CITY OF VINCENT

AGENDA

Council Briefing

13 August 2024

Time: **6.00pm**

Location: **E-Meeting and at the Administration and Civic Centre,**

244 Vincent Street, Leederville

David MacLennan

Chief Executive Officer

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3. Questions asked at an Ordinary Council Meeting must relate to a matter that affects the City of Vincent.
4. Questions asked at a Special Council Meeting or Committee Meeting must relate to the purpose for which the meeting has been called.
5. Written statements will be circulated to Elected Members and will not be read out unless specifically requested by the Presiding Member prior to the commencement of the meeting.
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7. 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).
8. Questions/statements 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 an Elected Member or City Employee.
9. 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.
10. 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 Act 1992* (FOI Act). The CEO will advise the member of the public that the information may be sought in accordance with the FOI Act.

For further information, please view the Council Proceedings Guidelines.

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- 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 Governance Team on 08 9273 6500.

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CITY OF VINCENT GOVERNANCE FRAMEWORK 2020 OVERVIEW

ACCOUNTABLE TO

Community and Stakeholders
Ratepayers
Residents
Community groups/ sporting clubs
Businesses
Town Teams
Visitors
State and Federal Government
Neighbouring local governments
Government Departments

INFORMS

CITY OF VINCENT COUNCIL

COMPRISES

MAYOR AND COUNCILLORS

CHIEF EXECUTIVE OFFICER

PRESCRIBES ROLE AND POWERS

ADMINISTRATION

Culture and Vision
(Principle 1)
Culture informs the management structure and ethical standards, the vision reflects the City's strategic priorities

PRESCRIBES IPFR – CBP, SCP, BUDGET

Legislative Framework
The *Local Government Act 1995* (WA) sets out the key roles and responsibilities of a local government (Council and CEO). Local governments must operate in accordance with the LGA and associated Regulations. The LGA is the source of local government power and allows local governments to make local laws and policies and provides guidance on good governance

Roles and Responsibilities
(Principle 2)
Role and relationships between the Council, Mayor, Councillors, CEO and Administration

Strategic Community Plan
Corporate Business Plan
Long Term Financial Plan
Annual Budgets

INFORMS/GUIDES

Accountability
(Principle 5)
Functions and systems that control risks and facilitate consistent, transparent and accountable decision making

Decision Making and Management
(Principle 3)
Processes that ensure open and accountable decisions by Council and the CEO

Commitment to Sustainability
(Principle 4)
Sound financial, resource and environmental management

AUDIT COMMITTEE

COMMUNITY PRIORITIES AND OUTCOMES WE WILL STRIVE TO ACHIEVE

ENHANCED ENVIRONMENT

- Our parks and reserves are maintained, enhanced and are accessible for all members of the community.
- Our urban forest/canopy is maintained and increased.
- We have improved resource efficiency and waste management.
- We have minimised our impact on the environment.
- Power lines are undergrounded.

CONNECTED & HEALTHY COMMUNITY

- Connected & healthy community
- We have enhanced opportunities for our community to build relationships and connections with each other and the City
- Our many cultures are celebrated
- We recognise, engage and partner with the Whadjuk Noongar people and culture
- Our community facilities and spaces are well known and well used
- We are an inclusive, accessible and equitable City for all

SENSITIVE DESIGN

- Our built form is attractive and diverse, in line with our growing and changing community.
- Our built form character and heritage is protected and enhanced.
- Our planning framework supports quality design, sustainable urban built form and is responsive to our community and local context.
- More people living in, working in, or enjoying our town centres.

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.
- We have embraced emerging transport technologies.

THRIVING PLACES

- We are recognised as a City that supports local and small business.
- Our town centres and gathering spaces are safe, easy to use and attractive places where pedestrians have priority.
- We encourage innovation in business, social enterprise and imaginative uses of space, both public and private.
- Efficiently managed and maintained City assets in the public realm.
- Art, history and our community's living cultures are evident in the public realm.

INNOVATIVE AND ACCOUNTABLE

- We deliver our services, projects and programs in the most inclusive, efficient, effective and sustainable way possible.
- We engage with our community so they are involved in what we are doing and how we are meeting our goals.
- Our decision-making process is consistent and transparent, and decisions are aligned to our strategic direction.
- We embrace good ideas or innovative approaches to our work to get better outcomes for the City and our community.

THESE PRIORITIES AND OUTCOMES WILL BE MET THROUGH THE DELIVERY OF COUNCIL ADOPTED STRATEGIES, PLANS, PROGRAMS, AND POLICIES.

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 and present."

2 APOLOGIES / MEMBERS ON LEAVE OF ABSENCE

Nil

3 PUBLIC QUESTION TIME AND RECEIVING OF PUBLIC STATEMENTS

4 DECLARATIONS OF INTEREST

5 STRATEGY & DEVELOPMENT

5.1 NOS. 293 AND 295 (LOTS: 8 AND 4; D/P: 1221 AND 5184) OXFORD STREET, LEEDERVILLE - PROPOSED GROUPED DWELLINGS (6)

Ward: North

Attachments:

1. Consultation and Location Map
2. Development Plans
3. Applicant Supporting Information
4. Summary of Submissions - Administration Response
5. Summary of Submissions - Applicant 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 Grouped Dwellings (6) at Nos. 293 and 295 (Lots: 8 and 4; D/P: 1221 and 5184) Oxford Street, Leederville, in accordance with the plans shown in Attachment 2, subject to the following conditions, with the associated determination advice notes in Attachment 6:

1. Development Plans

This approval is for Grouped Dwellings (6) as shown on the approved plans dated 26 June 2024. No other development forms part of this approval;

2. Boundary Walls

The surface finish of boundary walls facing an adjoining property shall be of a good and clean condition, prior to the occupation or use of the development, and thereafter maintained, to the satisfaction of the City. The finish of boundary walls is to be fully rendered or face brick, or material as otherwise approved, to the satisfaction of the City;

3. 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, are designed integrally with the building, and be located so as not to be visually obtrusive to the satisfaction of the City;

4. Colours and Materials

4.1 The colours, materials and finishes of the development shall be in accordance with the details and annotations as indicated on the approved plans which forms part of this approval. The development must be finished, and thereafter maintained, in accordance with the schedule provided to and approved by the City, prior to occupation of the development;

4.2 The distribution board and metre boxes shall be painted the same colour as the wall they are attached or adjacent to, so as to not be visually obtrusive, to the satisfaction of the City;

5. Landscaping

5.1 All landscaping works shall be undertaken in accordance with the approved plans dated 26 June 2024, prior to the occupancy or use of the development and maintained thereafter to the satisfaction of the City;

5.2 The existing trees identified for relocation shall be protected and replanted in the locations shown on the approved landscaping plan dated 26 June 2024, to the satisfaction of the City. Each existing tree that does not survive the relocation shall be replaced with a new mature tree, provided at the below mentioned pot sizes and with a species approved by the City's Parks team, which shall be thereafter maintained, to the satisfaction of the City:

- **The existing tree located on Lot 8 would require a replacement tree with a minimum 200 litre pot size tree;**
- **The existing trees located on Lot 4 would require a replacement tree/s with a minimum 500 litre pot size tree;**

5.3 No verge trees shall be removed without the prior written approval of the City. Verge trees shall be retained and protected from damage including unauthorised pruning to the satisfaction of the City. Prior to any pruning of verge trees, an arborist report shall be prepared by the landowner and submitted to the City;

6. Visual Privacy

Prior to occupancy or use of the development, all obscured windows shown on the approved plans shall be installed to be permanently fixed and a minimum of 75 percent obscure, to comply with the Visual Privacy requirements of the Residential Design Codes – Part C, to the satisfaction of the City;

7. Car Parking and Access

7.1 The layout and dimensions of all driveways and parking areas shall be in accordance with AS2890.1;

7.2 All driveways, car parking and manoeuvring areas which form part of this approval shall be sealed, drained and paved 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;

7.3 No good or materials being stored, either temporarily or permanently, in the parking or landscape areas or within the access driveways. All goods and materials are to be stored within the buildings or storage areas, to the satisfaction of the City;

7.4 Prior to the first occupation of the development, the redundant crossover fronting No. 293 Oxford Street shall be removed, the verge area landscaped, and the kerb made good to the City's specifications and to the satisfaction of the City, at the applicant/owner's full expense;

7.5 Prior to occupation or use of the development, lighting shall be installed throughout the pedestrian pathways, communal street and car parking areas in accordance with the Residential Design Codes, to the satisfaction of the City;

8. Amalgamation

Prior to occupation of the development, the subject land (Lots 8 and 4) shall be amalgamated into a single lot on the Certificate of Title, to the satisfaction of the City;

9. Construction Management Plan

A Construction Management Plan shall be lodged with and approved by the City prior to the issue of a building permit. This plan is to detail how construction (including demolition and/or forward works) will be managed to minimise disruption in the area and shall include:

- **Storage of materials and equipment on site;**
- **Parking arrangements for contractors and sub-contractors;**

- **Notification to affected landowners;**
- **Construction times;**
- **Impact on traffic movement; and**
- **Dilapidation reports of adjacent properties, including but not limited to, Nos. 291 and 297 Oxford Street.**

The approved management plan shall be complied with for the duration of the construction of the development; and

10. Stormwater

Stormwater from all roofed and paved areas shall be collected and contained on site. Stormwater must not affect or be allowed to flow onto or into any other property or road reserve.

