

- Acacia constricta 'Unileaf'
- Convolvulus esculentus 'Silver Ball'
- Corinthian Red Fountain

Declaration - This drawing is conceptual. Council urges engineers to confirm location of soak, retaining and screen walls and their layout, depth and structural requirements. All planting, selection, layout, sizes and dimensions are approximate only. Number of items will vary as required to meet aesthetic parameters. All shrubs, trees and large plants must be underplanted at a minimum of 1.5 metres from the boundary. All plants, trees and large plants must be underplanted at a minimum of 1.5 metres from building 8. All items are to be reviewed on site prior to construction and Wand耀斯 is to be confirmed only. Major planting and hedges are to be sound approved and earth boring depth. Final structures are to be sound approved. Weight of earth planters are to be sound approved. Convolvulus esculentus - FeedNuts need to be approved by an engineer.
### 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.

<table>
<thead>
<tr>
<th>Comments Received in Concern</th>
<th>Officer Technical Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Building Height</strong></td>
<td>The building height is consistent with the Element Objectives of State Planning Policy 7.3 Residential Design Codes Volume 2 – Apartments (R Codes) and the local housing objectives of City Policy No. 7.1.1 – Built Form (Built Form Policy) and reflects the desired built form outcome of the subject site, given:</td>
</tr>
<tr>
<td>- The proposed building height is out of character with the streetscape and neighbourhood, which consists of one to two storey high buildings;</td>
<td>- The City’s Built Form Policy has identified the subject site as a suitable location for development of four storeys;</td>
</tr>
<tr>
<td>- The proposed building height will result in overlooking onto residential properties because nearby residential properties are one to two storeys in height;</td>
<td>- The development incorporates design elements, such as articulation, robust materials and textures, to mitigate the perception and impact of building bulk and mass;</td>
</tr>
<tr>
<td>- The proposed building height will create excessive overshadowing onto neighbouring properties;</td>
<td>- The southern adjoining lots that would be overshadowed as a result of the application are commercial uses and open car parks, thereby having no impact on surrounding residential lots; and</td>
</tr>
<tr>
<td>- The proposal will set a precedent that does not reflect the existing character of Lindsay Street.</td>
<td>- There is no direct overlooking onto surrounding residential lots, and the proposed design, landscaping and location of windows limits the amount of potential overlooking onto surrounding residential lots.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>Street Setback</strong></th>
<th>The street setback is consistent with the Element Objectives of the R Codes and the local housing objectives of the Built Form Policy and reflects the desired built form outcome of the subject site, given:</th>
</tr>
</thead>
<tbody>
<tr>
<td>- The proposed street setback does not reflect the street setbacks of Lindsay Street;</td>
<td>- The building façade, specifically the ground floor, is proportionate to the existing streetscape;</td>
</tr>
<tr>
<td>- The inclusion of a street setback would provide more appealing streetscape and privacy to tenants and neighbours, and continue the openness of Lindsay Street.</td>
<td>- The proposed on-structure planting infrastructure reduces the impact of building bulk when viewed from the street; and</td>
</tr>
<tr>
<td></td>
<td>The street setback provides an appropriate amount of private open space for residents and facilitates the provision of sufficiently sized communal open space to the rear of the property.</td>
</tr>
</tbody>
</table>

| **Visual Privacy** | Following community consultation period, the applicant provided amended plans. These plans indicated that one balcony to the front of the development on the fourth floor is unscreened to the south. The City has recommended a condition requiring the installation of screening along the portion identified in the approved plans, to comply with the provisions of the R Codes, to provide additional privacy to the southern residential lots. |

A contribution of the building height and street setback will result in overlooking onto the neighbouring residential lots.
4.47pm–5.20pm – Applicant's Presentation – DA Lodged 5.2019.113.1

3.2 **Address:** 66 Lindsay Street, Perth

**Proposal:** Six Multiple Dwellings and One Home Office

**Applicant:** Campion Design Group

**Reason for Referral:** For the DRP to consider the changes made by the applicant in response to the previous DRP comments and recommendations of 28 November 2018.

**Applicant's Presentation:**
The applicant presented a power point presentation
Recommendations & Comments by DRP from 28 November

**Principle 1 – Context and Character**
- The applicant has developed the massing, the imagery and has tested the site opportunities. It is noted that the planning of the building is at a very initial phase.
- There is insufficient surrounding context information provided on floorplans, elevations and perspectives. Show the adjoining buildings to illustrate how the proposal responds to the surrounding context.
- Consider the neighbouring streetscape, especially Money and Lindsay Street's in relation to the development. Identify some of the local character features and materials used in the streetscape. Reference and reinterpret them in a contemporary way into the façade.
- Consider removing the fencing from the home office to create more publicly visible activation on the street level.
- Only a third of the ground level frontage has a habitable function due to domination by carparking and store rooms. Consider possibly removing car bays and relocating store rooms to create more habitable space to relate to and activate the street.
- Include a publicly visible window to the home office unit to activate the street level.
- Consider relocating the lift and the lobby to the other side and move the car bays to create activation on both sides.

**Principle 2 – Landscape quality**
- The engagement of a landscaping architect is recommended.
- All opportunities to increase soft landscaping, deep soil and canopy coverage should be looked into to comply with the City’s landscaping requirements.
- Upper floor landscape zone may not be able to provide canopy as this may be limited by engineering requirements. Demonstrate that upper floor structure can support needed canopy coverage.
- A well-articulated landscape design with a diversity of well-suited species is advised.

**Principle 3 – Built form and scale**
- Consider opportunity to remove screening on balcony of top floor to reduce the perception of building bulk.

**Principle 4 – Functionality and build quality**
- Consideration needed for access to disability car parking.
- Reconsider the balcony layouts and useability of the balcony spaces.
- Reconsider stores only being accessed through the bedroom.
- Further internal planning development is required, including balcony layout and useability of internal spaces.

**Principle 5 – Sustainability**
N/A

**Principle 6 – Amenity**
N/A

**Principle 7 – Legibility**
N/A

**Principle 8 – Safety**
N/A

**Principle 9 – Community**
N/A

**Principle 10 – Aesthetics**
N/A

**Comments**
- Develop the elevations and 3D massing in conjunction with the site and apartment floor plans.
Recommendations & Comments by DRP (using the Built Form Policy Design Principles):

| Principle 1 – Context and Character | • Consider consolidating the use of some of the proposed finishes, materials and textures. Streetscape elevation reads as quite busy and could benefit from rationalisation to just a few key textures and finishes - such as reconsidering black treatment and form element in the façade - to simplify and create more unity in the façade  
• Activation of the ground floor needs to be further addressed. The store rooms facing the street minimise the street activation. They are not in an appropriate location  
• The frontage has limited glazing and needs work to increase activation at the street level. What is currently proposed is not consistent with the intended outcome of the City’s planning framework  
• More refinement is needed to open the ‘home office’ to the street  
• Look at some artwork that can be added to the façade |
| Principle 2 – Landscape quality | • Additional landscaping and canopy coverage is recommended to comply with the City’s landscaping requirements  
• It is recommended that a landscape consultant be engaged to provide the required information on landscaping  
• Ground floor landscaping will be heavily shaded and constrained by upper floors. Consideration should be given to plant selection |
| Principle 3 – Built form and scale | • The building is stepped in well enough so as to mitigate building bulk and mass |
| Principle 4 – Functionality and build quality | • Consider replicating the home office from the other side of the building in place of the stores and relocating the stores to the balconies  
• Examine if the bin store is adequate in terms of size, configuration and functionality  
• Consider relocating the lift so it can be seen directly from the entrance  
• Some store rooms obstruct access to natural (such as Apt 4).  
• Consider how the foyer entry can be made more inviting and whether it meets accessibility requirements. Consider providing a window, for natural sunlight, into the stairwell  
• Review parking provisions to identify allocations for required visitor parking |
| Principle 5 – Sustainability | • A number of bedrooms for apartment situated on Level 1 have only one external window. Consider re-designing window layouts to incorporate operable windows facing at least two different orientations to improve opportunities for cross ventilation  
• Good to see integration of solar PV on rooftop - it looks like there is opportunity to expand the size of this array. |
• Consider integrating other resident amenities such as car charging stations to car parking.
• Good to see majority of external walls are finished in a light or medium colour. As a further guide, large areas of walls and roof should have a solar absorbance of 0.4 or less; darker colours should have solar absorbance of around 0.5
• It is strongly recommended the applicant obtain preliminary energy ratings for some of the typical apartment layouts - this will help to determine what materials, colours and specification upgrades might be necessary to achieve compliant energy ratings for the proposed development.
• Consider conducting a sun study to confirm the required size and location of proposed sun screens to ensure they will be effective.
• Apartment 2 may not be provided with adequate access to natural light due to the depth of the space. Consider reducing the depth.
• Recommend engaging a suitably qualified consultant to ensure rain water catchment and storage can be managed effectively and will provide suitable useability and return on investment.

<table>
<thead>
<tr>
<th>Principle 6 – Amenity</th>
<th>N/A</th>
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</thead>
</table>
| Principle 7 – Legibility | • Apart from the home office attached to Apartment 01, the proposed development does not appear to have a clearly defined or legible entry facing the street.  
• Apartment 01 and 02 stores facing the street are not ideal with regards to safety, amenity, aesthetics and context and character of streetscape |
| Principle 8 – Safety | N/A |
| Principle 9 – Community | N/A |
| Principle 10 – Aesthetics | N/A |
| Comments | • Look at fire requirements within Design WA or if it is just NCC |

Conclusion:

To be returned to DRP.
Recommendations & Comments by DRP (using the Built Form Policy Design Principles):

<table>
<thead>
<tr>
<th>Principle 1 – Context and Character</th>
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<tr>
<td>• Consider consolidating the use of some of the proposed finishes, materials and textures. Streetscape elevation reads as quite busy and could benefit from rationalisation to just a few key textures and finishes to create more unity in the façade.</td>
</tr>
</tbody>
</table>

The material pallet has been simplified and the Ground Floor Level is now better distinguished by the use of earth coloured materials such as brick and Corten look composite cladding to better integrate into the neighbouring properties.

• The store rooms facing the street is not an appropriate location and minimises the street activation. Look at some artwork that can be added to the façade.

The two street facing store rooms @ ground level have been relocated to the upper floors and replaced with a Home Office.

• The frontage has limited glazing and needs work to increase activation at the street level. Activation the ground floor needs to be addressed. What is currently proposed is not consistent with the intended outcome of the City’s planning framework.

The previous street facing store rooms have been converted into a 20sqm home-office with toilet, accessible off the street and increased glazing the street frontage.

• More refinement is needed to open the home office to the street.

The height of the planter box in front of the home office has been reduced to increase glazing for increased street activation and passive surveillance. In addition we have introduced clear glazing to all 4 window panels (previously only two had clear glazing).

• The black box at the front of the building does not fit in well.

Black frame has been removed and substituted by increased curtain wall.
| Principle 2 – Landscape quality | Additional landscaping and canopy coverage is recommended to comply with the City’s landscaping requirements

As discussed & agreed in the DRP meeting two medium size trees that were previously on-site have been relocated onto the verge. The client is also willing to have bigger trees planted at the front verge than is required. |
| Principle 3 – Built form and scale | The building is stepped in well enough so as to mitigate building bulk and mass |
| Principle 4 – Functionality and build quality | Consider replicating the home office from the other side of the building in place of the stores and relocate the stores to the balconies

This has been done – refer updated plans (DA Rev-03)

- Examine if the bin store is adequate in terms of size and configuration and functionality

The city’s waste management department confirmed with our client that 4 landfill bins and 3 recycling bins need to be provided for the 6 dwellings. We have proposed 8 bins in total and therefore comply with the council’s department.

- Consider relocating the lift so it is seen directly from the entrance

This option has been explored and is not feasible as it would impact the efficiency of the apartment layout. We have increased the visuality to the lift from the entry corridor – see revised plans (DA Rev-03)

- Some store rooms obstruct the access to natural sunlight. Look at a reconfiguration.

This option has been explored but layout remains unchanged. Two store rooms have been added (one external on the East side and one internal accessible from the corridor).

- The access to foyer is quite restricted. Consider if this proposal would meet accessibility requirements. The arrangement is also not very inviting |
The foyer has been redesign and opened up and the stair landing has been pushed back to allow for compliant wheelchair access to the lift foyer.

- **Provide a window for natural sunlight into the stairwell**

  This has been carried out – see revised plans DA Rev-03, windows have been located to the corners of the stair core on all floors.

- **Two bays per apartment with potential one visitor in addition to street parking, to respond to one shortfall – look at how this works? A traffic report/management plan may be required**

The City of Vincent parking Policy requires this development to provide a minimum of 1 bay per apartment = 6 Residential Bays + 1 Visitor Bay = 7 Bays in total.

We have provided a total of 12 Bays.

This development provides for 2 Strata Bays per apartment.

1 Strata Bay for the owner and 1 Strata Bay for a visitor and or owner (2 x strata bays per unit).

This development provides effectively 6 strata owner bays and 6 x strata visitor/owner bays.

Each Apartment owner is to manage their own visitor bay allocation within their own 2 Strata Bays.

In addition to the above 12 Bays, Lindsay Street has good street parking adjacent to this site.

### Principle 5 – Sustainability

- **A number of bedrooms for apartment situated on Level 1 only have external windows facing one orientation. Consider re-designing window layouts to incorporate operable windows facing at least two different orientations**

Apartment 02 and 03 have been redesigned to include an additional natural light source through a courtyard to Apt 02 and window in Apt 03. This will allow for increased illumination and cross-ventilation to both of these apartments. See revised floor plans (DA Rev-03)
• Good to see integration of solar PV on rooftop - it looks like there is opportunity to expand the size of this array.
• Consider integrating other sustainability amenities such as car charging stations to car parking.

We are exploring this option & will integrate this if it's viable during the Building Permit Stage of the development.

• Good to see majority of external walls are finished in a light or medium colour. Large areas of walls and roof should have a solar absorbance of 0.4 or less; darker colours should have solar absorbance of around 0.5

• It is strongly recommended the applicant obtain preliminary energy ratings for some of the typical apartment layouts - this will help to determine what materials, colours and specification upgrades might be necessary to achieve compliant energy ratings for the proposed development.
• Consider conducting a sun study to confirm the required size and location of proposed sun screens

This has been carried out – see revised drawings.

• Apartment 2 may not be provided with adequate access to natural light due to the depth of the space. Consider reducing the length

The layout has been redesigned to incorporate a new courtyard which will allow for increased north facing sunlight into the apartment and increased cross ventilation to the apartment as well.

• More information is requirement for the rain water storage and the useability

This matter was discussed during the DRP and it was agreed that would not be a viable project to consider this option as there are only 6 Apartments.
<table>
<thead>
<tr>
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<tbody>
<tr>
<td>Principle 7 – Legibility</td>
<td>• Apart from the home office attached to Apartment 01, the proposed development does not appear to have a clearly defined or legible entry facing the street. Apartment 01 and 02 stores facing the street are not ideal with regards to safety, amenity, aesthetics and context and character of streetscape. The canopy size has been increased and will contribute to the legibility of the main entrance together with down lights to better illuminate the entrance area. See updated perspective.</td>
</tr>
<tr>
<td>Principle 8 – Safety</td>
<td>N/A</td>
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<tr>
<td>Principle 9 – Community</td>
<td>N/A</td>
</tr>
<tr>
<td>Principle 10 – Aesthetics</td>
<td>N/A</td>
</tr>
<tr>
<td>Comments</td>
<td>• Look at fire requirements within Design WA or if it is just NCC</td>
</tr>
</tbody>
</table>
Determination Advice Notes:

1. This is a development approval issued under the City of Vincent Local Planning Scheme No. 2 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.

2. With reference to Condition 2, all new crossovers to the development site are subject to a separate application to be approved by the City.

3. With reference to Condition 2, the portion of the existing footpath traversing the proposed crossover must be retained. The proposed crossover levels shall match into the existing footpath levels. Should the footpath not be deemed to be in satisfactory condition, it must be replaced with in-situ concrete panels in accordance with the City’s specification for reinstatement of concrete paths.

4. With reference to Condition 3, the owners of the subject land shall obtain the consent of the owners of relevant adjoining properties before entering those properties in order to make good the boundary walls.

5. With reference to Condition 8, the laundry must be:
   - provided with not less than 20 metres of clothes line, or an electrically powered clothes drying unit;
   - provided with a mechanical washing machine and one (1) wash trough having a capacity of not;
   - less than 36 litres, connected to an adequate supply of hot and cold water;
   - not be situated in a room in which food is prepared, stored, served or consumed; and
   - provided with natural ventilation, having permanent fixed ventilation, or alternatively provided with mechanical ventilation.

6. With reference to Condition 9, the City encourages landscaping methods and species selection which do not rely on reticulation.

7. With reference to Condition 12, the applicant/landowner is advised that should the City be required to collect the waste generated on-site, the applicant/landowner is to liaise with the City in respect to the City’s requirements and specifications. The development is required to have a minimum of three mobile recycling bins and four mobile garbage bins.

8. With reference to Condition 12, the minimum dimension for each bin is 0.8 metres x 0.95 metres, with a minimum area of 0.76 square metres.

9. With reference to Condition 12, the bin store at the development is to provide a suitable enclosure, in compliance with the requirements of the City of Vincent Health Local Law 2004.

10. With reference to Condition 13, no further consideration shall be given to the disposal of stormwater ‘offsite’ without the submission of a geotechnical report from a qualified consultant. Should approval to dispose of stormwater ‘offsite’ be subsequently provided, detailed design drainage plans and associated calculations for the proposed stormwater disposal shall be lodged together with the building permit application working drawings;

11. A Road and Verge security bond shall be lodged with the City by the applicant, prior to the issue of a building permit, 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 security bond shall be made in writing. The bond is non-transferable;
Determination Advice Notes:

12. 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. If the safety of the path is compromised resulting from either construction damage or as a result of a temporary obstruction appropriate warning signs (in accordance with AS1742.3) shall be erected. Should a continuous path not be able to be maintained, an ‘approved’ temporary pedestrian facility suitable for all path users shall be put in place. If there is a request to erect scaffolding, site fencing etc. or if building materials are required to be stored within the road reserve, once a formal request has been received, the matter will be assessed by the City and if considered appropriate a permit shall be issued by the City. No permit will be issued if the proposed encroachment into the road reserve is deemed to be inappropriate.

13. The City accepts no liability for the relocation of any public utility and/or any other services that may be required as a result of this development. The applicant/owner shall ensure that the location of all services is identified prior to submitting an application of building permit. The cost of relocating any services shall be borne by the applicant.

14. This development approval does not take into account any restrictive covenants. It is the proponent’s responsibility to ensure that the development will not result in a conflict of contractual obligations.

15. Any additional property numbering to the abovementioned address which results from this application will be allocated by the City of Vincent. The applicant is requested to liaise with the City in this regard during the building permit process.

16. If the development the subject of this approval is not substantially commenced within a period of two years, or another period specified in the approval after the date of determination, the approval will lapse and be of no further effect.

17. The obligation to comply with the requirements of a time limited condition continues whilst the approved development exists.
5.7 NO. 123 (LOT: 14; D/P: 269) CLAISEBROOK ROAD, PERTH - PROPOSED DEMOLITION OF ENTIRE BUILDING AND LIKE-FOR-LIKE RECONSTRUCTION OF EXISTING FAÇADE AND GROUND FLOOR TENANCY (AMENDMENT TO APPROVAL)

TRIM Ref: D19/85444
Authors: Clair Morrison, Urban Planner
         Mitchell Hoad, Senior Urban Planner
Authoriser: Jay Naidoo, Manager Development & Design
Ward: South
Attachments: 1. Consultation and Location Map
2. Original Determination Minutes and Approved Plans
3. Development Plans
4. Written Justification and Structural Engineering Report

RECOMMENDATION:

That Council, in accordance with the provisions of the City of Vincent Local Planning Scheme No. 2 and the Metropolitan Region Scheme, APPROVES the application for Demolition of Entire Building and Like-for-Like Reconstruction of Existing Façade and Ground Floor Tenancy (Amendment to Approval) at No. 123 (Lot: 14; D/P: 269) Claisebrook Road, Perth, in accordance with the plans shown in Attachment 3, subject to the following conditions:

1. All conditions, requirements and advice notes detailed on development approval 5.2017.31.1 granted on 20 December 2017 continue to apply to this approval with the exception of Condition 13.1 which is amended to read as follows:

   “13.1 Prior to commencement of development a detailed schedule of external finishes (including elevations demonstrating materials and colour schemes and details) shall be submitted to and approved by the City. The schedule is to demonstrate:

   13.1.1 How the materials found within the local area have been re-interpreted into the development; and

   13.1.2 Details of the building materials preserved and re-used from the existing façade, and building materials that cannot be salvaged;

2. Condition 18 is renumbered to Condition 19; and

3. A new condition is imposed to read as follows:

   “18. Prior to the lodgement of a demolition permit, a detailed demolition plan and construction drawings and specifications for the reconstruction of the building façade shall be submitted and approved by the City to demonstrate the following:

   18.1 Methodology and process of demolition including the preservation and storage of building materials to be re-used in the reconstruction of the building façade;

   18.2 Rebuilding process using re-used building materials and like-for-like materials that cannot be salvaged from the existing façade in producing a finished product that would duplicate the restored original façade as previously approved; and

   18.3 Scheduling of onsite works to ensure that the reconstruction of the building façade is undertaken and completed in conjunction with the remainder of the approved development.”
PURPOSE OF REPORT:

To consider an application to amend the development approval at No. 123 Claisebrook Road, Perth (the subject site) issued by the Joint Development Assessment Panel (JDAP) on 20 December 2017.

PROPOSAL:

The application proposes to amend a development approval issued by JDAP on 20 December 2017 to allow for the demolition and reconstruction of the commercial character façade along the south east boundary of No. 123 Claisebrook Road, Perth.

At its meeting held on 20 December 2017, the JDAP approved an application for mixed use development comprising of 12 multiple dwellings, one office tenancy and associated car parking. The approved development proposed partial retention of the existing building, being the façade and ground floor tenancy, and the demolition of the remainder of the building. Cosmetic modifications to upgrade the façade of the existing building to be retained was also approved as part of this application. The development plans and development perspectives approved by the JDAP and the minutes of the JDAP meeting held 20 December 2017 are included in Attachment 2.

The current application proposes to demolish the existing external façade of the building in its entirety, and reconstruct it in a like-for-like manner using salvageable materials from the dismantled building. Any materials that cannot be salvaged would be replaced with like-for-like materials.

The applicant has provided structural engineering advice informed by investigations that have occurred since the previous development approval. This confirms that the demolition of the front façade has been proposed due to the fragile condition of the building and the difficulty in protecting and retaining the building during construction. The building would be damaged as a result of on-site construction works and present a safety risk to people working on-site or in close proximity. The reconstruction of the building would provide the opportunity to upgrade the foundations of the building and incorporate construction methodology to achieve an improved structural outcome for the façade brick work that would extend the life of the building.

The development plans are included in Attachment 3. The written submission and structural engineering advice is included in Attachment 4.

BACKGROUND:

<table>
<thead>
<tr>
<th>Landowner</th>
<th>Simon Pigliardo</th>
</tr>
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<tbody>
<tr>
<td>Applicant</td>
<td>Daniel Cassettai Design</td>
</tr>
<tr>
<td>Date of Application</td>
<td>3 May 2019</td>
</tr>
<tr>
<td>Zoning</td>
<td>MRS: Urban</td>
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<td></td>
<td>LPS2: Zone: Mixed Use: R Code: R100</td>
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<td>Proposed Use Class</td>
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<td>Lot Area</td>
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<tr>
<td>Right of Way (ROW): No</td>
<td></td>
</tr>
<tr>
<td>Heritage List</td>
<td>No</td>
</tr>
</tbody>
</table>

The subject site is located at No. 123 Claisebrook Road, Perth on the corner of Claisebrook Road and Somerville Street. The location plan is shown in Attachment 1. The immediately surrounding area is characterised by between one to three storey mixed use and commercial developments, and a concrete batching plant located to the east of the site.

There is an existing two storey brick and masonry building constructed circa 1905, which is situated at the front portion of the site with nil setbacks to Claisebrook Road and Somerville Street. The existing building is not listed on the City’s Municipal Heritage Inventory or the State Heritage Register.

The subject site is zoned Mixed Use with a residential density coding of R100 under the City’s Local Planning Scheme No. 2 (LPS2). The subject site is located within the Mixed Use Built Form Area under the City’s Policy No. 7.1.1 – Built Form (Built Form Policy).
DETAILS:

Detailed Assessment

There are no changes to the building design of the development as previously approved.

The previous application was assessed under the City’s Town Planning Scheme No.1 (TPS1) and was within the East Perth Redevelopment Scheme (EPRS). The City’s Local Planning Scheme No. 2 (LPS2) has since been approved by the Minister and gazetted on 16 May 2018, and the EPRS revoked. LPS2 resulted in the site being rezoned from Residential R80 to Mixed Use R100. The consideration of the previous application acknowledged this proposed rezoning in the then draft LPS2.

The acceptability of the proposal is discussed in the Comments section below.

CONSULTATION/ADVERTISING:

The application has been reviewed against the City’s Policy No. 4.1.5 - Community Consultation (Community Consultation Policy) and it was determined that the proposal did not require advertising, for the following reasons:

- The façade is to be reconstructed to reflect the existing development;
- There is no change to the design of the development from what was previously approved by the JDAP; and
- The demolition and reconstruction of the existing building would not have a significant impact on the community, or the economy, lifestyle, amenity and/or environment of any member of the community or community group.

Design Review Panel (DRP):

Referred to DRP: Yes

The matter was referred to a member of the City’s DRP with expertise in heritage conservation. Comments provided can be summarised as follows:

- The risks identified by the structural engineer are risks that are common to conservation works to older structures.
- The dismantling or demolition of significant fabric of a place is generally not acceptable. Re-building by reusing some salvaged building fabric is not considered reconstruction and is not a recommended conservation process for buildings of cultural heritage significance.
- The critical issue is the recorded or identified cultural heritage significance of the place. As I understand the place is not recorded as a significant building and therefore other approaches are being proposed.
- In the circumstances, a dismantling of the existing and new build using salvaged material, is an understandable approach noting the buildings recorded/identified cultural heritage significance. In my opinion this becomes a design approach as distinct from a conservation approach.
- As an Architect that has specialised in built conservation I would be encouraging my client, and structural engineer, to work with the façade in-situ rather than dismantling; however, I could see that, if managed appropriately, a built form outcome could still provide a character building that contributes to the streetscape and the area.
- I would recommend, if this approach is progressed, that more detail is provided with regard to salvaged material, such as which material is to be salvaged and how it is to be incorporated into the new building. A methodology statement addressing this issue would be appropriate.

LEGAL/POLICY:

- Planning and Development Act 2005;
- Planning and Development (Local Planning Schemes) Regulations 2015;
- Planning and Development (Development Assessment Panels) Regulations 2011;
- City of Vincent Local Planning Scheme No. 2;
- Policy No. 4.1.5 – Community Consultation; and
- Policy No. 7.1.1 – Built Form Policy.
The proposal requires development approval as the demolition and reconstruction of a commercial building is not exempt under Clause 61(1) of the Planning and Development (Local Planning Schemes) Regulations 2015 (Planning and Development Regulations). Regulation 17 of the Planning and Development (Development Assessment Panels) Regulations 2011 (DAP Regulations) permits a development approval that has been granted by the DAP to amend an aspect of the approval which, if amended, would not substantially change the development approved. The applicant has applied for the City to consider the amendment proposal (rather than the DAP) as allowed for under Regulation 17A of the DAP Regulations.

Delegation to Determine Applications:

This matter has been referred to Council at it relates to a proposal for an amendment to a DAP approval that involves the demolition of a character building previously intended to be retained.

RISK MANAGEMENT IMPLICATIONS:

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:

This is in keeping with the City’s Strategic Community Plan 2018-2028:

Innovative and Accountable

We are open and accountable to an engaged community.

SUSTAINABILITY IMPLICATIONS:

Nil.

FINANCIAL/BUDGET IMPLICATIONS:

Nil.

COMMENTS:

Acceptability of Demolition of Façade and Reconstruction

The demolition and reconstruction of the façade is consistent with the matters to be considered by local government in determining an application for development approval in Clause 67 in the Deemed Provisions of the Planning and Development Regulations for the following reasons:

- The retention of the existing façade is likely to create safety risks due to the stability of the walls, cracking of the façade and existing foundation standards that would be compromised in undertaking construction works on-site and cannot necessarily be rectified through upgrading the façade. This has been confirmed in correspondence prepared by structural engineers included within Attachment 4. The City’s Building Services have reviewed this and agree with the advice provided;
- The building does not have statutory protection for heritage value. The reconstruction of the façade like-for-like would provide a built form outcome consistent with the character that this building contributes to the area. The use of materials salvaged from the dismantling of the façade is a design approach that would assist in this;
- The development would facilitate redevelopment of the site in accordance with the previous development approval, whilst ensuring the longevity of the building façade;
- The design and materials of the façade would reflect the local historic context, and provides a high quality and well-designed built form outcome that retains and reflects the traditional commercial frontage and the core elements of a traditional shopfront design;
- The vertical elements of the entrance frames the corner of the subject site, expresses significance of the development and strong visual elements;
- The entrance maintains an attractive street presence, is distinct and easily identifiable from the public realm, and provides passive surveillance onto the street; and
- The building design is consistent with the previous approval and that was supported by the DRP. This means it is a desired built form outcome in this location and confirms it’s compatibility within this setting.
Minutes of the Metro West Joint Development Assessment Panel

Meeting Date and Time: 20 December 2017; 9.30am
Meeting Number: MWJDAP/177
Meeting Venue: Town of Cambridge
1 Bold Park Drive
Floreat

Attendance

DAP Members
Ms Megan Adair (Presiding Member)
Mr Clayton Higham (Deputy Presiding Member)
Mr Fred Zuideveld (Specialist Member)
Cr Andres Timmermanis (Local Government Member, Town of Cambridge)
Cr Dan Loden (Local Government Member, City of Vincent)
Cr Josh Topelberg (Local Government Member, City of Vincent)

Officers in attendance
Ms Marlaine Lavery (Town of Cambridge)
Mr Matt Burnet (Town of Cambridge)
Mr Steven Laming (City of Vincent)
Ms Paola Di Perna (City of Vincent)

Minute Secretary
Ms Angela Hargreaves (Town of Cambridge)

Applicants and Submitters
Mr Alan Stewart (Stewart Urban Planning Pty Ltd)
Mr Tom Hockley (Allerdig & Associates)
Mr Stephen Allerdig (Allerdig & Associates)
Mr Fred Chaney (Chaney Architecture)
Mr Bob Niven (Catholic Education Centre)
Mr Dean Fehlberg (MCD Architects)

Members of the Public / Media
There were 5 members of the public in attendance.

1. Declaration of Opening

The Presiding Member, Ms Megan Adair declared the meeting open at 9.30am on 20 December 2017 and acknowledged the past and present traditional owners and custodians of the land on which the meeting was being held.

Ms Megan Adair
Presiding Member, Metro West JDAP
The Presiding Member announced the meeting would be run in accordance with the DAP Standing Orders 2017 under the Planning and Development (Development Assessment Panels) Regulations 2011.

The Presiding Member advised that the meeting is being audio recorded in accordance with Section 5.16 of the DAP Standing Orders 2017: No Recording of Meeting, which states: 'A person must not use any electronic, visual or audio recording device or instrument to record the proceedings of the DAP meeting unless the Presiding Member has given permission to do so.' The Presiding Member granted permission for the minute taker to record proceedings for the purpose of the minutes only.

2. Apologies

Cr Jane Powell (Local Government Member, Town of Cambridge)

3. Members on Leave of absence

Nil

4. Noting of minutes

Minutes of the Metro West meeting no.176 held on 4 December 2017 were noted by DAP members.

5. Declaration of Due Consideration

All members declared that they had duly considered the documents. Late acoustic information was received this morning regarding item 8.1 and questions will be asked regarding this matter directed to Mr Alan Stewart.

6. Disclosure of interests

In accordance with Section 2.4.8 of the DAP Code of Conduct 2017, DAP members were invited to participate in a site visit for the application at Item 8.2 prior to the DAP Meeting. Specialist Members along with the applicant and officers of the Town of Cambridge were in attendance at the site visit.

7. Deputations and presentations

7.1 Mr Tom Hockley (Allerding & Associates) addressed the DAP against the application at Item 8.1.

7.2 Mr Alan Stewart (Stewart Urban Planning Pty Ltd) addressed the DAP in support of the application at Item 8.1.

The presentations at Item 7.1 and 7.2 were heard prior to the application at Item 8.1

7.3 Mr Stephen Allerding (Allerding & Associates) addressed the DAP in support the application at Item 8.2.

7.4 Mr Fred Chaney (Chaney Architecture) addressed the DAP in support of the application at Item 8.2.
The presentation at Items 7.3 and 7.4 were heard prior to the application at Item 8.2.

Councillor Timmerman entered the meeting at 9.40am.

8. Form 1 - Responsible Authority Reports – DAP Applications

8.1 Property Location: No. 123 (Lot 14) Claisebrook Road, Perth
Application Details: Mixed Use Development Comprising Twelve (12) Multiple Dwellings, One (1) Office and Associated Car Parking
Applicant: Stewart Urban Planning Pty Ltd
Owner: Sanpoint Pty Ltd
Responsible authority: City of Vincent
DAP File No: DAP/17/01284

REPORT RECOMMENDATION

 Moved by: Cr Josh Topelburg Seconded by: Cr Dan Loden

That the Metro West JDAP resolves to:

1. Accept that the DAP Application reference DAP/17/01284 is appropriate for consideration as a “Proposed Mixed Use Development Comprising Twelve (12) Multiple Dwellings, One (1) Office and Associated Car Parking” land use and compatible with the objectives of the zoning table in accordance with Clause 2.10.2 of the City of Perth Scheme No. 2 – East Perth Redevelopment Scheme No. 1 of the City of Vincent; and

2. Approve DAP Application reference DAP/17/01284 and accompanying plans Existing Site Survey (Sheet 1 of 8), Proposed Ground and First Floor (sheet 2 of 7), Proposed Second and Third Floor (sheet 3 of 7), Proposed Section A-A and B-B (sheet 4 of 7), Proposed West, South, East and North Elevations (sheet 5 of 7), and Proposed Perspectives (sheet 6 of 7) in accordance with Clause 68 of the Planning and Development (Local Planning Schemes) Regulations 2015 and the provisions of the Clause 2.10.2 of the City of Perth Scheme No. 2 – East Perth Redevelopment Scheme, subject to the following conditions:

Conditions

1. This decision constitutes planning approval only and is valid for a period of 2 years from the date of approval. If the subject development is not substantially commenced within the 2 year period, the approval shall lapse and be of no further effect;

2. Revised Plans

Prior to commencement of development, amended plans shall be submitted to and approved by the City which outlines the following modifications:

2.1. Additional fenestration to the building on the corner of Claisebrook Road and Somerville Street; and

Ms Megan Adair
Presiding Member, Metro West JDAP

Page 3
2.2. The western elevation to be amended to incorporate glazing to achieve a clear break in the surface wall which will delineate the retained heritage building from the proposed new development;

3. Boundary Wall

The owners of the subject land shall finish and maintain the surface of the boundary (parapet) wall facing No. 125 Claisebrook Road and the Right-of-Way 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 and architecturally finished to the satisfaction of the City;

4. Car Parking and Access

4.1. A minimum of 15 car parking bays

4.2. The bicycle facilities shall be designed in accordance with AS2890.3

4.3. Car parking on site shall only be used by occupants or visitors of the development;

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

4.5. 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 the occupation or use of the development;

5. Cash-in-lieu

In accordance with Clause 4.6.3 of the City of Perth Town Planning Scheme – East Perth Redevelopment Scheme No 1, a cash-in-lieu contribution shall be paid to the City for the shortfall of 1 car bay, to be calculated in accordance with Clause 4.6.3(5)(a). The contribution shall be paid to the City prior to the commencement of the development;

6. 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;

7. Verge Trees

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

7.2. Prior to the commencement of development and to the satisfaction of the City, an Arborist report is to be submitted and approved by the City, ensuring the existing verge tree as depicted on the approved plans will not be impacted by the proposed crossover construction and includes
measures during and after construction to ensure the long term health of the tree is protected;

8. Ground floor design

8.1. Windows, doors and adjacent areas of the Office fronting Claisebrook Road and Somerville Street shall provide an active and interactive relationship with the street to the satisfaction of the City and shall be maintained thereafter to the satisfaction of the City. Darked, obscured, mirror or tinted glass or the like is prohibited;

8.2. A management plan be lodged with and approved by the City prior to the occupation of the development, demonstrating the ongoing use and management of the ‘Virtual Shop’ fronts to Somerville Street; and

8.3. The owners and occupied of the development are to main the virtual shop fronts in accordance with the plan approved in condition 6.2 to the satisfaction of the City;

9. Acoustic Report

9.1. An updated Acoustic Report, in accordance with State Planning Policy No. 4.1 – State Industrial Buffer Policy. Prior to the commencement of development an acoustic report must be submitted and approved by the City; and

9.2. 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 use or occupation of the development and maintained thereafter to the satisfaction of the City at the expense of the owners/occupiers;

10. Clothes Drying Facility

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

11. Store Rooms

Each store room shall be provided with shelving prior to the occupation of the development to the satisfaction of the City;

11. Stormwater

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

12. Landscape and Reticulation Plan

A detailed landscape and reticulation plan for the development site and adjoining road verge, prepared by a landscape architect, is 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;

Ms Megan Adair
Presiding Member, Metro West JDAP

Page 5
12.1. The location and type of existing and proposed trees and plants; and

12.2. Areas to be irrigated or reticulated;

All works shown in the plans as identified in Condition 10 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;

13. Schedule of External Finishes

13.1. Prior to commencement of development a detailed schedule of external finishes (including elevations demonstrating materials and colour schemes and details) shall be submitted to and approved by the City. The schedule is to demonstrate how the materials found within the local area have been re-interpreted into the development; and

13.2. The development shall be finished in accordance with the approved schedule prior to the use or occupation of the development;

14. Construction Management Plan

A Construction Management Plan must be submitted to and approved by the City prior to any works commencing on the site. The Construction Management Plan is required to address the following concerns:

- Noise from carrying out work and from plants and trucks;
- Hours of operation;
- Light;
- Dust;
- Protection of existing roads, paths and services;
- Site security;
- Drainage;
- Vibration management;
- Fill and/or excavation; and
- Traffic management;

That relates to any works to take place on the site;

15. Parking And Access Management Plan

15.1. Prior to occupation of the development a Parking Management Plan shall be submitted to and approved by the City. The Parking Management Plan shall be prepared by a qualified parking consultant. The parking management plan is to include but not limit to addressing the following:

15.1.1. detailing management measures for the operation of the vehicular entry gate, to ensure access is readily available for owners/visitors/tenants to the residential and commercial units at all times;

15.1.2. provision for access to the rear ROW once legal access is made available; and
15.1.3. at such a time when Condition 15.1.2 is acted upon the existing manoeuvring bay shall be converted into a usable additional parking bay for the development;

15.2. The Plan as identified in Condition 15.1 above shall be implemented and shall be maintained thereafter to the satisfaction of the City at the expense of the owners/occupiers;

16. Public Art

16.1. Percent for public art contribution of $25,200 being one per cent of the total $2,520,000 value of the development, in accordance with the City of Perth Scheme No. 2 - East Perth Redevelopment Scheme Policy No. 1.9 - Public Art shall be allocated towards public art prior to the commencement of the development;

16.2. Confirmation in writing outlining how the proposed development will comply with the City of Perth Scheme No. 2 - East Perth Redevelopment Scheme Policy No. 1.9 - Public Art shall be submitted prior to commencement of development; and

16.3. Public art shall be approved by the City and fully installed or alternatively a cash-in-lieu payment made prior to occupation of the development;

17. Section 70A Notification under the Transfer of Land Act 1893

The owner(s) shall agree in writing to a notification being lodged under Section 70A of the Transfer of Land Act 1893 must be registered over the Certificate of Title to the land subject to proposed development prior to the issue of an Occupancy Permit. The notification shall notify proprietors and/or (prospective) purchasers of the land of the following:

17.1 The use or enjoyment of the property may be affected by noise, traffic, car parking and other impacts associated with nearby commercial and non-residential activities;

18. Waste Management

18.1. A Waste Management Plan prepared to the satisfaction of the City shall be submitted and approved; and

18.2. Waste management for the development shall thereafter comply with the approved Waste Management Plan;

19. 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 exist.