EXECUTIVE SUMMARY:

The purpose of this report is to consider an application for development approval for six two-storey grouped dwellings at Nos. 293 and 295 Oxford Street, Leederville (the subject site).

The subject site includes two R100 coded lots, with a total site area of 1,024 square metres. The subject site is bound by Oxford Street to the east, single-storey houses to the north and south, and two-storey dwellings to the west. The subject site and properties along Oxford Street to the north, south, and east are zoned Mixed Use R100 under the City's Local Planning Scheme No. 2 (LPS2) and are within the Activity Corridor that provides a four-storey building height standard under the City's Policy No. 7.1.1 – Built Form (Built Form Policy).

The elements of the proposal that require a design principles assessment and the exercise of discretion include the proposed design of the private open space, solar access and natural ventilation to habitable rooms and primary living spaces, and a visitor car parking shortfall.

The private open space and primary living spaces of the dwellings would provide an appropriate level of amenity to the future occupants. All private open spaces are of a functional and usable size, provide weather protection, are integrated with landscaping, and can be used in conjunction with the primary living area of dwellings. Smaller secondary outdoor areas are provided to each unit that allow additional space for outdoor pursuits.

Dwellings optimise solar access and ventilation through the inclusion of ground floor north-facing skylights and operable windows to allow cross ventilation. The provision of solar access to habitable rooms has been balanced with the provision of obscure glazing to portions of windows, balancing the need to provide privacy protection to adjacent properties.

The proposed development would provide adequate car parking onsite. The visitor parking shortfall of one bay is appropriate due to the availability of off-site car parking in the surrounding area, given sufficient on-site resident parking is accommodated and given one additional on street parking bay is created through the removal of one existing crossover. Due to the proposal's location on Oxford Street, alternative transport options are available with the site being in proximity to high frequency bus route and Leedervile train station.

The proposed landscaping prioritises planting areas across the site and the retention of healthy trees, creating greater landscaping amenity for residents. This has been achieved through the proposed retention and relocation of three mature trees as well as the provision of a total of 14 trees across the site. The planting proposed would soften the appearance of the development, while providing increased amenity to communal areas and private outdoor spaces.

The proposal is acceptable when considered against the planning framework and is recommended for approval, subject to conditions.

PROPOSAL:

The application proposes six two-storey grouped dwellings on the subject site which is currently occupied by two single dwellings.

The dwellings would each contain primary living areas on the ground floor and three bedrooms on the first floor. Each dwelling includes a double garage accessed from a common property driveway. Vehicle access to the subject site would be provided from Oxford Street.

The development plans the subject of the application are included as **Attachment 2**. The applicants supporting information, including a Planning Report, Life Cycle Assessment (LCA) and Urban Design Study, is included as **Attachment 3**.

DELEGATION:

This application is being referred to Council for determination in accordance with the City's Register of Delegations, Authorisations and Appointments.

This is because the delegation does not extend to proposals for more than three grouped dwellings that do not meet the deemed-to-comply standards in relation to car parking of the Residential Design Codes Volume 1 – Part C (R Codes).

The application proposes six grouped dwellings and does not meet the deemed-to-comply residential car parking standards of the R Codes, with a one car parking bay shortfall proposed to the deemed-to-comply standard for visitor car parking.

BACKGROUND:

Landowner:	John Peter Saimos Lambros Thomas Saimos
Applicant:	Daniel Cassettai Design
Client:	John Peter Saimos Lambros Thomas Saimos
Date of Application:	8 March 2024
Zoning:	MRS: Urban LPS2: Zone: Mixed Use R Code: R100
Built Form Area:	Activity Corridor
Existing Land Use:	Dwelling (Single House)
Proposed Use Class:	Dwelling (Grouped)
Lot Area:	293 Oxford Street: 430 square metres 295 Oxford Street: 594 square metres Total: 1,024 square metres
Right of Way (ROW):	N/A
Heritage List:	N/A

Site Characteristics, Context and Zoning

The subject site is bound by Oxford Street to the east, single storey single houses to the north and south, and two-storey grouped dwellings to the west. To the east of the site, across Oxford Street, includes a mix of commercial properties and single houses. A location plan is included as **Attachment 1**.

The subject site and adjoining properties to the north, south and east along Oxford Street are zoned Mixed Use R100 under the City's Local Planning Scheme No. 2 (LPS2). Adjoining properties to the west, fronting Wylie Place and Bouverie Plance are zoned Residential R60 under LPS2.

The properties zoned Mixed Use along Oxford Street are within the Activity Corridor Built Form Area under the Built Form Policy. The properties zoned Residential to the west are within the Residential Built Form Area under the Built Form Policy.

The immediate streetscape of Oxford Street is characterised as a mixed-use area with a range of single houses, grouped dwellings and commercial businesses. Commercial premises are located within retrofitted dwellings or contemporary commercial style buildings.

GreenTrack Application

The proposal was lodged as a GreenTrack application, with a LCA submitted to accompany the proposal, as included in **Attachment 3**.

Consideration of the proposal against the City's Built Form Policy Environmentally Sustainable Design standards is discussed in the Comments section of this report.

The assessment of this application has been prioritised in accordance with the City's GreenTrack Assessment pathway, with all target timeframes being met as follows:

- First assessment of proposal undertaken within 10 days of lodgement; and
- Reassessment of all amended plans submitted was completed within 5 days of their submission.

The overall processing timeframe of this application is reflective of the complexity of the proposal and the time taken working with the applicant through amendments to the plans to achieve a favourable recommendation. The applicant provided agreement for the proposal to be referred to the August Ordinary Meeting of Council for determination.

DETAILS:

Summary Assessment

The table below summarises the planning assessment of the proposal against the provisions of the City of Vincent LPS2, R Codes and the Built Form Policy. 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	Deemed-to-Comply	Requires the Discretion of Council
Private Open Space		✓
Trees and Landscaping (Part C)	✓	
Water Management & Conservation	✓	
Size and Layout of Dwellings	✓	
Parking & Access		✓
Solar Access and Natural Ventilation (Internal)		✓
Waste Management	✓	
Utilities	✓	
Open Space	✓	
Building Height/Storeys	✓	
Street Setback	✓	
Lot Boundary Setbacks/Boundary Walls	✓	
Site Works/Retaining Walls	✓	
Streetscape	✓	
Front Fence	✓	
Solar Access for Adjoining Sites	✓	
Visual Privacy	✓	

Detailed Assessment

R Codes Volume 1 – Part C

The R Codes advocate for contextual and site-specific development solutions. To facilitate good design outcomes, the R Codes Volume 1 provides two pathways for development assessment and determination.

Applications for development approval need to demonstrate that the proposal achieves the objectives of the R Codes Volume 1 and the requirements of each design element through either of the following pathways:

1. **Deemed-to-comply** – deemed-to-comply provisions provide a straightforward means for the development proposal to demonstrate that it satisfies the objectives and design principles of the R Codes. They outline the expected development standards that should be met through this pathway.

   If a planning element of an application meets the applicable deemed-to-comply standards then it is satisfactory and not subject to Council's discretion for the purposes of assessment against the R Codes.

2. **Design principle** – the design principles pathway offers an alternative merit-based approach when one or more of the deemed-to-comply provisions are not satisfied. This allows for innovative design responses that may be more context and site responsive.

   Where a deemed-to-comply provision is not met, the proponent should provide sufficient justification to demonstrate how they have met or exceeded the requirements of the relevant design principles when this pathway is pursued.

   If a planning element of an application does not meet the applicable deemed-to-comply standards then Council's discretion is required to decide whether this element meets the design principles.

The planning elements of the application that do not meet the applicable deemed-to-comply standards and requires the discretion of Council are provided in the below table.

Private Open Space	
Deemed-to-Comply Standard	**Proposal**
R Codes Part C – Clause 1.1 **C1.1.1** – Primary garden areas are to: • Have a minimum area of 25 square metres. • Have no roof coverage. • Have a minimum dimension of 3 metres. • Be located behind the primary street setback.	Unit 1 & Unit 6: • 21.6 square metres total area. • 6.5 square metres of covered area. • Located within the primary street setback area. Unit 2 & Unit 5: • 17.1 square metres total area. • 9 square metres of covered area. • Minimum dimension of 1.8 metres. Unit 3 & Unit 4: • 19.4 square metres total area. • 3.8 square metres of covered area.

Solar Access and Natural Ventilation	
Deemed-to-Comply Standard	**Proposal**
R Codes Part C – Clause 2.2 **C2.2.1** – Habitable room windows shall be a minimum of 50 per cent transparent.	Unit 3 & Unit 4: Bed 3 windows are 30 per cent transparent.
C2.2.4 – Grouped dwellings are to include a major opening to the primary living space that is oriented between north-west and east, with an adjoining uncovered open area that has a minimum dimension 3.0 metres by 3.0 metres.	Unit 2 primary living space proposes a major opening that faces north to a covered outdoor living area. Unit 4 primary living space proposes a major opening to a south facing uncovered open area. Unit 5 proposes a major opening an outdoor living area with a minimum dimension of 2.3 metres.
Parking	
Deemed-to-Comply Standard	**Proposal**
R Codes Part C – Clause 2.3 **C2.3.4** – 1 visitor car parking bay required.	Nil visitor car parking bays proposed.

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

CONSULTATION AND REFERRALS:

Community Consultation:

Community consultation was undertaken in accordance with the *Planning and Development (Local Planning Schemes) Regulations 2015* for a period of 14 days between 9 April 2024 and 22 April 2024. The method of consultation included a notice on the City's website and 36 letters being sent to the adjoining and adjacent landowners and occupiers, as shown in **Attachment 1** in accordance with the City's Community and Stakeholder Engagement Policy.

At the conclusion of the consultation period a total of three submissions were received. This included one submission in support and two submissions neither supporting nor objecting but raised some concerns.

The submission of support did not provide any accompanying comments.

Concerns raised in the submissions are summarised as follows:

- Concerns regarding the impact that the construction of the proposed development will have on adjoining older properties.
- Concerns regarding overshadowing to the adjoining properties landscaped areas and active habitable spaces.
- Concerns regarding the proposed extent of boundary walls, resulting in a reduced solar access and ventilation, increased overlooking, loss of street character and loss of financial value of the impacted adjoining dwellings.
- Concerns regarding the proposed development of a visitor parking bay shortfall, resulting in a reduced availability of street parking.

A summary of submissions received along with Administration's responses are provided in **Attachment 4**. The applicant's response to the submissions received are provided as **Attachment 5**.

Following the community consultation period, amended plans were submitted on 26 June 2024 and the key changes made are summarised as follows:

- The applicant provided consent to undertake dilapidation reports for the northern and southern adjoining properties. Administration have recommended a condition of approval to secure this requirement at the time of building permit, as part of the construction management plan.
- Amended plans provided that meet deemed-to-comply standards relating to overshadowing. Reduced overshadowing was provided to the southern property through a decrease in the proposed finished floor level, changes to the roof eaves and modification of the roof pitch.
- Amended plans provided that meet deemed-to-comply standards relevant to boundary walls. Changes included a reduction to the proposed boundary wall length to the northern and southern boundaries.
- Incorporation of an 8.1 metre by 1.6 metre recess to the northern and southern lot boundary to break up the boundary wall lengths proposed and reduce shadowing to the southern property.

The final set of development plans to be considered by Council are included within **Attachment 2**.

In accordance with the City's Community and Stakeholder Engagement Policy, the plans were not readvertised as the amended plans reduced/removed deemed-to-comply departures and do not propose new or greater departures to the deemed-to-comply standards. Previous submitters have instead been notified of the changes made to the plans following community consultation.

Design Review Panel (DRP):

Referred to DRP: Yes

The proposal was referred on three occasions to the City's DRP Chairperson for comment as considered against the 10 principles of good design.

The table below provides a summary of this application's design review assessment progress.

Design Review Progress Report			
	Supported		
	Pending further attention		
	Not supported		
	No comment provided/Insufficient information		
	Referral 1 – Plans dated 8 March 2024	*Referral 2 – Plans dated 22 May 2024*	*Referral 3 – Plans dated 26 June 2024*
Principle 1 – **Context & Character**			
Principle 2 – **Landscape Quality**			
Principle 3 – **Built Form and Scale**			
Principle 4 – **Functionality & Built Quality**			
Principle 5 – **Sustainability**			
Principle 6 – **Amenity**			
Principle 7 – **Legibility**			
Principle 8 – **Safety**			
Principle 9 – **Community**			
Principle 10 – **Aesthetics**			

A summary of all the DRP Chair's comments that were provided during the design review process that required review and further attention are included below:

- Recommendation to reorientate the two front units to have the front door entrances directly accessed from the streetscape to increase the interactivity of the streetscape interface, increase the level of passive surveillance of the streetscape and generate greater accessibility as well as amenity for residents.
- It is recommended to retain as many mature trees as possible.
- A number of trees are positioned in a locations where they will be restricted from reaching maturity the planting location being within close proximity of the dwelling.
- It is recommended to increase the extent of permeable paving in the central driveway area.

- Further consideration is recommended to be given to the impact of overshadowing to the adjoining southern dwelling.
- The living spaces to Units 4, 5 and 6 receive limited north light access as they are positioned on the southern side of the site.
- Recommendation to incorporate major openings to Bed 3's of Units 2, 3, 4 and 5 in lieu of frosted, high level or screened windows.
- Consideration to be given to additional renewable technologies such as rainwater re-use, EV charging, heat pump HWS's, and double glazing.
- Recommendation to the introduce a greater diversity of materiality and texture to the proposed elevation to improve the level of visual interest for adjoining neighbours.
- Consideration to be given regarding the increase in size of the paved usable areas within the outdoor living spaces.
- The bins are encouraged to be relocated from outdoor living areas.

In response to comments and recommendations received from the DRP Chair, Administration and community consultation comments, and following two meetings between the applicant and Administration, the applicant made the following key changes over the course of the application process:

- Unit 1 and Unit 6 were reorientated to directly address Oxford Street.
- Three existing trees are proposed to be retained and replanted on site.
- Proposed trees have been relocated to allow for greater room for trees to achieve maximum canopy coverage.
- Additional permeable paving areas added within the driveway space.
- Overshadowing reduced through the reduction of the finished floor level, removal of roof eaves and modification of the roof pitch and overhang.
- Introduction of north facing skylights to all dwellings on the northern side of the site and increased ventilation via the inclusion of operable windows over the stairwells.
- Inclusion of an additional window to Bed 3 of Units 3 and 4.
- Provision for EV chargers in the garages of all dwellings and solar panels on all roof's.
- Reduce proposed extent of boundary wall via the reduction of boundary wall length and the consolidation of boundary walls and incorporation of an 8.1 metre by 1.6 metre recess to the northern and southern lot boundary.
- Increase in the extent of upper floor setbacks to the northern and southern adjoining dwellings and the increase in setback between the upper floor of each dwelling to include a 3 metre wall break within.
- Increase the primary garden areas to all Units and reduction of covered area to Unit 2 and Unit 5.
- Bins relocated to storerooms, making space for clothes drying and air conditioner units.

The DRP Chair reviewed the final set of amended plans dated 26 June 2024. The table below provides a summary of the DRP Chair's comments which have not been addressed. This is in respect to their last referral response based on amended plans dated 26 June 2024, included as **Attachment 2**, along with Administration's response.

DRP Comments Received	Administration Comment:
Principle 4 – Functionality & Build Quality • The bins being located within the garage stores reduces the size and usability of the stores. • Open mesh or slotted garage doors would provide improved ventilation for the FOGO bins.	In addition to the garage storerooms, each unit also provides alternate outdoor service areas that can be used to store bins, which are screened from the street, that are not active outdoor living spaces and would provide for enhanced ventilation. Each dwelling also provides for additional internal storage locations that could be used as secondary storage spaces for bulky goods.

DRP Comments Received	Administration Comment:
Principle 6 – Amenity • Bed 3, within in Unit 3 and Unit 4, prioritise compliant visual privacy as opposed to providing full size openings.	The windows have been designed to balance the protection of privacy of adjoining properties, while ensuring the Bed 3's receive sunlight and ventilation. This has been achieved through the provision of two windows. One highlight window provides transparent glass, while the other larger window provides obscured glazing below the 1.6 metre sill height. The combination of obscured and transparent glazing allows the bedrooms to receive sufficient sunlight, improving the resident amenity, whilst maintaining visual privacy to adjoining properties. To all dwellings, habitable rooms include sufficient glazing, in terms of size and operability, to ensure adequate solar access in accordance with the R Codes.
• The size of the paved usable areas within the outdoor living spaces are small in proportion to the sizes of the units.	The proposed private open spaces are functional and could accommodate a dining table and/or lounge space, as indicatively shown on the plans. These covered areas allow for year-round use, with design considerations for sunlight and ventilation, and ensuring sufficient space for deep soil areas and tree planting.