Advice Notes
1. With reference to Condition 3, the owners of the subject land shall obtain the consent of the owners of relevant adjoining properties before entering those properties in order to make good the boundary walls.

2. 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.

3. The car park areas for visitors shall be shown as common property on any future strata plan.

4. An Infrastructure Protection Bond for the sum of $3000 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.

5. 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.

6. 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.

7. With reference to Condition 11, 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 for the proposed storm water disposal shall be lodged together with the building permit application working drawings.

8. The City accepts no liability for the relocation of any public utility and/or any other services that may be required as a consequence of this development. The applicant/owner shall ensure that the location of all services is identified prior to submitting an application for a building permit. The cost of relocated any services shall be borne by the applicant/owner.

9. 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. 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.

10. With reference to Condition 12, the City encourages landscaping methods and species selection which do not rely on reticulation.
11. 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;

12. 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; and

13. 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.

AMENDING MOTION

Moved by: Cr Dan Loden Secondly: Mr Clayton Higham

That an additional condition be included under 'Landscape and Reticulation Plan' to read as follows:-

(i) Four trees to be included within the street verge of Somerville Street.

REASON: There is considered to be sufficient space to accommodate some alternative greenery i.e. rain gardens (tree pits) in this location. The greenery will also provide some shade and coverage for pedestrians.

The Amending Motion was put and CARRIED UNANIMOUSLY.

AMENDING MOTION

Moved by: Mr Fred Zuideveld Secondly: Mr Clayton Higham

(i) That the following conditions be amended:-
   
   (i) Condition 2.2 to replace the word 'western' with the words 'Somerville Street' and the word 'heritage' be deleted;
   
   (ii) Condition 4.1 to include the wording 'shall be provided' to complete the sentence;
   
   (iii) Condition 11 Stormwater to read Condition 12 Stormwater;
   
   (iv) Amend typographical error in second paragraph of Condition 12 removing the wording 'Condition 10' and replacing with 'Condition 12'.

REASON: To rectify typographical and numbering errors within the recommendation.

(ii) That Condition 5 Cash-in-lieu be deleted and all conditions renumbered accordingly.

REASON: Given the location of this development is within the Claisebrook area and close proximity to public transport, a cash-in-lieu contribution is not required.

The Amending Motion was put and CARRIED UNANIMOUSLY.
AMENDING MOTION

Moved by:  Mr Clayton Higham  Seconded by:  Cr Dan Loden

That:-

(i) Condition 17 (Section 70A Notification) be deleted and all remaining conditions renumbered accordingly;
(ii) additional wording be included in Condition 9.1 (now 8.1) 'the acoustic report to include as one its measures to mitigate the expectations of quiet enjoyment of future tenants such as Section 70A Notification'.

REASON: Due to a recent State Administrative Tribunal decision statement detailing that Development Assessment Panels are not a public authority therefore are unable to impose a Section 70A notification on a title. In addition, a Section 70A does not have a planning purpose therefore the condition would be invalid.

The Amending Motion was put and CARRIED UNANIMOUSLY.

REPORT RECOMMENDATION (AS AMENDED)

That the Metro West JDAP resolves to:

1. Accept that the DAP Application reference DAP/17/01284 is appropriate for consideration as a "Proposed Mixed Use Development Comprising Twelve (12) Multiple Dwellings, One (1) Office and Associated Car Parking" land use and compatible with the objectives of the zoning table in accordance with Clause 2.10.2 of the City of Perth Scheme No. 2 – East Perth Redevelopment Scheme No. 1 of the City of Vincent; and

2. Approve DAP Application reference DAP/17/01284 and accompanying plans Existing Site Survey (Sheet 1 of 8), Proposed Ground and First Floor (sheet 2 of 7), Proposed Second and Third Floor (sheet 3 of 7), Proposed Section A-A and B-B (sheet 4 of 7), Proposed West, South, East and North Elevations (sheet 5 of 7), and Prosed Perspectives (sheet 6 of 7) in accordance with Clause 68 of the Planning and Development (Local Planning Schemes) Regulations 2015 and the provisions of the Clause 2.10.2 of the City of Perth Scheme No. 2 – East Perth Redevelopment Scheme, subject to the following conditions:

Conditions

1. This decision constitutes planning approval only and is valid for a period of 2 years from the date of approval. If the subject development is not substantially commenced within the 2 year period, the approval shall lapse and be of no further effect;

2. Revised Plans

Prior to commencement of development, amended plans shall be submitted to and approved by the City which outlines the following modifications:

Ms Megan Adair
Presiding Member, Metro West JDAP
2.1. Additional fenestration to the building on the corner of Claisebrook Road and Somerville Street; and

2.2. The Somerville Street elevation to be amended to incorporate glazing to achieve a clear break in the surface wall which will delineate the retained building from the proposed new development;

3. Boundary Wall

The owners of the subject land shall finish and maintain the surface of the boundary (parapet) wall facing No. 125 Claisebrook Road and the Right-of-Way 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 and architecturally finished to the satisfaction of the City;

4. Car Parking and Access

4.1. A minimum of 15 car parking bays shall be provided

4.2. The bicycle facilities shall be designed in accordance with AS2890.3

4.3. Car parking on site shall only be used by occupants or visitors of the development;

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

4.5. 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 the occupation or use of the development;

5. 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;

6. Verge Trees

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

6.2. Prior to the commencement of development and to the satisfaction of the City, an Arborist report is to be submitted and approved by the City, ensuring the existing verge tree as depicted on the approved plans will not be impacted by the proposed crossover construction and includes measures during and after construction to ensure the long term health of the tree is protected;

7. Ground floor design
7.1. Windows, doors and adjacent areas of the Office fronting Claisebrook Road and Somerville Street shall provide an active and interactive relationship with the street to the satisfaction of the City and shall be maintained thereafter to the satisfaction of the City. Darked, obscured, mirror or tinted glass or the like is prohibited;

7.2. A management plan be lodged with and approved by the City prior to the occupation of the development, demonstrating the ongoing use and management of the "Virtual Shop' fronts to Somerville Street; and

7.3. The owners and occupied of the development are to main the virtual shop fronts in accordance with the plan approved in condition 6.2 to the satisfaction of the City;

8. Acoustic Report

8.1. An updated Acoustic Report, in accordance with State Planning Policy No. 4.1 – State Industrial Buffer Policy. Prior to the commencement of development an acoustic report must be submitted and approved by the City. The acoustic report is recommended to include measures to mitigate the expectations of quiet enjoyment of future tenants such as including a Section 70A Notification on the Certificate of Title; and

8.2. 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 use or occupation of the development and maintained thereafter to the satisfaction of the City at the expense of the owners/occupiers;

9. Clothes Drying Facility

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

10. Store Rooms

Each store room shall be provided with shelving prior to the occupation of the development to the satisfaction of the City;

11. Stormwater

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

12. Landscape and Reticulation Plan

A detailed landscape and reticulation plan for the development site and adjoining road verge, prepared by a landscape architect, is 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:

12.1. The location and type of existing and proposed trees and plants;

12.2. Areas to be irrigated or reticulated; and

Ms Megan Adair
Presiding Member, Metro West JDAP
12.3. Four trees to be included within the street verge of Sommerville Street.

All works shown in the plans as identified in Condition 12 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;

13. Schedule of External Finishes

13.1. Prior to commencement of development a detailed schedule of external finishes (including elevations demonstrating materials and colour schemes and details) shall be submitted to and approved by the City. The schedule is to demonstrate how the materials found within the local area have been re-interpreted into the development; and

13.2. The development shall be finished in accordance with the approved schedule prior to the use or occupation of the development.

14. Construction Management Plan

A Construction Management Plan must be submitted to and approved by the City prior to any works commencing on the site. The Construction Management Plan is required to address the following concerns:

- Noise from carrying out work and from plants and trucks;
- Hours of operation;
- Light;
- Dust;
- Protection of existing roads, paths and services;
- Site security;
- Drainage;
- Vibration management;
- Fill and/or excavation; and
- Traffic management;
That relates to any works to take place on the site;

15. Parking And Access Management Plan

15.1. Prior to occupation of the development a Parking Management Plan shall be submitted to and approved by the City. The Parking Management Plan shall be prepared by a qualified parking consultant. The parking management plan is to include but not limit to addressing the following:

15.1.1. detailing management measures for the operation of the vehicular entry gate, to ensure access is readily available for owners/visitors/tenants to the residential and commercial units at all times;

15.1.2. provision for access to the rear ROW once legal access is made available; and
15.1.3. at such a time when Condition 15.1.2 is acted upon the existing manoeuvring bay shall be converted into a usable additional parking bay for the development;

15.2. The Plan as identified in Condition 15.1 above shall be implemented and shall be maintained thereafter to the satisfaction of the City at the expense of the owners/occupiers;

16. Public Art

16.1. Percent for public art contribution of $25,200 being one per cent of the total $2,520,000 value of the development, in accordance with the City of Perth Scheme No. 2 - East Perth Redevelopment Scheme Policy No. 1.9 - Public Art shall be allocated towards public art prior to the commencement of the development;

16.2. Confirmation in writing outlining how the proposed development will comply with the City of Perth Scheme No. 2 - East Perth Redevelopment Scheme Policy No. 1.9 - Public Art shall be submitted prior to commencement of development; and

16.3. Public art shall be approved by the City and fully installed or alternatively a cash-in-lieu payment made prior to occupation of the development;

17. Waste Management

17.1. A Waste Management Plan prepared to the satisfaction of the City shall be submitted and approved; and

17.2. Waste management for the development shall thereafter comply with the approved Waste Management Plan;

18. 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 exist.

Advice Notes

1. With reference to Condition 3, the owners of the subject land shall obtain the consent of the owners of relevant adjoining properties before entering those properties in order to make good the boundary walls.

2. 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.

3. The car park areas for visitors shall be shown as common property on any future strata plan.

4. An Infrastructure Protection Bond for the sum of $3000 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.

5. 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.

6. 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.

7. With reference to Condition 11, 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 for the proposed storm water disposal shall be lodged together with the building permit application working drawings.

8. The City accepts no liability for the relocation of any public utility and/or any other services that may be required as a consequence of this development. The applicant/owner shall ensure that the location of all services is identified prior to submitting an application for a building permit. The cost of relocated any services shall be borne by the applicant/owner.

9. 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. 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.

10. With reference to Condition 12, the City encourages landscaping methods and species selection which do not rely on reticulation.

11. 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;

12. 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; and

13. 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.

REASON: In accordance with details contained in the Responsible Authority Report and Amending Motions.
Proposal for Twelve (12) Multiple Dwellings & One (1) Studio at 123 Claisebrook Road, Perth.

Proposed Ground and First Floor

Aaron Sice
Sheet 2 of 7 - May 2018
Proposal for Twelve (12) Multiple Dwellings & One (1) Studio at 123 Claisebrook Road, Perth.

Proposed Second and Third Floor

Aaron Sice
Sheet 3 of 7 - May 2018
Proposal for Twelve (12) Multiple Dwellings & One (1) Studio at 123 Claisebrook Road, Perth.
Proposal for Twelve (12) Multiple Dwellings & One (1) Studio at 123 Clareebrook Road, Perth.

Proposed Landscaping

Aaron Sice
Sheet 7 of 7 - May 2018
Item 5.7 - Attachment 3
EXTENT OF WORKS PROPOSED BY AMENDED APPLICATION. EXISTING TWO STORY FACADE AND GROUND FLOOR COMMERCIAL TENANCY TO BE DEMOLISHED AND RE-CONSTRUCTED IN A LIKE-FOR-LIKE MANNER.
CONSTRUCTION NOTES

Confirm dimensions on site prior to commencement of works.

Figure dimensions take precedence over scaled

All dimensions shown on plans are nor dimensions only which do
not include permits. Thicknesses,

Contractors to confirm all services prior to commencement of works.

Drawings to be issued in accordance with Structural Engineer's details.

CITY OF VINCENT
RECEIVED
23 May 2019

Lot 14

existing structure
behind brick facade

SOMERVILLE STREET

CLAISEBROOK ROAD

FLOOR PLAN
GROUND FLOOR

Proposed Works at:
Lot 14 #123 Claisebrook Road, Perth
For:
Rpoint Properties

designRIGHT
Craig, 0438 975 056
designright@designright.com.au
www.designright.com.au

Revision

Drawn: CS
Date: 16/05/19
Scale: 1:100
Sheet: 1 of 4

Item 5.7- Attachment 3  Page 325
Proposed Works at:
Lot 14 #123 Claisebrook Road, Perth
For:
Rpoint Properties
Corbelling Detail

PROPOSED RESIDENCE AT:
Lot 14 #123 Claisebrook Road, Perth
For:
Rpoint Properties

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DETAILED DESIGN

Revision: C5
Date: 16/05/19
Scale: 1:50
Sheet: 4 of 4
20 May 2019

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

Dear Sir,

APPLICATION TO AMEND DEVELOPMENT APPROVAL
FOUR STOREY MIXED-USE BUILDING (OFFICE & 12 MULTIPLE DWELLINGS)
LOT 14 (No.123) CLAISEBROOK ROAD, PERTH

Stewart Urban Planning acts for Sanpoint Pty Ltd, the owner of Lot 14 (No.123) Claibrook Road, Perth (‘site’).

On 20 December 2017, the Metro West Joint Development Assessment Panel (‘DAP’) granted Development Approval for the partial demolition of the existing building and construction of a four-storey mixed-use building comprising an office, 12 multiple dwellings and associated car parking (DAP Reference 17/01284).

The approved development proposed the partial retention of the existing building, including the façade and ground floor tenancy, with the remainder of the building to be demolished.

It is now proposed to demolish the building in its entirety and reconstruct the façade and ground floor tenancy in a like-for-like manner.

In accordance with Regulation 17 of the Planning and Development (Development Assessment Panels) Regulations, we hereby enclose an Application to Amend the Development Approval (‘Amended Application’) granted by the DAP on 20 December 2017.

In accordance with Regulation 17A, and pursuant to Deemed Provision 77 (1) (c) of the Planning and Development (Local Planning Schemes) Regulations, we request the City of Vincent (in lieu of the DAP) to determine the Amended Application.

The balance of this letter explains the Amended Application in further detail and addresses relevant planning considerations.
Subject Site

The site is located at the north-west corner of Claisebrook Road and Somerville Street, Perth, approximately 1.5 kilometres east of the Perth central area.

The site is legally described as Lot 14 on Plan 269, held on Certificate of Title Volume 1513 Folio 992.

Lot 14 has a land area of 532 square metres, with frontages of 14.7 metres to Claisebrook Road and 42.8 metres to Somerville Street. The site’s western boundary abuts a 0.2m wide strip of land known as Lot 66, which prevents the site from having access to an existing Right of Carriageway to the west of Lot 66.

A two-storey commercial building (circa 1905) occupies the portion of the site at the corner of Claisebrook Road and Somerville Street. With the exception of a small outbuilding and carport, the balance of the site is vacant.

Background

A Development Application was lodged in September 2017 to partially demolish the existing building and construct a four-storey mixed-use building on the site.

The Planning Statement accompanying the Development Application described the proposed development as follows:

The majority of the existing building is proposed to be demolished. The building façade, together with supporting structural elements, will be retained, restored and integrated into the new development. Likewise, the ground floor tenancy at the corner of Claisebrook Road and Somerville Street will be retained and adapted for use as an Office.

Following consideration of the proposal by the City, including the City’s Design Review Committee, the Development Application was presented to the DAP meeting of 20 December 2017 with a recommendation for conditional approval.

The DAP granted development approval, subject to a total of 18 conditions.

Condition 13 is relevant to this Amended Application and reads:

13. Schedule of External Finishes

13.1 Prior to commencement of development a detailed schedule of external finishes (including elevations demonstrating materials and colour schemes and details) shall be submitted to and approved by the City. The schedule is to demonstrate how the materials found within the local area have been re-interpreted into the development; and

13.2 The development shall be finished in accordance with the approved schedule prior to the use or occupation of the development.
Amended Application

Proposal
This Amended Application is made pursuant to Regulation 17 (1) (c) of the Planning and Development (Development Assessment Panels) Regulations, which states an owner of land may apply to amend any aspect of a development which “would not substantially change” the approved development.

The Amended Application proposes to demolish the existing building in its entirety and reconstruct the façade and ground floor tenancy in a like-for-like manner. The approved development proposed the retention of the façade and ground floor tenancy, with the remainder of the building to be demolished. Consistent with Regulation 17 (1) (c), the Amended Application relates solely to the demolition and construction methodology and will not substantially change the proposal.

Purpose
The owner has undertaken further detailed design development and investigated the condition of the existing building. This has included structural investigations and discussions with prospective builders. Due to the fragile condition of the building and the constrained nature of the site, it will be difficult to protect the retained building during construction, which could be inadvertently damaged or destroyed as a result of vibration from works or an incident with heavy machinery being utilised on-site. This in turn presents a safety risk for people working on site or in close proximity. Reconstruction also presents an opportunity to upgrade the building’s foundations and reconstruct the brickwork to achieve a superior structural outcome that will extend the life of the building. Further explanation is provided in the attached letter from Pritchard Francis, the project’s structural engineering consultant.

Approach
Prior to works commencing, a detailed ‘as-constructed’ survey of the existing building will be undertaken. Construction drawings and specifications will then be prepared to guide re-construction works (preliminary construction drawings are attached to this Amended Application). Upon commencement, the existing façade will be carefully dismantled and salvageable materials set aside for re-use. Any materials that cannot be salvaged will be replaced with like-for-like materials.

Benefits
The benefits of the demolition and construction methodology proposed by this Amended Application are as follows:

- It represents a safer approach to the construction works and mitigates any risk of the façade being damaged or destroyed, leading to a safer work environment;
- It achieves a superior structural outcome, providing an opportunity to re-build the footings and wall in accordance with current standards; and
- It allows for a more efficient construction program, thereby minimising disruption to pedestrians and traffic as a result of road / footpath closures.
Town Planning Considerations

Metropolitan Region Scheme
The site is zoned Urban under the Metropolitan Region Scheme (‘MRS’). There has not been any change to the site’s zoning under the MRS since the original approval.

Local Planning Scheme
The local planning framework has changed since the original approval, which was granted under the regime of the East Perth Redevelopment Scheme (‘EPRS’). The former EPRS was revoked on 16 May 2018 when the City’s Local Planning Scheme No.2 (‘LPS2’) was gazetted.

Zoning and Land Use
The site is zoned Mixed Use under LPS2.

The previously approved uses (multiple dwellings and office) are permissible uses in the Mixed Use zone of LPS2. The Amended Application does not propose to change the previously approved uses, hence there is no requirement to further consider the suitability of the uses within the locality.

Residential Design Codes and Built Form Policy
Pursuant to Clause 25 of LPS2, the site is subject to a density code of R100. None of the modifications to the RD Codes set out in Clause 26 of LPS2 are relevant.

The City’s Built Form Policy contains provisions that replace many of the deemed-to-comply provisions of the RD Codes. The Amended Application does not propose any design modifications to warrant an assessment against the provisions of the RD Codes or Built Form Policy, with the exception of building height and street setbacks.

Building Height
The building height provisions of the City’s Built Form Policy replace the deemed-to-comply building height provisions of the RD Codes. Under the Built Form Policy, a maximum building height of 8 storeys applies to land on the west side of Claisebrook Road, including the site. The façade will be re-constructed at the same height as existing, being two storeys. Accordingly, the Amended Application satisfies the deemed-to-comply building height provisions of the Built Form Policy.

Primary and Secondary Street Setback
The street setback provisions of the City’s Built Form Policy replace the deemed-to-comply street setback provisions of the RD Codes. Under the Built Form Policy, a nil setback to both the primary and secondary street frontages applies to the first three storeys of a building in the Mixed Use Built Form Area. The two-storey façade will be re-constructed in the same location as existing, with a nil setback to both streets. Accordingly, the Amended Application satisfies the deemed-to-comply street setback provisions of the Built Form Policy.
Heritage Considerations
A search of the 'inHerit' data base maintained by the State Heritage Office confirms the existing building on the site is not entered on any of the following:

- The State Register of Heritage Places pursuant to the Heritage Act;
- The City’s Local Heritage List pursuant to LPS2; or
- The City’s Municipal Inventory.

Accordingly, the demolition and construction methodology proposed by this Amended Application will not have any adverse impact on the cultural heritage significance of any recognised, listed or registered heritage place.

Notwithstanding, the existing building was constructed circa 1905 and the façade and ground floor tenancy make a positive contribution to the character of the area. The integration of these elements of the building’s fabric into the new development provides an opportunity to celebrate this character whilst maintaining the building’s streetscape presence. This is a worthy and desirable outcome that can be achieved either by retaining the façade and ground floor tenancy in-situ, as per the current approval, or through re-construction as proposed by this Amended Application. An as-built survey and drawings will be prepared prior to works commencing to ensure the re-construction process is carried out in an accurate and appropriate manner.

Conclusion
On 20 December 2017, the DAP granted Development Approval for the partial demolition of the existing two-storey building and construction of a new four-storey building on the site. The approved development proposed to retain the façade and ground floor tenancy, with the remainder of the building to be demolished.

This Amended Application proposes to demolish the building in its entirety and reconstruct the façade and ground floor tenancy in a like-for-like manner. No other design modifications are proposed. Pursuant to Regulation 17 (1) (c) of the Planning and Development (Development Assessment Panels) Regulations, the revised construction methodology will not substantially change the approved development.

The fragile condition of the building and constrained nature of the site mean it will be difficult to adequately protect the building during works. In contrast, the revised methodology represents a safer and more efficient approach to the project and will achieve a superior structural outcome that will extend the life of the building.

Prior to works commencing, an as-constructed survey and construction drawings / specification will be prepared to guide re-construction works. The existing façade will then be carefully dismantled and salvageable materials set aside for re-use. Any materials that cannot be salvaged will be replaced with like-for-like materials.
The building does not have any cultural heritage significance and is not entered on the State Register or Local Heritage List. Re-construction and integration of the façade and ground floor tenancy into the new development provides an opportunity to celebrate the building’s character and maintain its streetscape presence.

Whilst the local planning framework has changed since the original approval was granted, any assessment of this Amended Application must be limited to those aspects of the approved development that are proposed to be modified. The re-constructed façade will comply with the applicable building height and street setback provisions of the Built Form Policy. No other land use or design modifications are proposed, meaning an assessment of the Amended Application against any other provisions of the RD Codes or Built Form Policy is not required.

We trust this Amended Application is to your satisfaction and look forward to the City’s favourable consideration of the proposal.

Should you require any further information or clarification in relation to this matter, please contact Alan Stewart on 0413 842 645.

Yours faithfully,

[Signature]

Alan Stewart
Director
Stewart Urban Planning
19-132
15 April 2019

Mr Dean Fore
Rpoint Properties
PO Box 38
SOUTH PERTH WA 6051

Dear Dean

123 Claisebrook Road, Perth – Existing brickwork

We write to you with regards to the existing brickwork at 123 Claisebrook Road. As per planning requirements and overall aesthetic we understand there is a desire to retain a portion of the brick façade in the abovementioned project. As per our discussions Pritchard Francis believes that carefully dismantling the façade, storing salvageable materials and rebuilding like-for-like is the most appropriate solution for this site.

The reason that we believe this is that working with the existing wall would create the following risks:

- The condition of the existing brick ties cannot be assessed throughout the existing walls. The brick ties are critically important to the stability of a cavity wall and can create long term risks. While there are methodologies that can be put in place to control these risks, they generally have an impact on the façade aesthetic and the most robust solution is to rebuild the wall with stainless steel brick ties.
- The existing foundations cannot be fully inspected, but they are not of a quality of a new built wall. As such this creates risks to long term cracking of the façade, which could be much better managed by the installation of new, reinforced concrete foundations. Installation of new foundations would be facilitated by temporarily dismantling the façade.
- During construction, maintaining the existing brickwork façade creates a potential safety risk if walls are impacted by construction equipment. While this risk can be managed through various temporary works methodologies, the lowest risk approach is to remove the wall temporarily and rebuild it with the new structure.

We trust that the above clarifies the matter. If you have any queries or would like any further information don’t hesitate to contact this office.

Yours sincerely

CHRIS TYLER
Principal – Structural
Perth
5.8 AMENDMENT TO POLICY NO. 7.5.1 - MINOR NATURE DEVELOPMENT

TRIM Ref: D19/96473
Author: Rana Murad, A/Manager Policy and Place
Authoriser: Stephanie Smith, A/Executive Director Planning and Place
Attachments: 1. Map of Mount Lawley Highgate Town Centre  
2. City of Vincent Local Planning Scheme No. 2 Zoning Table  
3. Amendment to Local Planning Policy No. 9.5.1 - Minor Nature Development - Track Change

RECOMMENDATION:

That Council:

1. ENDORSES the position, effective from 24 July 2019 until 23 July 2020, that development approval is not required for a change of use in the Mount Lawley/Highgate Town Centre, shown in Attachment 1, which is in existence for less than 12 months, as being the longer period agreed by the local government pursuant to Schedule 2, Part 7, Clause 61(d) of the Planning and Development (Local Planning Schemes) Regulations 2015;

2. PREPARES an Amendment to Local Planning Policy No. 7.5.1 – Minor Nature Development included as Attachment 3, pursuant to Schedule 2, Part 2, Clause 5 of the Planning and Development (Local Planning Schemes) Regulations 2015; and

3. NOTES that the Amendment to Local Planning Policy No. 7.5.1 – Minor Nature Development, will be advertised for a period of 28 days pursuant to Schedule 2, Part 2, Clause 5 of the Planning and Development (Local Planning Schemes) Regulations 2015 and Item 4.2 of Appendix 3 of Policy No. 4.1.5 – Community Consultation.

PURPOSE OF REPORT:

To consider:
- Endorsing the position that development approval is not required for change of use in the Mount Lawley/Highgate Town Centre which is in existence for less than 12 months as a trial to assist in filling vacant tenancies in the area; and
- Preparing an Amendment to Local Planning Policy No. 7.5.1 – Minor Nature Development (Minor Nature Development) to formalise this position, for the purpose of advertising for public comment.

BACKGROUND:

A number of businesses in the Mount Lawley/Highgate Town Centre have recently closed, leaving a large number of vacancies in the Town Centre area along Beaufort Street. A map of the area is included as Attachment 1.

As a result the City has explored opportunities to make it easier for new businesses to fill these vacant tenancies and more broadly activate the street. This process has identified that the need to obtain a number of approvals from the City of Vincent is a potential barrier to new businesses establishing in the area in a timely way. In particular is the requirement for development approval as the timeframe for an application of this nature may take up to 90 days to be determined.

There are a number of approvals required under various building and health legislation that this City cannot change, however the City does have some discretion in determining if development approval is required in a number of circumstances.

The City’s Local Planning Scheme No. 2 defines different land uses and sets out where these uses are either:
1. ‘P’ Uses – Permitted if they comply with the relevant development standards and requirements;  
2. ‘D’ Uses – Permitted when the local government has granted development approval;
3. ‘A’ Uses – Permitted when the local government has advertised the proposal and granted development approval; and
4. ‘X’ Uses – Not permitted.

A copy of the LPS 2 Zoning Table is included as Attachment 2.

The City currently requires development approval to change the use of a tenancy, except in certain circumstances, namely for:

- Permitted ‘P’ uses that comply with the local planning framework, where there is no works component, or where the works component does not otherwise require approval; and
- Temporary uses that are in place for less than 48 hours in a 12 month period, or a longer time as agreed by the local government.

Given that the City has discretion regarding the requirement for development approval for change of use the City has explored options to remove this requirement in certain circumstances in the Mount Lawley/Highgate Town Centre.

DETAILS:

It is proposed that a trial be undertaken to allow all non-prohibited (‘P’, ‘D’ and ‘A’) land uses that are inexistence for less than 12 months within the Mount Lawley/Highgate Town Centre to operate without the need for a development approval. There are two parts proposed to this trial outlined below.

1. **Minor Nature Development Policy**
   2. Council endorsed the Minor Nature Development Policy at its meeting on 27 March 2001. The Minor Nature Development Policy defines development of a minor nature that is exempt from requiring development approval.
   3. It is proposed that an amendment be prepared to the Minor Nature Development Policy to outline the details of the proposed exemption. This includes a new Clause 3 in the Policy which outlines the extent of the circumstances when development approval is not required.
   4. No other changes are proposed as part of this amendment and a holistic review of the Policy would be undertaken in the future by Administration.
   5. A track changed version of the Minor Nature Development Policy has been included in Attachment 3.

2. **Council Resolution**
   9. Clause 61(2)(d) of the Planning and Development (Local Planning Schemes) Regulations 2015 specifies that development approval of the local government is not required for a temporary use which is in existence for less than 48 hours, or a longer period agreed by the local government, in any 12 month period. There is an opportunity to specify the ‘longer period’.
   10. It is proposed that Council endorse the abovementioned position included in the Amendment to the Minor Nature Development Policy, via the resolution in this report, to clarify that the longer period agreed by the local government for the purposes of Clause 61(2)(d) in the Regulations is 12 months.
   11. This will enable the exemption to apply immediately and ensure that the trial can commence immediately. It will enable the City to understand the impact of the change and inform the Amendment to the Minor Nature Development Policy.

CONSULTATION/ADVERTISING:

It is proposed that the Amendment to the Minor Nature Development Policy be advertised once the trial is in place, for a period of 28 days by way of:

- Local public notice;
- Display at the Administration and Civic Centre and Library;
- Notice on the City’s website and social media; and
- Discussion with the City’s Business Advisory Group and town teams.
LEGAL/POLICY:

- **Planning and Development Act 2005**;
- **Planning and Development (Local Planning Schemes) Regulations 2015**;
- City of Vincent Local Planning Scheme No. 2;
- Policy No. 4.1.5 – Community Consultation; and
- Policy No. 7.5.1 – Minor Nature Development Policy.

RISK MANAGEMENT IMPLICATIONS:

**Low**: It is low risk for the City to prepare an amendment to a City Policy for the purpose of advertising for public comment.

STRATEGIC IMPLICATIONS:

This is in keeping with the City’s **Strategic Community Plan 2018-2028**:

**Thriving Places**

*We are recognised as a City that supports local and small business.*

*We encourage innovation in business, social enterprise and imaginative uses of space, both public and private.*

**Sensitive Design**

*Our planning framework supports quality design, sustainable urban built form and is responsive to our community and local context.*

**Innovative and Accountable**

*Our community is aware of what we are doing and how we are meeting our goals.*

*We are open and accountable to an engaged community.*

SUSTAINABILITY IMPLICATIONS:

Nil.

FINANCIAL/BUDGET IMPLICATIONS:

Nil.

COMMENTS:

The intent of the proposed trial is to encourage and support short term leases for prospective tenants within the Mount Lawley/Highgate Town Centre. The trial is intended to allow sufficient time for temporary uses to establish and then seek development approval as required should they wish to continue past the trial period. The amendment does not negate the need for the applicant/landowner to obtain all necessary building and health approval as required under the relevant legislation.

The trial will assist in the implementation of the City’s Vacancy Project as well as reduce barriers to filling vacancies in the Town Centre outside of this project. It will develop the City’s understanding of how this proposal will affect the Town Centres and identify if a similar expansion could be applied to the City’s other Town Centres. If approved, Administration will present a report to Council at the conclusion of the trial outlining the impact of the trial, results of community consultation and any recommendations as a result.
Map of Mount Lawley/Highgate Town Centre Area
Attachment 1: Zoning table

The zoning table for this Scheme is as follows –

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<th>USE CLASS</th>
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<th>Mixed Use</th>
<th>Local Centre</th>
<th>District Centre / Regional Centre</th>
<th>Commercial</th>
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<td>A</td>
<td>A</td>
</tr>
<tr>
<td>Caretakers' dwelling</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>P</td>
</tr>
<tr>
<td>Car park</td>
<td>X</td>
<td>A</td>
<td>D</td>
<td>D</td>
<td>D</td>
</tr>
<tr>
<td>Child care premises</td>
<td>A</td>
<td>D</td>
<td>D</td>
<td>D</td>
<td>D</td>
</tr>
<tr>
<td>Cinema / theatre</td>
<td>A</td>
<td>A</td>
<td>A</td>
<td>P</td>
<td>P</td>
</tr>
<tr>
<td>Civic use</td>
<td>D</td>
<td>D</td>
<td>D</td>
<td>P</td>
<td>P</td>
</tr>
<tr>
<td>Club premises</td>
<td>A</td>
<td>A</td>
<td>A</td>
<td>A</td>
<td>A</td>
</tr>
<tr>
<td>Consulting rooms *</td>
<td>A</td>
<td>A</td>
<td>P</td>
<td>D</td>
<td>P</td>
</tr>
<tr>
<td>Convenience store</td>
<td>A</td>
<td>D</td>
<td>P</td>
<td>P</td>
<td></td>
</tr>
<tr>
<td>Corrective institution</td>
<td>A</td>
<td>A</td>
<td>A</td>
<td>D</td>
<td>D</td>
</tr>
<tr>
<td>Dwelling (grouped) *</td>
<td>P</td>
<td>P</td>
<td>D</td>
<td>D</td>
<td></td>
</tr>
<tr>
<td>Dwelling (multiple) *</td>
<td>P</td>
<td>P</td>
<td>D</td>
<td>D</td>
<td></td>
</tr>
<tr>
<td>Dwelling (single house) *</td>
<td>P</td>
<td>P</td>
<td>D</td>
<td>D</td>
<td></td>
</tr>
<tr>
<td>Educational establishment</td>
<td>D</td>
<td>D</td>
<td>D</td>
<td>D</td>
<td></td>
</tr>
<tr>
<td>Exhibition centre</td>
<td>A</td>
<td>D</td>
<td>P</td>
<td>P</td>
<td>D</td>
</tr>
<tr>
<td>Family day care</td>
<td>D</td>
<td>D</td>
<td>D</td>
<td>D</td>
<td></td>
</tr>
<tr>
<td>Fast food outlet</td>
<td>X</td>
<td>A</td>
<td>D</td>
<td>D</td>
<td></td>
</tr>
<tr>
<td>Fuel depot</td>
<td>X</td>
<td>A</td>
<td>D</td>
<td>D</td>
<td></td>
</tr>
<tr>
<td>Funeral parlour</td>
<td>X</td>
<td>A</td>
<td>A</td>
<td>A</td>
<td>D</td>
</tr>
<tr>
<td>Home business</td>
<td>A</td>
<td>D</td>
<td>D</td>
<td>D</td>
<td></td>
</tr>
<tr>
<td>Home occupation</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td></td>
</tr>
<tr>
<td>Home office</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td></td>
</tr>
<tr>
<td>Home store</td>
<td>A</td>
<td>A</td>
<td>A</td>
<td>A</td>
<td>A</td>
</tr>
<tr>
<td>Hotel</td>
<td>A</td>
<td>A</td>
<td>A</td>
<td>A</td>
<td></td>
</tr>
<tr>
<td>Industry – cottage</td>
<td>A</td>
<td>A</td>
<td>A</td>
<td>A</td>
<td>P</td>
</tr>
<tr>
<td>Industry – light</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>A</td>
<td>A</td>
</tr>
<tr>
<td>Industry</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>A</td>
<td>A</td>
</tr>
<tr>
<td>----------------------------------</td>
<td>---</td>
<td>---</td>
<td>---</td>
<td>---</td>
<td>---</td>
</tr>
<tr>
<td>Lunch bar</td>
<td>X</td>
<td>D</td>
<td>P</td>
<td>P</td>
<td>P</td>
</tr>
<tr>
<td>Liquor store - large</td>
<td>X</td>
<td>A</td>
<td>X</td>
<td>D</td>
<td>D</td>
</tr>
<tr>
<td>Liquor store - small</td>
<td>D</td>
<td>D</td>
<td>D</td>
<td>P</td>
<td>P</td>
</tr>
<tr>
<td>Market</td>
<td>A</td>
<td>A</td>
<td>A</td>
<td>A</td>
<td>A</td>
</tr>
<tr>
<td>Medical centre *</td>
<td>A</td>
<td>A</td>
<td>D</td>
<td>D</td>
<td>D</td>
</tr>
<tr>
<td>Motel</td>
<td>A</td>
<td>A</td>
<td>A</td>
<td>A</td>
<td>A</td>
</tr>
<tr>
<td>Motor vehicle, boat or caravan sales</td>
<td>X</td>
<td>A</td>
<td>A</td>
<td>A</td>
<td>D</td>
</tr>
<tr>
<td>Motor vehicle repair</td>
<td>X</td>
<td>A</td>
<td>A</td>
<td>A</td>
<td>D</td>
</tr>
<tr>
<td>Motor vehicle wash</td>
<td>X</td>
<td>A</td>
<td>A</td>
<td>A</td>
<td>D</td>
</tr>
<tr>
<td>Nightclub</td>
<td>X</td>
<td>A</td>
<td>A</td>
<td>A</td>
<td>A</td>
</tr>
<tr>
<td>Office *</td>
<td>A</td>
<td>D</td>
<td>D</td>
<td>D</td>
<td>P</td>
</tr>
<tr>
<td>Park home park</td>
<td>A</td>
<td>A</td>
<td>A</td>
<td>A</td>
<td>A</td>
</tr>
<tr>
<td>Place of worship</td>
<td>D</td>
<td>D</td>
<td>D</td>
<td>D</td>
<td>D</td>
</tr>
<tr>
<td>Reception centre</td>
<td>X</td>
<td>A</td>
<td>A</td>
<td>D</td>
<td>D</td>
</tr>
<tr>
<td>Recreation - private</td>
<td>A</td>
<td>D</td>
<td>D</td>
<td>D</td>
<td>D</td>
</tr>
<tr>
<td>Residential building</td>
<td>P</td>
<td>P</td>
<td>D</td>
<td>D</td>
<td>D</td>
</tr>
<tr>
<td>Restaurant / cafe</td>
<td>A</td>
<td>A</td>
<td>D</td>
<td>P</td>
<td>P</td>
</tr>
<tr>
<td>Restricted premises</td>
<td>A</td>
<td>A</td>
<td>A</td>
<td>A</td>
<td>A</td>
</tr>
<tr>
<td>Serviced apartment</td>
<td>A</td>
<td>D</td>
<td>P</td>
<td>P</td>
<td>P</td>
</tr>
<tr>
<td>Service station</td>
<td>X</td>
<td>A</td>
<td>D</td>
<td>D</td>
<td>D</td>
</tr>
<tr>
<td>Shop</td>
<td>A</td>
<td>D</td>
<td>P</td>
<td>P</td>
<td>P</td>
</tr>
<tr>
<td>Small bar</td>
<td>A</td>
<td>A</td>
<td>A</td>
<td>A</td>
<td>D</td>
</tr>
<tr>
<td>Tavern</td>
<td>A</td>
<td>A</td>
<td>A</td>
<td>A</td>
<td>A</td>
</tr>
<tr>
<td>Trade display</td>
<td>X</td>
<td>D</td>
<td>D</td>
<td>D</td>
<td>P</td>
</tr>
<tr>
<td>Trade supplies</td>
<td>X</td>
<td>D</td>
<td>D</td>
<td>D</td>
<td>D</td>
</tr>
<tr>
<td>Transport depot</td>
<td>X</td>
<td>A</td>
<td>D</td>
<td>D</td>
<td>D</td>
</tr>
<tr>
<td>Veterinary centre</td>
<td>X</td>
<td>A</td>
<td>D</td>
<td>D</td>
<td>D</td>
</tr>
<tr>
<td>Warehouse / storage</td>
<td>X</td>
<td>A</td>
<td>A</td>
<td>D</td>
<td>D</td>
</tr>
</tbody>
</table>

* Refer to clause.
MINOR NATURE DEVELOPMENT

OBJECTIVE

To define development of a minor nature which, although complying with provisions of the City of Vincent Town Planning Scheme No. 1, is exempt from the need to obtain planning approval in accordance with Clause 33(d) of the City of Vincent Town Planning Scheme No. 1. A Building Licence is required for building works of a minor nature where this is appropriate.

POLICY STATEMENT

1. Development of a minor nature does not require planning approval and is generally characterised as:

   1.1 small in scale and composition and which will not unduly adversely affect the locality by way of emissions of any kind nor generate excessive amounts of traffic;

   1.2 of a temporary nature occurring on one-off occasions (although may occur on a number of days) but not of any permanent nature or reoccurrence;

   1.3 uses of a limited nature considered to support or be ancillary to the overall operations of the primary approved use;

   1.4 uses which will not adversely affect the amenity, streetscape or day-today activities of the locality or any other use which, in the opinion of the City of Vincent, constitutes a minor use; and

   1.5 not located in a place that is:

       1.5.1 in the Register of Places under the Heritage of Western Australia Act 1990;

       1.5.2 the subject of an Order under Part 6 of the Heritage of Western Act 1990, or

       1.5.3 listed in the City of Vincent Heritage List or Municipal Heritage Inventory;

unless it is a home occupation that fully complies with clause 2.17 of this Policy.
Development of a minor nature includes but is not limited to such development/activities as:

2.1 new street fences, walls and gates, including those adjacent to secondary street frontages and main roads that fully comply with the acceptable development provisions of the City of Vincent Policies, and Local Laws;

2.2 retaining walls that do not exceed 500 millimetres in height;

2.3 filling or excavation of land that does not exceed 500 millimetres in height or, in the opinion the City of Vincent, is over a limited area of the lot and will not constitute a significant alteration of the natural ground level of the land;

2.4 single storey pergolas, porches, roofs, patios, verandahs, garages, carports, outbuildings and external fixtures (such as those items attached to buildings as identified in 6.10 Element 10 - Incidental Development of the Residential Design Codes) appurtenant, to a single house, grouped dwelling, multiple dwelling, that fully comply with the acceptable development provisions of the Residential Design Codes and the City of Vincent Policies;

2.5 swimming pools where no part is more than 500 millimetres above the surrounding natural ground level;

2.6 sun-shade sails and the like, used for the purpose of providing shade provided that they:

2.6.1 are not located within any primary street setback area;

2.6.2 do not exceed 3.0 metres in height; and

2.6.3 do not exceed 20 square metres in area;

2.7 garage sales, fairs, fetes, circus, charity goods sales and the like;

2.8 maximum of two amusement machines;

2.9 shop front alterations where the alignment is unaltered, where not affecting heritage requirements or which do not include the installation of roller doors and shutters. Shopfronts are to maintain an active and interactive relationship between the development and the adjacent street(s), to ensure surveillance and visual amenity of the public domain and communal spaces;

2.10 family day care centres for five or less children;

2.11 communications facilities which are listed as being exempt from the requirement to obtain planning approval under the terms of Policy No.
3.5.5 relating to Domestic Satellite Dishes, Microwave Antennae and Tower Mast and Policy No. 3.5.6 relating to Telecommunication Facilities;

2.12 signs and advertising that fully comply with the City of Vincent Policy No. 3.5.2 relating to Signage and Advertising, including all signs and advertising which are not visible from any public street and/or adjacent property;

2.13 signs and advertising on public places and reserves relating to:

2.13.1 the functions of government, a public authority or the Council of a local government, excluding those of a promotional nature constructed or exhibited by, or on behalf of, any such body;

2.13.2 required for the management and control of traffic on any public road, car park, cycleway, railway or waterway where such advertisement has been constructed, exhibited by or at the direction of a government department, public authority or the Council of a local government; and

2.13.3 required to be exhibited by or pursuant to any statute or regulation or the like made pursuant to powers contained within a statute provided that any such advertisement is constructed and/or exhibited strictly in accordance with the requirements specified therein;

2.14 change of text and graphics on existing signs and advertising;

2.15 works to a building in a dangerous state or of an emergency endangering any person, building or structure, such that the building will be a replication of the building before it became dangerous;

2.16 temporary offices and sheds (including containers) used by builders or contractors directly associated with the building works occurring on site for the duration of completing those building works and operations. Containers are not allowed in any other instance;

2.17 home occupations that:

2.17.1 does not entail the retail sale, display or hire of goods of any nature;

2.17.2 does not cause injury to or prejudicially affect the amenity of the immediate area;

2.17.3 does not detract from the residential appearance of the dwelling house or domestic outbuilding;

2.17.4 does not entail employment of any other person;
2.17.5 does not occupy an area greater than 20 square metres;

2.17.6 does not display a sign exceeding 0.2 square metre in area;

2.17.7 does not attract customers or regular and frequent deliveries of goods or equipment to the site;

2.17.8 will not result in the requirement for a greater number of parking facilities than normally reserved for a single dwelling, and will not result in a substantial increase in the amount of vehicular traffic in the vicinity;

2.17.9 does not entail the presence, parking and garaging of a vehicle of more than one (1) tonne tare weight;

2.17.10 does not involve the servicing or repair for gain of motor vehicles; and

2.17.11 in the opinion of the City is compatible with the principal uses to which land in the zone in which it is located may be put;

2.18 Alfresco Blinds on approved premises with Alfresco Dining Licences used for the purpose of outdoor weather protection provided that they:

2.18.1 are non-reflective, transparent and lightweight in appearance and do not have the visual or apparent effect of enclosing public space;

2.18.2 are removed from public areas at the close of business each day;

2.18.3 do not hinder use of public areas during and after trading hours; and

2.18.4 do not cause injury to or prejudicially affect the amenity of the immediate area;

2.19 Water Tanks, provided that:

2.19.1 the aggregated capacity is less than 2 cubic metres if located within the primary street setback area; and

2.19.2 no part is more than 2 metres above the natural ground level;

2.20 Works that fully comply with the acceptable development provisions of the Residential Design Codes and the City of Vincent Policies, where applicable.
3. Development approval is not required for a temporary use which is in existence for less than 12 months within the Mount Lawley/Highgate Town Centre identified in Figure 1, where that use is permissible in Table 1 of the City of Vincent Local Planning Scheme No. 2.

Figure 1 – Mount Lawley/Highgate Town Centre

<table>
<thead>
<tr>
<th>Date Initially Adopted:</th>
<th>27 March 2001</th>
</tr>
</thead>
<tbody>
<tr>
<td>Date Amended:</td>
<td>22 November 2005, 11 June 2013</td>
</tr>
<tr>
<td>Date of Next Review:</td>
<td>March 2018</td>
</tr>
</tbody>
</table>
5.9 LATE REPORT: OUTCOMES OF ADVERTISING AMENDMENT 1 TO LOCAL PLANNING POLICY NO. 7.1.1 - BUILT FORM; EFFECT OF DESIGN WA; AND INITIATION OF AMENDMENT 2 TO LOCAL PLANNING POLICY NO. 7.1.1 - BUILT FORM

REPORT TO BE ISSUED PRIOR TO COUNCIL BRIEFING ON 16 JULY 2019.
6 INFRASTRUCTURE AND ENVIRONMENT

Nil.
7 COMMUNITY AND BUSINESS SERVICES

7.1 INVESTMENT REPORT AS AT 30 JUNE 2019

TRIM Ref: D19/95894
Author: Nirav Shah, Coordinator Financial Services
Authoriser: John Corbellini, A/Executive Director Community and Business Services
Attachments: 1. Investment Report 30 June 2019

RECOMMENDATION:

That Council NOTES the Investment Report for the month ended 30 June 2019 as detailed in Attachment 1.

PURPOSE OF REPORT:

To advise Council of the nature and value of the City’s investments as at 30 June 2019 and the interest earned year to date.

BACKGROUND:

The City’s surplus funds are invested in bank term deposits for various terms to facilitate maximum investment returns in accordance to the City’s Investment Policy (No. 1.2.4).

Details of the investments are included in Attachment 1 and outline the following information:

- Investment performance and policy compliance charts;
- Investment portfolio data;
- Investment interest earnings; and
- Current investment holdings.

DETAILS:

The City’s investment portfolio is diversified across several accredited financial institutions.

As at 30 June 2019, the total funds held in the City’s operating account (including on call) is $30,503,765, compared to $28,409,157 for the period ending 30 June 2018. This position is as a result of year to date capital expenditure being underspent relative to the year to date budget.

Total term deposit investments for the period ending 30 June 2019 are $25,613,648 compared to $29,469,158 in the previous month. The decrease in the balance of term deposits is to ensure cash flows are managed effectively to accommodate operational needs.

The following Table shows funds under management for the previous and current year:

<table>
<thead>
<tr>
<th>Month Ended</th>
<th>2017/18</th>
<th>2018/19</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Total funds held</td>
<td>Total term deposits</td>
</tr>
<tr>
<td>July</td>
<td>$23,433,728</td>
<td>$21,212,649</td>
</tr>
<tr>
<td>August</td>
<td>$30,161,860</td>
<td>$27,714,651</td>
</tr>
<tr>
<td>September</td>
<td>$40,305,364</td>
<td>$37,944,911</td>
</tr>
<tr>
<td>October</td>
<td>$41,087,462</td>
<td>$38,947,823</td>
</tr>
<tr>
<td>November</td>
<td>$41,716,473</td>
<td>$39,482,047</td>
</tr>
<tr>
<td>December</td>
<td>$38,768,084</td>
<td>$37,065,389</td>
</tr>
<tr>
<td>January</td>
<td>$39,498,741</td>
<td>$36,147,499</td>
</tr>
<tr>
<td>February</td>
<td>$39,217,278</td>
<td>$36,665,928</td>
</tr>
<tr>
<td>March</td>
<td>$36,377,700</td>
<td>$34,622,001</td>
</tr>
<tr>
<td>April</td>
<td>$33,647,074</td>
<td>$31,177,278</td>
</tr>
</tbody>
</table>
May | $30,338,407  | $28,712,736  | $33,384,520  | $29,469,158  
June | $28,409,157  | $24,687,341  | $30,503,765  | $25,613,648  

Total accrued interest earned on investments as at 30 June 2019 is:

<table>
<thead>
<tr>
<th></th>
<th>Annual Budget</th>
<th>YTD Budget</th>
<th>YTD Actual</th>
<th>% of YTD Budget</th>
</tr>
</thead>
<tbody>
<tr>
<td>Municipal</td>
<td>$420,000</td>
<td>$420,000</td>
<td>$526,801</td>
<td>125.43%</td>
</tr>
<tr>
<td>Reserve</td>
<td>$226,060</td>
<td>$226,060</td>
<td>$295,189</td>
<td>130.58%</td>
</tr>
<tr>
<td>Sub-total</td>
<td>$646,060</td>
<td>$646,060</td>
<td>$821,990</td>
<td>127.23%</td>
</tr>
<tr>
<td>Leederville Gardens Inc. Surplus Trust*</td>
<td>$0</td>
<td>$0</td>
<td>$141,214</td>
<td>N/A</td>
</tr>
</tbody>
</table>

*Interest estimates for Leederville Gardens Inc. Surplus Trust were not included in the 2018/19 Budget as actual interest earned is held in trust that is restricted.

The City has obtained a weighted average interest rate of 2.29% for current investments including the operating account and 2.56% excluding the operating account. The Reserve Bank 90 days accepted bill rate for June 2019 is 1.29%. As summarised in the table above, year to date actual interest earnings are tracking higher than the year to date budgeted amount.

**Sustainable Investments**

The City’s Investment Policy states that 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 currently uses Marketforces.org.au to assist in assessing whether a bank promotes non-investments in fossil fuel related entities.

As at 30 June 2019, 27.39% of the City’s investments are held in financial institutions considered to be investing in non-fossil fuel related activities.

**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 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.

Council has delegated the authority to invest surplus funds to the Chief Executive Officer or his delegate to
facilitate prudent and responsible investment.

Administration has established guidelines for the management of the City’s investments, including maximum
investment ratios as shown in the following table:

<table>
<thead>
<tr>
<th>Short Term Rating (Standard &amp; Poor’s) or Equivalent</th>
<th>Direct Investments Maximum % with any one institution</th>
<th>Managed Funds Maximum % with any one institution</th>
<th>Maximum % of Total Portfolio</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Policy</td>
<td>Current position</td>
<td>Policy</td>
</tr>
<tr>
<td>A1+</td>
<td>30%</td>
<td>20.7%</td>
<td>30%</td>
</tr>
<tr>
<td>A1</td>
<td>25%</td>
<td>3.3%</td>
<td>30%</td>
</tr>
<tr>
<td>A2</td>
<td>20%</td>
<td>21.7%</td>
<td>n/a</td>
</tr>
</tbody>
</table>

* The maximum allowable position with an A-2 accredited institution (ME Bank) has exceeded the threshold. The total
investment closing balance at the end of the month has decreased compared to when the investments were undertaken.
This fluctuation in cash flows is a normal trend at this time of the year.

RISK MANAGEMENT IMPLICATIONS:

Low: Administration has developed effective controls to ensure funds are invested in accordance with
the City’s Investment Policy. This report enhances transparency and accountability for the City’s
investments.

STRATEGIC IMPLICATIONS:

This is in keeping with the City’s Strategic Community Plan 2018-2028:

Innovative and Accountable

Our resources and assets are planned and managed in an efficient and sustainable manner.

Our community is aware of what we are doing and how we are meeting our goals.

Our community is satisfied with the service we provide.

We are open and accountable to an engaged community.

SUSTAINABILITY IMPLICATIONS:

Nil.
FINANCIAL/BUDGET IMPLICATIONS:

The financial implications of this report are as noted in the details section of the report. Administration is satisfied that appropriate and responsible measures are in place to protect the City’s financial assets.
CITY OF VINCENT
INVESTMENT POLICY COMPLIANCE
AS AT 30 JUNE 2019

TOTAL PORTFOLIO EXPOSURE

- Westpac Banking Corp, 29.70%
- Bank of Queensland, 19.10%
- Bendigo and Adelaide Bank, 2.40%
- Commonwealth Bank of Australia, 19.60%
- National Australia Bank, 13.20%
- Members Equity Bank Ltd, 21.70%
- Suncorp-Metway Ltd, 3.30%

TOTAL CREDIT EXPOSURE

- A-1
- A-1
- A-2

FOSSIL FUEL INVESTMENT

*Selection of non fossil fuel investments is based on information provided by www.marketsforces.org.au.
### CITY OF VINCENT
INVESTMENT PORTFOLIO
AS AT 30 JUNE 2019

<table>
<thead>
<tr>
<th>Municipal Reserve Trust Leaderville Gardens Inc Surplus Trust</th>
<th>Total</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>$</td>
<td>$</td>
<td>$</td>
</tr>
<tr>
<td>Operating Accounts 2,748,261</td>
<td>124,554</td>
<td>2,017,302</td>
</tr>
<tr>
<td>Term Deposits 7,700,000</td>
<td>12,456,781</td>
<td>0</td>
</tr>
<tr>
<td>Equity Shares 11,000</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td><strong>Total</strong> 10,459,261</td>
<td>12,620,335</td>
<td>2,017,302</td>
</tr>
</tbody>
</table>

**BY INSTITUTION**

| Bank of Queensland 1,500,000 | 3,509,357 | 0 | 798,109 | 5,807,466 | 19.1% |
| Bendigo and Adelaide Bank 0 | 725,942 | 0 | 0 | 725,642 | 2.4% |
| Commonwealth Bank of Australia 2,748,261 | 124,554 | 2,017,302 | 1,074,654 | 5,964,771 | 19.5% |
| Members Equity Bank Ltd. 1,500,000 | 3,045,918 | 0 | 2,074,359 | 6,019,977 | 21.7% |
| National Australia Bank 1,200,000 | 2,865,674 | 0 | 0 | 4,065,674 | 13.2% |
| North Path Community Bank 11,000 | 0 | 0 | 0 | 11,000 | 0.0% |
| Suncorp-Metway Ltd. 1,000,000 | 0 | 0 | 0 | 1,000,000 | 3.3% |
| Westpac Banking Corp 2,500,000 | 2,360,990 | 0 | 1,459,746 | 6,310,836 | 20.7% |
| **Total** 10,459,261 | 12,620,335 | 2,017,302 | 5,400,867 | 36,503,765 | 100.0% |

**BY CREDIT RATINGS (SHORT TERM ISSUE)**

| A+1 | 6,448,261 | 5,340,317 | 2,017,302 | 2,534,399 | 16,340,279 | 53.5% |
| A+ | 1,000,000 | 0 | 0 | 0 | 1,000,600 | 3.3% |
| A2 | 3,011,000 | 7,260,018 | 0 | 2,072,468 | 13,133,468 | 43.2% |
| **Total** 10,459,261 | 12,620,335 | 2,017,302 | 5,400,867 | 36,503,765 | 100.0% |

**BY TERMS**

| 0-30 days 2,748,261 | 124,554 | 2,017,302 | 0 | 4,890,117 | 16.0% |
| 31-90 days 4,200,000 | 0 | 0 | 0 | 4,200,600 | 13.8% |
| 91-180 days 2,500,000 | 2,406,456 | 0 | 798,109 | 5,704,665 | 18.7% |
| 181-270 days 0 | 4,800,160 | 0 | 2,074,359 | 6,874,519 | 22.8% |
| 270-365 days 1,000,000 | 5,209,165 | 0 | 2,534,399 | 8,743,664 | 28.7% |
| > 1 year 11,000 | 0 | 0 | 0 | 11,000 | 0.0% |
| **Total** 10,459,261 | 12,620,335 | 2,017,302 | 5,400,867 | 36,503,765 | 100.0% |

**BY MATURITY**

| 0-30 days 6,448,261 | 3,256,953 | 2,017,302 | 2,074,359 | 13,795,575 | 45.2% |
| 31-90 days 3,500,000 | 1,267,843 | 0 | 1,872,763 | 6,600,606 | 21.9% |
| 91-180 days 500,000 | 3,106,279 | 0 | 0 | 3,606,279 | 12.1% |
| 181-270 days 0 | 4,800,160 | 0 | 0 | 4,800,160 | 16.0% |
| 270-365 days 0 | 0 | 0 | 1,459,746 | 1,459,746 | 4.8% |
| > 1 year 11,000 | 0 | 0 | 0 | 11,000 | 0.0% |
| **Total** 10,459,261 | 12,620,335 | 2,017,302 | 5,400,867 | 36,503,765 | 100.0% |

**BY FOSSIL FUEL EXPOSURE (as determined by www.marketforces.org.au)**

| Fossil Fuel Lending 7,948,261 | 8,049,674 | 2,017,302 | 3,332,508 | 22,147,745 | 72.6% |
| Non Fossil Fuel Lending 2,511,000 | 3,770,661 | 0 | 2,074,359 | 8,356,620 | 27.4% |
| **Total** 10,459,261 | 12,620,335 | 2,017,302 | 5,400,867 | 36,503,765 | 100.0% |
## CITY OF VINCENT
**INVESTMENT INTEREST EARNINGS**
**AS AT 30 JUNE 2019**

<table>
<thead>
<tr>
<th></th>
<th>YTD 30/06/2019</th>
<th>YTD 30/06/2018</th>
<th>FY 2018/19</th>
<th>FY 2017/18</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>MUNICIPAL FUNDS</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Budget</td>
<td>420,000</td>
<td>423,000</td>
<td>420,000</td>
<td>423,000</td>
</tr>
<tr>
<td>Interest Earnings</td>
<td>526,801</td>
<td>566,274</td>
<td>525,801</td>
<td>506,274</td>
</tr>
<tr>
<td>% Income to Budget</td>
<td>125.43%</td>
<td>119.69%</td>
<td>125.43%</td>
<td>119.69%</td>
</tr>
<tr>
<td><strong>RESERVE FUNDS</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Budget</td>
<td>226,060</td>
<td>220,000</td>
<td>225,060</td>
<td>220,000</td>
</tr>
<tr>
<td>Interest Earnings</td>
<td>295,189</td>
<td>240,110</td>
<td>295,189</td>
<td>240,110</td>
</tr>
<tr>
<td>% Income to Budget</td>
<td>130.56%</td>
<td>169.14%</td>
<td>130.56%</td>
<td>169.14%</td>
</tr>
<tr>
<td><strong>LEEDERVILLE GARDENS INC SURPLUS TRUST</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Budget</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Interest Earnings</td>
<td>141,214</td>
<td>139,509</td>
<td>141,214</td>
<td>139,999</td>
</tr>
<tr>
<td>% Income to Budget</td>
<td>0.00%</td>
<td>0.00%</td>
<td>0.00%</td>
<td>0.00%</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Budget</td>
<td>646,060</td>
<td>643,000</td>
<td>646,060</td>
<td>643,000</td>
</tr>
<tr>
<td>Interest Earnings</td>
<td>963,204</td>
<td>866,323</td>
<td>963,204</td>
<td>866,323</td>
</tr>
<tr>
<td>% Income to Budget</td>
<td>149.05%</td>
<td>137.84%</td>
<td>149.05%</td>
<td>137.84%</td>
</tr>
<tr>
<td>Variance</td>
<td>317,144</td>
<td>243,323</td>
<td>317,144</td>
<td>243,323</td>
</tr>
<tr>
<td>% Variance to Budget</td>
<td>49.09%</td>
<td>37.84%</td>
<td>49.09%</td>
<td>37.84%</td>
</tr>
<tr>
<td><strong>TOTAL (EXCL. LEEDERVILLE GARDENS INC SURPLUS TRUST)</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Budget</td>
<td>646,060</td>
<td>643,000</td>
<td>646,060</td>
<td>643,000</td>
</tr>
<tr>
<td>Interest Earnings</td>
<td>821,500</td>
<td>746,384</td>
<td>821,500</td>
<td>746,384</td>
</tr>
<tr>
<td>% Income to Budget</td>
<td>127.23%</td>
<td>116.08%</td>
<td>127.23%</td>
<td>116.08%</td>
</tr>
<tr>
<td>Variance</td>
<td>175,530</td>
<td>103,364</td>
<td>175,530</td>
<td>103,364</td>
</tr>
<tr>
<td>% Variance to Budget</td>
<td>27.23%</td>
<td>16.08%</td>
<td>27.23%</td>
<td>16.08%</td>
</tr>
</tbody>
</table>
# COUNCIL BRIEFING AGENDA

## CITY OF VINCENT

**CURRENT INVESTMENT HOLDING AS AT 30 JUNE 2019**

<table>
<thead>
<tr>
<th>Funds</th>
<th>Institution</th>
<th>Investment Date</th>
<th>Maturity Date</th>
<th>Term</th>
<th>Interest Rate</th>
<th>Principal $</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>OPERATING ACCOUNTS</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Municipal</td>
<td>Commonwealth Bank of Australia</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>2,748,261</td>
</tr>
<tr>
<td>Reserve</td>
<td>Commonwealth Bank of Australia</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>124,554</td>
</tr>
<tr>
<td>Trust</td>
<td>Commonwealth Bank of Australia</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>2,917,302</td>
</tr>
<tr>
<td><strong>Total Operating Funds</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>4,890,117</td>
</tr>
<tr>
<td><strong>EQUITY SHARES</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Municipal</td>
<td>North Perth Community Bank</td>
<td>23/11/2001</td>
<td></td>
<td></td>
<td></td>
<td>11,000</td>
</tr>
<tr>
<td><strong>Total Shares</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>11,000</td>
</tr>
<tr>
<td><strong>TERM DEPOSITS</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Municipal</td>
<td>Bank of Queensland</td>
<td>04/09/2018</td>
<td>01/04/2019</td>
<td>229</td>
<td>2.75%</td>
<td>0</td>
</tr>
<tr>
<td>Reserve</td>
<td>Member Equity Bank Ltd.</td>
<td>12/04/2018</td>
<td>22/04/2018</td>
<td>361</td>
<td>2.75%</td>
<td>0</td>
</tr>
<tr>
<td>Municipal</td>
<td>National Australia Bank</td>
<td>11/16/2018</td>
<td>15/04/2019</td>
<td>186</td>
<td>2.75%</td>
<td>0</td>
</tr>
<tr>
<td>Municipal</td>
<td>Suncorp-Metway Ltd.</td>
<td>20/09/2018</td>
<td>23/04/2019</td>
<td>215</td>
<td>2.75%</td>
<td>0</td>
</tr>
<tr>
<td>Municipal</td>
<td>National Australia Bank</td>
<td>11/16/2018</td>
<td>28/04/2019</td>
<td>200</td>
<td>2.75%</td>
<td>0</td>
</tr>
<tr>
<td>Municipal</td>
<td>National Australia Bank</td>
<td>11/16/2018</td>
<td>06/05/2019</td>
<td>207</td>
<td>2.75%</td>
<td>0</td>
</tr>
<tr>
<td>Municipal</td>
<td>National Australia Bank</td>
<td>30/11/2018</td>
<td>13/05/2019</td>
<td>144</td>
<td>2.75%</td>
<td>0</td>
</tr>
<tr>
<td>Municipal</td>
<td>National Australia Bank</td>
<td>30/11/2018</td>
<td>26/05/2019</td>
<td>277</td>
<td>2.75%</td>
<td>0</td>
</tr>
<tr>
<td>Municipal</td>
<td>Bendigo and Adelaide Bank</td>
<td>20/12/2018</td>
<td>27/05/2019</td>
<td>158</td>
<td>2.75%</td>
<td>0</td>
</tr>
<tr>
<td>Municipal</td>
<td>Bendigo and Adelaide Bank</td>
<td>20/12/2018</td>
<td>04/06/2019</td>
<td>160</td>
<td>2.75%</td>
<td>0</td>
</tr>
<tr>
<td>Municipal</td>
<td>National Australia Bank</td>
<td>14/06/2018</td>
<td>13/06/2019</td>
<td>362</td>
<td>2.65%</td>
<td>0</td>
</tr>
<tr>
<td>Leederville Gardens Inc</td>
<td>National Australia Bank</td>
<td>14/06/2018</td>
<td>13/06/2019</td>
<td>362</td>
<td>2.65%</td>
<td>0</td>
</tr>
<tr>
<td>Reserve</td>
<td>Bendigo and Adelaide Bank</td>
<td>20/06/2018</td>
<td>13/06/2019</td>
<td>375</td>
<td>2.65%</td>
<td>0</td>
</tr>
<tr>
<td>Municipal</td>
<td>Bendigo and Adelaide Bank</td>
<td>20/12/2018</td>
<td>13/06/2019</td>
<td>173</td>
<td>2.75%</td>
<td>0</td>
</tr>
<tr>
<td>Municipal</td>
<td>Bendigo and Adelaide Bank</td>
<td>20/12/2018</td>
<td>13/06/2019</td>
<td>173</td>
<td>2.75%</td>
<td>0</td>
</tr>
<tr>
<td>Municipal</td>
<td>Westpac Banking Corp</td>
<td>19/12/2018</td>
<td>17/06/2019</td>
<td>160</td>
<td>2.65%</td>
<td>0</td>
</tr>
<tr>
<td>Leederville Gardens Inc</td>
<td>Member Equity Bank Ltd.</td>
<td>19/12/2018</td>
<td>15/07/2019</td>
<td>248</td>
<td>2.80%</td>
<td>2,974,359</td>
</tr>
<tr>
<td>Reserve</td>
<td>Bendigo and Adelaide Bank</td>
<td>17/08/2018</td>
<td>26/07/2019</td>
<td>346</td>
<td>2.75%</td>
<td>725,042</td>
</tr>
<tr>
<td>Reserve</td>
<td>Member Equity Bank Ltd.</td>
<td>05/09/2018</td>
<td>26/08/2019</td>
<td>355</td>
<td>2.75%</td>
<td>539,162</td>
</tr>
<tr>
<td>Municipal</td>
<td>Member Equity Bank Ltd.</td>
<td>05/09/2018</td>
<td>02/09/2019</td>
<td>362</td>
<td>2.75%</td>
<td>509,002</td>
</tr>
<tr>
<td>Leederville Gardens Inc</td>
<td>Commonwealth Bank of Australia</td>
<td>19/09/2018</td>
<td>02/09/2019</td>
<td>348</td>
<td>2.72%</td>
<td>1,974,654</td>
</tr>
<tr>
<td>Reserve</td>
<td>National Australia Bank</td>
<td>11/16/2018</td>
<td>23/08/2019</td>
<td>347</td>
<td>2.75%</td>
<td>648,681</td>
</tr>
<tr>
<td>Reserve</td>
<td>National Australia Bank</td>
<td>08/11/2018</td>
<td>14/10/2019</td>
<td>340</td>
<td>2.72%</td>
<td>727,443</td>
</tr>
<tr>
<td>Reserve</td>
<td>National Australia Bank</td>
<td>30/11/2018</td>
<td>25/11/2019</td>
<td>360</td>
<td>2.78%</td>
<td>1,479,550</td>
</tr>
<tr>
<td>Municipal</td>
<td>Westpac Banking Corp</td>
<td>19/12/2018</td>
<td>16/12/2019</td>
<td>365</td>
<td>2.80%</td>
<td>539,000</td>
</tr>
<tr>
<td>Municipal</td>
<td>National Australia Bank</td>
<td>08/02/2019</td>
<td>24/02/2019</td>
<td>136</td>
<td>2.76%</td>
<td>0</td>
</tr>
<tr>
<td>Reserve</td>
<td>Member Equity Bank Ltd.</td>
<td>11/02/2019</td>
<td>08/07/2019</td>
<td>147</td>
<td>2.75%</td>
<td>2,499,456</td>
</tr>
<tr>
<td>Reserve</td>
<td>Bank of Queensland</td>
<td>06/03/2019</td>
<td>16/12/2019</td>
<td>285</td>
<td>2.65%</td>
<td>933,257</td>
</tr>
<tr>
<td>Leederville Gardens Inc</td>
<td>Bank of Queensland</td>
<td>19/03/2019</td>
<td>02/09/2019</td>
<td>167</td>
<td>2.68%</td>
<td>790,129</td>
</tr>
<tr>
<td>Municipal</td>
<td>Bank of Queensland</td>
<td>19/03/2019</td>
<td>08/07/2019</td>
<td>111</td>
<td>2.66%</td>
<td>1,530,000</td>
</tr>
<tr>
<td>Municipal</td>
<td>Member Equity Bank Ltd.</td>
<td>19/03/2019</td>
<td>15/07/2019</td>
<td>118</td>
<td>2.65%</td>
<td>1,099,000</td>
</tr>
<tr>
<td><strong>Total Term Deposits</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>25,992,640</td>
</tr>
<tr>
<td><strong>Total Investment Including At Call</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>36,503,765</td>
</tr>
</tbody>
</table>
7.2 LATE REPORT: AUTHORISED EXPENDITURE FOR THE PERIOD 1 JUNE 2019 TO 30 JUNE 2019

REPORT TO BE ISSUED PRIOR TO COUNCIL BRIEFING ON 16 JULY 2019
REPORT TO BE ISSUED PRIOR TO COUNCIL BRIEFING ON 16 JULY 2019
8 CHIEF EXECUTIVE OFFICER

8.1 INFORMATION BULLETIN

TRIM Ref: D19/77503
Author: Emma Simmons, Governance and Council Support Officer
Authoriser: David MacLennan, Chief Executive Officer
Attachments:
1. Minutes Safer Vincent Advisory Group Meeting held on 15 May 2019
2. Minutes Arts Advisory Group Meeting held on 6 June 2019
3. Tamala Park Regional Council Minutes of Meeting held on 20 June 2019
4. Street Tree Removal Information
5. Statistics for Development Applications as at June 2019
6. Register of Legal Action and Prosecutions Monthly - Confidential
7. Register of State Administrative Tribunal (SAT) Appeals – Progress Report as at 4 July 2019
8. Register of Applications Referred to the MetroWest Development Assessment Panel – Current
9. Register of Applications Referred to the Design Review Panel – Current
10. Register of Petitions - Progress Report - July 2019
11. Register of Notices of Motion - Progress Report - July 2019
12. Register of Reports to be Actioned - Progress Report - July 2019

RECOMMENDATION:

SAFER VINCENT ADVISORY GROUP

Wednesday, 15 May 2019 at 6.00pm

Venue: Committee Room
City of Vincent
Administration and Civic Centre
244 Vincent Street, Leederville

Attendees:

City of Vincent Councillors
Cr Joanne Fotakis (Chairperson) (JF)
Cr Susan Kontaszewski (SG)

Community Representatives
Chris Parry (CP)
Sharan Kraemer (SK)

Representatives
WA Police:
- Inspector Omar Chahal – Perth Police (OC)
- Snr Sgt Shane Crook – Perth Police (SC)
- Snr Sgt Peter Gilmour – Wembley Police (PG)

Nyoongar Outreach Services:
- Maria McAleckney (MM)

City of Vincent Officers
Michael Quirk – A/Executive Director Community and Business Services (MQ)
Karen Balm – Senior Community Partner (KB)
Cara Finch – Community Partner (CF)
Jean Lowther – Coordinator Ranger and Parking Services (JL)
Chris Dixon – Projects and Strategy Officer Community Safety (CD)

1. Welcome / Declaration of Opening

The Chairperson opened the meeting at 6:00pm and delivered Acknowledgement of Country on behalf of the Group.