Internal Referrals:

A large Ficus Tree is located on the adjoining southern lot at No. 291 Oxford Street, Leederville. The tree is located within the southern properties rear garden, approximately 2.8 metres from the shared boundary. The tree canopy spreads approximately 16 metres in diameter, with 6.5 metres of the canopy extending into the subject site. The tree is not listed on the City's Trees of Significance Inventory.

The tree will require pruning during construction of the proposed development as Unit 3 would be in close proximity to the tree.

The proposal was referred to the City's DRP Member specialising in Landscape Architecture and the City's Park's Team for comment. Comments were sought on the overall impact the proposed development may have on the tree and the impact required pruning may have on the viability on the tree. A summary of the comments received is as follows:

- Commentary confirmed that the tree could be retained through considerate planning and pruning.
- The tree is a Ficus Hillii (Ficus sp.). The tree was observed in being in generally good health and is generally considered a good specimen of the species.
- This species of tree is typically noted as a highly vigorous species to be able to tolerate pruning of limbs and roots.

An advice note is included in the Officer recommendation advising the applicant to liaise with the City's Parks Department at the time of construction to assist in providing advice during the pruning of the tree.

LEGAL/POLICY:

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

Planning and Development Act 2005

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 Council's determination.

Planning and Development (Local Planning Schemes) Regulations 2015

In accordance with Clause 67(2) of the Deemed Provisions in the *Planning and Development (Local Planning Schemes) Regulations 2015* (Planning Regulations) and in determining a development application, Council is to have due regard to a range of matters to the extent that these are relevant to the development application.

The matters for consideration relevant to this application relate to the compatibility of the development within its setting, amenity and character of the locality, consistency with planning policies and advice from the DRP.

Residential Design Codes Volume 1 - Part C

The Residential Design Codes were gazetted on 10 April 2024. The changes to R Codes Volume 1 resulted in a split Volume 1 of the R Codes into Part B and Part C, as follows:

- Part B applies to all single houses R40 and below, grouped dwellings R25 and below, and multiple dwellings in areas coded R10-R25.
- Part C applies to all single houses R50 and above, grouped dwellings in areas coded R30 and above, and multiple dwellings in areas coded R30 to R60.

This proposal has been assessed against Part C of the R Codes. This is because the proposal relates to a Grouped Dwelling development on property coded Mixed Use R100.

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 2022-2032:

Innovative and Accountable

Our decision-making process is consistent and transparent, and decisions are aligned to our strategic direction.

SUSTAINABILITY IMPLICATIONS:

The City has assessed the application against the environmentally sustainable design provisions of the City's Built Form Policy. These provisions are informed by the key sustainability outcomes of the City's Sustainable Environment Strategy 2019-2024, which requires new developments to demonstrate best practice in respect to reductions in energy, water and waste and improving urban greening.

Administration's assessment has identified that the proposed development would satisfy the Local Housing Objectives of the Built Form Policy in respect to environmentally sustainable design, having regard to the Applicant's Target Setting Report including in **Attachment 3**.

The development has been planned to optimise solar passive design opportunities, to facilitate natural ventilation and includes openable windows in habitable room and living spaces. The design also features design measures to manage solar gain and has integrated renewable energy sources to optimise energy use.

PUBLIC HEALTH IMPLICATIONS:

There are no impacts on the priority health outcomes of the City's *Public Health Plan 2020-2025* from this report.

FINANCIAL/BUDGET IMPLICATIONS:

There are no financial or budget implications from this report.

COMMENTS:

Private Open Space and Solar Access and Natural Ventilation

The proposed Private Open Space and Solar Access and Natural Ventilation would satisfy the Design Principles of the R Codes for the following reasons:

- Location: The proposed private open spaces are designed to provide for entertaining and leisure opportunities, while facilitating good indoor/outdoor connection. All private open spaces are directly accessible from and capable of use in conjunction with the primary living spaces of each dwelling.
- Functionality, Size & Landscaping: The size and dimension of private open space areas ensure that they can each accommodate a dining table located under an alfresco roof, providing weather protection for all year use. The outdoor dining spaces are co-located with uncovered landscaped areas, which contribute to an attractive setting for private open space.
- Secondary Private Open Space Areas: Dwellings that have a reduced private open space area are provided with a smaller secondary outdoor area. These areas are all unroofed, provide landscaping opportunities, and for the three northern dwellings, would be open to northern light and ventilation. This would provide additional usable space for the occupant's external amenity in conjunction with the ground floor primary living spaces. For Units, 2-5, clothes drying areas are de-coupled from these areas, ensuring that servicing would not impede on areas for outdoor living.
- Solar Access and Natural Ventilation: The proposed private open spaces are oriented and designed for occupant amenity and to facilitate solar access and natural ventilation. All alfresco areas are open in design on more than two sides, permitting sunlight and ventilation into the spaces. The covered portion of private open space supports year-round usability of these spaces, allowing for extended use of these areas, whilst also accommodating areas of uncovered space for landscaping.
- Privacy: All internal private open spaces are fenced, ensuring sufficient privacy between the communal area and private spaces, increasing the functionality and usability of the private open spaces and maintaining privacy to adjoining private open spaces. For Units 1 and 6, front fencing is provided to ensure a balance between provision of privacy to the front private open space areas and surveillance to the street.
- Solar Gain to Primary Living Spaces: The primary living spaces of all dwellings include sufficient glazing to optimise winter solar gain and natural light. Unit's 4-6 all include two northern orientated skylights directly above each primary living space; Units 4 and 5 include transparent doors orienting west and east, respectively, to uncovered outdoor areas; and Unit 5 includes a large north-facing window that would receive sunlight to the primary living space. These design features ensure solar access would be provided to primary living spaces, enhancing natural light and solar gain into the dwellings.
- Solar Gain to Habitable Rooms: All habitable rooms receive sufficient solar access and ventilation through operable windows that are of an appropriate size. This has been achieved through the inclusion of transparent hi-lite windows to Bed 3 of Units 3 and 4. The proposal then also includes an additional large, obscured window to these rooms to further improve the access to natural light and solar gain. The combination of obscured and transparent glazing ensures the bedrooms receive sunlight, while maintaining visual privacy to adjoining dwellings.
- DRP Support: The City's DRP Chair supports the design of the private open space areas as well as the design of windows throughout the dwellings.

Parking

The proposed parking arrangements would satisfy the Design Principles of the R Codes for the following reasons:

- Additional Street Parking Capacity: The proposal includes the removal of an existing 4.3-metre-wide redundant crossover to the eastern boundary of the site, which reduces the number vehicle access points to the streetscape. This would result in the introduction of one additional on-street parking bay to Oxford Street. A condition of approval has been recommended for the crossover to be removed to allow for an additional on-street bay to be provided.
- Availability of Off-Site Car Parking: The R Codes design principles for the provision of car parking requires the consideration of the availability of off-site car parking. A desktop analysis and parking data indicates that there is capacity in on-street parking in the immediate area:
    - Within the immediate vicinity of the subject site there are a total of 30 on-street parking bays located on Oxford Street, located within 200 metres of the subject site, between Bourke Street and Bennelong Place. Of these:
        - There are 18 car bays along the western side of Oxford Street, with no time restrictions and no fee payable; and
        - There are 12 car bays along the eastern side of Oxford Street, with no time restrictions and no fee payable;
    - The City's parking data, undertaken in June 2024, demonstrates that the occupancy of these on-street car bays averaged 32.5 percent on weekdays with a peak of 77 percent within the early afternoon. Occupancy of these on-street car bays averaged 18.35 percent on the weekend with a peak of 53 percent within the early afternoon.
- Alternative Transport Options: The R Codes design principles states that adequate car parking shall be provided on-site in accordance with the projected need. This includes having regard to the proximity of the development to public transport and other facilities. Bus stops are provided directly adjacent to the subject site on Oxford Street, which is a high frequency bus route providing connections to Leederville, Glendalough Station and Perth CBD. The site is also located approximately 1.0 kilometre from the Leederville Train Station. The site location provides a practical alternate means of transport that would support a reduction in one visitor parking bay for the development.
- Parking Permits: An advice note is recommended for inclusion to advise that in accordance with the City's Parking Permits Policy, the City will not issue residential parking permits to residents of this development.

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. The deemed-to-comply landscaping standards set out in the Built Form Policy have not been approved by the WAPC. As such, these provisions are given regard only in the assessment of the application and do not have the same weight as other policy provisions.