2. Apologies

Community Representatives
Natashya Cox (NC)
Irina Lobeto (IL)

Representatives
John Waghorn – Bayswater Police (JW)

City of Vincent Officers
Sandra Watson – Manager Community Partnerships (SW)
Paul Monroe – A/Manager Community Safety (PM)

CF advised that a representative from Bayswater Police is likely to only attend future meetings when there are matters specific to Mount Lawley, as it is the only City of Vincent suburb within the Bayswater policing sub-district.
3. **Confirmation of Previous Minutes – 20 February 2019**

The Minutes from the previous meeting held on 20 February 2019 were confirmed as a true and correct record.

4. **Business Arising from Previous Minutes**

**Weld Square Maintenance Schedule**

CF advised that the Parks & Urban Green team visit Weld Square on a daily basis to pick up litter, empty bins and dispose of sharps if required. Any further issues identified are referred to the relevant team or agency (ie. Rangers, Police).

Ranger Services and Nyoongar Outreach Services (NOS) also attend Weld Square during the daily Manna Inc. food service and patrol the area as required outside of these times.

**Weld Square Sharps Disposal Options**

CF advised that there was a sharps disposal unit in the toilet located at Weld Square and that she was currently working with the Coordinator Environmental Health and Coordinator Waste and Recycling Strategy to promote the location of existing units, other disposal options within the City and investigating additional disposal options.

**Provision of contact and reporting information to local residents**

CF confirmed that appropriate contact and reporting information had been provided to a community member who attended the last Safer Vincent Advisory Group (SVAG) meeting to discuss his concerns about Weld Square.

**Homelessness in the Inner City brochures**

CF confirmed that an electronic copy of the City of Perth publication was distributed with the minutes from the previous Safer Vincent Advisory Group meeting and is also available on the City of Vincent website.

JL provided hardcopies to attendees and advised that Ranger Services also carried copies to distribute and reference as required.

OC advised that a pocket-size reference was also available and used by WA Police officers.

**ACTION:** CF to liaise with Sgt Warren Ameduri and City of Perth to source pocket cards for Ranger Services staff.

**Draft CCTV Strategy/Policy – Objectives and Purpose**

MQ advised that the Community Safety team would circulate draft objectives with the minutes of the meeting so that SVAG members could provide feedback as appropriate.

**ACTION:** CD to arrange for distribution of the information to SVAG and Council for review and comment.

5. **General Business**

5.1 **Leederville Oval Master Plan**

CF advised the following and confirmed that information regarding this project had been emailed to SVAG members on 17 April 2019 and hardcopies provided at this meeting:

- The City, in partnership with East Perth and Subiaco Football Clubs and the WA Football Commission has commenced a master planning project for Leederville Oval.
- The current facilities and surrounding area is aging and does not meet current community expectations.
- The Plan will take into consideration future sport, recreation and environmental needs and trends.
The City is interested to receive feedback from SVAG members regarding any safety concerns at the site and ways that these could be addressed.

Feedback to be provided to Philippa Baker, Community Projects Officer – Leisure Planner via email Philippa.baker@vincent.wa.gov.au by 28 May 2019.

MQ advised that passive surveillance was a challenge at the site, with built form on three sides and that the project consultant was exploring options for activation. There will be a further opportunity to provide feedback when conceptual plans are completed.

5.2 Draft Safer Vincent Plan 2019-2022

MQ confirmed that the draft Plan, taking into account feedback received by Council and further research, will be presented at the Council Briefing on 21 May and Ordinary Council Meeting on 28 May, seeking support to release the document for public comment/community consultation.

It is hoped that the final Plan will be submitted to Council for endorsement and adoption at the Ordinary Council Meeting on 23 July 2019.

ACTION: CF to provide OC (new Officer in Charge, Perth Police) with a draft copy of the Plan.

5.3 Weld Square

MQ advised that the City was involved in the City Homelessness Framework Committee chaired by the Member for Perth (John Carey) and was working to develop an accreditation process for service providers.

MQ reported a recent spike in unregistered service providers operating from Weld Square and that the City was working with these organisations to promote a collaborative approach to service provision.

CP advised that the Department of Premier and Cabinet had undertaken a ‘map and gap’ exercise as part of the Rebourne review and that the recommendations and report may be of value in regard to the work being undertaken by the City Homelessness Framework Committee.

MQ and MM advised that the City and Nyoongar Outreach Services had lodged an objection to a new liquor premise on Stirling Street.

MM believed that the original public interest assessment had made no reference to the homelessness and anti-social behaviour issues in this area and that NOS had recommended that harm minimisation strategies such as a higher price point, and no sale of cask wine were considered.

JL advised that the Ranger team attended Weld Square on a daily basis to deter anti-social behaviour around the Manna Inc meal service. Incidents were reported to WA Police as required.

JL advised that the Ranger team were currently monitoring a group who regularly had an unregistered dog off-lead, which was displaying territorial behaviour at Weld Square. The group were not responding to requests to resolve.

OC and MM suggested that NOS engage with the group first, to help them understand the possible consequences of the situation and avoid any potential volatility.

JF advised that some homeless shelters accepted pets to avoid the need for re-homing.

OC advised that the Member for Perth had a broad vision to centralise homelessness services within the inner City.

MM felt that issues at Weld Square had decreased over the past two months. NOS had called an ambulance to assist one unresponsive person at the park during this period.

KB advised that the City were in discussions with Uniting Care West regarding the provision of a weekend food service at Weld Square.

ACTIONS:
1) JL to review dog signage at Weld Square to assist as a visual deterrent to off-lead activity
2) MM/NOS to liaise with Ranger team and engage with known group at Weld Square with unregistered dog
5.4 State Graffiti Funding – "Targeting graffiti hotspots in Vincent"

CF advised that $18,000 of funding had been received to assist local businesses in removing up to $1,000 of graffiti from their premises, and that each participating business would also be visited by CF and WA Police to discuss further crime prevention advice and resources.

5.5 Beaufort Street Network CCTV Upgrade – Progress Status Update

Attendees were provided with a copy of the federal grant agreement scope and map for this project.

MQ advised that the system would have similar specifications to the Leederville Entertainment Precinct CCTV project which enabled WA Police direct access to the system and aligned with the State CCTV Strategy.

There may be an opportunity to add extra cameras to the system with this funding.

MQ advised that the City was currently exploring whether the system could be linked to the City of Perth CCTV Surveillance Centre and monitored.

CD advised that the project is due to be completed in September 2019.

Maintenance agreements were currently being developed with businesses.

6. Stakeholder Updates

6.1 WA Police (WAPOL)

Inspector Omar Chahal, Perth Police:

Perth Police are currently undertaking “Operation Squares” to address anti-social behavior at Yagan, Wellington and Weld Squares.

Since June 2018, there have been 260 reports of noise disturbances and family violence at Weld Square and that there have not been any robbery, violence or stealing offences recorded at Weld Square, unlike Yagan and Wellington Squares.

Perth Police “Bikes and Beats” are undertaking a welfare-driven exercise to reduce anti-social behaviour associated with mental health issues, by working to determine if perpetrators are current with their treatment and medication and link them to relevant mental health services.

Police have identified that ‘return to country’ is a big issue, and are currently working with the Department of Health and particularly Royal Perth Hospital to ensure that Aboriginal people visiting Perth for medical treatment have somewhere to stay in the City and are able to return home through the PATS (Patient Assisted Transfer Scheme).

Police have identified that some Aboriginal women currently on the streets are reluctant to return to country while their partners are incarcerated in Perth. The Family Violence team were assisting with these particular situations.

Senior Sergeant Peter Gilmour, Wembley Police:

- Wembley Police reported displacement of crime along the train line.
- Crime in the Wembley sub-district was down 2.4% for the month.
- Mount Hawthorn has had a spike in stolen motor vehicles (7 for the month).
- Wembley Police are working with bottle shops to reduce crimes of opportunity.
- Theft from motor vehicles and associated credit card fraud has increased.
- Reports of begging had been received from the Good Grocer, Leederville.
- Police were working with the owners of a deceased estate in North Perth where squatters were an issue.
- An eviction at a property on Brady Street had seen a reduction of crime in this area.
6.2 **Noongar Outreach Services (NOS)**

Maria McAtackney:

- Media relating to the closure of the Derbal Yerrigan Autumn Centre was inaccurate and the service had actually been taken over by Country Health Service.
- NOS were working with people experiencing homelessness within the City to explore return to country options – including funding, PATS, travel arrangements, cabcharge vouchers to the airport and accommodation options in transit.
- NOS were working with a group from Newman who were sleeping rough around the City (most recently at Robertson Park), to return the group to their families in the communities.
- NOS had also engaged with people experiencing homelessness at Birdwood Square, 139 Lake Street and Forrest Park this month.
- Maria had identified an issue at Bridge House (alcohol/drug assessment and treatment) where patrons lose their spot if they leave, which is common as food is not provided.
- NOS are distributing toiletries to women in need from Essentials for Women.
- Maria reported that no children (under 18 years) had been engaged with for three months.
- NOS had engaged with 69 females and 129 males (all intoxicated) this month. 49 of these persons were provided with transport.
- A recent BBQ with the City of Vincent Rangers was enjoyed and helped build rapport between the services.

7. **Close / Next Meeting**

Cr Fotakis closed the meeting at 7.17pm. The next meeting is scheduled to be held on 17 July 2019.

Signed ____________________________

Councillor Joanne Fotakis (Chairperson)

Date this ____________________________ day of ____________________________ 2019

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### Summary of Actions

<table>
<thead>
<tr>
<th>Action Description</th>
<th>Date</th>
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<tbody>
<tr>
<td>CF to liaise with Sgt Warren Ameduri to source pocket cards for Ranger Services staff.</td>
<td>May 2019</td>
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<tr>
<td>MM (NOS) to liaise with Ranger team and engage with known group at Weld Square regarding unregistered, off-lead dog.</td>
<td>May 2019</td>
</tr>
</tbody>
</table>
ARTS ADVISORY GROUP

Thursday, 6 June 2019 at 6pm

Venue: Committee Room
City of Vincent
Administration and Civic Centre
244 Vincent (corner Loftus Street) Leederville

Attendees:

City of Vincent Councillors
Cr Joanne Fotakis (Acting Chair)

Community Representatives
Mr Simon Venturi (SV) Ms Jessica Darlow (JD)
Mr Graham Hay (GH) Ms Sioux Tempest (ST)
Ms Claire Dodd (CD) married name

City of Vincent Officers
Caris Mooney – Arts and Activation Officer (CM)
Tegan Patrucco – Arts and Activation Officer (TP)

Guest Presenters
Ted Snell—Director Cultural Precinct, University of Western Australia

Apologies
Cr Jimmy Murphy (Chair)
Ms Julie Rosario
Ms Laura Warren
Michael Quirk – Director Community Engagement (MQ)
Rossinde Ellis – Manager Marketing and Communications (RE)

~ ~ ~ ~ ~ ~ ~ ~ ~ ~

1. Welcome/Declaration of Opening

Councillor Fotakis opened the meeting at 6.03pm and acknowledged the traditional custodians of the land on which the meeting was held, the Whadjuk Noongar people.

2. Guest Presenter – Ted Snell on Perth as a Capital of Culture

Ted Snell presented a case for Perth taking on a ‘Capital of Culture’ title in the Australasian area, based on the European model. The following comments were made:

a) JD questioned why the year 2021 is being aimed for. Ted Snell clarified that momentum needs to be built and 2021 coincides with the opening of the new museum.

b) It was noted that the West End Arts Precinct will be a key area.

c) It was noted that Cabinet support is needed for it to be a major promotional campaign including Tourism WA.

d) SV noted the potential communications benefits for small arts events without marketing budgets.

e) GH noted the potential for arts promotion in other countries within the +6 timezone.

f) JD suggested creating a case study of the benefits for organisations to participate, and noted that artists should not be asked to pay to advertise their events under the Capital of Culture banner.

CM left the meeting at 6.33pm.
3. **Confirmation of previous Minutes**

That the Minutes of the meeting held on 4 April 2019 were received and confirmed as true and correct record.

4. **Key Items for Discussion**

4.1 **Platform**

TP reported that the Platform project pilot launched at the start of June and is running until the end of October. The following feedback was given:

a) SV suggested that the idea has been watered down from the original intent and the project could be less structured.

b) It was suggested that applicants to the Arts Project funding round are emailed and encouraged to participate in Platform.

c) It was suggested that the Platform areas are broadened and more sites added.

d) ST suggested the branding is re-thought to be edgier.

e) ST gave feedback that the guidelines/advertising for the project do not make it clear what can and can’t be done.

f) It was suggested that the prize money is advertised more prominently.

g) It was suggested that artists are tapped on the shoulder to participate, including previous traffic control box artists and artists with strong social media followings.

h) JD suggested including some inspirational photos of temporary public art from around the world.

4.2 **Major Artwork Commission EOI**

TP tabled the draft EOI document for consideration. The following comments were made:

a) Discussion was held concerning the necessity of using adjectives to describe the intended artistic outcomes. It was decided to remove the words ‘bold and modern’ to keep the EOI as unprescriptive as possible.

b) Discussion was held concerning whether the EOI should be limited to Western Australian or Australian artists. It was agreed upon to keep the EOI open to any artists, but to specify that one shortlisted spot will be reserved for a WA artist, and to encourage applicants to detail any connection to WA that they may have.

c) It was recommended that the initial EOI period is extended by 1-2 weeks.

d) It was recommended that the document clarify that the City of Vincent will organise and facilitate the community engagement nights.

e) It was recommended that the EOI mention that the timeline is slightly flexible in negotiation with the successful artist.

f) JD suggested that TP talk to Corine van Huij as an experienced source of advice on commissioning public art works. JD to e-introduce.

g) Discussion was held concerning the need for an ongoing maintenance budget for the artwork.

h) Discussion was held concerning the involvement of a representative from relevant Town Teams and it was agreed upon that the most appropriate person would attend, in consultation with the Town Teams.
5. Updates

5.1 Arts Development Action Plan Tracking

TP reported that the actions and commitments in the plan are tracking fairly well, with the only items not starting being those relating to development of the 5 year Arts Strategy, which will begin in the new financial year, and the procurement of an artist co-working space. The following comments were made:

a) TP suggested that a space may be able to be secured through the upcoming Beaufort Street Vacancy Project. Discussion was had concerning the changed conditions in this area which have meant property owners are more open to pop-up use of space.

b) ST reported that Beaufort Street Books has indicated they'd be open to their top floor being used as a temporary creative space. TP to follow up with the relevant Placemaker.

c) SV noted that the key to the co-working space's success will be finding the right space in terms of exposure and foot traffic as well as use requirements.

5.2 Jazz Precinct

TP reported that the Jazz Precinct plans are progressing for the November launch, with Development Application submitted for Nunzi Mondia’s jazz studio space, and confirmation received that the City of Vincent can offer key precinct venues permits for performing musicians to make use of loading bays.

5.3 Art Collection

TP reported that the paintings in the City of Vincent art collection not currently on display have been moved into the temperature-controlled room in the Local History Centre. The register has been updated with locations, and some pieces marked for deaccession or reframing.

6. Close/Next Meeting

Cr Fotakis closed the meeting at 7:35pm. The next meeting is scheduled to be held on Thursday, 1st August 2019.

Signed

Councillor (Chairperson)

Dated this _______________ day of ____________________ 20__

<table>
<thead>
<tr>
<th>Summary of Actions</th>
<th>Responsibility</th>
<th>Status</th>
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<tbody>
<tr>
<td>Investigate possibility of creative space at Leederville Oval</td>
<td>TP and CM</td>
<td>Completed</td>
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<tr>
<td>Follow up on available GoV-owned spaces for creative purposes</td>
<td>TP</td>
<td>1 August 2019</td>
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Ordinary Meeting of Council

Minutes

Thursday 20 June 2019, 6:00pm
City of Stirling
25 Cedric Street, Stirling

Constituent Members: Cities of Perth, Joondalup, Stirling, Vincent and Wanneroo
Towns of Cambridge and Victoria Park
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<th>MEMBER</th>
<th>ALTERNATE MEMBER</th>
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<tr>
<td>Town of Cambridge</td>
<td>Cr Andres Timmermanis</td>
<td>Cr Jo McAllister</td>
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<td>City of Joondalup</td>
<td>Cr John Chester</td>
<td>Cr Sophie Dwyer</td>
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<td>Cr Nige Jones</td>
<td>Cr Christine Hamilton-Prime</td>
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<tr>
<td>City of Perth</td>
<td>Commissioner Andrew Hammond</td>
<td>Commissioner Gaye McMath</td>
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<td>City of Stirling</td>
<td>Cr Karen Caddy</td>
<td>Cr Suzanne Migdale</td>
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<td>Cr Joe Ferrante</td>
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<td>Cr Giovanni Italiano</td>
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<td></td>
<td>(CHAIRMAN)</td>
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<td></td>
<td>Cr Bianca Sandri</td>
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<td>Town of Victoria Park</td>
<td>Cr Claire Anderson</td>
<td>Cr Ronhlda Potter</td>
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<td>City of Vincent</td>
<td>Mayor Emma Cole</td>
<td>Cr Jimmy Murphy</td>
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<tr>
<td>City of Wanneroo</td>
<td>Cr Samantha Fenn</td>
<td>Cr Sonet Coetzee</td>
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<tr>
<td></td>
<td>(DEPUTY CHAIRMAN)</td>
<td>Cr Domenic Zappa</td>
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<tr>
<td></td>
<td>Cr Brett Treby</td>
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</tbody>
</table>
Minutes TPRC Meeting of Council – 20 June 2019

PRESENT
Chairman
Cr Giovanni Italiano

Councillors
Cr Karen Caddy
Cr John Chester
Cr Emma Cole
Cr Samantha Fenn
Cr Joe Ferrante
Cmr Andrew Hammond
Cr Christine Hamilton-Prime
Cr Blanca Sandri
Cr Brett Treby

Staff
Mr Tony Arias (Chief Executive Officer)
Mr Simon O’Sullivan (Manager Project Coordination)
Ms Vickie Wesolowski (Executive Assistant)

Apologies Councillors
Cr Claire Anderson
Cr Andres Timmermanis

Leave of Absence
Cr Nige Jones

Absent
Nil

Consultants
Mr Carl Buckley (Satterley Property Group)
Mr Brenton Downing (Satterley Property Group)
Mr Matej Nvota (Satterley Property Group)

Apologies Participant Councils’ Advisers
Mr Daniel Simms (City of Wanneroo)
Mr Murray Jorgensen (City of Perth)
Mr Stuart Jardine (City of Stirling)
Mr Anthony Vuleta (Town of Victoria Park)
Mr John Giorgi (Town of Cambridge)
Mr David MacLennan (City of Vincent)
Mr Garry Hunt (City of Joondalup)

In Attendance Participant Councils’ Advisers
Mr Mike Tidy (City of Joondalup)
Mr Ross Povey (City of Stirling)

Members of the Public
Nil

Press
Nil
Minutes TPRC Meeting of Council – 20 June 2019

1. OFFICIAL OPENING

The Chairman declared the meeting open at 6:08pm. The Chairman welcomed Cr Christine Hamilton-Prime, Alternative Member for Cr Nige Jones and Mr Simon O’Sullivan, recently appointed to the position Manager Project Coordination for the TPRC, to the meeting.

DISCLOSURE OF INTERESTS

Nil

2. PUBLIC STATEMENT/QUESTION TIME

Nil

3. APOLOGIES AND LEAVE OF ABSENCE

Cr Claire Anderson
Cr Andres Timmermanis

4. PETITIONS

Nil

5. CONFIRMATION OF MINUTES

Ordinary Meeting of Council – 18 April 2019

Moved Cr Ferrante, Seconded Cr Caddy.

That the minutes of the Ordinary Meeting of Council of 18 April 2019 be confirmed, and signed by the Chairman, as a true and correct record of proceedings.

The Motion was put and declared CARRIED (10/0).

5A. BUSINESS ARISING FROM MINUTES

Nil

6. ANNOUNCEMENTS BY CHAIRMAN (WITHOUT DISCUSSION)

Nil
7. MATTERS FOR WHICH MEETING MAY BE CLOSED

9.12 Annual Plan FYE 2020 - Confidential
9.13 Review of Development Manager’s Key Performance Indicators - Confidential
9.14 Development Management Agreement – Key People – Confidential
9.15 CEO Further Contract of Employment – Confidential

8. REPORTS OF COMMITTEES

Management Committee Meeting – 23 May 2019

Cr Treby – Chairman. Management Committee advised that the Committee considered a number of items listed in this Agenda and that there had been significant discussion on Items 9.12 and 9.14 and he would provide additional comments during discussion on these items.

9.1 BUSINESS REPORT – PERIOD ENDING 13 JUNE 2019

Moved Cr Cole, Seconded Cr Caddy.

[The recommendation in the agenda]

That the Council RECEIVES the Business Report to 13 June 2019.

The Motion was put and declared CARRIED (10/0).

9.2 STATEMENTS OF FINANCIAL ACTIVITY FOR THE MONTHS OF MARCH & APRIL 2019

Moved Cr Treby, Seconded Cr Fenn.

[The recommendation in the agenda]

That the Council RECEIVES and NOTES the Statements of Financial Activity for the months ending:
- 31 March 2019; and
- 30 April 2019.

The Motion was put and declared CARRIED (10/0).

9.3 LIST OF MONTHLY ACCOUNTS SUBMITTED FOR THE MONTHS OF MARCH & APRIL 2019

Moved Cr Sandri, Seconded Cr Ferrante.

[The recommendation in the agenda]

That the Council RECEIVES and NOTES the list of accounts paid under Delegated Authority to the CEO for the months of March and April 2019:
9.4 PROJECT FINANCIAL REPORT – APRIL 2019

Moved Cr Caddy, Seconded Cr Chester.

[The recommendation in the agenda]


The Motion was put and declared CARRIED (10/0).

9.5 SALES AND SETTLEMENT REPORT – PERIOD ENDING 13 JUNE 2019

Moved Cr Chester, Seconded Cr Hamilton-Prime.

[The recommendation in the agenda]

That the Council RECEIVES the Sales and Settlement Report to 13 June 2019.

The Motion was put and declared CARRIED (10/0).

9.6 PROJECT BUDGET FYE 2020

Moved Cr Treby, Seconded Cr Sandri.

[The recommendation in the agenda]

That the Council:

1. APPROVES the Project Budget FYE 2020 (May 2019), submitted by the Satterley Property Group, as the basis of financial planning for the TPRC Budget FYE 2020.

2. RECEIVES the Forecast FYE 2021 (May 2019) and Project Forecast (2019), submitted by the Satterley Property Group.

3. ACCEPTS that the Satterley Property Group has achieved Key Performance Indicator KPI 4.4 requiring the preparation of a Project Budget on an annual basis by March each year.

The Motion was put and declared CARRIED (10/0).
9.7  LOT SALES AND RELEASE STRATEGY FYE 2020 (MAY 2019)

Moved Cr Treby, Seconded Cr Cole.

[The recommendation in the agenda]

That the Council APPROVES the Lot Sales and Release Strategy FYE 2020 (May 2019), submitted by the Satterley Property Group, as the basis of sales and marketing planning for FYE 2020.

The Motion was put and declared CARRIED (10/0).

9.8  ANNUAL MARKETING PLAN FYE 2020

Moved Cr Fenn, Seconded Cr Hamilton-Prime.

[The recommendation in the agenda]

That the Council:

1. APPROVES the Annual Marketing Strategy FYE 2020, prepared by the Satterley Property Group.

2. ACCEPTS that the Development Manager's Key Performance Indicator 3.2 (June 2014), requiring the preparation of the Annual Marketing Plan by March each year, has been achieved.

3. ADVISES the Satterley Property Group that marketing expenditure will be reviewed and monitored in line with market conditions and the requirements of the Project and the Project Budget FYE 2020, as approved.

The Motion was put and declared CARRIED (10/0).

9.9  SALES - MARKETING CAMPAIGN, JULY – SEPTEMBER 2019

Moved Cr Sandri, Seconded Cr Cole.

[The recommendation in the agenda]

That the Council:

1. RECEIVES the Satterley Property Group correspondence (dated 13 June 2019) regarding a Sales and Marketing Campaign.

2. APPROVES participation in a Sales and Marketing Campaign as detailed in the Satterley Property Group advice (dated 13 June 2019), commencing 12 July 2019 to 30 September 2019, to include the following:

(a) A discount of $9,000 to apply at settlement for all currently released lots in Catalina;
(b) The use of a $2,000 referral fee to the Builder’s Sales Representative for providing a qualified sales lead that results in the settlement of a lot at Catalina and that this fee be paid directly by the TPRC;

(c) The discount not applying to the Stage 26 release.

The Motion was put and declared CARRIED (10/0).

9.10 APPOINTMENT OF COMMITTEE MEMBERS – AUDIT COMMITTEE

[The recommendation in the agenda]

That in accordance with the provisions of the Local Government Act 1995, that Councillors XXXX and XXXX be APPOINTED to the Audit Committee.

Motion lapsed for want of a mover and seconder.

Moved Crm Hammond, Seconded Cr Sandri.

An Alternative recommendation:

That the Council:

1. APPROVES that future Audit Committee meetings commence at 6.00pm.

2. In accordance with the provisions of the Local Government Act 1995, APPOINTS -
   a) Councillor Brett Treby to the Audit Committee;
   b) Councillors Claire Anderson, Karen Caddy, John Chester, Emma Cole and Andres Timmermanis and Commissioner Andrew Hammond as Deputy Members to the Audit Committee.

The Motion was put and declared CARRIED (10/0) by ABSOLUTE MAJORITY.

9.11 BURNS BEACH-MINDARIE DUAL USE PATH – REQUEST FOR CONTRIBUTION TOWARDS CONSTRUCTION ADJACENT TO THE CATALINA AREA

[The recommendation in the agenda]

That the Council:

1. APPROVES the payment of a contribution of up to $540,000 to the Cities of Joondalup and Wanneroo for the construction of the section of the planned Burns Beach-Mindarie dual use path within the conservation reserve adjacent to the Catalina area, subject to the following conditions:

   i. The dual use path being constructed along an alignment that generally accords with the preliminary design and specifications prepared by Cossill and Webley, as contained in Plan 2 of Appendix 9.11;

   ii. The Cities being responsible for managing all aspects of the dual use path construction process, including obtaining and complying with all necessary
APPROVES the payment of a contribution of up to $730,000 to the Cities of Joondalup and Wanneroo for the construction of the section of the planned Burns Beach-Mindarie dual use path within the conservation reserve adjacent to the Catalina area, subject to the following conditions:

i. The dual use path being constructed along an alignment that generally accords with the preliminary design and specifications prepared by Cossill and Webley, as contained in Plan 2 of Appendix 9.11;

ii. The Cities being responsible for managing all aspects of the dual use path construction process, including obtaining and complying with all necessary approvals, procuring contractors, supervision of works, contract administration and post-development maintenance; and

iii. The construction of the dual use path being undertaken in a manner that will not prejudice and can complement the future construction of the Catalina beach foreshore access road.

2. AUTHORISES the Chief Executive Officer to execute an agreement with the Cities of Joondalup and Wanneroo that formalises proposed arrangements in accordance with Recommendation (1).

The Motion was put and declared CARRIED (9/1).

For: Cr Caddy, Cr Cole, Cr Chester, Cr Fenn, Cr Ferrante, Cr Hamilton-Prime, Cmr Hammond, Cr Italiano, and Cr Treby.

Against: Cr Sandri.

Moved Cr Treby, Seconded Cr Caddy.

That Standing Orders be suspended to allow Confidential Items 9.12 to 9.15 to be discussed behind closed doors.

The Motion was put and declared CARRIED (10/0).
9.12 ANNUAL PLAN FYE 2020 - CONFIDENTIAL

Moved Cr Chester, Seconded Cr Hamilton-Prime.

[The recommendation in the agenda]

That the Council:

1. APPROVES the Annual Plan FYE 2020, prepared by the Satterley Property Group as the basis for financial planning for the TPRC Budget FYE 2020.

2. ACCEPTS that the Satterley Property Group has achieved Key Performance Indicator 2.6 requiring the preparation of a Project Annual Plan.

The Motion was put and declared CARRIED (10/0).

9.13 REVIEW OF DEVELOPMENT MANAGER’S KEY PERFORMANCE INDICATORS - CONFIDENTIAL

Moved Cr Cole, Seconded Cr Treby.

[The recommendation in the agenda]

That the Council:

1. AGREES to the appointment of a suitably experienced consultant to undertake a review of the Development Manager’s KPIs (2014) and make recommendations on KPIs that are clearly defined and meaningful; quantified and measurable; and relevant in achieving the recently approved Catalina Vision, Objectives, Strategies and Measurements (2019).

2. AGREES to the Scope of Works for the review of the Development Manager’s KPIs, dated 6 June 2019.

The Motion was put and declared CARRIED (10/0).

9.14 DEVELOPMENT MANAGEMENT AGREEMENT – KEY PEOPLE – CONFIDENTIAL

Moved Cr Treby, Seconded Cr Santri.

[The recommendation in the agenda]

That the Council:

1. APPROVES the following replacement of key personnel pursuant to Clause 4.5 of the Development Management Agreement:
2. ADVISES the Satterley Property Group that the proposed administrative support arrangements should not be viewed as an acceptable long-term solution for the Project and that the SPG is required to provide additional Development Manager services to support Ms Vidler and that an acceptable timeframe for this action should be provided to the TPRC.

The Motion was put and declared CARRIED (10/0).

9.15 CEO FURTHER CONTRACT OF EMPLOYMENT – CONFIDENTIAL

[The recommendation in the agenda]


Moved Cr Treby, Seconded Cr Ferrante.

An Alternative Motion

That the Council


2. REQUESTS the CEO Performance Review Committee convene to consider Neil Douglas - McLeods Barristers & Solicitors advice, dated 24 May 2019, and provide a report and recommendation to Council.

The Motion was put and declared CARRIED (10/0).

Moved Cr Treby, Seconded Cr Caddy.

That the Meeting be REOPENED to the public.

The Motion was put and declared CARRIED (10/0).

The recommendations for Confidential Items 9.12 to 9.15 were read out as follows:

9.12 ANNUAL PLAN FYE 2020 – CONFIDENTIAL

That the Council:

1. APPROVES the Annual Plan FYE 2020, prepared by the Satterley Property Group as the basis for financial planning for the TPRC Budget FYE 2020.
2. ACCEPTS that the Satterley Property Group has achieved Key Performance Indicator 2.6 requiring the preparation of a Project Annual Plan.

9.13 REVIEW OF DEVELOPMENT MANAGER’S KEY PERFORMANCE INDICATORS - CONFIDENTIAL

That the Council:

1. AGREES to the appointment of a suitably experienced consultant to undertake a review of the Development Manager’s KPIs (2014) and make recommendations on KPIs that are clearly defined and meaningful, quantified and measurable; and relevant in achieving the recently approved Catalina Vision, Objectives, Strategies and Measurements (2019).

2. AGREES to the Scope of Works for the review of the Development Manager’s KPIs, dated 6 June 2019.

9.14 DEVELOPMENT MANAGEMENT AGREEMENT – KEY PEOPLE – CONFIDENTIAL

That the Council:

1. APPROVES the following replacement of key personnel pursuant to Clause 4.5 of the Development Management Agreement:

<table>
<thead>
<tr>
<th>Name of Person</th>
<th>Position</th>
</tr>
</thead>
<tbody>
<tr>
<td>Julia Nelson</td>
<td>Development Manager</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Name of Replacement Person</th>
<th>Position</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lauren Vidler</td>
<td>Development Manager</td>
</tr>
</tbody>
</table>

2. ADVISES the Satterley Property Group that the proposed administrative support arrangements should not be viewed as an acceptable long-term solution for the Project and that the SPG is required to provide additional Development Manager services to support Ms Vidler and that an acceptable timeframe for this action should be provided to the TPRC.

9.15 CEO FURTHER CONTRACT OF EMPLOYMENT – CONFIDENTIAL

That the Council


2. REQUESTS the CEO Performance Review Committee convene to consider Neil Douglas - McLeods Barristers & Solicitors advice, dated 24 May 2019, and provide a report and recommendation to Council.

10. ELECTED MEMBERS MOTIONS OF WHICH NOTICE HAS BEEN GIVEN

Nil
11. QUESTIONS BY ELECTED MEMBERS OF WHICH DUE NOTICE HAS BEEN GIVEN

Nil

12. URGENT BUSINESS APPROVED BY THE CHAIRMAN

Nil

13. MATTERS BEHIND CLOSED DOORS

9.12 Annual Plan FYE 2020 - Confidential
9.13 Review of Development Manager’s Key Performance Indicators - Confidential
9.14 Development Management Agreement – Key People – Confidential
9.15 CEO Further Contract of Employment – Confidential

14. GENERAL BUSINESS

Nil

15. FORMAL CLOSURE OF MEETING

The Chairman declared the meeting closed at 7:54pm.

These minutes were confirmed at a meeting on .................................

SIGNED this ........................................ day of ................................. 2019

as a true record of proceedings.

__________________________
CHAIRMAN
INFOGRAPHIC BULLETIN

SUBJECT: Street Tree Removal Requests
DATE: 28 June 2019
AUTHOR: Tracy Hutson, Executive Secretary
         John Gouridis – Supervisor Parks Services
AUTHORISER: Andrew Murphy, Executive Director Infrastructure & Environment

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 30 May 2019 to 28 June 2019.
### CITY OF VINCENT - Street Tree Removal Requests to 30 May 2019

<table>
<thead>
<tr>
<th>Date</th>
<th>Requested By</th>
<th>Location / Address</th>
<th>Reason for Removal</th>
<th>Tree Species</th>
<th>Inspection Comments</th>
<th>Approved for Removal (Y/N)</th>
<th>Replacement Tree (Y/N - species)</th>
</tr>
</thead>
<tbody>
<tr>
<td>04/06/2019</td>
<td>Resident</td>
<td>107 Angove Street</td>
<td>Request to replace dead tree on verge</td>
<td>Brachychiton discolor</td>
<td>Tree is confirmed dead</td>
<td>Y</td>
<td>Sepium sebiferum</td>
</tr>
<tr>
<td>06/06/2019</td>
<td>Resident</td>
<td>Laneway behind 68 Edinboro Street</td>
<td>Tree has snapped and fallen into the laneway</td>
<td>Callistemon K.P.S.</td>
<td>Private residential tree</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>07/06/2019</td>
<td>Resident</td>
<td>63 Fairfield Street</td>
<td>Large tree has snapped and fallen onto the footpath</td>
<td>Eucalyptus leucoxylon</td>
<td>Trunk split in storm, tree fell over</td>
<td>Y</td>
<td>Y - Melaleuca viridiflora</td>
</tr>
<tr>
<td>10/06/2019</td>
<td>Resident</td>
<td>18 Little Walcott Street (Walcott Street frontage)</td>
<td>Tree has declined and is now dead. Please remove stump to accommodate new tree</td>
<td>Eucalyptus leucoxylon</td>
<td>Tree is confirmed dead</td>
<td>Y</td>
<td>Y - Jacaranda mimosifolia</td>
</tr>
<tr>
<td>20/06/2019</td>
<td>Supervisor of Parks</td>
<td>51 Ruth Street, Perth</td>
<td>Tree fell over during storm</td>
<td>Corymbia ficifolia</td>
<td>Tree canopy looked healthy, however no roots</td>
<td>Y</td>
<td>Y - Melaleuca viridiflora</td>
</tr>
<tr>
<td>20/06/2019</td>
<td>Supervisor of Parks</td>
<td>79 Lawler Street, North Perth</td>
<td>Tree confirmed dead</td>
<td>Agonis flexuosa</td>
<td>Tree is confirmed dead</td>
<td>Y</td>
<td>Agonis flexuosa</td>
</tr>
<tr>
<td>20/06/2019</td>
<td>Supervisor of Parks</td>
<td>31 Chatsworth Street, Mt Lawley</td>
<td>Tree is confirmed dead</td>
<td>Agonis flexuosa</td>
<td>Tree is confirmed dead</td>
<td>Y</td>
<td>N/A</td>
</tr>
<tr>
<td>20/06/2019</td>
<td>Supervisor of Parks</td>
<td>27 Juran Street Glendaleough</td>
<td>Tree is confirmed dead</td>
<td>Agonis flexuosa</td>
<td>Tree is confirmed dead</td>
<td>Y</td>
<td>Y - Agonis flexuosa</td>
</tr>
<tr>
<td>20/06/2019</td>
<td>Supervisor of Parks</td>
<td>46 Money Street, Perth</td>
<td>Fire burnt out the middle of the tree, tree became unstable</td>
<td>Platanus acerifolia</td>
<td>Arborist report recommends removal</td>
<td>Y</td>
<td>Y - Platanus acerifolia</td>
</tr>
<tr>
<td>20/06/2019</td>
<td>Supervisor of Parks</td>
<td>24 Stuart Street, Perth</td>
<td>Tree on lean and moves in the ground</td>
<td>Melaleuca quinquervia</td>
<td>Due to been unstable it may fall over</td>
<td>Y</td>
<td>Y - Melaleuca quinquervia</td>
</tr>
<tr>
<td>20/06/2019</td>
<td>Supervisor of Parks</td>
<td>123 Richmond Street, Leederville</td>
<td>Tree is confirmed Dead</td>
<td>Callistemon K.P.S.</td>
<td>Was waning for tree to further decline</td>
<td>Y</td>
<td>Y - Melaleuca viridiflora</td>
</tr>
<tr>
<td>27/06/2019</td>
<td>Supervisor of Parks</td>
<td>128 Buxton Street, Mount Hawthorn</td>
<td>Tree is confirmed dead</td>
<td>Lophostemon confertus</td>
<td>Tree is confirmed dead</td>
<td>Y</td>
<td>Y - Jacaranda mimosifolia</td>
</tr>
<tr>
<td>27/06/2019</td>
<td>Supervisor of Parks</td>
<td>75 Wesley Street, North Perth</td>
<td>Tree is confirmed dead</td>
<td>Hymenosporum flavum</td>
<td>Tree is confirmed dead</td>
<td>Y</td>
<td>Y - Jacaranda mimosifolia</td>
</tr>
<tr>
<td>27/06/2019</td>
<td>Supervisor of Parks</td>
<td>2 Claveron Street, North Perth</td>
<td>Tree is confirmed dead</td>
<td>Callistemon K.P.S.</td>
<td>Tree is confirmed dead</td>
<td>Y</td>
<td>Y - Jacaranda mimosifolia</td>
</tr>
<tr>
<td>27/06/2019</td>
<td>Supervisor of Parks</td>
<td>2 Edward Street, East Perth</td>
<td>Tree is confirmed dead</td>
<td>Hymenosporum flavum</td>
<td>Tree is confirmed dead</td>
<td>Y</td>
<td>Y - Jacaranda mimosifolia</td>
</tr>
<tr>
<td>27/06/2019</td>
<td>Supervisor of Parks</td>
<td>134 Parry Street, on Pier</td>
<td>Tree collapsed, Agonis old age</td>
<td>Agonis flexuosa</td>
<td>Vertical splits in trunk resulting in tree collapsing</td>
<td>Y</td>
<td>Y - Agonis flexuosa</td>
</tr>
</tbody>
</table>
Statistics for Development Applications
As at the end of June 2019

<table>
<thead>
<tr>
<th></th>
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</thead>
<tbody>
<tr>
<td>Minimum</td>
<td></td>
<td>7</td>
<td>1</td>
<td>1</td>
<td>3</td>
<td>5</td>
<td>5</td>
<td>0</td>
<td>5</td>
<td>35</td>
<td>0</td>
<td>5</td>
<td>46</td>
<td>0</td>
<td>1</td>
</tr>
<tr>
<td>Average</td>
<td></td>
<td>143</td>
<td>155</td>
<td>83.5</td>
<td>106</td>
<td>81.6</td>
<td>95</td>
<td>80.6</td>
<td>90.6</td>
<td>66.9</td>
<td>64</td>
<td>107</td>
<td>94</td>
<td>74.23</td>
<td>83</td>
</tr>
<tr>
<td>Maximum</td>
<td></td>
<td>924</td>
<td>1008</td>
<td>386</td>
<td>787</td>
<td>494</td>
<td>505</td>
<td>407</td>
<td>216</td>
<td>176</td>
<td>167</td>
<td>188</td>
<td>251</td>
<td>203</td>
<td>327</td>
</tr>
</tbody>
</table>

|                   |                 |       |       |       |       |         |       |       |       |        |        |        |        |        |        |
| DA’s Determined   |                 | 60    | 46    | 46    | 41    | 50      | 37    | 29    | 27    | 41     | 48     | 48     | 33     |        |        |
| Value of Determined DA’s (in millions) | - | $24.41 | $9.67 | $17.5 | $15.2 | $31.5 | $2.9 | $4.8 | $24.1 | $14 | $16.09 | $17.1 |        |        |

DEVELOPMENT APPLICATIONS YET TO BE DETERMINED

<table>
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<tr>
<th></th>
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</tr>
</thead>
<tbody>
<tr>
<td>DA’s lodged</td>
<td></td>
<td>53</td>
<td>46</td>
<td>37</td>
<td>51</td>
<td>53</td>
<td>38</td>
<td>42</td>
<td>30</td>
<td>45</td>
<td>45</td>
<td>44</td>
<td>42</td>
</tr>
<tr>
<td>DA’s to be Determined</td>
<td></td>
<td>118</td>
<td>118</td>
<td>105</td>
<td>112</td>
<td>112</td>
<td>110</td>
<td>116</td>
<td>116</td>
<td>110</td>
<td>104</td>
<td>113</td>
<td></td>
</tr>
<tr>
<td>Value of DA’s to be Determined (in millions)</td>
<td>-</td>
<td>$69.95</td>
<td>$80.55</td>
<td>$79.13</td>
<td>$62.89</td>
<td>$59.86</td>
<td>$60.17</td>
<td>$99.29</td>
<td>$85.86</td>
<td>$90.12</td>
<td>$94.82</td>
<td>$90.56</td>
<td></td>
</tr>
</tbody>
</table>

Table 1: Minimum, Average and Maximum Processing Timeframes for determined applications in each financial year since 2016/17 and each month since July 2018.

Table 2: No. of DA’s to be determined.
<table>
<thead>
<tr>
<th>NO.</th>
<th>ADDRESS &amp; SAT REVIEW NO.</th>
<th>DATE RECEIVED</th>
<th>APPLICANT</th>
<th>REVIEW MATTER &amp; COMMENTS</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>Nos. 120-122 Richmond Street, Leederville (CC 49 of 2018)</td>
<td>15 January 2017</td>
<td>Dorn</td>
<td>Review in relation to a Building Order to remove unauthorised buildings and structures associated with single house.</td>
</tr>
</tbody>
</table>

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 540 square metres across both Nos. 120 and 122 Richmond Street. This order only relates to No. 22 Richmond Street. An appeal was lodged with the SAT on 11 January 2018. Mediation held on site on 7 February 2018. A further Mediation was held on 22 February 2018. Following discussions between the applicant and the SAT, it was agreed to adjourn the mediation to a further mediation conference to be held on 12 April 2018. The applicant was granted a four week extension to remove the structures from the property and any further action was pending the applicant's progress during that period. Mediation Conferences held on 27 April 2018, 15 May 2018 and 23 May 2018 – further adjourned until 26 July 2018. As part of this and following a review of the applicant's progress in removing unauthorised structures on the sites, on 23 May 2018 the applicant was granted an eight week extension to remove the structures from the property and any further action is pending the applicant's progress during that period. Due to a lack of satisfactory progress to remove the structures, on 26 July 2018, the matter was adjourned for a further directions hearing to be held on 6 August 2018, where the matter was set for final hearing on 13 November 2018. At the Hearing on 13 November 2018, the applicant advised of his intention to lodge applications for Development Approval for the existing unauthorised structures. Application for Development Approval for the existing unauthorised structures was lodged on 26/11/18 and was subsequently refused. The trial date was vacated and the matter was listed for a new Directions Hearing on 12 February 2019. Adjournment until 18 March 2019 while Application for Development Approval was being processed. The Applicant has advised that they will be appealing the refusal of the Application for Development Approval. Adjourned until 20 May 2019 to allow the two appeals to be considered together. Applicant submitted an appeal for the Development Approval on 20 May 2019. Matter to proceed concurrently with the review of the Building Order and is listed for Further Directions on 7 June 2019. On 7 June 2019 the matter was adjourned for Hearing on 5 August 2019. Representation by: Kolt Gunning Lawyers (Building Order) / Attending and Associates (Development Application)
<table>
<thead>
<tr>
<th>NO.</th>
<th>ADDRESS &amp; SAT REVIEW NO.</th>
<th>DATE RECEIVED</th>
<th>APPLICANT</th>
<th>REVIEW MATTER &amp; COMMENTS</th>
</tr>
</thead>
<tbody>
<tr>
<td>2.</td>
<td>No. 8 Moir Street, Perth (DR 281 of 2018)</td>
<td>9 November 2018</td>
<td>Kogon</td>
<td>Application for review of Council's decision to refuse the application for short term dwelling on 16 October 2018.</td>
</tr>
<tr>
<td></td>
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<td></td>
<td></td>
<td>A Directions Hearing was held on 30 November 2018. SAT issued orders advising the applicant to provide amended plans and a management plan by the 31 January 2019 to enable Council to reconsider the application on or before 2 April 2019. The amended proposal was reconsidered and refused at the OMC on 2 April 2019. The City attended the Directions Hearing held on 9 April 2019. The matter has been scheduled for a full hearing. The hearing will be held on the papers with submissions and evidence from the respondent and the applicant provided in writing only to the tribunal 21 June 2019. The oral decision will be available by 14 July 2019. Representation by: Altering and Associates.</td>
</tr>
<tr>
<td>3.</td>
<td>No. 3 Bulwer Avenue, Perth (DR 304 of 2018)</td>
<td>30 November 2018</td>
<td>Justin Mortley</td>
<td>Application for review of Council decision to refuse the application for Alterations and Additions to Single House (unauthorised existing development) on 18 September 2018.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>The City attended a directions hearing 14 December 2018, with the matter scheduled for mediation on 17 January 2019. Staff attended mediation 17 January 2019 where the parties were unsuccessful in mediating a suitable outcome. A Directions Hearing was scheduled 25 January 2019 where the SAT scheduled a second mediation session was held 5 March 2019. The SAT ordered the applicant to test removing a portion of the render. A report was provided on the test and has been considered by the City's heritage experts. Mediation was held on 7 May 2019 and has been scheduled for a further mediation on 7 June 2019. Further Mediation held, applicant has withdrawn appeal. Completed.</td>
</tr>
<tr>
<td>4.</td>
<td>No. 125 Richmond Street, Leederville (DR 302/2018)</td>
<td>4 December 2018</td>
<td>Network PPD</td>
<td>Application for review of JDAP decision to refuse the application for an amendment to the existing approval for Multiple Dwellings on 13 October 2018.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>The City attended mediation on 28 February 2019 where the SAT scheduled for the applicant to provide amended plans on 29 March 2019. On-site mediation followed by further mediation at the City's Administration Offices was held on 12 April 2019. Orders received requesting the JDAP to reconsider the application under section 31 of the SAT Act on or before 31 May 2019. The application was reconsidered and approved by the JDAP at its meeting on 30 May 2019, subject to further consultation with the City's DRP to improve the treatment of the eastern elevation. Further Directions to be held 26 July 2019. Representation by: JDAP.</td>
</tr>
</tbody>
</table>
## REGISTER OF STATE ADMINISTRATIVE TRIBUNAL (SAT) APPEALS
### AS AT 4 JULY 2019

<table>
<thead>
<tr>
<th>NO.</th>
<th>ADDRESS &amp; SAT REVIEW NO.</th>
<th>DATE RECEIVED</th>
<th>APPLICANT</th>
<th>REVIEW MATTER &amp; COMMENTS</th>
</tr>
</thead>
</table>
| 5.  | No. 58 Kalgoorlie Street, Mount Hawthorn (DR 55/2019) | 7 March 2018 | Caitlin Kyron (represented by Urbanista Town Planning) | Deferred by Council 5 March 2019. Applicant notified the City 7 March 2019 of their application to SAT.  
Application refused by Council at its meeting 2 April 2019. A full hearing was held on 12 June 2019. On 27 June 2019 SAT advised the application is approved, subject to conditions. **Completed.**  
Representation by: Allerdine and Associates |
Administration attended a Directions Hearing on 26 April 2019. Orders were received requesting the applicant to provide additional information by 30 April 2019 to allow the application to be readvertised by 1 May 2019 and reconsidered on or before 22 May 2019. Application received more than five objections and requires Council determination. SAT orders amended to invite Council to reconsider the application at its meeting on 25 June 2019. Application approved 25 June 2019 OMC. **Completed.**  
Representation by: Administration |
City notified an appeal had been lodged on 10 April 2019. Directions Hearing held on 26 April 2019. On site mediation held on 3 May 2019 with Design Review Panel chair and Cr Topelberg in attendance. Applicant requested to submit amended plans by 13 May 2019 to allow the application to be reconsidered by Council. Application approved 25 June 2019 OMC. **Completed.**  
Representation by: Administration |
| 8.  | Nos. 80-84 Ellesmere Street and No. 35 Blackford Street, Mount Hawthorn (DR 85/2019) | 30 April 2019 | KGCC Properties Pty Ltd (represented by Element) | Application for review of Metro West JDAP decision to refuse the application 20 March 2019.  
Directions Scheduled 10 May 2019, City not required to attend. Mediation held 19 June 2019 no outcome. Further mediation scheduled 5 August 2019, applicant to provide amended plans.  
Representation by: JDAP |
| 9.  | No. 131 Harold Street, Highgate (DR 95/2019) | 8 May 2019 | Kinston Commercial Group Pty Ltd | Application for review of Council decision to refuse the application for proposed Change of Use from Educational Establishment to Medical Centre on 2 April 2019.  
Matter listed for mediation on 4 July 2019. Mayor and Councillors invited to attend. Further mediation to be held 13 September 2019 to discuss revised proposal.  
Representation by: McLeods Solicitors |
METROWEST DEVELOPMENT ASSESSMENT PANEL (MWDAP)
REGISTER OF APPLICATIONS RELATING TO THE CITY OF VINCENT
AS AT 4 JULY 2019

<table>
<thead>
<tr>
<th>No.</th>
<th>ADDRESS</th>
<th>APPLICANT</th>
<th>PROPOSAL</th>
<th>DATE APPLICATION RECEIVED</th>
<th>DAP MEETING DATE</th>
<th>DAP DECISION</th>
</tr>
</thead>
<tbody>
<tr>
<td>2.</td>
<td>No. 742 Newcastle Street, Leederville</td>
<td>Applicant: Element</td>
<td>Form 1 – Commercial Development</td>
<td>22 February 2019</td>
<td>To be confirmed.</td>
<td>Not yet determined.</td>
</tr>
<tr>
<td>4.</td>
<td>Nos. 71-77 Walcott Street, Mount Lawley</td>
<td>Applicant: Peter Simpson</td>
<td>Form 2 – Alterations and Additions to Office (Amendment to Approval)</td>
<td>28 May 2019</td>
<td>19 July 2019</td>
<td>Not yet determined.</td>
</tr>
<tr>
<td>5.</td>
<td>No. 289 Vincent Street, Leederville</td>
<td>Applicant: Welink</td>
<td>Form 2 – Multiple Dwellings (amendment to approved)</td>
<td>10 June 2019</td>
<td>To be confirmed</td>
<td>Not yet determined.</td>
</tr>
<tr>
<td>6.</td>
<td>No. 29 Lindsay Street, Perth</td>
<td>Applicant: Mornington Land Pty Ltd</td>
<td>Form 1 – Commercial development</td>
<td>24 June 2019</td>
<td>To be confirmed</td>
<td>Not yet determined.</td>
</tr>
<tr>
<td>7.</td>
<td>No. 212 Carr Place, Leederville</td>
<td>Applicant: Urbanista Town Planning</td>
<td>Form 2 – Mixed use development (amendment to approved)</td>
<td>25 June 2019</td>
<td>To be confirmed</td>
<td>Not yet determined.</td>
</tr>
<tr>
<td>NO.</td>
<td>ADDRESS</td>
<td>APPLICANT</td>
<td>PROPOSAL</td>
<td>DRP MEETING DATE</td>
<td>REASON FOR REFERRAL</td>
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</tr>
<tr>
<td>1.</td>
<td>No. 87 Cleaver Street, West Perth</td>
<td>Element</td>
<td>Amendment to Approved Aged Care Facility</td>
<td>3/7/19</td>
<td>The proposal will likely benefit from the referral to the DRP in terms of the City's Built Form Local Planning Policy No. 7.1.1 (LPP 7.1.1). DA lodged.</td>
<td></td>
</tr>
<tr>
<td>2.</td>
<td>No. 742 Newcastle Street and No. 301 Vincent Street, Leederville</td>
<td>Element/Argylie Holdings Pty Ltd</td>
<td>Commercial Development</td>
<td>3/7/19</td>
<td>For the DRP to consider the changes made by the applicant in response to the previous DRP comments and recommendations of 20 March 2019. DA lodged.</td>
<td></td>
</tr>
<tr>
<td>3.</td>
<td>No. 40 Frame Court, Leederville</td>
<td>Cameron, Chesholm, Nicol Architects, Roberts Day and Realm Studios on behalf of EG Funds</td>
<td>Local Development Plan</td>
<td>3/7/19</td>
<td>The proposal will likely benefit from the referral to the DRP in terms of the City's Built Form Local Planning Policy No. 7.1.1 (LPP 7.1.1). No DA lodged.</td>
<td></td>
</tr>
<tr>
<td>4.</td>
<td>Nos. 291-293, 295 and 307 Stirling Street, Perth</td>
<td>Urbis/Fabcol Pty Ltd</td>
<td>Mixed Use Development</td>
<td>3/7/19</td>
<td>For the DRP to consider the changes made by the applicant in response to the previous DRP comments and recommendations of 20 March 2019. DA Lodged.</td>
<td></td>
</tr>
<tr>
<td>5.</td>
<td>No. 391 Lord Street, Mount Lawley</td>
<td>Aaron Sice on behalf of Mario Siano</td>
<td>Ten Multiple Dwellings</td>
<td>3/7/19</td>
<td>For the DRP to consider the changes made by the applicant in response to the previous DRP comments and recommendations of 28 November 2018. No DA lodged.</td>
<td></td>
</tr>
</tbody>
</table>
**TITLE:** Register of Petitions – Progress Report – July 2019  
**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.

<table>
<thead>
<tr>
<th>Key Index</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>CEO</td>
<td>Chief Executive Officer</td>
</tr>
<tr>
<td>EDC-ABS</td>
<td>A/Executive Director Community &amp; Business Services</td>
</tr>
<tr>
<td>EDP&amp;P</td>
<td>A/Executive Director Planning &amp; Place</td>
</tr>
<tr>
<td>EIE</td>
<td>A/Executive Director Infrastructure &amp; Environment</td>
</tr>
</tbody>
</table>

No outstanding Petitions as at 1 July 2019
**TITLE:** Register of Notices of Motion – Progress Report – July 2019  
**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  
- **EDC&BGS:** A/Executive Director Community & Business Services  
- **EDP&P:** A/Executive Director Planning & Place  
- **EDUE:** A/Executive Director Infrastructure & Environment

<table>
<thead>
<tr>
<th>Details</th>
<th>Action Officer</th>
<th>Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td>13 November 2018 – Submitted by Cr Topelberg</td>
<td>EDP&amp;P</td>
<td>Administration has undertaken a review of Policy No 3.8.12 – Mobile Food Vendors and presented a report to the 9 April Council Workshop on the matter. An amended Policy was approved for advertising at the 28 May 2019 Council Meeting.</td>
</tr>
<tr>
<td>21 August 2018 – Submitted by Cr Loden</td>
<td>EDC&amp;BGS</td>
<td>This will be done as part of the upcoming 2019/2020 Budget Workshops, as per the recommendation.</td>
</tr>
<tr>
<td>4 April 2018 – Submitted by Cr Loden</td>
<td>Office of the CEO</td>
<td>Council approved advertising of the draft Sustainable Environment Strategy (SES) for public consultation at the OMC held on 28 May 2019. The work completed on the draft Strategy to date has informed the items put forward by Administration for draft Budget 2019/20. The draft Sustainable Environment Strategy includes the measures identified in Items 4 and 5 of Council’s resolution.</td>
</tr>
<tr>
<td>22 August 2017 – Submitted by Cr Gontaszewski</td>
<td>EDC&amp;BGS</td>
<td>Specific strategies endorsed at the Council Meeting held on 24 July 2018. Update presented to Council on 5 February 2019. Leaderville Tennis Club was funded by the City to run a female specific tennis program, which was highly successful. Further update to be presented to Council Meeting in late 2019.</td>
</tr>
</tbody>
</table>

**TRIM: D 1743059**

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Item 8.1- Attachment 11
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.

<table>
<thead>
<tr>
<th>Item</th>
<th>Report Details</th>
<th>Action Officer</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>9.6</td>
<td>Mount Hawthorn Town Centre Place Plan</td>
<td>EDP&amp;P</td>
<td>The draft Place Plan will be advertised and presented back to Council for determination.</td>
</tr>
<tr>
<td>10.1</td>
<td>Waste Strategy Project 2 - Bulk Hard Waste (Junk) Service Options Appraisal</td>
<td>EDI&amp;E</td>
<td>Implementing Council's decision with further reports to be prepared once further investigation undertaken.</td>
</tr>
<tr>
<td>10.3</td>
<td>North Perth Precinct Traffic Study</td>
<td>EDI&amp;E</td>
<td>Actioning as per Council's decision inviting Petitioners/representatives to Urban Mobility Advisory Group (UMAG) on 8 July 2019.</td>
</tr>
<tr>
<td>11.5</td>
<td>Amendments to the Parking and Parking Facilities Local Law 2007</td>
<td>EDO&amp;SBS</td>
<td>Statewide and local public notice to be given for proposed City of Vincent Parking and Parking Facilities Amendment Local Law 2019. Any submissions received to be reported back to Council.</td>
</tr>
<tr>
<td>11.7</td>
<td>Floreat Athena Football Club Inc. – Lits Stadium Lease – Progress Report</td>
<td>EDO&amp;SBS</td>
<td>Working Group comprising of City of Vincent, Football West and FAFC Inc. representatives to meet to progress tenure arrangements for Lits Stadium. Further report to be presented to Council in November 2019.</td>
</tr>
<tr>
<td>12.1</td>
<td>Corporate Business Plan (CBP) Progress Update</td>
<td>CEO</td>
<td>The CBP is currently being reviewed and is scheduled to be presented to a Council Workshop on 30 July. Following input from the workshop, the updated CBP will then progress on to the August Council meeting.</td>
</tr>
<tr>
<td>12.2</td>
<td>Community Budget Submissions 2019/20</td>
<td>CEO</td>
<td>Submitters to be notified of Council's decision as per OMC report.</td>
</tr>
<tr>
<td>12.3</td>
<td>Monthly review of policies in accordance with the City's Policy Review Plan</td>
<td>CEO</td>
<td>These policies have now been removed from the City's website and the Policy Register has been updated accordingly.</td>
</tr>
<tr>
<td>12.4</td>
<td>Termination of Multicultural Services Centre of WA's sub lease of the wellness centre at Woodville Reserve, 10 Farmer Street, North Perth</td>
<td>CEO</td>
<td>To be actioned as per Council's decision and report back to Council by December 2019.</td>
</tr>
<tr>
<td>12.5</td>
<td>Annual review of Council delegations</td>
<td>CEO</td>
<td>The CEO register of delegations and authorisations to staff members is now being reviewed.</td>
</tr>
<tr>
<td>12.6</td>
<td>Appointment of an alternative member for the Mundaring Regional Council meeting – 4 July 2019</td>
<td>CEO</td>
<td>To be actioned as per Council's decision.</td>
</tr>
<tr>
<td>12.7</td>
<td>Report and Minutes of Audit Committee meeting held on 11 June 2019</td>
<td>CEO</td>
<td>Completed.</td>
</tr>
<tr>
<td>9.3</td>
<td>Review of Policy No. 3.8 12 – Mobile Food Vendor</td>
<td>EDP&amp;P</td>
<td>Administration to arrange advertising before presenting submissions and final amendment to Council for determination.</td>
</tr>
<tr>
<td>Item</td>
<td>Report Details</td>
<td>Action Officer</td>
<td>Comments</td>
</tr>
<tr>
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</tr>
<tr>
<td>11.3</td>
<td>Land exchange and reclassification of land (amendment no. 4 to Local Planning Scheme No. 2) - portion of lot 75 Breamham Street (Breamham Street Reserve) for portion of lot 100 (no. 20) and Lot 37 (no. 26) Breamham Street (Aramon Catholic Primary School) - consideration of submissions and conditional contract of sale</td>
<td>EDC&amp;BS</td>
<td>Administration will forward Amendment No. 4 to the EPA before advertising for 42 days. Submission of new boundaries to Landgate with engaged surveyors.</td>
</tr>
<tr>
<td>11.5</td>
<td>Realignment of City of Vincent district boundary at the intersection of Charles, Green and Walcott Streets, North Perth and dedication of adjoining private right of way</td>
<td>EDC&amp;BS</td>
<td>Administration has met City of Stirling regarding respective Council resolutions. Administration has commenced the right of way dedication process and will prepare a joint submission to the LG Advisory Board.</td>
</tr>
<tr>
<td>11.7</td>
<td>Public Open Space proposal for Sydney and Haynes Street site, North Perth</td>
<td>EDC&amp;BS</td>
<td>Administration to engage a consultant to prepare the development plan.</td>
</tr>
<tr>
<td>11.10</td>
<td>Adoption of Council Election Period Policy</td>
<td>EDC&amp;BS</td>
<td>Policy to be advertised and comments subsequently submitted to Council.</td>
</tr>
<tr>
<td>11.11</td>
<td>Draft Safer Vincent Plan 2019-2022</td>
<td>EDC&amp;BS</td>
<td>Draft Safer Vincent Plan currently being advertised for a period of 21 days with a further report to be presented to Council in August 2019 detailing any submissions received.</td>
</tr>
<tr>
<td>Council Meeting – 30 April 2019</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>10.2</td>
<td>Tender 556-19 Supply and Delivery of Two (2) Waste Collection Vehicles - Appointment of Successful Tenderer</td>
<td>EDIE</td>
<td>Completed. Trucks ordered, awaiting delivery.</td>
</tr>
<tr>
<td>11.4</td>
<td>Transfer and dedication of lots as road - Charles Street, North Perth</td>
<td>EDC&amp;BS</td>
<td>Administration has commenced the transfer and dedication processes, which includes providing public notice.</td>
</tr>
<tr>
<td>12.1</td>
<td>Draft City of Vincent 'Innovate' Reconciliation Action Plan 2019-2021</td>
<td>EDC&amp;BS</td>
<td>Completed. The Draft 'Innovate' Reconciliation Action Plan has received final endorsement from Reconciliation Australia. The Plan to be launched on 8 July 2019 at the Kaya Wandjoo Festival.</td>
</tr>
<tr>
<td>Council Meeting – 2 April 2019</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>11.4</td>
<td>Amendments to the Trading in Public Places Local Law 2008 and Local Government Property Local Law 2008</td>
<td>EDCS</td>
<td>Administration to provide public notice of the amendment local laws for a period of at least 6 weeks and at least 21 days’ notice of the amended Street Entertainers Policy. Administration will present results of public notice to Council August 2019.</td>
</tr>
<tr>
<td>Council Meeting – 5 March 2019</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>10.1</td>
<td>Business Case for the Adoption of a Three Bin Food Organic/Garden Organics System</td>
<td>EDIE</td>
<td>Draft letter to the Minister being prepared for the Mayor’s signature. Reports being prepared in relation to further information in regards to implementation of FOSGO system for September 2019 and financial modelling for April 2020.</td>
</tr>
<tr>
<td>Council Meeting – 5 February 2019</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>12.1</td>
<td>Amended Use of Les Lilleyman Reserve by Subiaco Football Club (SFC)</td>
<td>EDCE</td>
<td>Completed. Administration convened a meeting with the community and Subiaco Football Club representatives on 17 April 2019. City Officers continue to implement a range of action items from this meeting.</td>
</tr>
<tr>
<td>12.2</td>
<td>UPDATE: Notice of Motion – Cr Susan Contaszenwski – Strategies to Improve Participation and Accessibility by Women and Girls at City of Vincent Sportsgrounds and Associated Facilities</td>
<td>EDCE</td>
<td>Specific strategies endorsed at the Council Meeting held on 24 July 2018. Leederville Tennis Club was funded by the City to run a female specific tennis program which was highly successful. Further update to be presented to Council Meeting in late 2019.</td>
</tr>
<tr>
<td>Council Meeting – 11 December 2018</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>18.2</td>
<td>Amendment of rates record for period 2013/14 – 2018/19 – rates exemption applications</td>
<td>EDCS</td>
<td>Completed. The City wrote to all affected organisations and amendments have been made to rates record and monies have been refunded.</td>
</tr>
<tr>
<td>Item</td>
<td>Report Details</td>
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</tr>
<tr>
<td><strong>Council Meeting – 16 October 2018</strong></td>
<td></td>
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</tr>
<tr>
<td>11.5</td>
<td>Variation of Leederville Tennis Club and North Perth Tennis Club leases to enable return of funds held in City’s reserve accounts to clubs</td>
<td>EDCS</td>
<td>North Perth Tennis Club’s variation of lease has been executed by both parties. Leederville Tennis Club’s variation of lease is with the Club for review.</td>
</tr>
<tr>
<td>12.1</td>
<td>Management of Services at Wold Square for People Experiencing Homelessness</td>
<td>EDCE</td>
<td>Report presented to Council in June 2019 which included the action plan developed by the City Homelessness Framework Committee (CHFC) to address issues in the inner city. Further report to be presented to Council in late 2019 outlining progress on the action plan by the CHFC and the broader state-wide 10 year strategy by the state government.</td>
</tr>
<tr>
<td><strong>Council Meeting – 26 June 2018</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>11.2</td>
<td>Acquisition of private rights of way as Crown Land and vesting in City – Right of Way between London and Dunedin Streets, Mount Hawthorn (Lot 60) and Colvin Lane, West Perth (Lot 07)</td>
<td>EDCS</td>
<td>London / Dunedin Street Right of Way (ROW) has been dedicated as road. Administration provided notice to properties adjoining ROW on 30 January 2019. Waiting on dedication of Colvin Lane.</td>
</tr>
<tr>
<td><strong>Council Meeting – 29 May 2018</strong></td>
<td></td>
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</tr>
<tr>
<td>11.1</td>
<td>Leases to Department of Health to govern Department’s current use of the Child Health Clinics within City of Vincent</td>
<td>EDCS</td>
<td>Completed.</td>
</tr>
<tr>
<td>18.1</td>
<td>CONFIDENTIAL ITEM: Licence to govern encroachment of drainage infrastructure from 152 Joal Terrace, Mount Lawley into Swan River Foreshore Reserve 43459</td>
<td>EDCS</td>
<td>Owners have submitted application for approval of infrastructure to the Department of Biodiversity, Conservation and Attractions. City waiting on approval in order to sign licence.</td>
</tr>
<tr>
<td><strong>Council Meeting – 4 April 2018</strong></td>
<td></td>
<td></td>
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</tr>
<tr>
<td>11.1</td>
<td>Lease of Leederville Oval by East Perth Football Club Inc &amp; Subiaco Football Club Inc. - Request for waiver and write-off of fees and variation of leases</td>
<td>EDCS</td>
<td>Clubs working with the City’s Community &amp; Business Services Directorate to resolve some leasing issues.</td>
</tr>
<tr>
<td><strong>Council Meeting – 27 June 2017</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>9.4</td>
<td>Proposed Amended Parking Restrictions – Mount Hawthorn Town Centre</td>
<td>EDCS</td>
<td>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. A consultant has undertaken a survey of parking in the Mount Hawthorn area as part of the Integrated Transport Plan and the results of the work will be presented to Council Members in 2019 as part of this project.</td>
</tr>
<tr>
<td>9.5</td>
<td>Submission to WALGA – Third Party Appeal Rights in Planning</td>
<td>EDGS</td>
<td>Administration has forwarded its submission to WALGA and is drafting letters to be sent to the Minister for Planning and Attorney General advising the City’s position.</td>
</tr>
<tr>
<td>12.1</td>
<td>No. 34 (Lot 1) Chelton Street, Perth – Progress Report No. 8</td>
<td>EDCE</td>
<td>Department of Planning, Lands and Heritage (DPLH) has put tenure options for consideration by the City and Norwood Neighbourhood Association.</td>
</tr>
<tr>
<td><strong>Council Meeting – 30 May 2017</strong></td>
<td></td>
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</tr>
<tr>
<td>10.1</td>
<td>Water Corporation – Long Term Water Main Replacement Program within the City of Vincent</td>
<td>ED&amp;SE</td>
<td>The Water Corporation’s only 2018/19 Project within the City of Vincent is in Beaumount Street, between Newcastle Street and Chelmsford Road, is underway and expected completion is still July/August 2019.</td>
</tr>
<tr>
<td>12.5</td>
<td>Perth Parking Levy</td>
<td>EDCE</td>
<td>Awaiting outcomes of the Perth CBD Transport Plan and specific recommendations regarding the Perth Parking Levy.</td>
</tr>
<tr>
<td>Item</td>
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<tr>
<td>9.3.5</td>
<td>Review of City of Vincent Local Laws under Section 3.16 of the Local Government Act 1995 (SC2888)</td>
<td>EDDS/ ED&amp;IE</td>
<td>The Health, Property, and Trading in Public Places Local Laws are being reviewed. Presentation to Council made at Council Workshop held on 20 November 2018.</td>
</tr>
<tr>
<td>9.2.1</td>
<td>Proposed Safety Improvement at the Intersection of Walcott and Beaufort Streets, Mount Lawley (SC690, SC586)</td>
<td>ED&amp;IE</td>
<td>On hold pending the completion of the Water Corporation’s Beaufort Street Pipes for Perth water main replacement project.</td>
</tr>
<tr>
<td>9.1.6</td>
<td>Review of Licences for Outdoor Eating Areas and Display of Goods on Footpaths</td>
<td>EDCS</td>
<td>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 were presented to the Council Workshop on 20 November 2018. Amendments to the Trading in Public Places Local Law 2008 and Local Government Property Local Law 2008 were adopted by Council for public notice at the 2 April 2019 Ordinary Meeting of Council.</td>
</tr>
<tr>
<td>9.3.5</td>
<td>Leederville Gardens Retirement Village Estate (SC313/SC308)</td>
<td>Office of the CEO</td>
<td>The Board Chairman has now confirmed in writing that the Board is unable to pay the requested reimbursement without comprising the financial position and viability of the Association.</td>
</tr>
<tr>
<td>9.3.6</td>
<td>Portion of No. 10 (Lot 2545) Farmer Street, North Perth – Approval of a Sub-lease to Vincent Men’s Shed (Inc.) (SC351/SC2087)</td>
<td>EDCS</td>
<td>Report to be submitted to Council recommending the grant of short-term sub lease over current area plus additional area for a shipping container. Negotiating terms with the City’s Community &amp; Business Services Directorate. Vincent Men’s Shed to be granted tenure ahead of completion of the City Property Management Framework.</td>
</tr>
<tr>
<td>9.1.4</td>
<td>Car Parking Strategy Implementation – Progress Report No. 1 (PR00084/SC1345)</td>
<td>EDDS/ ED&amp;IE / EDCS</td>
<td>The option of having parking benefit districts will be reviewed as part of the review of the Car Parking Strategy and preparation of an Integrated Transport Plan. 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. 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. The replacement of the CALE ticket machines throughout the City is complete. 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.</td>
</tr>
<tr>
<td>9.3.2</td>
<td>Lease for North Perth Tennis Club – Lease of Premises at Woodville Reserve, 10 Farmer Street, North Perth (SC351/SC621)</td>
<td>EDCS</td>
<td>No further action pending the outcomes and recommendations included within the Tennis West Strategic Facilities Plan and the City’s Property Management Framework.</td>
</tr>
<tr>
<td>9.3.6</td>
<td>Lease for Leederville Tennis Club – Lease of premises at 150 Richmond Street, Leederville (SC351 &amp; PR25077)</td>
<td>EDCS</td>
<td>No further action pending the outcomes and recommendations included within the Tennis West Strategic Facilities Plan and the City’s Property Management Framework.</td>
</tr>
<tr>
<td>Item</td>
<td>Report Details</td>
<td>Action Officer</td>
<td>Comments</td>
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</tr>
<tr>
<td>9.3.4</td>
<td>LATE ITEM: East Perth Football Club and Subiaco Football Club Lease additional space at Medibank Stadium</td>
<td>EDCS</td>
<td>Further discussions ongoing as part of broader discussions with Football Clubs.</td>
</tr>
<tr>
<td>Council Meeting – 12 February 2013</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>9.2.12</td>
<td>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</td>
<td>EDCS</td>
<td>Public notice of the proposed acquisition provided. Advertising to close 2 August 2019.</td>
</tr>
<tr>
<td>9.2.13</td>
<td>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)</td>
<td>EDCS</td>
<td>Public notice of the proposed acquisition to be provided. Caveat to be removed from laneway before acquisition.</td>
</tr>
</tbody>
</table>
8.2 DRAFT SUSTAINABLE ENVIRONMENT STRATEGY AND IMPLEMENTATION PLAN 2019 - 2024
PUBLIC CONSULTATION OUTCOMES

TRIM Ref: D19/83386
Author: Anita Marriott, Sustainability Officer
Authoriser: John Paton, Executive Manager - Office of the CEO
Attachments:
1. Summary of Submissions
2. Draft Sustainable Environment Strategy 2019 - 2024

RECOMMENDATION:

That Council;

1. NOTES the community submissions received in relation to the draft Sustainable Environment Strategy 2019 – 2024 as shown in Attachment 1;
2. ADOPTS the draft Sustainable Environment Strategy 2019 – 2024 as shown in Attachment 2;
3. NOTES the draft Implementation Plan that accompanies the draft Sustainable Environment Strategy 2019 – 2024 as shown in Attachment 3; and
4. ADVISES all Submitters of its decision.

PURPOSE OF REPORT:

To consider the results of the recent community consultation on the City’s draft Sustainable Environment Strategy (SES) 2019 – 2024 and to seek Council’s adoption of the Strategy.