The development proposes the removal of existing trees on site and proposes 43.8 percent canopy coverage within lot boundary setback areas, in lieu of 80 percent canopy coverage required.

The proposed landscaping would satisfy the Design Principles of the R Codes and the Local Housing Objectives of the Built Form Policy for the following reasons:

- Retention and Relocation of Existing Trees: The development proposes the retention and relocation of three established mature trees. The trees are currently located in the street setback area but require relocation due to the location of Unit 1 and the communal street. Two trees are proposed to be bagged and replanted within the front setback area and the third tree would be replanted within the private garden area and rear setback area of Unit 3. Based on preliminary review, the City's Parks team considered the trees could be transferred. A condition of approval has been recommended to secure this outcome, noting that if the trees do not survive the transfer, they would need to be replaced with new trees of a similar maturity of the existing trees.
- Location of Planting: The development provides landscaping across the subject site, including the front setback area, along the communal access way, to lot boundaries and within private open space areas. The location of landscaping would positively contribute to the public realm, would provide improved amenity for future residents, and would assist in softening the built form when viewed from adjoining properties.

- Permeable Paving: Approximately 85 square metres of permeable paving is proposed to driveway areas adjacent to each garage, adjacent to the communal access way. This would reduce the amount of hard stand areas and assist in water infiltration and support the growth of the trees that are proposed to be planted adjacent to these areas.
- Environmental Benefits: The proposed plantings and deep soil areas would contribute towards increased urban air quality, tree and vegetation coverage, and a sense of open space between the subject site and adjoining properties. A total of 14 trees and a number of and other plantings would be provided across the site of varying species and sizes, providing a total site canopy coverage of 25.4 percent. This ensures landscaping amenity for residents and would make an effective contribution to the City's green canopy to assist in reducing the impact of the urban heat island effect.
- Front Setback: Landscaping within the front setback area of Units 1 and 6, includes the provision of two trees assists with reducing the overall impact of building bulk and scale when viewed from Oxford Street. This is achieved through the provision of 39.2 square metres of soft landscaping area provided between the front of the dwellings and the street boundary, equivalent to 51.2 percent of this setback area.

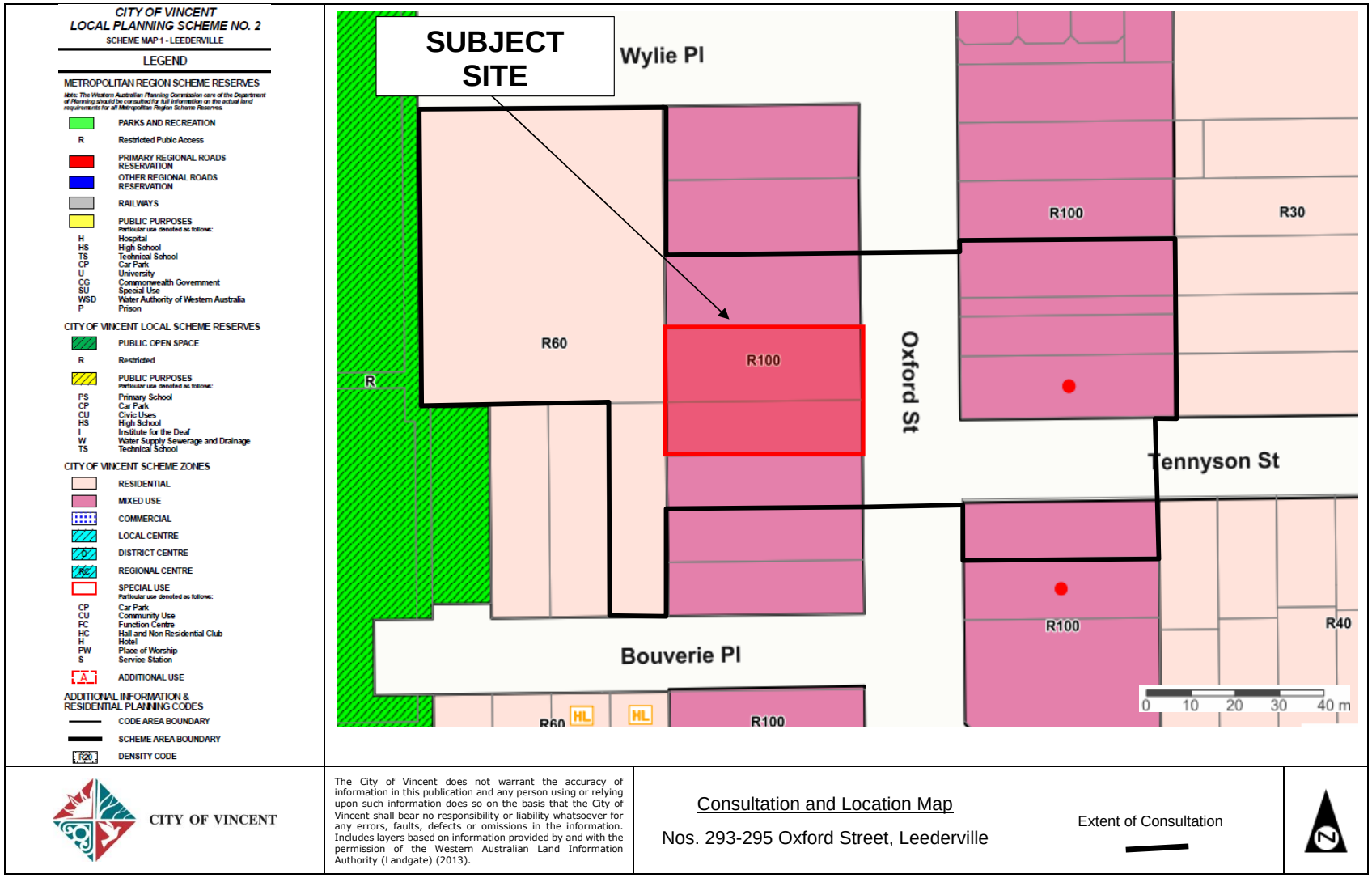
Environmentally Sustainable Design

Clause 1.8 of the Built Form Policy relating to environmentally sustainable design sets out local housing objectives to be achieved and does not prescribe deemed-to-comply standards.

The applicant has submitted a LCA report which is included in **Attachment 3**. The report and development plans identify the following built form and site planning measures that would be implemented to satisfy the local housing objectives of the Built Form Policy:

- The proposed design would achieve a 54.23 percent global warming potential saving against a benchmark design, achieved through the sustainable design measures.
- Solar PV panels to each dwelling.
- Deciduous trees to be provided for natural shading during summer months, and to allow for low winter sun to penetrate and heat internal spaces in the winter months.
- Openable windows on opposing walls to facilitate cross ventilation.
- Roof overhangs to minimise excess solar gains in summer.
- North facing habitable rooms and outdoor spaces for access to natural sunlight.

Administration has reviewed the proposal against the Built Form Policy local housing objectives and are satisfied that the development has incorporated environmentally sustainable design features to meet the intended built form outcomes of development within the City.