BACKGROUND:

At the Ordinary Meeting of Council held on 28 May 2019, Council approved advertising of draft SES 2019 – 2024 for public comment in accordance with the City’s Policy No. 4.1.5 – Community Consultation.

DETAILS:

The draft Strategy (Attachment 2) was advertised for public comment for a period of 21 days between 11 June and 4 July 2019. A survey was carried out using the City’s website and this was promoted to the community and other stakeholders via newspaper advertising, direct email, social media and the consultation section of the City’s website.

Administration is not recommending any changes to the draft SES 2019 – 2024 based on the feedback received, which indicates strong support overall. The majority of recommendations received relate to specific actions, many of which are already captured in the draft SES Implementation Plan (Attachment 3). Those that are not will be considered for inclusion in that document following consultation with the relevant directorates and teams.

CONSULTATION/ADVERTISING:

Consultation was undertaken in accordance with the City’s Policy No. 4.1.5 – Community Consultation. A comprehensive summary of Submitter responses is included in Attachment 1 along with Administration’s comments.

The consultation survey focused on gauging support for two key components of the draft Strategy:
1) The outcomes we will work towards in each of the five Key Opportunity Areas; and
2) The overarching target of net zero greenhouse gas emissions.
Within the survey, Submitters were invited to provide their reasons for not supporting any particular outcome. Comment boxes were also provided within the survey to capture written feedback on other aspects of the draft Strategy and Implementation Plan such as individual strategies, targets and actions.

Besides the survey, stakeholders had the opportunity to submit feedback via mail or email. Thirty-seven (37) survey responses were received. The responses to the survey questions are summarised below.

The outcomes we will work towards:

<table>
<thead>
<tr>
<th>Key Opportunity Area</th>
<th>Response</th>
<th>Reason for not supporting proposed outcomes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Energy</td>
<td>87% Support</td>
<td>Too ambitious/too costly (5%)</td>
</tr>
<tr>
<td></td>
<td>8% Do not support</td>
<td>Not ambitious enough (3%)</td>
</tr>
<tr>
<td></td>
<td>5% Unsure</td>
<td></td>
</tr>
<tr>
<td>Transport</td>
<td>70% Support</td>
<td>Too ambitious/too costly (11%)</td>
</tr>
<tr>
<td></td>
<td>19% Do not support</td>
<td>Not ambitious enough (8%)</td>
</tr>
<tr>
<td></td>
<td>11% Unsure</td>
<td></td>
</tr>
<tr>
<td>Water</td>
<td>89% Support</td>
<td>Too ambitious/too costly (3%)</td>
</tr>
<tr>
<td></td>
<td>3% Do not support</td>
<td></td>
</tr>
<tr>
<td></td>
<td>8% Unsure</td>
<td></td>
</tr>
<tr>
<td>Waste</td>
<td>81% Support</td>
<td>Too ambitious/too costly (5%)</td>
</tr>
<tr>
<td></td>
<td>8% Do not support</td>
<td>Not ambitious enough (3%)</td>
</tr>
<tr>
<td></td>
<td>11% Unsure</td>
<td></td>
</tr>
<tr>
<td>Urban Greening and Biodiversity</td>
<td>92% Support</td>
<td>Too ambitious/too costly (5%)</td>
</tr>
<tr>
<td></td>
<td>5% Do not support</td>
<td></td>
</tr>
<tr>
<td></td>
<td>3% Unsure</td>
<td></td>
</tr>
</tbody>
</table>

The overarching target of net zero greenhouse gas emissions:

<table>
<thead>
<tr>
<th>Target</th>
<th>Response</th>
<th>Reason for not supporting overarching target</th>
</tr>
</thead>
<tbody>
<tr>
<td>Net zero greenhouse gas emissions by 2030</td>
<td>77% Support</td>
<td>Too ambitious/too costly (9%)</td>
</tr>
<tr>
<td></td>
<td>9% Do not support</td>
<td>Not ambitious enough (0%)</td>
</tr>
<tr>
<td></td>
<td>14% Unsure</td>
<td></td>
</tr>
</tbody>
</table>

Twenty-four (24) survey Submitters provided more detailed feedback using comment boxes within the survey. One (1) survey Submitter provided additional comments via email. The key themes from these Submitter comments are shown below.

<table>
<thead>
<tr>
<th>Key themes of written feedback received</th>
<th>Number of comments</th>
<th>Related Key Opportunity Area</th>
</tr>
</thead>
<tbody>
<tr>
<td>Solar PV/solar batteries</td>
<td>3</td>
<td>Energy</td>
</tr>
<tr>
<td>Bike lanes/infrastructure</td>
<td>6</td>
<td>Transport</td>
</tr>
<tr>
<td>Low emission vehicles</td>
<td>5</td>
<td>Transport</td>
</tr>
<tr>
<td>Pedestrian safety and access</td>
<td>2</td>
<td>Water</td>
</tr>
<tr>
<td>Water sensitive urban design</td>
<td>2</td>
<td>Water</td>
</tr>
<tr>
<td>Waste/Bulk waste collection</td>
<td>9</td>
<td>Waste</td>
</tr>
<tr>
<td>Plastic / packaging reduction</td>
<td>2</td>
<td>Urban Greening and Biodiversity</td>
</tr>
<tr>
<td>Tree planting/protection</td>
<td>5</td>
<td>Urban Greening and Biodiversity</td>
</tr>
<tr>
<td>Food and habitat for native fauna / productive plants</td>
<td>4</td>
<td>Urban Greening and Biodiversity</td>
</tr>
<tr>
<td>Underground power</td>
<td>3</td>
<td>All key opportunity areas</td>
</tr>
<tr>
<td>Domestic cats</td>
<td>2</td>
<td>All key opportunity areas</td>
</tr>
<tr>
<td>Glyphosate</td>
<td>2</td>
<td>All key opportunity areas</td>
</tr>
<tr>
<td>Sustainable design in planning approvals</td>
<td>3</td>
<td>All key opportunity areas</td>
</tr>
<tr>
<td>Financial cost of implementation</td>
<td>3</td>
<td>All key opportunity areas</td>
</tr>
<tr>
<td>Climate change</td>
<td>3</td>
<td>All key opportunity areas</td>
</tr>
<tr>
<td>Overall commentary on the SES</td>
<td>2</td>
<td>All key opportunity areas</td>
</tr>
</tbody>
</table>
The survey results indicate a high level of support for the proposed outcomes of the draft SES, with energy, water, waste and urban greening outcomes receiving over 80% positive feedback. Transport outcomes received the lowest level of support at 69%. Submitters who did not support the proposed transport outcomes were closely split between those who think the City is being too ambitious and those who think it is not going far enough. As the City’s Integrated Transport Plan is currently in development, relevant feedback received through this consultation process will further inform that process.

The draft Strategy’s overarching target of net zero greenhouse gas emissions by 2030 was supported by 76% of survey Submitters. All those who did not support the target gave the reason that it would impose too great a burden (financial or otherwise) on the community.

LEGAL/POLICY:

The Local Government Act 1995 requires each local government to have a plan for the future in the form of a SCP, supported by other informing strategies and plans. One such informing strategy is the SES. The City’s first SES (SES 2011-2016) is now out of date and needs to be replaced.

RISK MANAGEMENT IMPLICATIONS:

Low. Once adopted, SES 2019 – 2024 will guide long-term planning for the sustainability of the built and natural environment.

STRATEGIC IMPLICATIONS:

This is in keeping with the City’s Strategic Community Plan 2018-2028:

**Enhanced Environment**

*Our parks and reserves are maintained, enhanced and well utilised.*

*Our urban forest/canopy is maintained and increased.*

*We have improved resource efficiency and waste management.*

*We have minimised our impact on the environment.*

**Accessible City**

*Our pedestrian and cyclist networks are well designed, connected, accessible and encourage increased use.*

*We have better integrated all modes of transport and increased services through the City.*

**Connected Community**

*We have enhanced opportunities for our community to build relationships and connections with each other and the City.*

**Thriving Places**

*Our physical assets are efficiently and effectively managed and maintained.*

*Our town centres and gathering spaces are safe, easy to use and attractive places where pedestrians have priority.*

**Sensitive Design**

*Our planning framework supports quality design, sustainable urban built form and is responsive to our community and local context.*

**Innovative and Accountable**

*Our resources and assets are planned and managed in an efficient and sustainable manner.*

*Our community is aware of what we are doing and how we are meeting our goals.*
SUSTAINABILITY IMPLICATIONS:

An up-to-date Sustainable Environment Strategy will ensure that the City implements and promotes the principles of environmental sustainability and that it continues to demonstrate leadership by proactively addressing issues of environmental concern in line with community expectations.

FINANCIAL/BUDGET IMPLICATIONS:

Approximately $1,400,000 is listed on the Budget for 2019/20 for implementation of actions listed in the draft Implementation Plan. This includes $500,000 for the roll-out of food organic green organic waste collection, $305,500 for hybrid and electric vehicles, $300,000 for Greening Plan activities and $100,000 for water and energy efficiency measures. The City’s LTFP will require amending to incorporate funding for implementation of SES strategies in the medium and longer term.
### Summary of Submissions by key themes

<table>
<thead>
<tr>
<th>Theme</th>
<th>Number of comments on this theme</th>
<th>Summary of Submitter comments</th>
<th>Administration comment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Solar PV/solar batteries</td>
<td>3</td>
<td>Provide support for energy sharing between neighbours using solar power and battery storage; support for apartment complexes to convert to solar PV; and incentives for landlords to install solar in rental properties. For City buildings, solar hot water should be standard, solar energy generation should be greatly increased and battery storage included for City buildings/facilities that are major energy users.</td>
<td>Agreed. All of these actions are included in the SES Implementation Plan under Energy – strategies 3, 4, 10 and 13.</td>
</tr>
<tr>
<td>Bike and road infrastructure/public transport</td>
<td>6</td>
<td>There is a need for more cycle paths, better connections between them and safer solutions for cycle paths through roundabouts and intersections. Bikes should be moved off busy roads and onto footpaths/shared paths to improve safety and reduce obstruction to vehicle flow. Bus connections through Vincent should also be improved. The City should encourage community use of public transport, walking and cycling to schools and reduce vehicle speed to 40km/h or less on local streets.</td>
<td>Noted. The SES Implementation Plan addresses most of these actions under Transport – strategies 2, 6 and 8, but the Integrated Transport Plan that is currently being developed will address these matters more comprehensively. The feedback from this survey will be shared with the team working on the Integrated Transport Plan.</td>
</tr>
<tr>
<td>Low emission vehicles</td>
<td>5</td>
<td>Ensure that a move toward electric vehicles is accompanied by a move toward renewable energy to power them. The City should also install vehicle charging stations/facilities throughout Vincent to encourage more EV use. The City should consider banning diesel vehicles and encourage householders to buy smaller vehicles, preferably EVs or hybrids.</td>
<td>The City is in the process of installing solar photovoltaic (PV) systems at all facilities where electric fleet vehicles will be charged. The draft Implementation Plan includes actions to support the uptake of both solar PV and electric vehicles by the community (Energy – strategy 10 and Transport – strategy 7), but does not currently link those actions. The Implementation Plan can be amended to link these actions following consultation with the relevant teams. While the City does not have the authority to ban diesel vehicles from its municipal area, advocacy on this issue to higher levels of government may be appropriate and will be investigated for possible future inclusion in the Implementation Plan.</td>
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</thead>
<tbody>
<tr>
<td>Pedestrian safety and access</td>
<td>2</td>
<td>Permanently close Oxford Street to vehicle traffic between Vincent Street and Leederville Parade and make pedestrian access safer throughout Vincent by widening footpaths and preventing cars from parking on them. The City should also ensure that the majority of its residents live within walking distance of a high street, to reduce the need for driving.</td>
<td>Noted. The SES Implementation Plan lists the trialling of additional road closures as an action to be considered beyond 2024 (Transport – strategy 2). This will be further informed by the City's Integrated Transport Plan, as will other approaches to pedestrian safety and access. The feedback from this survey will be shared with the team working on the Integrated Transport Plan.</td>
</tr>
<tr>
<td>Water sensitive urban design/environmental water</td>
<td>2</td>
<td>Focus on reducing and removing hard surfaces wherever possible to maximise local stormwater infiltration. Roads and car parks should be designed with this in mind. Footpaths are currently too wide and could be reduced or even removed in many local streets. Developments should be required to further reduce areas of hardstand and the community educated on plant selection and garden maintenance to reduce water demand and organic pollutants such as leaf litter and fertiliser entering receiving waters.</td>
<td>The City has started implementing Water Sensitive Urban Design (WSUD) principles in the design of roads, carparks and public spaces. A WSUD Plan scheduled for adoption in 2020/21 will address this matter more comprehensively and also inform planning requirements for developments. Relevant actions are captured in the SES Implementation Plan under Water – strategies 4, 5 and 6. The SES Implementation Plan can be amended in consultation with the City’s Parks and Urban Green team to include actions relating to community education on plant selection and garden maintenance with a view to protecting receiving waters from organic pollutants.</td>
</tr>
<tr>
<td>Waste/Bulk waste collection</td>
<td>9</td>
<td>Consider the implications of the proposed three bin system, including the need for increased bin storage space on already restricted sites. Communal waste collection points could be a solution, as well as a move to weekly recycling collection. Many residents already struggle to understand and sort waste into the appropriate streams. More community education is needed to reduce contamination. In addition to introducing FOGO, the City should increase its support for community composting and urban farming as ways to reduce food waste. The use of skip bins versus the current bulk verge collection model is contentious, with responses divided on this issue.</td>
<td>Noted. This feedback relates to projects in the City’s Waste Strategy 2018 – 2023, which was previously adopted by Council. It will be shared with the City’s Waste team for consideration.</td>
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<th>Summary of Submitter comments</th>
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<tbody>
<tr>
<td>Plastic and packaging reduction</td>
<td>2</td>
<td>Ban balloons and glitter outright and implement infrastructure to prevent entry of plastic and other waste into lakes and water ways. The City should also incentivise food businesses to switch to compostable serving ware and educate retailers to reduce waste through their supply chains. Consider supporting research into the waste generated by local industries to identify key sources of commercial waste.</td>
<td>The SES Implementation Plan includes an action to investigate preventing the sale of specific single use items (Waste – strategy 1). The City uses gross pollutant traps to capture solid waste, preventing entry into receiving waters. Additional measures such as “drain socks” are now being investigated. Suggestions relating to incentives, education and research involving food retail businesses and industry will be shared with the City’s Waste team for consideration and inclusion in waste avoidance, awareness and education projects that form part of the City’s Waste Strategy 2018 - 2023.</td>
</tr>
<tr>
<td>Tree planting/protection</td>
<td>5</td>
<td>Continue to increase tree planting on public land and increase protection of trees on private land.</td>
<td>Agreed. These actions are captured in the SES Implementation Plan as actions under Urban Greening and Biodiversity – strategy 1 and in the City’s Greening Plan 2018 – 2023 under objectives 1 and 4.</td>
</tr>
<tr>
<td>Food and habitat for native fauna / productive plants</td>
<td>4</td>
<td>Plant only native trees and amenity plants on City land. Verve trees should be used to create urban nature corridors providing food and habitat, particularly for native birds. Expanding on this, consider implementing a campaign to ‘plant black cockatoo food’ in parks and home gardens. Exotic plants (and deciduous trees in particular) are harmful to the local environment and should not be planted except in an urban orchard setting, where they are well managed and leaf litter can be kept out of street drains. The native plant sale is a great initiative. It should offer more local native and endemic species.</td>
<td>The City’s Parks and Urban Green team is continually seeking to expand and improve its palette of native trees and amenity plants. The City’s Tree Selection Tool was developed to give priority to native trees over exotics, assigning them a higher value based on food, habitat and other environmental benefits. There are however instances where no commercially available native tree species will serve the required purpose. On such occasions exotic species may be used, but such decisions are carefully considered.</td>
</tr>
<tr>
<td>Underground power</td>
<td>3</td>
<td>Urban greening through increased tree canopy is strongly supported. Good canopy cover on streets can only be achieved with the undergrounding of power lines. The City should review its approach to this issue and consider funding a coordinated undergrounding program.</td>
<td>The City has previously investigated options for funding the undergrounding of power line. An affordable city-wide solution is yet to be found. The City is currently investigating power line bundling and insulation as an alternative to undergrounding, with a view to allowing tree canopy to grow around cables. Options for undergrounding power lines in the City’s town centres.</td>
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<th>Summary of Submitter comments</th>
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<tbody>
<tr>
<td>Domestic cats as a threat to native wildlife</td>
<td>2</td>
<td>Domestic cats cause significant harm to urban biodiversity. The City should consider measures to require cat owners to contain their pets within their properties and to restrain them whilst outside their property. If such measures are beyond the power of a single local government to implement, regional collaboration and advocacy to the State Government should be considered.</td>
<td>will continue to be pursued in line with action V2.8 of the City's Town Centre Place Plan (adopted 25 June 2019). The SES Implementation Plan can be amended following consultation with relevant teams to include actions to investigate and consider options to protect native wildlife from predation by domestic cats.</td>
</tr>
<tr>
<td>Glyphosate</td>
<td>2</td>
<td>Given the evidence of human health impacts, the City should stop using the systemic herbicide glyphosate in its operations. In fact it should go further and ban the use of glyphosate throughout Vincent.</td>
<td>Partially agreed. The City has been moving away from the use of glyphosate for several years. As there is no single non-chemical alternative that performs the same function, the City has been trialing a number of alternative weed control measures to identify a range of safe alternatives to be deployed in specific situations. This action is reflected in the SES Implementation Plan under Water – strategy 5. Banning the use of glyphosate by the community is not within the City's power, but community education is possible. The SES Implementation Plan can be amended to include an action relating to this following consultation with the City’s Parks and Urban Green team.</td>
</tr>
<tr>
<td>Sustainable design in planning approvals</td>
<td>3</td>
<td>The City should engage sustainable building design experts to devise much higher standards of environmental performance and impose these standards on all development. Passive solar design, solar hot water and solar PV should be mandatory across the board. The City should consider allowing variations from design and town planning regulations for developments that significantly exceed environmental performance standards, if compliance with those regulations would reduce</td>
<td>Partially agreed. The City has been gradually increasing its environmental performance requirements in developments over a number of years and has engaged with sustainable design experts throughout that process. This is an ongoing process of improvement. Solar passive design requirements are now embedded within the City’s Built Form Policy (Policy No. 7.1.1) and most types of development must meet environmental performance standards that significantly exceed the Building Codes of Australia. Requirements for specific</td>
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<tbody>
<tr>
<td>3</td>
<td>Financial cost of implementation</td>
<td>The comments on climate change were divided. Two submitters expressed a need to go further, including adopting a climate emergency strategy. The third stated that it is not the role of Local Government to address climate change and doing so will impose unnecessary cost on ratepayers while making no tangible difference to the global climate.</td>
<td>Noted. Development of a climate change strategy requires further consideration and will be explored by Administration. In relation to the cost of addressing climate change, energy efficiency and the use of renewable energy are the City’s main approaches. Both have short pay-back periods (typically in the range of three to eight years) and produce significant financial savings in the longer term.</td>
</tr>
<tr>
<td>3</td>
<td>Climate change</td>
<td>Actions that protect the environment appear to come with a significant financial cost. Local governments should focus on delivering core services and avoid imposing additional costs and burdens on the community through expensive environmental projects and additional regulations. The City should consider regional partnerships with other local governments to effect economies of scale and explore the Living Lab concept locally, which involves public-private-community partnership.</td>
<td>Noted. One of the advantages of environmental initiatives is that they tend produce financial savings to the City and its community in the longer term. They also generate health and well-being benefits that are more difficult to quantify. The City has entered regional partnerships in the past to benefit from shared resources and economies of scale. This is likely to be pursued further in future. The Living Lab concept requires further exploration and will be discussed with relevant teams.</td>
</tr>
<tr>
<td>2</td>
<td>Overall commentary on the draft SES</td>
<td>The draft Strategy is behind international trends in limiting its scope to “environmental sustainability”. A sustainability strategy should integrate environment with economic and social contexts. It is good to see some hard targets included in the draft SES but these should be linked to various local or global footprinting frameworks. The City should consider using the One Planet framework to report on its sustainability performance as a whole organisation and reframe the sustainability strategy to align with and support the themes of the Strategic Community Plan. Due to the relatively small impact of the City’s operations compared</td>
<td>Noted. Administration acknowledges that leading organisations are increasingly integrating the social, environmental and economic contexts in which they operate. In 2018 the City had its business practices independently benchmarked by Sustainable Platform to assess their social and environmental sustainability as well as alignment to the UN Sustainable Development Goals. The City of Vincent was the first WA local government to undertake this benchmarking process and received platinum certification. The draft SES was produced in parallel with the City’s Strategic Community Plan (SCP) and informed by the same community.</td>
</tr>
<tr>
<td>2</td>
<td>Environmental performance. Synthetic turf should be banned.</td>
<td>features such as solar PV have not been implemented as no single feature or technology works in all situations. For example, overshadowing by neighbouring buildings is a barrier to solar for many developments.</td>
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<tr>
<th>Theme</th>
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<tbody>
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<td></td>
<td>with that of the community, the City should use community outcomes as the primary focus of its sustainability initiatives and measures of performance. The City should also look beyond sustainability toward a Resilient Cities approach, a key feature of which is partnering with community and business. This means that the City should move toward becoming a broker of local sustainability initiatives rather than just designing and implementing its own projects.</td>
<td>engagement process. Both the outcomes in the draft SES and the actions in its Implementation Plan are closely aligned with community expectations expressed during that consultation period. The SCP currently serves the role of bringing together community, environment and economy within the one overarching document. The SES is one of several strategic documents that sit under the SCP. It serves as the roadmap for achieving the environmental outcomes in the SCP. In developing the draft SES, Administration considered multiple external sustainability frameworks, including One Planet. None were a good fit at that time, although aspects of multiple frameworks informed the draft Strategy. Frameworks continue to be developed and will be reviewed in preparing for the next iteration of the SES. While the City’s operational impact on the environment is small in comparison to that of the community, it must lead by example. Measuring community performance against sustainability outcomes is difficult. Indirect indicators and qualitative assessments are often all that is available. Improved methods of performance measurement for community outcomes will continue to be sought. New approaches such as Resilient Cities, Planetary Accounting and Living Labs will also need to be explored in preparing the next iteration of the SES.</td>
<td></td>
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</tbody>
</table>
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City of Vincent - Sustainable Environment Strategy 2019-2024

WHY WE NEED A HEALTHY ENVIRONMENT

Our local environment contributes greatly to the health, well-being and lifestyle of our community. We want to protect and enhance the environment so that it can continue to provide these benefits. But what does environmental sustainability actually mean and how do we know if we have achieved it?

A sustainable environment is one in which human needs are met without compromising the long-term capacity of the environment to meet the needs of future generations. This capacity is measured in terms of planetary boundaries.¹

Successful stable societies and their economies depend on the ongoing provision of natural resources (including clean air, water, food and materials) and on the efficient processing and reuse of waste (both natural and synthetic) to prevent their accumulation in the environment.

Societies that use natural resources faster than they can be replenished and generate waste faster than it can be processed exceed their planetary boundaries. This is the current scenario for many developed countries, including Australia. According to the Global Footprint Network, if everyone lived like the average Australian, four planet Earths would be required to support the current global population.²

The overarching objective of the City’s Sustainable Environment Strategy is to move both our organisation and our community closer to living within our planetary boundaries.

Figure 1. Societies and economies exist within and are dependent for their survival on a sustainable environment.

When vital natural resources are depleted and/or the capacity of the environment to absorb and recycle waste and pollutants is exceeded, the health of societies and economies begins to break down.

Conversely, when economies and societies are weakened, the environment often suffers from the resulting changes in human behaviour.

¹ https://www.stockholmresilience.org/research/planetary-boundaries/planetary-boundaries/about-the-research/the-nine-planetary-boundaries.html
² http://data.footprintnetwork.org/#/countryTrends?cn=10&type=earth
City of Vincent - Sustainable Environment Strategy 2019-2024

WHAT IS THE SUSTAINABLE ENVIRONMENT STRATEGY

Under the Local Government Act 1995, every local government in Western Australia must develop a Strategic Community Plan, as part of an Integrated Planning and Reporting Framework, illustrated in Figure 2 below.

![Diagram showing the relationship between Strategic Community Plan, Corporate Business Plan, Annual Budget, and Annual Report]

Figure 2.

The City’s Strategic Community Plan 2018-2028 clearly defines the Council’s strategic priorities, actions and initiatives for the coming decade – linked to the community’s aspirations for the future.

The Sustainable Environment Strategy is the City’s roadmap for delivering a sustainable natural and built environment for our community. It will guide our actions for the next five years to ensure that as an organisation we protect and enhance our environment and make the best possible use of our natural resources for the benefit of current and future generations.

2
City of Vincent - Sustainable Environment Strategy 2019-2024

OUR VISION

We are a smart and sustainable City that:

- Minimises waste and makes the best possible use of our natural resources;
- Facilitates safe, convenient, and low emission transport options;
- Values, protects and enhances our natural environment; and
- Fosters sustainable living and consumption within our community.

HOW WE DEVELOPED THIS STRATEGY

To develop the Sustainable Environment Strategy 2019-2024 we:

1. Consulted our community to find out what is most important to them when it comes to protecting and enhancing our environment.
2. Identified our major areas of environmental impact – these are the Key Opportunity Areas where we can make the greatest difference.
3. Established quantifiable baselines* against which we can measure progress in the Key Opportunity Areas.
4. Identified actions to optimise environmental outcomes and deliver on our community’s vision for a sustainable city.
5. Identified the modes of delivery for our actions – determined by the City’s degree of control or influence over outcomes.
6. Set targets for corporate and community outcomes that will keep us committed and accountable into the future.

The above steps will be presented as a graphic

*The baseline year used throughout this document is 2017/18 because this is the most recent year for which complete sets of data relating to most opportunity areas were available at the time of document preparation.
### Key Opportunity Areas, What They Address and...

<table>
<thead>
<tr>
<th>Area</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Energy</td>
<td>Electricity and natural gas used to power the City's and the community's stationary (non-transport) activities, and the associated greenhouse gas emissions.</td>
</tr>
<tr>
<td>Transport</td>
<td>Modes of transport used by the City's operations and by the community, plus the associated greenhouse gas emissions.</td>
</tr>
<tr>
<td>Water</td>
<td>All forms of water that pass through our municipal boundaries including scheme water, ground water and environmental water, plus any associated contamination and pollution.</td>
</tr>
<tr>
<td>Waste</td>
<td>All material that is disposed of or discarded within our municipal boundaries, plus any associated contamination, pollution and greenhouse gas emissions.</td>
</tr>
<tr>
<td>Urban Greening &amp; Biodiversity</td>
<td>Vegetation and wildlife that contributes positively to the health of our local environment.</td>
</tr>
</tbody>
</table>
THE OUTCOMES WE WILL WORK TOWARDS

Energy
- Use of energy derived from fossil fuels is reduced through energy efficiency and the use of renewable alternatives
- The community is supported to implement energy efficiency and adopt renewable energy technologies
- New developments are required to demonstrate best practice in reducing greenhouse gas emissions from energy use

Transport
- Public and active transport are the modes of choice for staff and community
- Car dependency is reduced
- Greenhouse gas emissions from the City’s vehicle fleet are substantially reduced
- The community is supported to adopt electric cars and other technologies that reduce vehicle emissions
- New developments support the adoption of zero emission vehicles

Water
- The use of scheme and ground water is reduced and water capture and reuse is increased
- Water sensitive urban design is implemented on both public and private land
- The community is encouraged to understand the local water cycle and to value and protect receiving waters
- New developments are required to demonstrate best practice in reducing scheme water use and maximising the capture and use of alternative water sources
- Contaminants and pollutants are prevented from entering the environment and from reaching receiving waters

Waste
- Waste generation is reduced through avoidance
- Waste recovery is increased through a suite of cost effective, sustainable and contemporary waste services
- Waste to landfill and associated carbon emissions are substantially reduced
- Hazardous waste is prevented from entering the environment
- The community is informed and engaged in waste avoidance and recovery and is progressing toward a "circular economy"
- The City works collaboratively on waste with other local governments and government agencies
- New developments are required to demonstrate best practice in reducing waste associated with the construction and maintenance of buildings

Urban Greening & Biodiversity
- Loss of urban vegetation and tree canopy is reduced and the planting of additional trees and shrubs is increased
- Urban tree canopy is protected and enhanced to increase habitat and biodiversity
- New development is required to plant trees to achieve a minimum site coverage of landscaping and tree canopy
- The community is encouraged to value biodiversity and supported to plant appropriate species of trees and shrubs
City of Vincent - Sustainable Environment Strategy 2019-2024

To act in an environmentally sustainable manner in all of our City’s operations and to empower, encourage and support our community to live in an environmentally sustainable way.

Meeting the needs of the present without compromising the ability of future generations to meet their own needs; Pursuit of progress toward the United Nations Sustainable Development Goals relating to the environment.

### Overall Objective
What we are trying to achieve

### Values
To guide delivery of our objective

### Strategic Pillars
Key opportunity areas for successful delivery of the objective

### Outcomes
Outcomes or initiatives to support each strategic imperative

<table>
<thead>
<tr>
<th>Energy</th>
<th>Transport</th>
<th>Water</th>
<th>Waste</th>
<th>Urban Greening &amp; Biodiversity</th>
</tr>
</thead>
<tbody>
<tr>
<td>Reduced use of energy derived from fossil fuels; Reduced greenhouse gas emissions from energy use; Improved energy efficiency and increased use of renewable energy.</td>
<td>Increased use of public and active transport; Shift to vehicles powered by renewable energy.</td>
<td>Reduced use of scheme water and ground water; Increased water capture and reuse; Progress toward becoming a water sensitive city.</td>
<td>Reduced waste generation and increased resource recovery; Substantial reduction in landfill and associated greenhouse gas emissions; Progress toward a circular economy.</td>
<td>Increased tree canopy; Increased habitat and biodiversity.</td>
</tr>
</tbody>
</table>

### KPIs
Measure of performance and success

| • Proportion of energy use from fossil fuels versus renewable energy | • Mode share shift to public and active transport | • Groundwater and scheme water consumption | • Waste to landfill | • Tree canopy cover |
| • Greenhouse gas emissions from energy | • Adoption of zero emission vehicles | • Water Sensitive Cities Index score | • Waste recycled | • Length of Greenways planted |
| Executing support and guidance | Clear pathway to delivery (Corporate Business Plan, Long Term Financial Plan, Annual Budget) |

### Enablers
Supporting processes, governance, technology, capability

- Executive support and guidance
- Clear pathway to delivery (Corporate Business Plan, Long Term Financial Plan, Annual Budget)
- Available resources to deliver
- Stakeholder engagement and relationship management
- Streamlined / automated monitoring and reporting processes
- State Government support
City of Vincent - Sustainable Environment Strategy 2019-2024

The sections that follow discuss the strengths, weaknesses, risks and opportunities associated with each of our five Key Opportunity Areas. They set out baselines, targets and the outcomes we wish to achieve in each Key Opportunity Area, plus the strategies we will employ to achieve them.

An important outcome that cuts across several Key Opportunity Areas is the reduction of greenhouse gas emissions. While separate targets relating to greenhouse gas emissions are captured under the Key Opportunity Areas of Energy, Transport and Waste, the City has an overarching target of net zero greenhouse gas emissions by the year 2030.

This target will primarily be achieved through efficient resource management, use of renewable energy, adoption of emerging technologies and innovation. Any residual greenhouse gas emissions that remain at the target date set for achieving net zero emissions will need to be offset through the purchase of carbon credits.
Energy

Energy is used throughout the City's operations and the community to power activities such as heating, lighting, air conditioning and the operation of electrical equipment. Burning of fossil fuels (coal, gas and oil) to generate heat and electricity is a major source of greenhouse gas emissions and non-greenhouse gas air pollutants. To do our part in mitigating global climate change and air pollution, we must minimise use of energy derived from fossil fuels through a combination of energy efficiency and renewable energy generation.

City Operations

Since the adoption of our first Sustainable Environment Strategy in 2011 the City has proactively reduced its use of energy derived from fossil fuels through energy efficiency upgrades and renewable energy.

As Figure 3 shows, 22% of the City's current energy use is obtained through on-site renewable energy sources. These being a combination of geothermal heating, solar hot water and solar electricity generation. The remaining 78% of energy is derived from non-renewable sources in the form of grid-based electricity and natural gas. This produces 5,374.85 Tonnes of CO₂ equivalent greenhouse gas emissions per year, which accounts for 64% of the City's total greenhouse gas emissions (Figure 4). It contributes to human induced climate change and is costly for the City financially. To address this the City is setting targets to reduce grid supplied electricity and natural gas use (Table 1).

Energy efficiency and renewable energy technology is constantly evolving and becoming more affordable, presenting opportunity for ongoing performance improvements. Any residual energy use that cannot be eliminated through these measures will need to be offset to achieve net zero emissions from the City’s operations. In order to reduce indirect greenhouse gas emissions resulting from the City’s financial investments, Council has adopted a divestment Policy, shifting funds away from financial institutions that support coal, oil or gas projects.

City of Vincent - Sustainable Environment Strategy 2019-2024

**Figure 3.** Operational energy use for the baseline year of 2017/18

**Figure 4.** Greenhouse gas emissions for the baseline year of 2017/18

**Table 1.** City Operations – Baselines and Targets for energy and associated greenhouse gas emissions

<table>
<thead>
<tr>
<th>CITY OPERATIONS</th>
<th>Baseline (2017/18)</th>
<th>Target</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total grid-supplied electricity use</td>
<td>6,401.8 Megawatt hours per year (23,406 Gigajoules per year)</td>
<td>10% reduction by 2024</td>
</tr>
<tr>
<td>Total natural gas use</td>
<td>10,327.73 Gigajoules per year</td>
<td>80% reduction by 2024</td>
</tr>
<tr>
<td>Solar PV installed on City-owned buildings</td>
<td>37.5 Kilowatts</td>
<td>400 Kilowatts* by 2024</td>
</tr>
<tr>
<td>Solar energy generation on City-owned buildings</td>
<td>58.7 Megawatt hours per year</td>
<td>589.8 Megawatt hours per year by 2024</td>
</tr>
<tr>
<td>Greenhouse gas emissions from electricity and gas used by the City's operations</td>
<td>5,374.85 Tonnes of CO₂ equivalent per year</td>
<td>17.5% reduction by 2024</td>
</tr>
<tr>
<td></td>
<td></td>
<td>100% reduction by 2030</td>
</tr>
</tbody>
</table>

*To be confirmed by further solar feasibility studies.
City of Vincent - Sustainable Environment Strategy 2019-2024

What our community wants us to do:
- Increase the use of renewable energy sources at City owned buildings
- Increase renewables as a source of energy throughout Vincent
- Mandate more sustainable development to help reduce our community’s carbon emissions

Community

The unavoidable impacts of global climate change are likely to see energy demand rise, particularly for air conditioning as temperatures trend upward and heatwaves become more frequent. Education and resources provided by the City to help our community retrofit energy efficiency and renewable energy into existing dwellings have been well received. Despite this only 16.8%\(^4\) of free-standing and semi-detached dwellings (where strata permission is not a barrier) have rooftop solar installed, compared to an average of 20-30% for the wider Perth metropolitan area.

With the price of solar falling rapidly, and low interest finance for solar installations readily available, cost does not appear to be a major factor in our community’s take-up of solar. The high number of rental properties\(^5\) (close to 50%) is more likely to be a key contributor. Technologies are now emerging that will enable landlords to sell solar energy to tenants and solar-owning households to sell to non-solar households via peer-to-peer energy sharing, making solar more accessible to Vincent residents in future.

\(^4\) Australian Photovoltaic Institute – Mapping Australian Photovoltaic Installations (http://pv-map.apvi.org.au)

\(^5\) Australian Bureau of Statistics, Census of Population and Housing
City of Vincent - Sustainable Environment Strategy 2019-2024

Table 2. Community – Baselines and Targets for energy share and associated greenhouse gas reductions

<table>
<thead>
<tr>
<th>COMMUNITY</th>
<th>Baseline (2017/18)</th>
<th>Target</th>
</tr>
</thead>
<tbody>
<tr>
<td>Average grid-supplied household electricity use</td>
<td>13.26 Kilowatt hours per day</td>
<td>10% reduction by 2024</td>
</tr>
<tr>
<td>Percentage of free-standing and semi-attached dwellings with solar PV systems</td>
<td>16.9%</td>
<td>25% by 2024</td>
</tr>
<tr>
<td>Percentage of all dwellings with solar PV systems</td>
<td>10.5%</td>
<td>15% by 2024</td>
</tr>
<tr>
<td></td>
<td>(1,759 domestic PV systems installed)</td>
<td>(2,845 domestic PV systems installed)</td>
</tr>
<tr>
<td>Estimated installed solar capacity</td>
<td>7,638 Kilowatts</td>
<td>12,355 Kilowatts by 2024</td>
</tr>
<tr>
<td>Estimated electricity displaced from the grid by Vincent households using solar PV</td>
<td>12,266.6 Megawatt hours per year</td>
<td>19,842.4 Megawatt hours per year by 2024</td>
</tr>
<tr>
<td>Greenhouse gas emissions avoided</td>
<td>9,200 Tonnes of CO₂ equivalent per year</td>
<td>14,882 Tonnes of CO₂ equivalent per year by</td>
</tr>
<tr>
<td></td>
<td></td>
<td>2024</td>
</tr>
</tbody>
</table>
**Table 3. ENERGY – outcomes we will work towards and the strategies to deliver them**

<table>
<thead>
<tr>
<th>THE OUTCOMES WE WILL WORK TOWARDS</th>
<th>STRATEGIES TO DELIVER OUTCOMES</th>
</tr>
</thead>
<tbody>
<tr>
<td>✴ Use of energy derived from fossil fuels is reduced through energy efficiency and the use of renewable alternatives</td>
<td>1. Reduce the energy demand of City-owned buildings through physical modifications</td>
</tr>
<tr>
<td>✴ Greenhouse gas emissions from energy used by the City's operations are substantially reduced</td>
<td>2. Increase the efficiency of energy use in City-owned buildings by upgrading energy using plant and equipment</td>
</tr>
<tr>
<td>✴ The community is supported to implement energy efficiency and adopt renewable energy technologies</td>
<td>3. Increase solar energy generation on City-owned buildings</td>
</tr>
<tr>
<td>✴ New developments are required to demonstrate best practice in reducing greenhouse gas emissions from energy use</td>
<td>4. Increase the use of renewable energy sources for water heating in City-owned buildings</td>
</tr>
<tr>
<td></td>
<td>5. Increase the use of ground source geothermal energy at Beatty Park Leisure Centre</td>
</tr>
<tr>
<td></td>
<td>6. Reduce grid-supplied energy use for public open space and carpark lighting through energy efficiency and solar power</td>
</tr>
<tr>
<td></td>
<td>7. Increase the energy efficiency of street lighting</td>
</tr>
<tr>
<td></td>
<td>8. Embed energy efficient behaviours within the City’s operations</td>
</tr>
<tr>
<td></td>
<td>9. Promote and facilitate energy efficiency in the community</td>
</tr>
<tr>
<td></td>
<td>10. Promote and facilitate the adoption of solar energy in the community</td>
</tr>
<tr>
<td></td>
<td>11. Advocate to both State and Federal Government for higher building design standards for new builds and retrofits (all building types)</td>
</tr>
<tr>
<td></td>
<td>12. Advocate to State Government to require increased energy performance standards in new developments</td>
</tr>
<tr>
<td></td>
<td>13. Advocate to State Government and relevant government agencies in relation to energy sharing and renewable energy technologies</td>
</tr>
</tbody>
</table>

**BENEFITS**

✴ Climate change mitigation and reduced air pollution
✴ Reduced corporate and community expenditure on gas and electricity
✴ Enhanced climate resilience for buildings
City of Vincent - Sustainable Environment Strategy 2019-2024

TRANSPORT

As greater Perth’s population continues to grow, road congestion and parking pressures in inner-city suburbs continue to increase. Paradoxically, the perceived safety issues and reduced amenity associated with increased vehicle traffic causes local commuters to choose the relative safety and convenience of their own cars over more suitable transport options such as walking and cycling. This adds to the local fuel particulate load and contributes to making vehicle exhaust the main source of air pollution in Vincent. Greenhouse gases emitted by cars also contribute around 10% of our community’s global warming impacts.  

City Operations

While the City’s Active Transport program provides electric bicycles and Smart Rider cards for work-related travel by administrative staff, some staff need to drive as part of their daily work activities. These include parks, rangers, engineering and waste crews. Their operational transport energy use accounts for 9% of the City’s greenhouse gas emissions. A number of opportunities can be explored to minimise the environmental impacts of their vehicles. For the passenger vehicle fleet, hybrid and fully electric options are starting to become available. For the utility and heavy vehicle fleet, lower emission options can be prioritised in the short term and renewable alternative fuels explored as they become available in future.

Table 4. City Operations – Baselines and Targets for Transport

<table>
<thead>
<tr>
<th>CITY OPERATIONS</th>
<th>Baseline (2017/18)</th>
<th>Target</th>
</tr>
</thead>
<tbody>
<tr>
<td>Percentage of the City’s passenger vehicle fleet with tailpipe emissions</td>
<td>97%*</td>
<td>50% by 2024</td>
</tr>
<tr>
<td></td>
<td></td>
<td>0% by 2030</td>
</tr>
</tbody>
</table>

*97% unleaded petrol; 3% fully electric.

\[\text{Western Australian Local Government Association Vehicle Emissions Discussion Paper 2017}\]
City of Vincent - Sustainable Environment Strategy 2019-2024

Community

Vincent residents have access to more public and active transport options than average for the Perth metropolitan area. As a result, they cycle and walk to work four times as often and use buses twice as often as other metropolitan residents.7

Despite this, car use remains high as shown in Figure 5, with more than 65% of Vincent residents who commute to work choosing to drive (compared with 80% for the metropolitan average).

Our community has told us that they would be more likely to leave their cars at home if there were more bike lanes with better interconnections, better public transport connectivity and pedestrian improvements that increase safety and amenity for walkers. The City’s Integrated Transport Plan being developed in 2019 will be the roadmap for delivering the above improvements and comprehensively addressing transport mode shift into the future.

![Community Commute Mode Share](image)

**Figure 5.** Transport mode share for our City’s community (census data 2016)

7 Australian Bureau of Statistics census data 2016
Table 5. Community – Baselines and Targets for Transport

<table>
<thead>
<tr>
<th>COMMUNITY</th>
<th>Baseline (2017/18)</th>
<th>Target</th>
</tr>
</thead>
<tbody>
<tr>
<td>Percentage of Vincent residents who use active or public transport to commute</td>
<td>33%*</td>
<td>Targets for mode share shift to be set by the City’s Integrated Transport Plan</td>
</tr>
<tr>
<td>Percentage ownership of zero emission vehicles by the community</td>
<td>0.065%³</td>
<td>1.0% by 2024</td>
</tr>
</tbody>
</table>

* Active transport (walk/cycle) 15%, Public transport (bus/train) 18%.

What our community wants us to do:

- Install more bike lanes
- Improve public transport links
- Improve the pedestrian environment to make it safer and easier to get around

---

### Table 6. TRANSPORT – outcomes we will work towards and the strategies to deliver them

<table>
<thead>
<tr>
<th>THE OUTCOMES WE WILL WORK TOWARDS</th>
<th>STRATEGIES TO DELIVER OUTCOMES</th>
</tr>
</thead>
<tbody>
<tr>
<td>❖ Public and active transport are the modes of choice for staff</td>
<td>1. Support and encourage City employees to use public transport, active transport and car sharing</td>
</tr>
<tr>
<td>and community</td>
<td></td>
</tr>
<tr>
<td>❖ Car dependency is reduced</td>
<td>2. Support and encourage the community to increase use of public and active transport</td>
</tr>
<tr>
<td>❖ Greenhouse gas emissions from the City’s vehicle fleet are</td>
<td>3. Reduce the use of petroleum-based fuels in the City’s vehicle fleet via renewable alternatives and increased fuel efficiency</td>
</tr>
<tr>
<td>substantially reduced</td>
<td></td>
</tr>
<tr>
<td>❖ The community is supported to adopt electric cars and other</td>
<td>4. Facilitate investment in electric vehicle charging infrastructure</td>
</tr>
<tr>
<td>technologies that reduce vehicle emissions</td>
<td></td>
</tr>
<tr>
<td>❖ New developments support the adoption of zero emission vehicles</td>
<td>5. Facilitate the establishment of electric micro-transport in the city</td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td>BENEFITS</td>
<td>6. Develop, adopt and implement an Integrated Transport Plan to set the future course for mode share, car parking and the City’s bike network</td>
</tr>
<tr>
<td>❖ Climate change mitigation and reduced air pollution</td>
<td>7. Encourage and support the transition to zero emission vehicles by the community</td>
</tr>
<tr>
<td>❖ Reduced corporate and community expenditure on transportation</td>
<td>8. Work with the State Government to improve public transport services in Vincent</td>
</tr>
<tr>
<td>❖ Enhanced resilience to peak oil</td>
<td>9. Advocate to State Government for the promotion of electric vehicle charging and management infrastructure in new developments</td>
</tr>
</tbody>
</table>

---

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City of Vincent - Sustainable Environment Strategy 2019-2024

WATER

In 2017 the City of Vincent was one of the first two Waterwise Councils to achieve platinum status, acknowledging the City's demonstrated leadership in sustainable water management. In 2018 the City benchmarked itself against the Water Sensitive Cities Index and began charting the path toward becoming a water sensitive city. Water sensitive cities minimise the depletion of fresh water resources, increase the use of alternative and recycled water sources, enhance community connection to the local water cycle and improve the quality of stormwater, groundwater and receiving environments such as rivers and wetlands. Figure 6 shows the continuum of states from a basic water supply City through to a water sensitive City.3

Figure 6. The Water Sensitive Cities city-state continuum (adapted from Brown, Keith and Wong, 2009)

3 For more information about the Water Sensitive Cities Index, a description of the various water-related states and how cities are benchmarked against the index visit https://watersensitivecities.org.au/solutions/vsc-index/
City of Vincent - Sustainable Environment Strategy 2019-2024

City Operations

As Figure 7 shows, groundwater use for irrigation accounts for approximately 90% of the City’s total operational water use. Between 2013 and 2018 groundwater use decreased by 15%, reflecting water efficiency improvements associated with the City’s eco-zoning program and careful prioritisation and allocation of water to playing fields and reserves.

Scheme water use reduction at City-owned facilities has been more challenging. Many City-owned buildings are leased, which means that the City has no control over on-site water use behaviour. Leaks are often hidden, resulting in significant losses before anomalies are picked up on water bills. There is an opportunity to further explore and address these issues.

Climate change predictions indicate that the south west of Western Australia can expect reduced amounts of rainfall in future. This means the City will become increasingly reliant on irrigation to maintain green spaces at the same time as groundwater becomes ever more limited. The City will need to find alternative fit-for-purpose water sources that do not have a negative environmental impact. The use of recycled and fit-for-purpose water is likely to be part of the solution. The City will need to maintain close collaborative relationships with Water Corporation and other water-related agencies to successfully implement such options.

Figure 7. Operational water use for the baseline year of 2017/18
City of Vincent - Sustainable Environment Strategy 2019-2024

Table 7. City Operations – Baselines and Targets for Water

<table>
<thead>
<tr>
<th>CITY OPERATIONS</th>
<th>Baseline (2017/18)</th>
<th>Target</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total scheme water use by City-owned facilities</td>
<td>67,356 kilolitres per year</td>
<td>Facilities undergoing upgrades to achieve a minimum 15% scheme water use reduction following upgrade. Facilities not undergoing upgrade to maintain scheme water use at or below baseline.</td>
</tr>
</tbody>
</table>
| Groundwater use (average across all irrigated areas) | 7,357 kilolitres per hectare per year | 5% reduction by 2024  
(<7,000 kilolitres per hectare per year)  
8% reduction by 2029  
(<8,750 kilolitres per hectare per year) |

What our community wants us to do:
- Increase the number of waterwise native verges (grow the Adopt a Verge program)
- Increase native plants in our public open spaces (continue the eco-zoning program)
City of Vincent - Sustainable Environment Strategy 2019-2024

Community

Our community’s per capita scheme water use is lower than the Perth metropolitan average. Water Corporation’s target for community scheme water use by 2030 is 110 kilolitres per person per year, while our community’s use is already well below this at 96.86 kilolitres per person per year. This is attributed to a larger proportion of high-density dwellings – apartment dwellers do not tend to have large gardens to water.

As Figure 8 shows, the majority (80%) of our community scheme water use is residential, with the remainder attributable to businesses and government institutions. As Water Corporation already runs highly effective water saving programs targeting the latter groups, the greatest gains in community water savings are to be made through education and support for the residential sector.

As our local climate continues to become hotter and drier, residents with gardens are likely to increase their scheme water and groundwater use in an attempt to keep plants growing. Community groundwater use is currently unmetered but estimates provided by the Department of Water and Environmental Regulation and by Water Corporation indicate that domestic bores in the City extract a similar amount of groundwater to the City’s operations (Figure 9).

![Figure 8. Share of community scheme water use](image)

![Figure 9. Residential water use compared to the City's operations](image)

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10 Water Corporation Community Water use data for the City of Vincent
City of Vincent - Sustainable Environment Strategy 2019-2024

Community education and support around the use of drought-resistant native species and alternative water sources such as rain water and greywater will need to be provided by the City. Conversely, the City will rely on continued collaboration from residents to protect the health of water-dependent ecosystems and increase the connection between water in the environment and greens space throughout the City.

Table 8. Community – Baselines and Targets Water

<table>
<thead>
<tr>
<th>COMMUNITY</th>
<th>Baseline (2017/18)</th>
<th>Target</th>
</tr>
</thead>
<tbody>
<tr>
<td>Community scheme water use</td>
<td>96.86 kilolitres per person per year</td>
<td>90 kilolitres per person per year by 2024</td>
</tr>
<tr>
<td>Domestic groundwater use</td>
<td>~628,408 kilolitres per year</td>
<td>5% reduction by 2024 (&lt;594,279 kilolitres per year)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>9% reduction by 2029 (&lt;573,055 kilolitres per year)</td>
</tr>
<tr>
<td>Water Sensitive Cities Index status</td>
<td>Water Supply City status 100% Sewered City status 100% Drained City status 100% Waterways City status 93% Water Cycle City status 41% Water Sensitive City status 19%</td>
<td>Water Supply City status maintained at 100% Sewered City status maintained at 100% Drained City status maintained at 100% Waterway City status 100% by 2024 Water Cycle City status 100% by 2050 Water Sensitive City status to be determined</td>
</tr>
</tbody>
</table>
### Table 9. WATER – outcomes we will work towards and the strategies to deliver them

<table>
<thead>
<tr>
<th>THE OUTCOMES WE WILL WORK TOWARDS</th>
<th>STRATEGIES TO DELIVER OUTCOMES</th>
</tr>
</thead>
<tbody>
<tr>
<td>❖ The use of scheme and groundwater is reduced and water capture and reuse is increased</td>
<td>1. Increase water use efficiency in City-owned buildings by upgrading water-using fittings and fixtures and embedding water efficient behaviours within operations</td>
</tr>
<tr>
<td>❖ Water sensitive urban design is implemented on both public and private land</td>
<td>2. Increase groundwater use efficiency in the City’s irrigation areas and work with the Department of Water and environmental Regulation to prepare for further reductions in groundwater allocation</td>
</tr>
<tr>
<td>❖ The community is encouraged to understand the local water cycle and to value and protect receiving waters</td>
<td>3. Identify and utilise alternative (fit-for purpose) water sources, in partnership with relevant government agencies where appropriate</td>
</tr>
<tr>
<td>❖ New developments are required to demonstrate best practice in reducing scheme water use and maximising the capture and use of alternative water sources</td>
<td>4. Implement the Action Plan developed at the City’s 2018 Water Sensitive Cities Index benchmarking workshop</td>
</tr>
<tr>
<td>❖ Contaminants and pollutants are prevented from entering the environment and from reaching receiving waters</td>
<td>5. Develop and adopt a Water Sensitive Urban Design (WSUD) Plan aligned with the Vision and Transition Strategy for Greater Perth (capture, use and infiltrate environmental water to benefit environment and community; make use of alternative water sources and better integrate water into green spaces)</td>
</tr>
<tr>
<td></td>
<td>6. Facilitate WSUD in private development</td>
</tr>
<tr>
<td></td>
<td>7. Expand the City’s Adopt a Verge program and actively promote the program to encourage continued participation</td>
</tr>
<tr>
<td></td>
<td>8. Encourage and assist residents and businesses to understand, apply for and install on-lot greywater systems</td>
</tr>
<tr>
<td></td>
<td>9. Increase community water literacy, including the understanding of water efficiency, the local water cycle and connection to and ownership of local wetlands</td>
</tr>
<tr>
<td></td>
<td>10. Advocate to both State and Federal Government for higher building design standards for new builds and retrofits (all building types)</td>
</tr>
<tr>
<td></td>
<td>11. Advocate to State Government to require increased water performance standards in new developments and to facilitate greywater use</td>
</tr>
</tbody>
</table>
City of Vincent - Sustainable Environment Strategy 2019-2024

**BENEFITS**
- Reduced depletion of environmental fresh water resources
- Reduced energy use and greenhouse gas emissions associated with the extraction, production, transportation and treatment of water
  - Reduced corporate and community expenditure on potable water
  - Improved quality of stormwater and groundwater
  - Improved wetland health
- Increased connection between people and water in the environment
  - Increased water-related environmental services
WASTE

Waste is an issue of concern for local governments around Australia. Landfilling is becoming less desirable as cities run out of suitable sites and the associated greenhouse gas emissions account for a large share of cities’ global warming impacts. At the same time major international recyclers China and India are placing restrictions on the materials they accept. A lack of suitable processing and re-manufacturing plants in Australia is leaving recyclable materials stranded around the country. Solutions are being developed at Federal, State and local levels to address these issues and the City of Vincent is playing its part.

City Operations

The City has a vision to achieve zero waste to landfill by 2028 and aims to provide residents with cost effective, sustainable and contemporary waste services to achieve this. In line with this commitment the City increased diversion of waste from landfill from 39% in 2016/17 to 44% in 2017/18. The City’s Waste Strategy 2018 – 2023 recognises that the management of waste poses a number of risks for the City through growing population, rising landfill costs, environmental impacts and increased multi-unit development, which poses its own set of waste management challenges. The Waste Strategy focuses not only on increasing recovery to decrease waste to landfill, but also on decreasing waste generation itself. To achieve this, the City has committed to community education and engagement that aims to progress waste behaviour through the waste hierarchy, toward waste avoidance and minimisation as shown in Figure 10.

![Waste Hierarchy Diagram](image)

**Figure 10.** The waste hierarchy
City of Vincent - Sustainable Environment Strategy 2019-2024

Community

Our community is doing well compared with the Perth metropolitan average, generating 7kg less waste per household per week. There is however room for improvement, with 29.5% of material in the general waste (green bin) found to be recyclable and with recycling bins (yellow lid) frequently contaminated with organic waste. Opportunities for improvement are being pursued through increased community education and the rollout of additional services such as a food organics and green organics (FOGO) bin.

What our community wants us to do:
- Help the community increase its recycling rates
- Help the community compost correctly and keep organic material out of the municipal waste stream
- Send less waste to landfill

Table 10. Combined municipal (City Operations and Community) – Baseline and Target for Waste

<table>
<thead>
<tr>
<th>CITY OPERATIONS &amp; COMMUNITY</th>
<th>Baseline (2017/18)</th>
<th>Target</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total waste to landfill</td>
<td>9,530 tonnes</td>
<td>0 tonnes by 2028*</td>
</tr>
<tr>
<td></td>
<td>(56% of all waste collected)</td>
<td>(0% of all waste collected)</td>
</tr>
<tr>
<td>Greenhouse gas emissions associated with the breakdown of organic waste</td>
<td>2,235 tonnes of CO₂ equivalent per year</td>
<td>223.5 tonnes of CO₂ equivalent per year**</td>
</tr>
</tbody>
</table>

*The City’s Waste Strategy 2018 – 2023 sets an overarching target of zero waste to landfill by 2028. Interim targets and separate targets for different categories of waste will emerge through the implementation of the projects set out in the Waste Strategy.

**This figure assumes that all organic waste will be composted using aerobic processes, resulting in a 90% reduction in greenhouse gas emissions.
City of Vincent - Sustainable Environment Strategy 2019-2024

### Table 11. WASTE – outcomes we will work towards and the strategies to deliver them

<table>
<thead>
<tr>
<th>THE OUTCOMES WE WILL WORK TOWARDS</th>
<th>STRATEGIES TO DELIVER OUTCOMES</th>
</tr>
</thead>
<tbody>
<tr>
<td>❖ Waste generation is reduced through avoidance</td>
<td>1. Implement sustainable procurement practices to minimise waste generation within the City’s operations</td>
</tr>
<tr>
<td>❖ Waste recovery is increased through a suite of cost effective, sustainable and contemporary waste services</td>
<td>2. Maximise diversion of waste from landfill through existing waste collection processes</td>
</tr>
<tr>
<td>❖ Waste to landfill and associated carbon emissions are substantially reduced</td>
<td>3. Implement the City’s Waste Strategy 2018 – 2023</td>
</tr>
<tr>
<td>❖ Hazardous waste is prevented from entering the environment</td>
<td>4. Investigate and implement mechanisms to ensure that developments demonstrate best practice in reducing waste associated with construction and maintenance</td>
</tr>
<tr>
<td>❖ The community is informed and engaged in waste avoidance and recovery and is progressing toward a “circular economy”</td>
<td>5. Provide feedback to the community about its waste impacts and support community waste projects that benefit the environment</td>
</tr>
<tr>
<td>❖ The City works collaboratively on waste with other local governments and government agencies</td>
<td></td>
</tr>
<tr>
<td>❖ New developments are required to demonstrate best practice in reducing waste associated with the construction and maintenance</td>
<td></td>
</tr>
</tbody>
</table>

**BENEFITS**

❖ Reduced use of natural resources  
❖ Reduced greenhouse gas emissions  
❖ Reduced contamination of receiving environments
City of Vincent - Sustainable Environment Strategy 2019-2024

URBAN GREENING AND BIODIVERSITY

Urban vegetation and trees in particular provide many environmental benefits. These include the removal of atmospheric carbon and particulate air pollutants, mitigation of the urban heat island effect, erosion control and improved quality of environmental water. The City’s Greening Plan focuses on opportunities to increase urban tree canopy and vegetation to support local biodiversity. It provides guidance and direction to the City’s strategic planning, parks and community partnerships teams. It also informs the City’s community about the types of greening activities they can expect to see and about opportunities to get involved.

City operations

The City adopted its first Greening Plan in 2014, though greening activities started some years earlier. From the baseline year of 2009 to the adoption of the Greening Plan in 2014, tree canopy cover on City managed land had already increased by 1.58%. This was assisted by a tree protection policy adopted in 2007 that prevents the removal of street trees. The City recognises verges as corridors that can be enhanced with trees and other vegetation to connect people to nature and to the City’s blue (water) and green (parks) spaces.

While recent canopy cover data is yet to be obtained, between 2014 and the review of the Greening plan in 2018, the City completed 25km of greenway plantings (verge and median trees) and 16,000 square metres (1.6 hectares) of eco-zoning. Eco-zoning is native understory planting to support local fauna through food and habitat.

There are a number of challenges to greening of the public realm. Balancing the growing need for active open spaces such as sporting fields against the need for increased tree canopy is one. Supporting trees to thrive in an urban environment where extensive use of paving and bitumen and competition for space from underground services is another. Options for increasing infiltration of rainwater and giving trees more room for healthy root development will need to be investigated and trialled.

What our community wants us to do:
- Prioritise native trees for planting in the public domain
- Increase bird-attracting trees and understory plantings to support local biodiversity
City of Vincent - Sustainable Environment Strategy 2019-2024

Table 12. City Operations – Baselines and Targets for urban Greening and Biodiversity

<table>
<thead>
<tr>
<th>CITY OPERATIONS</th>
<th>Baseline (2017/18)</th>
<th>Target</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tree canopy cover on public land</td>
<td>21.45%*</td>
<td>23.33% by 2023</td>
</tr>
<tr>
<td></td>
<td></td>
<td>35% by 2050</td>
</tr>
<tr>
<td>Number of street trees</td>
<td>13,000</td>
<td>13,500 by 2023</td>
</tr>
<tr>
<td></td>
<td></td>
<td>(targets beyond 2023 to be determined)</td>
</tr>
<tr>
<td>Length of greenways established within the City</td>
<td>25km</td>
<td>26.5 kilometres by 2023</td>
</tr>
<tr>
<td></td>
<td></td>
<td>51 kilometres by 2050</td>
</tr>
<tr>
<td>Area of eco-zoning completed**</td>
<td>49,549 square metres</td>
<td>69,549 square metres by 2023</td>
</tr>
</tbody>
</table>

*Note: this is 2014 tree canopy data, which was the latest available at time of writing
**Between commencement of the City’s eco-zoning program in 2011 and review of the Greening Plan in 2018

Community

The City’s community is supportive of efforts to increase trees and vegetation in the public domain. Given the right information, incentives and support residents may also be encouraged to increase tree planting efforts within their own property boundaries.

While the City’s community has expressed a desire to prevent the loss of trees on private land, in-fill development continues across the City, posing an ongoing challenge. Between the baseline year of 2009 and 2014 eight times more vegetation was lost from privately owned land than the City was able to plant through its eco-zoning program. Figure 11 shows the proportion of City-managed land and its tree canopy cover versus privately owned land.

In early 2017 the City introduced planning provisions aimed at halting and reversing permanent vegetation loss caused by development. The impacts of these policy settings are likely to become apparent only during the next mapping cycle, after 2019. The City will continue to engage with developers to ensure that the retention of trees is a priority and landscaping is maximised. Residents will also be supported to increase greening efforts within the private domain.
City of Vincent - Sustainable Environment Strategy 2019-2024

Figure 11. City managed land makes up 33% of the Vincent local government area but provides 60% of the total tree canopy.

Table 13. Community – Baselines and Targets for urban Greening and Biodiversity

<table>
<thead>
<tr>
<th>COMMUNITY</th>
<th>Baseline (2017/18)</th>
<th>Target</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tree canopy cover on private land</td>
<td>6.81%*</td>
<td>7.53% by 2023</td>
</tr>
<tr>
<td></td>
<td></td>
<td>12% by 2050</td>
</tr>
</tbody>
</table>

* Note: this is 2014 tree canopy data, which was the latest available at time of writing.
City of Vincent - Sustainable Environment Strategy 2019-2024

Table 14. URBAN GREENING AND BIODIVERSITY – outcomes we will work towards and the strategies to deliver them

<table>
<thead>
<tr>
<th>THE OUTCOMES WE WILL WORK TOWARDS</th>
<th>STRATEGIES TO DELIVER OUTCOMES</th>
</tr>
</thead>
<tbody>
<tr>
<td>◆ Loss of urban vegetation and tree canopy is reduced and the planting of additional trees and shrubs is increased</td>
<td>1. Implement the City’s Greening Plan 2018 – 2023</td>
</tr>
<tr>
<td>◆ Urban tree canopy is protected and enhanced to increase habitat and biodiversity</td>
<td>2. Implement the Action Plan developed at the City’s 2018 Water Sensitive Cities Index benchmarking workshop to further support the growth of the City’s tree canopy and improve connection between Vincent’s “green” and “blue” assets</td>
</tr>
<tr>
<td>◆ New development is required to plant trees to achieve a minimum site coverage of landscaping and tree canopy</td>
<td></td>
</tr>
<tr>
<td>◆ The community is encouraged to value biodiversity and supported to plant appropriate species of trees and shrubs</td>
<td></td>
</tr>
</tbody>
</table>

**BENEFITS**

◆ Improved local amenity
◆ Enhanced community well-being
◆ Removal of atmospheric carbon – climate change mitigation
◆ Mitigation of the urban heat island effect
◆ Increased resilience to climate change impacts
◆ Improved air quality and overall environmental health
◆ Storm and groundwater quality improvements
◆ Community ownership of the City’s green assets
City of Vincent - Sustainable Environment Strategy 2019-2024

IMPLEMENTATION

To achieve the targets in the City of Vincent Sustainable Environment Strategy 2019-2024 the City intends to work collaboratively with the community and other key stakeholders and to lead by example in its operations. Within Administration, the City must ensure that its officers are fully aware of the environmental impacts of their work and supported to operate in accordance with environmentally responsible principles.

Information, incentives and support for environmental initiatives will be essential to nurture and grow the emerging culture of sustainability in our community and organisation. Meaningful engagement will be required to build connection and cohesiveness between community-led, City-led and other stakeholder-led activities and to promote a sense of shared responsibility for the health of our environment.

Actions to deliver the desired outcomes described in this Strategy and to progress the City and its community toward stated targets are set out in the Sustainable Environment Strategy 2019-2024 Implementation Plan. This Plan will be used to inform the City’s Corporate Business Plan, Long Term Financial Plan and Annual Budgets for the period 2019-2024. It is intended to be a flexible document, allowing for new opportunities and technological solutions to be added as they arise over the life of the Strategy.

EVALUATION

The City’s Sustainable Environment Strategy 2019-2024 will be reviewed and updated in 2024. In the interim the City’s Administration will continually track the completion of actions and measure progress toward targets. Reporting will occur annually in the form of a Council Information Bulletin prepared at the end of each financial year. Our community will also be updated on the delivery of actions and progress toward targets via the City’s Annual Report and through a range of community education initiatives.

WHO DO I CONTACT FOR MORE INFORMATION?

To find out more about our Sustainable Environment Strategy, or any of our programs, contact:
The City of Vincent
Address: 244 Vincent Street (corner of Loftus Street), Leederville, Western Australia, 6007
Tel: (08) 9273 6000. Fax: (08) 9273 6099 www.vincent.wa.gov.au
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City of Vincent - Sustainable Environment Strategy 2019-2024 Implementation Plan

INTRODUCTION

To achieve the targets in the City of Vincent Sustainable Environment Strategy 2019-2024 the City intends to work collaboratively with the community and other stakeholders and to lead by example in its operations.

This Implementation Plan sets out actions to deliver the desired outcomes and to progress toward the targets set out in the Sustainable Environment Strategy. For each of the Strategy’s Key Opportunity Areas, actions are grouped into tables according to their mode of delivery. There are three modes of delivery available to the City:

(i) Control – Actions that the City has management responsibility for and control over as service provider. These include local government infrastructure, services and policy settings;

(ii) Influence – Actions that the community can take and that the City can attempt to influence through education, support and incentives; and

(iii) Advocacy – Actions that neither the City nor the community control, but which the City can advocate for on behalf of the community. This includes State and Federal policy settings and regulation.

This Implementation Plan will inform the City’s Corporate Business Plan, Long Term Financial Plan and Annual Budgets for the period 2019-2024. It is intended to be a flexible document, allowing for new opportunities and technological solutions to be added as they arise.

In the tables that follow, the strategy numbers under each Key Opportunity Area correspond to the strategy numbers in the City’s Sustainable Environment Strategy 2019-2024. Some strategies will be delivered via more than one mode of action (control, influence or advocacy) and will therefore appear in more than one table.

Actions earmarked for delivery between 2019 and 2024 have been numbered for ease of reference and reporting during the five-year life of this Implementation Plan.

A number of actions that will contribute to the outcomes and targets identified in Sustainable Environment Strategy 2019-2024 were delivered during the 2018/19 financial year, prior to the adoption of Sustainable Environment Strategy 2019-2024. While these actions contribute to progress made against the 2017/18 baseline, they fall outside the five-year period covered by the Strategy. As a result, they are listed separately in a column titled ‘Actions delivered in 2018/19’.
City of Vincent - Sustainable Environment Strategy 2019-2024 Implementation Plan

Some actions commenced in 2018/19 but will continue into the period 2019-2024. These are shown in both 2018/19 and 2019-2024 columns.

Actions that have been identified for delivery after 2024 have been captured separately in a column titled ‘Actions to be delivered beyond 2024’. Opportunities may arise to bring these actions forward into the 2019-2024 implementation period. If this does not occur, they will inform the next iteration of the Strategy and Implementation Plan beyond 2024.
### KEY OPPORTUNITY AREA: ENERGY

<table>
<thead>
<tr>
<th>No.</th>
<th>Strategies</th>
<th>Actions delivered in 2018/19</th>
<th>Actions to be delivered 2019-2024</th>
<th>Estimated Resourcing requirements 2019-2024</th>
<th>Actions to be delivered beyond 2024</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>Reduce the energy demand of City-owned buildings through physical modifications</td>
<td>Install block-out blinds at the City’s Administration Centre. Plant deciduous shade trees to the north of the City’s Administration Centre and replace bedding adjacent to the building with garden</td>
<td>1. Consider installing additional external shading to the northern side of the City’s Administration Centre to further reduce summer heat load. 2. Ensure all renovation/development of City owned facilities meets the energy performance standards set out in the City’s Built Form Policy</td>
<td>Additional $20,000</td>
<td></td>
</tr>
<tr>
<td>2.</td>
<td>Increase the efficiency of energy use in City-owned building by upgrading energy using plant and equipment</td>
<td>LED lighting retrofits at Beatty Park Leisure Centre (gym and concourse) LED lighting retrofits at Administration Centre (level 1) plus installation of lighting master switch HVAC system adjustment at Administration Centre, plus installation of ceiling fans to offices A portion of indoor lighting at Beatty Park Leisure Centre added to building management system (BMS) for improved control Upgrade HVAC system in the Canteen Building at the City’s Works Depot</td>
<td>1. Complete LED lighting retrofit at Beatty Park Leisure Centre (fitness studios and administration offices) 2. Investigate and implement if feasible the addition of all lighting at Beatty Park Leisure Centre to the existing BMS for improved control, alternatively consider upgrading the BMS at Beatty Park to capture all functions on site 3. Upgrade HVAC system and controls at the City’s Administration Centre 4. Complete LED lighting retrofit at the City’s Administration Centre, Works Depot Canteen Building, Library &amp; Local History Centre and Lotus Community Centre 5. Install a BMS at the City’s Administration Centre 6. Display switch-off signage around manually-operated energy using equipment 7. Investigate the benefits of changing irrigation pumps to variable speed drives and prepare a replacement plan if feasible 8. Install variable speed drives to motors throughout City-owned facilities where efficiency gains can be demonstrated 9. Ensure all energy using plant and equipment requiring upgrade is replaced with the highest efficiency alternative 10. Consider upgrading the HVAC system at Lotus Recreation Centre and Gymnasium WA facilities 11. Consider upgrading BMS at Beatty Park to capture all functions at that site 12. Consider upgrading to a single, multi-user BMS to cover Beatty Park Leisure Centre, Library &amp; Local History Centre and Administration Centre 13. Consider including leased facilities in Lotus Centre in the above multi-user BMS to give leaseholders greater control over energy use</td>
<td>Additional $20,000  Additional $50,000-$100,000  Additional $1,200,000  Additional $50,000  Additional $120,000  -  Additional $100,000  TBD following investigation  TBD following investigation  TBD following investigation  TBD following investigation</td>
<td>Install additional skylights/solar tubes at Lotus Community Centre and Lotus Recreation Centre. Implement voltage optimisation technology where appropriate after other energy efficiency upgrades are completed</td>
</tr>
<tr>
<td>3.</td>
<td>Increase solar energy generation on City-owned buildings</td>
<td>Commence the project to install solar photovoltaic (PV) systems at four of the City’s</td>
<td>1. Complete the project to install solar photovoltaic (PV) systems at four of the City’s major facilities – Administration</td>
<td>Existing capital Budget Pilot emerging technologies (such as energy storage and energy</td>
<td></td>
</tr>
</tbody>
</table>
## City of Vincent - Sustainable Environment Strategy 2019-2024

<table>
<thead>
<tr>
<th>Item 8.2</th>
<th>Attachment 3</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>City of Vincent - Sustainable Environment Strategy 2019-2024</strong></td>
<td></td>
</tr>
</tbody>
</table>
| **major facilities – Library & Local History Centre and Works Depot completed.** | **Centre and Beatty Park Leisure Centre to be completed in 2019/20.**  
2. Investigate the feasibility of additional solar PV systems at the City’s remaining facilities and sites – include consideration of battery storage, emerging innovations such as solar shade structures and opportunities for energy sharing.  
3. Install solar PV at additional facilities that are found to be feasible.  
4. Monitor developments in energy sharing technology and consider adopting it for sites with existing solar PV when regulatory changes make it possible. | **Additional $86,000**  
**Additional $910,000** | **sharing) in City owned facilities that have solar PV systems** |
| **4. Increase the use of renewable energy for water heating in City-owned buildings** | **1. Complete a feasibility study for solar hot water system retrofits for the remaining City-owned facilities that were not included in the previous round of solar hot water system installations.** | **$10,000** | **Undertake solar hot water system retrofits at feasible sites** |
| **6. Increase the use of ground source geothermal energy at Beatty Park Leisure Centre** | **1. Upgrade and integrate the space heating system with the geothermal heating system (space heating to shift from using gas to geothermal energy)** | **Existing Capital Budget** |  |
| **Replace existing large single gas boiler with small modular boilers to allow the geothermal heating system to cover a larger share of the heating load and to be expanded to include space heating in future.** | **Retrofit all remaining carpark and public open space lighting infrastructure with LED lights.**  
**Where possible, make new public open space lighting solar powered.**  
**Investigate and implement where feasible the installation of motion sensor linked controls on public open space and car park lighting.** | **Additional $150,000** | **Existing operational**  
**Existing operational** |
| **7. Increase the energy efficiency of street lighting** | **1. Upgrade City owned and maintained street lighting to LED (around 85% of streetlights).**  
**Prioritise and where feasible upgrade selected Western Power owned and maintained street lighting to LED.** | **Additional $270,000**  
**Cost to be determined** | **Upgrade remaining streetlighting to LED** |
| **8. Embed energy efficient behaviours within the City’s operations** | **Monitor real-time energy use at the City’s Administration Centre, Beatty Park Leisure Centre and Library and Local History Centre – follow up and correct anomalies to prevent energy wastage.**  
**Commence work on the City’s new Leasing and Licensing framework to ensure appropriate accountability for energy use is built into lease agreements for City owned facilities.** | **1. Expand real-time energy monitoring to the City’s Works Depot.**  
**Track month-to-month energy bills and follow up anomalies with responsible officers.**  
**Make energy efficient operation of facilities a priority for staff with sign-off authority for energy bills at City managed facilities.** | **Additional $7,000**  
**Additional 0.2 full time equivalent staff (Sustainability or Assets)** | **Identify and implement mechanisms to offset any residual greenhouse gas emissions resulting from energy use that remain after energy efficiency upgrades, renewable energy use and energy efficient behaviours have been operationalised** |
| **9. Promote and facilitate energy efficiency in the community** | **Amend the City’s Built Form Policy to drive continuous improvement in the energy performance of new developments.**  
**Maintain provisions within the City’s planning policies that continue to drive improvements in the energy performance of developments.**  
**Provide ongoing training to the City’s Planning Officers relating to environmentally sustainable design.**  
**Review and amend the Sustainability Implications section of Council report templates to ensure that relevant information is provided.** | **Existing operational** |  |
| **10. Promote and facilitate the adoption of solar energy in the community** | **Existing operational** | **Existing operational** | **Existing operational** |
City of Vincent - Sustainable Environment Strategy 2019-2024

captured and linked in a meaningful way to the outcomes of the City’s Sustainable Environment Strategy