CITY OF VINCENT
LOCAL PLANNING SCHEME NO. 2
SCHEME MAP 1 - LEEDERVILLE
LEGEND
METROPOLITAN REGION SCHEME RESERVES
PARKS AND RECREATION
R Restricted Pubic Access
PRIMARY REGIONAL ROADS RESERVATION
OTHER REGIONAL ROADS RESERVATION
RAILWAYS
PUBLIC PURPOSES
H Hospital
HS High School
TS Technical School
CP Car Park
U University
CG Commonwealth Government
SU Special Use
WSD Water Authority of Western Australia
P Prison
CITY OF VINCENT LOCAL SCHEME RESERVES
PUBLIC OPEN SPACE
R Restricted
PUBLIC PURPOSES
PS Primary School
CP Car Park
CU Civic Uses
HS High School
I Institute for the Deaf
W Water Supply Sewerage and Drainage
TS Technical School
CITY OF VINCENT SCHEME ZONES
RESIDENTIAL
MIXED USE
COMMERCIAL
LOCAL CENTRE
DISTRICT CENTRE
REGIONAL CENTRE
SPECIAL USE
CP Car Park
CU Community Use
FC Function Centre
HC Hall and Non Residential Club
H Hotel
PW Place of Worship
S Service Station
ADDITIONAL USE
ADDITIONAL INFORMATION & RESIDENTIAL PLANNING CODES
CODE AREA BOUNDARY
SCHEME AREA BOUNDARY
DENSITY CODE
SUBJECT SITE
Wylie Pl
R60
R100
R
Oxford St
R100
R30
Tennyson St
R100
R40
Bouverie Pl
R60
HL
HL
R100
0 10 20 30 40 m
CITY OF VINCENT
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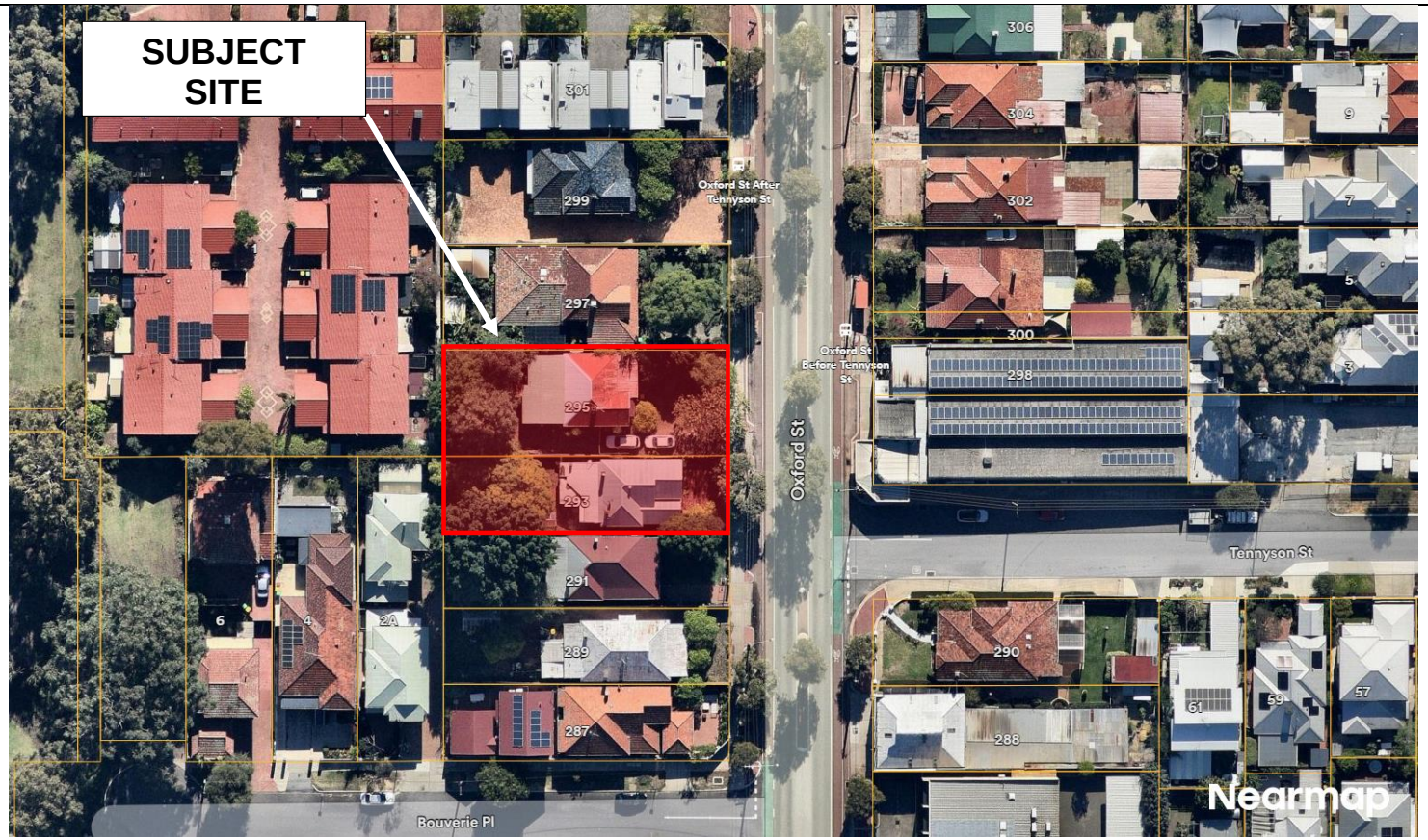
Consultation and Location Map
Nos. 293-295 Oxford Street, Leederville
Extent of Consultation
N



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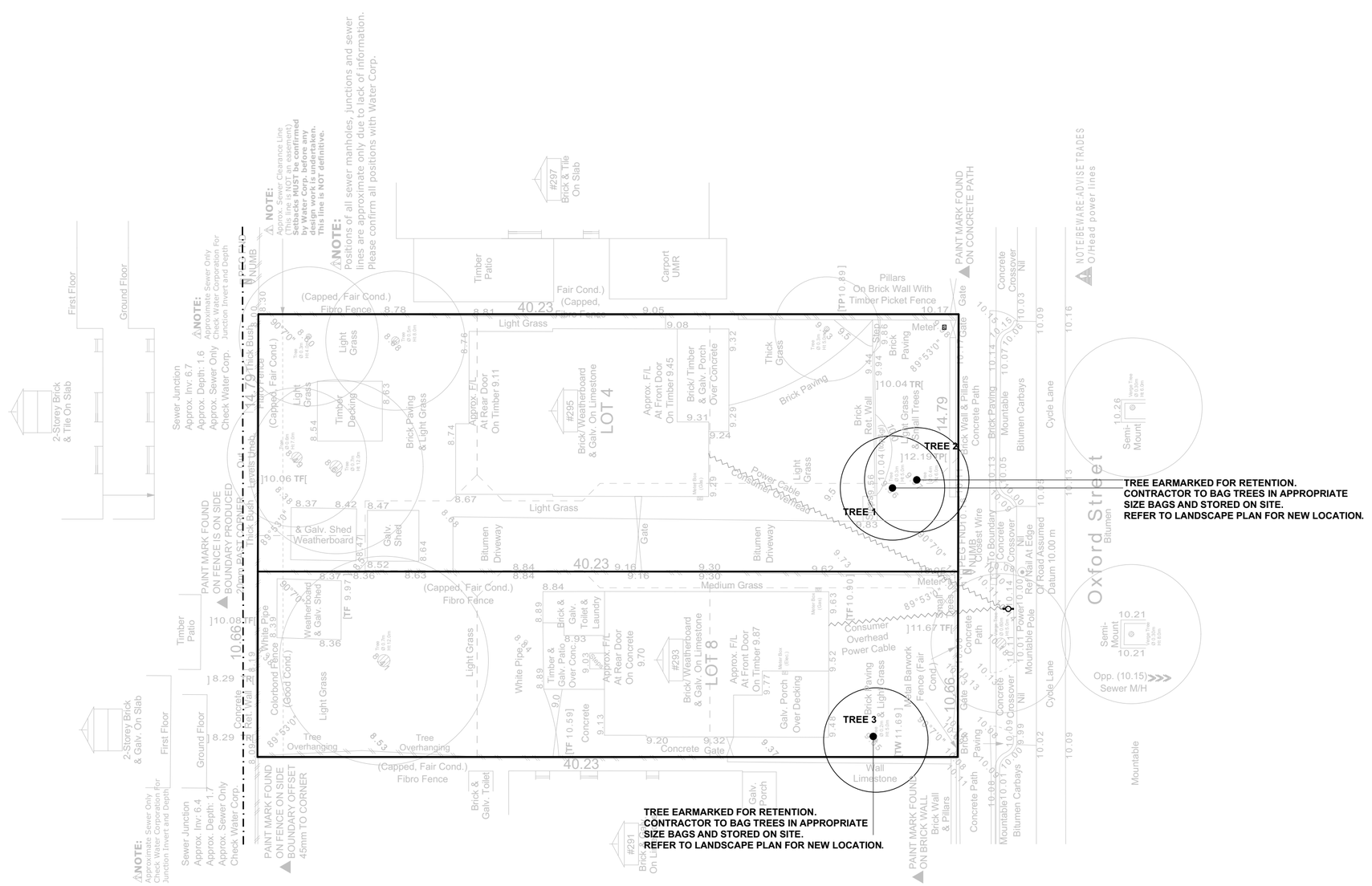
Nos. 293-295 Oxford Street, Leederville