<table>
<thead>
<tr>
<th>No.</th>
<th>Strategies</th>
<th>Actions delivered in 2018/19</th>
<th>Actions to be delivered 2019-2024</th>
<th>Estimated Resourcing requirements 2019-2024</th>
<th>Actions to be delivered beyond 2024</th>
</tr>
</thead>
<tbody>
<tr>
<td>9.</td>
<td>Promote and facilitate energy efficiency in the community</td>
<td>Continued membership by the City of the Switch Your Thinking Program to provide residents with free energy saving guidance, workshops and discounts on energy saving products. Deliver events focused on promoting sustainable building design and energy efficiency (Sustainable House Day and Sustainability Pop-up Hub) Collaborate and partner with industry to deliver events and educational materials to the community</td>
<td>1. Update the City’s community education resources relating to energy efficiency 2. Continue to deliver events to communicate the importance of energy efficiency and to share resources on how to implement this in the home 3. Continue to seek opportunities to collaborate and partner with industry to deliver events and educational materials to the community 4. Measure and report on the effectiveness/impact of events and educational materials to guide future decisions about investment in different forms of community education/engagement 5. Provide developers with information about energy efficient building design and technologies as part of the development approval process 6. Report annually on the City’s energy use, the installation of energy efficient technologies and the associated greenhouse gas and cost savings to motivate energy efficiency actions by the community</td>
<td>Existing operational Existing operational Existing operational Existing operational Existing operational Existing operational</td>
<td>Facilitate owners of rented dwellings to install solar PV systems Provide advice and support to local businesses to improve energy efficiency and install solar PV</td>
</tr>
<tr>
<td>10.</td>
<td>Promote and facilitate the adoption of solar energy in the community</td>
<td>Deliver a solar PV and battery energy storage workshop Deliver a Sustainability Pop-up Hub featuring solar technology Maintain an up-to-date solar resources page on the City’s website Offer discounts on solar PV and battery storage for Vincent residents and businesses through Switch Your Thinking program</td>
<td>1. Continue solar community education and promotion activities as per 2018/19 2. Investigate and implement additional marketing opportunities for the promotion of solar resources and incentives to increase community exposure 3. Work with the Switch Your Thinking program to expand the range of solar incentives available to the City’s community 4. Report on the City’s installation of solar PV and the associated greenhouse gas and cost savings to motivate the uptake of solar PV by the community 5. Investigate and implement if feasible mechanisms for providing ongoing funding to sustainability focussed community groups that have a proven track record of delivering actions in line with the City’s Sustainable Environment Strategy</td>
<td>Existing operational Existing operational Existing operational Existing operational</td>
<td></td>
</tr>
</tbody>
</table>
### Advocacy – Submissions/Forums/Working Groups

<table>
<thead>
<tr>
<th>No.</th>
<th>Strategies</th>
<th>Actions delivered in 2018/19</th>
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</thead>
</table>
| 11. | Advocate to both State and Federal government for higher building design standards for new builds and retrofits (all building types) | 1. Identify best practice adopted in other States and internationally  
2. Take advantage of opportunities to make submissions to State and Federal reviews into building standards to advocate for adoption of best practice  
3. Partner with other organisations when opportunities arise to strengthen advocacy efforts  
4. Proactively engage with relevant agencies to seek support for energy performance provisions within local, State and Federal policies and standards to drive continuous improvement in new developments |  | Existing operational |  |
| 12. | Advocate to State Government to require increased energy performance standards in new developments | Proactively engage with the Western Australian Planning Commission to seek support for energy performance provisions within State and local planning policy | 1. Take advantage of opportunities to advocate to State and Federal Governments – this may be in response to direct consultation or as part of proactive campaigns led by partner organisations such as the Western Australian Local Government Association or the Green Building Council of Australia |  | Existing operational |
| 13. | Advocate to State Government and relevant government agencies in relation to energy sharing and renewable energy technologies | 1. Proactively engage with the Western Australian Planning Commission to encourage increased energy performance standards in State Planning Policy and seek support for additional energy performance provisions within local planning policies to drive continuous improvement in new developments  
2. Proactively engage with relevant government agencies to seek opportunities for the City and its community to be included in trials of innovative renewable energy technologies such as community solar battery storage and microgrids  
3. Advocate to State Government for the removal of regulatory barriers to peer-to-peer energy sharing and the facilitation of energy sharing technologies |  | Existing operational |  |

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Item 8.2 - Attachment 3
## KEY OPPORTUNITY AREA: TRANSPORT

<table>
<thead>
<tr>
<th>No.</th>
<th>Strategies</th>
<th>Actions delivered in 2018/19</th>
<th>Actions to be delivered 2019-2024</th>
<th>Estimated resourcing over five years from 2018/19 to 2023/24</th>
<th>Actions to be delivered beyond 2024</th>
</tr>
</thead>
</table>
| 1.  | Support and encourage City employees to use public transport, active transport and car-sharing | Deliver Active Transport programs for staff comprising a monthly BBQ breakfast and quarterly gift vouchers for staff who consistently use active and public transport and those who can-share to commute to work.  
Provide new employees with resources about active transport options and incentives  
Provide an electric bike fleet for staff to use for travel during the work day  
Continue to provide corporate SmartRider cards for staff to use for work-related travel on public transport | 1. Continue the staff Active Transport program  
2. Review and update the Vincent TravelSmart Workplace Plan with a view to creating new initiatives to encourage and grow the confidence of staff in using active/public transport  
3. Investigate and consider offering staff Active Transport credits in lieu of free staff parking  
4. If feasible, implement a program offering staff Active Transport credits in lieu of free staff parking | Existing operational  
Existing operational  
Existing operational  
Cost to be determined | |
| 2.  | Support and encourage the community to increase use of public and active transport | Improve the pedestrian environment in North Perth Town Centre through the development of a town centre shared space (North Perth Common)  
Trial reduced vehicle speeds in local streets (40 km/h speed zones)  
Install additional bike parking facilities in town centres  
Deliver workshops and events to support active transport use (bike maintenance pop-ups & courses, bike-based community events)  
Install bike network infrastructure along Oxford Street North  
Complete Loftus Street bike lanes  
Improve the pedestrian and cycling environment in Mount Hawthorn Town Centre with a raised pedestrian plateau in Fairfield Street (north side of intersection with Scarborough Beach Road) | 1. Provide active transport accommodation at City-run events (e.g. temporary bike parking infrastructure)  
2. Deliver bike lane along Florence/Carm/Strathcona/Golding streets  
3. Implement train station access improvements as determined through consultation with the Perth Transport Authority and Department of Transport | Existing operational  
Subject to State funding  
Subject to State funding | |
### City of Vincent - Sustainable Environment Strategy 2019-2024

**Item 8.2 - Attachment 3**

| 3. | Reduce the use of petroleum-based fuels in the City's vehicle fleet via renewable alternatives and increased fuel efficiency | 1. | Progressively transition the City's passenger vehicles fleet to fully electric or alternative technologies with zero tailpipe emissions as suitable vehicles become available |
| | Begin transition to a hybrid passenger vehicle fleet (in lieu of suitable fully electric vehicles which are not yet available and/or affordable) For work utility vehicles that are not yet available as hybrids or fully electric, purchase the highest fuel efficiency and lowest emission vehicles in their class to minimise both greenhouse gas and fuel particulates being emitted into the local environment | 2. | For work utility vehicles seek hybrid or zero emission alternatives before purchasing conventional combustion engine technology |
| | 3. | For heavy vehicles purchase the highest fuel efficiency and lowest emission vehicles in their class to minimise both greenhouse gas and fuel particulates being emitted into the local environment; and take opportunities as they arise to trial renewable alternatives in collaboration with partner organisations such as vehicle manufacturers, the City's waste contractors and the Australian Renewable Energy Agency (ARENA) | Additional $150,000 Cost to be determined once alternatives become available |

| 4. | Facilitate investment in electric vehicle (EV) charging infrastructure | 1. | Ensure the City's planning processes and property management framework are ready to handle applications for public EV charging stations |
| | 2. | Identify and engage with businesses seeking to invest in public electric vehicle charging infrastructure in the metropolitan area |
| | 3. | Work with charge station providers to ensure infrastructure they install is in appropriate locations |
| | 4. | Identify and implement mechanisms to encourage developers to incorporate EV charging management systems in new developments | Existing operational |

| 5. | Facilitate the establishment of electric micro-transport in the city | 1. | Ensure transport planning by the City includes consideration of the impact of electric micro-transport | Existing operational |

| 6. | Develop, adopt and implement an Integrated Transport Plan to set the future course for mode share, car parking and the City's bike network | Commence work on the City's Integrated Transport Plan | 1. | Complete the City's Integrated Transport Plan, including: setting targets around mode share shift; review and update of the City's Parking Strategy; and review and update of the City's Bike Network Plan to grow the bike network and increase connectivity within Vincent and across local government boundaries |
| | | 2. | Review and amend the Sustainability Implications section of Council report templates to ensure that relevant information is captured and linked in a meaningful way to the outcomes of the City's Sustainable Environment Strategy | Existing operational |

| | | | For heavy vehicles, seek hybrid or zero emission alternatives before purchasing conventional combustion engine technology and consider purchasing carbon credits to offset residual emissions Consider purchasing green power to cover any shortfall from solar at facilities where the City's EVs are charged to ensure zero greenhouse gas emissions from the electric vehicle fleet (alternatively purchase carbon credits to offset any residual emissions from electricity used to charge vehicles) | Existing operational |

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### Influence - Community Education/ Support/Incentives

<table>
<thead>
<tr>
<th>No.</th>
<th>Strategies</th>
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<th>Estimated resourcing over five years from 2018/20 to 2023/24</th>
<th>Actions to be delivered beyond 2024</th>
</tr>
</thead>
</table>
| 2   | Support and encourage the community to increase use of public and active transport | 1. Include active transport information in the promotion of City-run events  
2. Investigate and implement if feasible mechanisms for providing ongoing funding to sustainability focussed community groups that have a proven track record of delivering actions in line with the City’s Sustainable Environment Strategy. | Existing operational  
Existing operational | Consider trialling additional part-time pedestrian friendly spaces using temporary road closures in town centres |
| 6   | Facilitate the establishment of electric micro-transport in the city       | 1. Use the City’s communication platforms to encourage the use of electric micro-transport (including the City’s community Bike Library) | Existing operational |  |
| 7   | Encourage and support the transition to zero emission vehicles by the community | 1. Use the adoption of hybrid and zero emission vehicles by the City as an opportunity to promote similar technologies to the community  
2. Include resource links on the City’s website to educate and encourage the community to shift to EVs and to install charging stations at home (include information about safety considerations for home charging)  
3. Promote the air quality benefits of zero-emission vehicles to the community  
4. Offer free parking for zero emission vehicles in the City’s car parks for the term of this Strategy (to 2024) | Existing operational  
Existing operational  
Existing operational | Review incentives offered to the community to encourage and support the transition to zero emission vehicles  
Implement further initiatives to encourage and support the transition to zero emission vehicles if appropriate |

### Advocacy - Submissions/Forums/Working Groups

<table>
<thead>
<tr>
<th>Strategies</th>
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<tbody>
<tr>
<td>4. Facilitate investment in electric vehicle charging infrastructure</td>
<td>1. Collaborate with State Government on planning for public EV charging stations</td>
<td>Existing operational</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
| 5. Facilitate the establishment of electric micro-transport in the city    | Start engaging with e-mobility providers and the State Government to establish principles/framework to deployment of e-mobility  
(Start engaging with e-mobility providers and the State Government to establish principles/framework to deployment of e-mobility) | Existing operational |  |
City of Vincent - Sustainable Environment Strategy 2019-2024

8. Work with the State Government to improve public transport services in Vincent
   Participate in the Inner-City Local Government Transport Working Group – seek opportunities to maximise public and active transport.
   Work with the Perth Transport Authority and the Department of Transport on improving train station access strategies.
   Work with the Perth Transport Authority to improve existing bus stops/shelters.

   1. Continue to work with the Perth Transport Authority to improve existing bus stops/shelters
   2. Work with the State Government to expand public transport services in Vincent for improved connectivity.
   3. Work with the State Government to encourage the use of public transport – specifically work with the Department of Transport to deliver and coordinate the roll-out of the Your Move program in Vincent.
   4. If the trial of reduced speed zones is successful, advocate to the State Government for additional reduced speed zones in Vincent.

   Existing operational

9. Advocate to State Government for the promotion of electric vehicle charging and management infrastructure in new developments

   1. Advocate to State Government for building regulations relating to electric vehicle charging infrastructure in multi-dwelling developments.
   2. Advocate to State Government to empower local government to require the inclusion of electric vehicle charging infrastructure in new developments.
   3. Advocate to State Government on issues and opportunities identified in the City’s Integrated Transport Plan.

   Existing operational

KEY OPPORTUNITY AREA: WATER

<table>
<thead>
<tr>
<th>Control – Infrastructure/Services/Policy</th>
<th>Actions delivered in 2018/19</th>
<th>Actions to be delivered 2019-2024</th>
<th>Estimated rescourcing over five years from 2018/19 to 2023/24</th>
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<td>Actions to be delivered</td>
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</tbody>
</table>
| 1.  | Increase water use efficiency in City-owned buildings by upgrading water-using fittings and fixtures and embedding water efficient behaviours within operations | Install a dedicated hot water main to the health and fitness area within Beatty Park Leisure Centre to prevent cold water wastage.
Commence work on the City’s new Leasing and Licensing framework to ensure appropriate accountability for water use is built into lease agreements for City-owned facilities. | 1. Install water sub-meters at City-owned facilities that have multiple tenancies or are large complex sites.
2. Install real-time water monitoring at facilities with high water use and where leaks are difficult to detect.
3. Develop, adopt and implement a new Water Efficiency Action Plan in accordance with the Waterwise Councils Program.
4. Continue to install the most water efficient fixtures available in facility upgrades/retrofits.
5. Track month-to-month water bills and follow up anomalies with responsible officers.
6. Make water efficient operation of facilities a priority for staff with sign-off authority for water bills at City managed facilities – prepare and implement a process to facilitate this. | Existing operational
Existing operational
Existing operational
Existing operational
Existing operational
Existing operational | Continue participation in the Waterwise Council Program
Continue participation in the Waterwise Aquatic Centre program
Implement actions that emerge from the 2024 Water Sensitive Cities Benchmarking Workshop
Consider undertaking the Water Sensitive Cities visioning process and development of a transition framework specifically for the City. |
2. Increase groundwater use efficiency in the City's irrigation areas and work with the Department of Water and Environmental Regulation to prepare for further reductions in groundwater allocation

Seek information from the Department of Water and Environmental Regulation about potential changes to future groundwater allocations and how these may affect the City

Complete minimum of 4,000m² of Eco-zoning

| 1. Develop, adopt and implement a new Water Efficiency Action Plan in accordance with the Waterwise Councils Program |
| 2. Review the irrigation requirements of the City’s reserves based on the Public Open Space Hierarchy |
| 3. Complete implementation of the City’s centralised irrigation control system; identify and implement ways to optimise performance |
| 4. Ensure irrigation and parks maintenance crews are correctly trained to operationalise water efficient irrigation practices |
| 5. Maintain the rate of eco-zoning at 4,000m² per year |
| 6. Complete further analysis of high water-use reserves specifically to identify further water saving opportunities (including landscaping treatments and changes to hydrozoning) |

Existing operational
Existing operational
Existing operational
Existing operational
Existing operational
Additional $5,000
|
| Take further actions to prepare for possible future reductions in groundwater licence volumes as a response to the impacts of climate change and declining aquifer availability |
| Consider full automation of irrigation schedules in response to weather conditions using soil moisture sensors and one or more weather stations |

3. Identify and utilise alternative (fit-for-purpose) water sources, in partnership with relevant government agencies where appropriate

Seek to partner with Water Corporation to access alternative fit-for-purpose water sources for irrigation

1. Continue to engage with Water Corporation to keep abreast of opportunities to access alternative fit-for-purpose water sources for irrigation |
2. Undertake a greywater feasibility study at City-owned facilities with a view to offsetting scheme water use for irrigation of amenity plantings (consider lessons learnt by other organisations, cost of health approvals, management plans and ongoing monitoring and maintenance)

Existing operational
Additional $26,000
|
| Based on the outcome of the feasibility study, consider installing greywater systems at one or more City-owned facilities |

4. Implement the Action Plan® developed at the City’s 2018 Water Sensitive Cities Index benchmarking workshop

Action 6: Explore options for localised resource recovery
Action 8: Improve the City’s collaboration with the Water Sensitive Transition Network (and with Water Corporation)

1. Action 6: Explore options for increased use of recycled water and other fit-for-purpose water supplies |
2. Action 8: Improve the City’s collaboration with New Water Ways to build water sensitive urban design capacity within the City |
3. Repeat benchmarking of the City against the Water Sensitive Cities Index in 2023/24 to measure progress toward targets

Additional 0.1 full time equivalent staff to deliver Actions 1 and 2
Additional $10,000
|
| Actions 4: Focus on lowering greenhouse gas emissions associated with water infrastructure (primarily water pumping) |
| Action 2: Undertake work to quantify the benefits and opportunities associated with water-related services/activities in the City |
| Action 7: Evaluate the outcomes of planning processes related to water to measure the degree of success |
City of Vincent - Sustainable Environment Strategy 2019-2024

6. Develop and adopt a Water Sensitive Urban Design (WSUD) Plan aligned with the Vision and Transition Strategy for Greater Perth: Capture, use and infiltrate environmental water to benefit environment and community; make use of alternative water sources; and better integrate water into green spaces

   Commence Brisbane Street car park upgrade – install tree pits to capture and infiltrate stormwater

   Trial non-chemical alternatives to standard herbicides that persist in the environment and affect the ecosystems of receiving waters

1. Complete Brisbane Street car park upgrade – if feasible implement permeable carpark technology to increase stormwater infiltration into the local groundwater system

2. Review and update the City’s Asset Management Plan for Transport Assets, addressing the following:
   i. Future road and car park upgrades designed to divert stormwater to passively irrigate trees and garden beds;
   ii. Disconnection from centralised drainage systems where possible;
   iii. Biofiltration systems included in upgrade works to increase local infiltration into the groundwater system and improve the quality of receiving waters (by removing nutrients, hydrocarbons, organic carbon and pesticides); and
   iv. Replacement of hardstand where possible, to be replaced by permeable surfaces (preferably planted).

3. Continue to trial and adopt new forms of weed control to reduce the City’s use of chemical herbicides (to protect receiving waters)

   Existing operational and capital budgets

   Existing operational

   Review and update the City’s Asset Management Plan for Transport Assets to include WSUD principles and align with the City’s WSUD Plan

   Additional $10,000

6. Facilitate WSUD in private development

   1. Investigate and implement mechanisms to encourage WSUD in private development

   2. Provide ongoing training to the City’s Planning Officers relating to environmentally sustainable design

   3. Follow the outcomes of greywater trials for green roofs and walls and consider introducing planning requirements for the inclusion of such green infrastructure in new developments

   4. Review and amend the Sustainability Implications section of Council report templates to ensure that relevant information is captured and linked in a meaningful way to the outcomes of the City’s Sustainable Environment Strategy

   Existing operational

   Existing operational

   Existing operational

   *For further details refer to City of Vincent Water Sensitive Cities Benchmarking and Assessment Report

<table>
<thead>
<tr>
<th>Influence – Community Education/Support/Incentives</th>
<th>Education/Support/Incentives</th>
</tr>
</thead>
<tbody>
<tr>
<td>No. Strategies</td>
<td>Actions delivered in 2018/19</td>
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<td>----------------------------------------------------</td>
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</tr>
<tr>
<td>4. Implement the Action Plan* developed at the City’s 2018 Water Sensitive Cities Index benchmarking workshop</td>
<td>Action 2: Improve understanding of domestic bore (groundwater) use in the City of Vincent</td>
</tr>
</tbody>
</table>
### City of Vincent - Sustainable Environment Strategy 2019-2024

#### Item 8.2 - Attachment 3

<table>
<thead>
<tr>
<th>Index</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>7.</td>
<td>Expand the City's Adopt a Verge program to further reduce community water use on verges and actively promote the program to encourage continued participation. Facilitate 100 verge transformations in 2018/19.</td>
</tr>
<tr>
<td>8.</td>
<td>Encourage and assist residents and businesses to understand, apply for and install on-site rainwater and greywater systems. Ongoing participation by the City in the Switch Your Thinking program entitles residents and businesses to discounts on rainwater tanks.</td>
</tr>
<tr>
<td>9.</td>
<td>Increase community water literacy, including the understanding of water efficiency, the local water cycle and connection to and ownership of local wetlands. Deliver a Sustainability Pop-Up Hub event featuring Water Corporation and Greywater Industry representatives to educate the community on water saving and reuse options. Provide discounts on rainwater tanks to community and business via the City's participation in the Switch Your Thinking program. Include a River-friendly Garden category in the City's garden competition.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Item</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>Consider expanding the Adopt a Verge program by 50% and implementing a marketing campaign to encourage increased community participation in the Adopt a Verge program.</td>
</tr>
<tr>
<td>2.</td>
<td>At the time of the next Greening Plan review (2023) also review the Adopt a Verge program and its ongoing resource requirements.</td>
</tr>
<tr>
<td>3.</td>
<td>Use the City's website and social media to share up-to-date information about rainwater and greywater system suitability, installation, use and maintenance.</td>
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<tr>
<td>4.</td>
<td>Share with the community lessons learned from the City's feasibility study (and potential implementation) of greywater systems.</td>
</tr>
<tr>
<td>5.</td>
<td>Deliver workshops and events including information and advice on rainwater and greywater.</td>
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<tr>
<td>6.</td>
<td>Undertake a survey to determine the extent/success of greywater use in households where greywater systems have previously been installed.</td>
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</tbody>
</table>

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<thead>
<tr>
<th>Item</th>
<th>Details</th>
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</thead>
<tbody>
<tr>
<td>1.</td>
<td>Informed by the community greywater survey, consider:</td>
</tr>
<tr>
<td>2.</td>
<td>Implementing mechanisms for incentivising residents and businesses to install greywater systems.</td>
</tr>
<tr>
<td>3.</td>
<td>Resourcing the City's Environmental Health team to provide more in-depth information and guidance to residents and businesses on the application process and installation of rainwater and greywater systems.</td>
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</tbody>
</table>

*For further details refer to City of Vincent Water Sensitive Cities Benchmarking and Assessment Report*
### Advocacy – Submissions/Forums/Working Groups

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<tr>
<td>10.</td>
<td>Advocate to both State and Federal Government for higher building design standards for new builds and retrofits (all building types)</td>
<td></td>
<td>1. Take advantage of opportunities to advocate to State and Federal Governments – this may be in response to direct consultation or as part of proactive campaigns led by partner organisations such as the Western Australian Local Government Association or the Green Building Council of Australia</td>
<td>Existing operational</td>
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<tr>
<td>11.</td>
<td>Advocate to State Government to require increased water performance standards in new developments and to facilitate greywater use</td>
<td></td>
<td>1. Proactively engage with the Western Australian Planning Commission to encourage increased water performance standards in State Planning Policy and seek support for additional water performance provisions within local planning policies to drive continuous improvement in new developments</td>
<td></td>
<td>Existing operational</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>2. Consider advocating to the State Government for the relaxation of greywater regulations that currently limit uptake (determined if current regulations are unnecessarily restrictive in the local context)</td>
<td></td>
<td>Existing operational</td>
</tr>
<tr>
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</tbody>
</table>
| 1.  | Implement sustainable procurement practices to minimise waste generation within the City’s operations | Start to replace single-use vinyl event banners with recyclable pressed cardboard signs – install five permanent roadside frames and make available for community use  
Change all dog waste bags in Vincent parks to a compostable material  
Change bin liners at City facilities to compostable waste bags  
Introduce kitchen waste composting and recycling stations throughout City of Vincent offices | 1. Complete replacement of all vinyl roadside banners used by the City (via display frame installations)  
2. Replace the use of pole-mounted single-use vinyl banners with recyclable pressed cardboard signs (install pole-mounted frame structures to hold cardboard signs)  
3. Prohibit the use of single-use vinyl roadside banners by the community (provide community access to the City’s permanent frames for displaying recyclable signs) | Existing operational  
Existing operational  
Existing operational | Investigate feasibility of ending the sale of specific single use items (particularly plastic) in the City |
| 2.  | Maximise diversion of waste from landfill through existing waste collection processes | Work with Mandurah Regional Council to allow all of the City’s kerbside collections waste trucks to deliver waste to the Resource Recovery Facility for composting | | | |
| 3.  | Implement the City’s Waste Strategy 2018 – 2023*  
*Note: Waste Strategy actions are grouped together under projects. These are shown here for context. | Project 1: Recovery of Organic Material Food and Green Options Appraisal  
Undertake an Options Appraisal to explore options to improve the management of food organics and green organics (FOGO)  
Give consideration to the greenhouse gas emissions resulting from organic material recovery and processing options. | 1. Actions to increase recovery of organic waste to be guided by outcomes of Project 1: Recovery of Organic Material Food and Green Options Appraisal  
2. Actions to increase resource recovery from bulk hard waste to be guided by outcomes of Project 2: Bulk Hard Waste (junk) Service Options Appraisal  
Project 2: Bulk Hard Waste (junk) Service Options Appraisal  
Undertake an appraisal to assess alternative means of collection  
Project 3: Improving Collection and Waste Recovery In Multi-Unit Developments (MUDs)  
Undertake a cross-boundary collaborative partnership program with the City of Perth, City of Stirling and Western Australian Local Government Association to investigate better practice solutions for MUDs | Resourcing requirements to be determined  
Resourcing requirements to be determined  
Resourcing requirements to be determined | Identify and implement mechanisms to offset any residual greenhouse gas emissions resulting from organic material recovery and processing |
<table>
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<tbody>
<tr>
<td>3.</td>
<td>Implement the City’s Waste Strategy 2018-2023*</td>
<td>Project 6: Waste and Recycling Education, Awareness and Promotional Programs Identify barriers, improve awareness and provide solutions to drive community behaviour higher up the waste hierarchy (maximise waste avoidance and recovery)</td>
<td>1. Project 6: Waste and Recycling Education, Awareness and Promotional Programs – Identify barriers, improve awareness and provide solutions to drive community behaviour higher up the waste hierarchy (maximise waste avoidance and recovery)</td>
<td>Resourcing requirements to be determined</td>
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*For further details, refer to City of Waste Strategy 2018 - 2023
City of Vincent - Sustainable Environment Strategy 2019-2024

6. Provide feedback to the community about its waste impacts and support community waste projects that benefit the environment

   Support Transition Town Vincent to establish a community compost hub
   Support the establishment of a Repair Cafe

1. Continue to support community groups to set up local projects that reduce waste generation and increase waste diversion

2. In community education material include information about:
   i. The amount of greenhouse gas emissions produced by the average Vincent household through its waste;
   ii. Waste tonnages collected by the City (to help residents understand the volumes of waste landfilled and recycled)

3. Investigate and implement if feasible mechanisms for providing ongoing funding to sustainability focused community groups that have a proven track record of delivering actions in line with the City’s Sustainable Environment Strategy

Community Budget Submissions (to be determined year to year)

*For further details, refer to City of Waste Strategy 2018 - 2023

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<td>3.</td>
<td>Implement the City’s Waste Strategy 2018 – 2023* Note: Waste Strategy actions are grouped together under projects. These are shown here for context.</td>
<td>Project 4: Regional and Cross Boundary Collaborative Partnership Identify solutions to shared issues (cross-boundary). Explore economies of scale; Develop consistent approach to waste on a regional level</td>
<td>1. Project 4: Regional and Cross Boundary Collaborative Partnership – Identify solutions to shared issues (cross-boundary). Explore economies of scale; Develop consistent approach to waste on a regional level</td>
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<td></td>
<td></td>
<td>Project 10: Advocacy and Lobbying for Change to State and Federal Waste Legislation and Policy Advocate for change in waste management legislation and policy at State and Federal levels to enable, encourage or mandate new/alternative approaches to waste production, manufacturing, management and disposal</td>
<td>2. Project 10: Advocacy and Lobbying for Change to State and Federal Waste Legislation and Policy – Advocate for change in waste management legislation and policy at State and Federal levels to enable, encourage or mandate new/alternative approaches to waste production, manufacturing, management and disposal</td>
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</tbody>
</table>
| 1.  | Implement the City’s Greening Plan 2018 – 2023*  
Note: Greening Plan actions are grouped together based on their objectives. These are included here for context. | 1. Objective 1: Increase Canopy Cover on Public Land  
- Plant more trees than are lost or removed  
- Complete 1.5 kilometres of additional greenway planting per year  
- Select trees to maximise overall canopy cover for each planting area  
- Implement quality pruning & management techniques to maximise the canopy of each individual tree | Additional $1,200,000 |  |
|     |            | 2. Objective 2: Enhance Habitat and Promote Biodiversity  
- Identify existing areas of biodiversity value  
- Preserve, enhance and expand existing areas of biodiversity value through supplementary planting  
- Connect existing areas of biodiversity value through additional planting of biodiversity linkages across the City  
- Prioritise the preservation & improvement of native habitat and biodiversity in all greenning activities | Additional $300,000 |  |
|     |            | 3. Objective 3: Greening the Town Centres  
- Select trees and amenity plantings based on the functional needs of each Town Centre and in consultation with relevant stakeholders  
- Develop a program of tree planting in City-managed open-air car parks to achieve 50% tree canopy cover in accordance with the City’s Built Form Policy | Existing operational |  |
<table>
<thead>
<tr>
<th>Objective 4: Greening Private Land and New Development</th>
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</tr>
</thead>
<tbody>
<tr>
<td>Use available planning instruments to mandate and incentivise the retention or reinstatement of vegetation</td>
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</tr>
<tr>
<td>Investigate incentives for encouraging tree retention by property owners outside the development approval process</td>
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</tr>
<tr>
<td>Review the Built Form Policy canopy requirements to determine if the current canopy requirements are sufficient to achieve the identified target of 12% in the private domain</td>
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</tr>
<tr>
<td>Existing operational</td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>Objective 5: Greening the Community</th>
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</tr>
</thead>
<tbody>
<tr>
<td>Invite community input and participation in City driven greening initiatives</td>
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</tr>
<tr>
<td>Invite the community to nominate greening projects and initiatives to be delivered by the City</td>
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</tr>
<tr>
<td>Additional $304,000 + Community Budget Submissions (to be determined year to year)</td>
<td></td>
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</tbody>
</table>

2. Implement the Action Plan** developed at the City’s 2018 Water Sensitive Cities Index benchmarking workshop to further support the growth of the City’s tree canopy and improve connection between Vincent’s “green” and “blue” assets

<table>
<thead>
<tr>
<th>Action 1:</th>
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</tr>
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<tbody>
<tr>
<td>Prioritise local streets that connect neighbourhoods to bodies of water for biodiversity plantings to improve the walkability to nearby lakes and to the river</td>
<td></td>
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<tr>
<td>Existing operational</td>
<td></td>
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</tbody>
</table>

*For further details, refer to City of Vincent Greening Plan 2018-2023 - Appendix 2: Five Year Implementation Plan

**For further details refer to City of Vincent Water Sensitive Cities Benchmarking and Assessment Report
<table>
<thead>
<tr>
<th>No.</th>
<th>Strategies</th>
<th>Actions delivered in 2018/19</th>
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| 1.  | Implement the City’s Greening Plan 2018 – 2023* | Objective 2: Enhance Habitat and Promote Biodiversity  
Identify existing areas of biodiversity value  
Preserve, enhance and expand existing areas of biodiversity value through supplementary planting  
Connect existing areas of biodiversity value through additional planting of biodiversity linkages across the City  
Prioritise the preservation & improvement of native habitat and biodiversity in all greening activities | 1. Objective 2: Enhance Habitat and Promote Biodiversity  
- Identify existing areas of biodiversity value  
- Preserve, enhance and expand existing areas of biodiversity value through supplementary planting  
- Connect existing areas of biodiversity value through additional planting of biodiversity linkages across the City  
- Prioritise the preservation & improvement of native habitat and biodiversity in all greening activities | Additional $400,024 | |
|     | Objective 3: Greening the Town Centres | Proactively engage with and provide technical advice to stakeholders involved in greening activities | 2. Objective 3: Greening the Town Centres  
- Proactively engage with and provide technical advice to stakeholders involved in greening activities | Existing operational | |
|     | Objective 4: Greening Private Land and New Development | Educate the community on the benefits of trees and soft landscaping  
Support and advise residents in choosing appropriate tree and landscaping species  
Engage and educate developers on the value of trees and soft landscaping to developments  
Advise developers in choosing appropriate tree and landscaping species | 3. Objective 4: Greening Private Land and New Development  
- Educate the community on the benefits of trees and soft landscaping  
- Support and advise residents in choosing appropriate tree and landscaping species  
- Engage and educate developers on the value of trees and soft landscaping to developments  
- Advise developers in choosing appropriate tree and landscaping species | No additional resourcing required at current level of service  
Additional staff will be needed if the level of service is to increase | |


City of Vincent - Sustainable Environment Strategy 2019-2024

Objective 5: Greening the Community
- Provide effective communication, education and networking opportunities centred on urban greening
- Support the community to deliver greening projects and initiatives through financial and in-kind support from the City

4. Objective 5: Greening the Community
- Provide effective communication, education and networking opportunities centred on urban greening
- Support the community to deliver greening projects and initiatives through financial and in-kind support from the City
- Investigate opportunities to create further free community mulch piles and implement where possible
- Place informative signage in eco-zoned areas to educate and encourage residents to undertake similar plantings on their properties and verges – to be aligned with the Public Open Space Signage Strategy

5. Investigate and implement if feasible mechanisms for providing ongoing funding to sustainability focussed community groups that have a proven track record of delivering actions in line with the City’s Sustainable Environment Strategy

Additional $4,000
No additional staff resourcing needed at current level of service
Additional staff will be needed if the level of service is to increase (Parks & Environment)
Existing operational

2. Implement the Action Plan** developed at the City’s 2018 Water Sensitive Cities Index benchmarking workshop to further support the growth of the City’s tree canopy and improve connection between Vincent’s “green” and “blue” assets

Action 1: Provide guidance on plant selection and free waterwise native plants to Adopt-a-Verge participants

6. Action 1: Continue and expand the Adopt-a-Verge program to incentivise and assist residents to create native verge gardens that contribute links to the chain of ‘biodiversity islands’ being established by the City to connect green and blue spaces

Additional resourcing needed for expansion of the Adopt-a-Verge program is set out in the Water section above

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*For further details, refer to City of Vincent Greening Plan 2018-2023 - appendix 2: Five Year Implementation Plan

**For further details refer to City of Vincent Water Sensitive Cities Benchmarking and Assessment Report

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Advocacy – Submissions/Forums/Working Groups

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</tr>
</thead>
</table>
| 1.  | Implement the City’s Greening Plan 2018 – 2023* | 1. Objective 4: Greening Private Land and New Development
- Advocate for changes to State planning legislation and policy to facilitate protection of both trees on privately owned land and their owners against tree-related liability | Existing operational | |

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City of Vincent - Sustainable Environment Strategy 2019-2024

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<tr>
<td>2.</td>
<td>Implement the Action Plan** developed at the City's 2018 Water Sensitive Cities Index benchmarking workshop to further support the growth of the City's tree canopy and improve connection between Vincent's &quot;green&quot; and &quot;blue&quot; assets</td>
</tr>
<tr>
<td></td>
<td>Action 3: Advocate for changes to State legislation to facilitate tree protection by local government</td>
</tr>
<tr>
<td></td>
<td>1. Action 3: Continue to advocate for changes to State legislation to facilitate tree protection by local government</td>
</tr>
<tr>
<td></td>
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*For further details, refer to City of Vincent Greening Plan 2018 - 2023 - Appendix 2: Five Year Implementation Plan

**For further details refer to City of Vincent Water Sensitive Cities Benchmarking and Assessment Report
City of Vincent - Sustainable Environment Strategy 2019-2024

EVALUATION

The City’s Sustainable Environment Strategy 2019-2024 will be reviewed and updated in 2024. In the interim the City’s Administration will continually track the completion of actions and measure progress toward targets. Reporting will occur annually in the form of a Council Information Bulletin prepared at the end of each financial year. Our community will also be updated on the delivery of actions and progress toward targets via the City’s Annual Report and through a range of community education initiatives.

WHO DO I CONTACT FOR MORE INFORMATION?

To find out more about our Sustainable Environment Strategy, or any of our programs, contact:
The City of Vincent
Address: 244 Vincent Street (corner of Loftus Street), Leederville, Western Australia, 6007
Tel: (08) 9273 8000, Fax: (08) 9273 6099
www.vincent.wa.gov.au
9 MOTIONS OF WHICH PREVIOUS NOTICE HAS BEEN GIVEN

Nil

10 REPRESENTATION ON COMMITTEES AND PUBLIC BODIES

11 CLOSURE