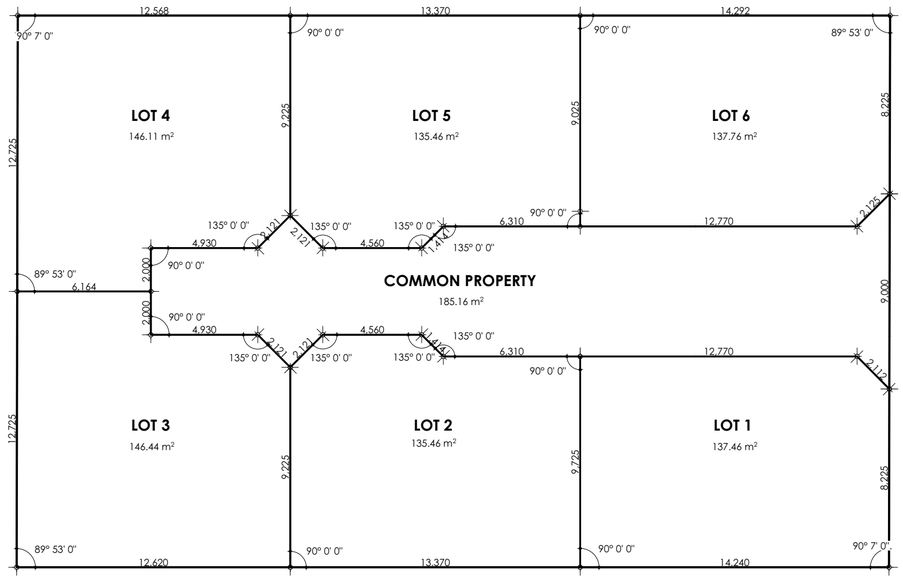
N

Title Table		
Lot	Volume	Folio
4	1424	481
8	1599	123

LEGEND

	Power Dome
	Power Pole
	Phone Pits
	Water Conn.
TP 10.00	Top Pillar/Post
TW 10.00	Top Wall
TR 10.00	Top Retaining
TF 10.00	Top Fence


LOT 4
LOT 8
40.23
Oxford Street
Bitumen
TREE 1
TREE 2
TREE 3
TREE EARMARKED FOR RETENTION.
CONTRACTOR TO BAG TREES IN APPROPRIATE
SIZE BAGS AND STORED ON SITE.
REFER TO LANDSCAPE PLAN FOR NEW LOCATION.
TREE EARMARKED FOR RETENTION.
CONTRACTOR TO BAG TREES IN APPROPRIATE
SIZE BAGS AND STORED ON SITE.
REFER TO LANDSCAPE PLAN FOR NEW LOCATION.
#297 Brick & Tile On Slab
#295 Brick/Weatherboard & Galv. On Limestone
#293 Brick/Weatherboard & Galv. On Limestone
#291 Brick/Weatherboard & Galv. On Limestone
Timber Patio
Carport UMR
Pillars On Brick Wall With Timber Picket Fence
PAINT MARK FOUND ON CONCRETE PATH
PAINT MARK FOUND ON FENCE IS ON SIDE BOUNDARY PRODUCED
PAINT MARK FOUND ON BRICK WALL
Sewer Junction
Approx. Inv: 6.7
Approx. Depth: 1.6
Approx. Sewer Only
Check Water Corp.
Sewer Junction
Approx. Inv: 6.4
Approx. Depth: 1.7
Approx. Sewer Only
Check Water Corp.
NOTE: Approximate Sewer Only Check Water Corporation For Junction Invert and Depth
NOTE: Approx Sewer Clearance Line (This is NOT measurement) Setbacks MUST be confirmed by Water Corp. before any design work is undertaken. This line is NOT definitive
NOTE: Positions of all sewer manholes, junctions and sewer lines are approximate only due to lack of information. Please confirm all positions with Water Corp.
NOTE: BEWARE: ADVISE TRADES O/Head power lines
2-Storey Brick & Tile On Slab
2-Storey Brick & Galv. On Slab
First Floor
Ground Floor
Light Grass
Brick Paving
Thick Grass
Timber Decking
Brick Paving & Light Grass
Approx. F/L At Rear Door On Timber 9.11
Approx. F/L At Front Door On Timber 9.45
Brick/ Timber & Galv. Porch Over Concrete
Brick Ret. Wall
Metal Rail Fence
Power Cable Overhead
Bitumen Driveway
Gate
Concrete Path
Brick Paving
Mountable
Concrete Crossover
Bitumen Carbays
Cycle Lane
Mountable
Semi-Mount
Opp. (10.15) Sewer M/H
Colorbond Fence (Good Cond.)
White Pipe
Timber & Galv. Patio Over Conc.
Brick & Galv. Toilet & Laundry
Approx. F/L At Rear Door On Concrete
Approx. F/L At Front Door On Timber 9.87
Galv. Porch Over Decking
Metal Barwork Fence (Fair Cond.)
Brick Paving & Light Grass
Concrete
Wall Limestone
Tree Overhanging
(Capped, Fair Cond.) Fibro Fence
(Capped, Fair Cond.) Fibro Fence
Brick & Galv. Toilet
Galv. Porch
Timber Patio
Colorbond Fence
Concrete Ret. Wall
Brick Ret. Wall
Brick & Galv. Shed
Galv. Shed
Weatherboard & Galv. Shed
Medium Grass
Light Grass
Thick Bush
Levels Unreliable
Meter Box
Tree Ø 0.2m H 5.0m
Tree Ø 0.3m H 4.0m
Tree Ø 0.3m H 6.0m
Tree Ø 0.4m H 6.0m
Tree Ø 0.5m H 6.0m
Tree Ø 0.6m H 6.0m
Tree Ø 0.8m H 12.0m
Tree Ø 0.9m H 6.0m
Tree Ø 1.0m H 6.0m
Tree Ø 1.2m H 6.0m
Tree Ø 1.3m H 6.0m
Tree Ø 1.4m H 6.0m
Tree Ø 1.5m H 6.0m
Tree Ø 1.6m H 6.0m
Tree Ø 1.7m H 6.0m
Tree Ø 1.8m H 6.0m
Tree Ø 2.0m H 6.0m
Tree Ø 2.2m H 6.0m
Tree Ø 2.3m H 6.0m
Tree Ø 2.4m H 6.0m
Tree Ø 2.5m H 6.0m
Tree Ø 2.6m H 6.0m
Tree Ø 2.7m H 6.0m
Tree Ø 2.8m H 6.0m
Tree Ø 3.0m H 6.0m
Tree Ø 3.1m H 6.0m
Tree Ø 3.2m H 6.0m
Tree Ø 3.3m H 6.0m
Tree Ø 3.4m H 6.0m
Tree Ø 3.5m H 6.0m
Tree Ø 3.6m H 6.0m
Tree Ø 3.7m H 6.0m
Tree Ø



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W E

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PRE-CAL

SCALE 1:200

CITY OF VINCENT
RECEIVED
26 June 2024

client:

SIAMOS DEVELOPMENT

address:

293-295 OXFORD STREET
LEEDERVILLE

REVISION DESCRIPTION	REV. NO.	DRAWN	REV. DATE
DA	00	GD	19/01/2024
PRE-CAL PLAN	01	GD	26/02/2024
COUNCIL RFI	02	GD	20/05/2024
CLIENT AMEND	03	GD	21/05/2024
ELEVATIONS	04	GD	30/05/2024
DA AMEND	04	ES	25/06/2024

reference: PRE-CAL PLAN

drawn by: DCD | date drawn: DATEOFISSUE

sheet size: SIZE | scale: 1:200

daniel cassettai Design

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Suite 7/405 Oxford Street Mount Hawthorn, W.A.Australia t: (08) 9201 9993 e: admin@dcdesign.com.au w: dcdesign.com.au

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job no: D1570 | sheet no: A02

Title Table		
Lot	Volume	Folio
4	1424	481
8	1599	123

LEGEND

	Power Dome
	Power Pole
	Phone Pits
	Water Conn.
TP 10.00	Top Pillar/Post
TW 10.00	Top Wall
TR 10.00	Top Retaining
TF 10.00	Top Fence

OPEN SPACE CALC'S.

SITE AREA	1023.85m²
TOTAL HOUSE AREA:	543.00m²
OPEN SPACE ACHIEVED:	**46.96%**

NOTE:
REFER ELEVATIONS FOR BOTTOM OF RETAINING HEIGHTS

PLUMBER NOTE:
PROVIDE REFLUX VALVE AS REQUIRED FOR HOBLESS SHOWERS

Soak Well Type	No.	
SW 1500x1500	5	13.3 m3
Total Capacity		13.3 m3
Roof Area GF		120.8 m2
Paved Area		207.6 m2
Roof Area UF		675.0 m2
Total Area		**1,003.4 m2**
Capacity Required (Area x 0.0125)		**12.5 m3**
Extra Capacity Provided		**0.7 m3**

NOTE: ALL DOWNPIPES CONNECTED TO SOAKWELLS WITH PVC STORMWATER PIPE

LOT 4 MISCLOSE
0.000 m

LOT 8 MISCLOSE
0.000 m

⚠ DISCLAIMER:
Due to lack of survey marks/pegs, all building offset dimensions & features are approximate only and positioned from existing pegs/fences and walls which may not be on the correct alignment. Any design that involves additions to any structures shown or portion of structures remaining after any demolition has taken place requires boundaries to be repegged and exact offsets provided to your designer/architect before any plans are produced and before any work is started on site.

⚠ DISCLAIMER:
Lot boundaries drawn on survey are based on landgate plan only. Survey does not include title search and as such may not show easements or other interests not shown on plan. Title should be checked to verify all lot details and for any easements or other interests which may affect building on the property.

⚠ DISCLAIMER:
Survey does not include verification of cadastral boundaries. All features and levels shown are based on orientation to existing pegs and fences only which may not be on correct cadastral alignment. Any designs based or dependent on the location of existing features should have those features' location verified in relation to the true boundary.

⚠ DISCLAIMER:
Survey shows visible features only and will not show locations of underground pipes or conduits for internal or mains services. Verification of the location of all internal and mains services should be confirmed prior to finalisation of any **design work.**

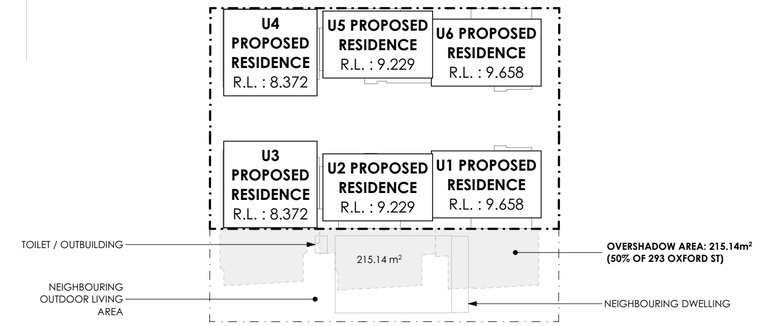
⚠ DISCLAIMER:
Cottage & Engineering surveys accept no responsibility for any physical on site changes to the parcel or portion of the parcel of land shown on this survey including any adjoining neighbours levels and features that have occurred after the date on this survey. All Sewer details plotted from information supplied by Water Corporation.

SITE PLAN
SCALE 1:200

N

⚠NOTE:
CHECK SHIRE RE: AMALGAMATION BEWARE COULD DELAY BUILDING LICENSE (AMALGAMATION PROCESS APPROX. 6-9 MONTHS)

Scale 1:200
0 2 4 6 8



OVERSHADOWING DIAGRAM
SCALE 1:500

CITY OF VINCENT
RECEIVED
26 June 2024

COTTAGE SURVEYS
LICENSED SURVEYORS
87-89 Guthrie Street
Osborne Park, WA 6017
PO Box 1611
Osborne Park
Business Centre WA 6917
P: (08) 9446 7361
E: perth@cottage.com.au
W: www.cottage.com.au

JOB #	542876	GPS	Lat: -31.930007 Long: 115.840925	ROADS	Bitumen	ELEC.	O/Head
				KERBS	Mountable	COMMS.	Yes
ADDRESS	#293 & 295 Oxford Street	LOT	Lot 4, 8 (Diag. 5184 , 1221)	FOOTPATH	Concrete	WATER	Yes
SUBURB	Leederville			SOIL	Sand	GAS	Check Alinta
LGA	CITY OF VINCENT	AREA	594, 430m² VOL. See Table FOL. See Table	DRAINAGE	Good	SEWER	Yes
DRAWN	J. Genovese	DATE	13 Mar 23 SSA No	VEGETATION	Refer to Survey	COASTAL	No (Approximate Only Confirm With Shire)

client:
SIAMOS DEVELOPMENT

address:
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LEEDERVILLE

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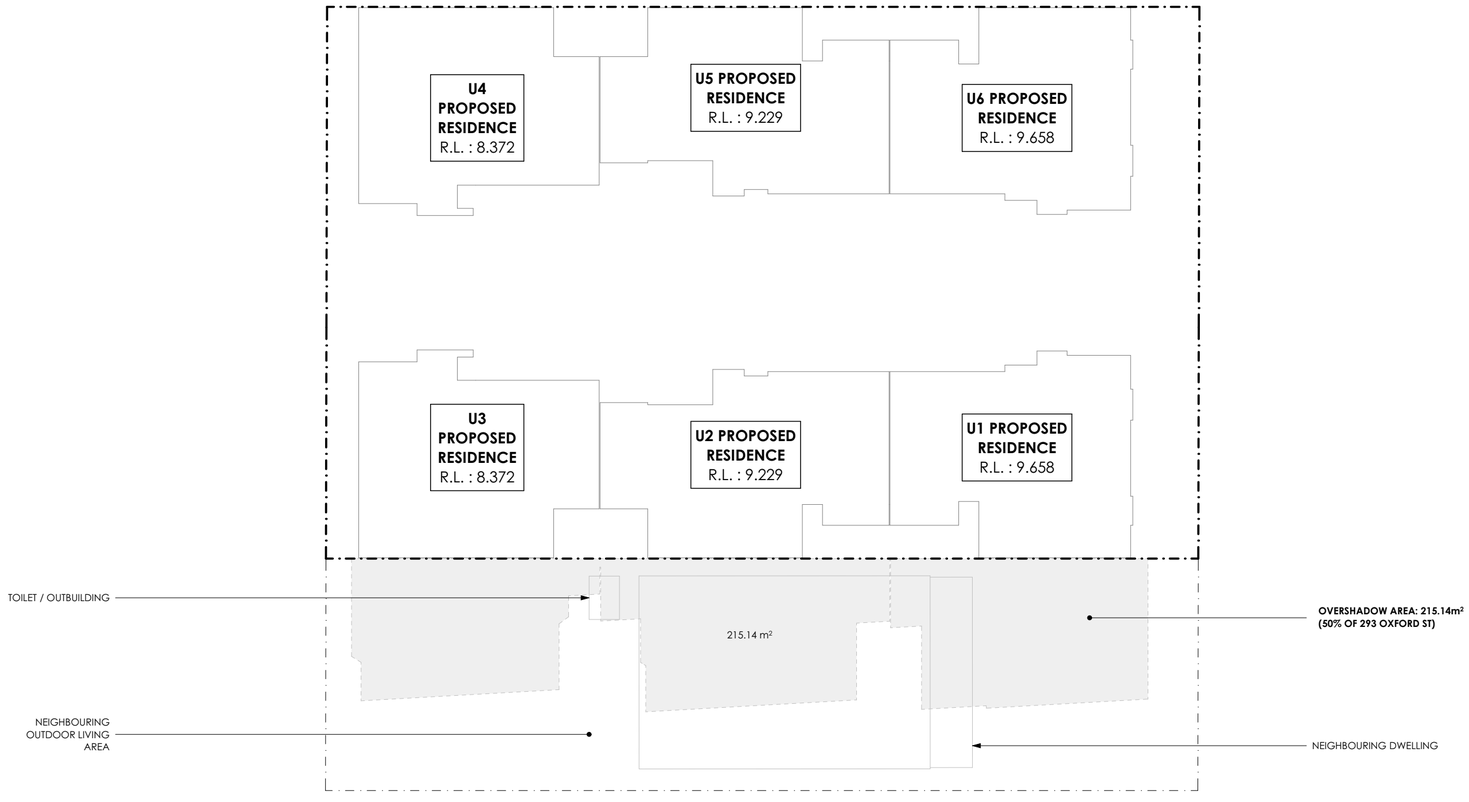

OVERSHADOWING PLAN

SCALE 1:200

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SIAMOS DEVELOPMENT

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LANDSCAPE LEGEND

	NATIVE GROUND COVER | RAMBER *Melaleuca Huegelii*		0.20 (height) 2.00 (width)
	NATIVE BLUEBERRY LILLY *Dianella Revoluta*		0.30 - 1.00 (height) 0.30 (width)
	PIXIE MOOPS *Petrophile linearis*		0.60 (height) 0.50 (width)
	NATIVE COTTON HEADS *Conostylis Candicans*		0.30 - 0.80 (height) 0.30 - 0.80 (width)
	CAPITAL PEARS *Pyrus calleryana 'Capital'*		4m CANOPY
	EXOTIC KAY PARRIS *Magnolia grandiflora*		6m CANOPY
	NATIVE SNOW IN SUMMER *Melaleuca linariifolia*		6m CANOPY
	MULCHED		
	GRASS		
	HARDSCAPE / TIMBER DECK		
	STRUCTURAL SOIL AND PERMEABLE PAVING		

LANDSCAPING

LOT AREA:	1023.85m²
LANDSCAPING AREA:	163.94m²
O/ALL LANDSCAPE PERCENTAGE:	**16.01%**
PLANTING / DEEP SOIL AREA:	143.34m²
O/ALL PLANTING PERCENTAGE:	**14.00%**
PROPOSED SMALL TREES:	6
PROPOSED ORNAMENTAL TREES:	4

LANDSCAPING NOTES

ALL GARDEN BEDS TO BE MULCHED (LARGE PARTICLED MULCH - PINE BARK OR SIMILAR) TO A DEPTH NO LESS THAN 70mm

ALL LANDSCAPING AREAS TO BE RETICULATED WITH AUTOMATIC CONTROLLERS

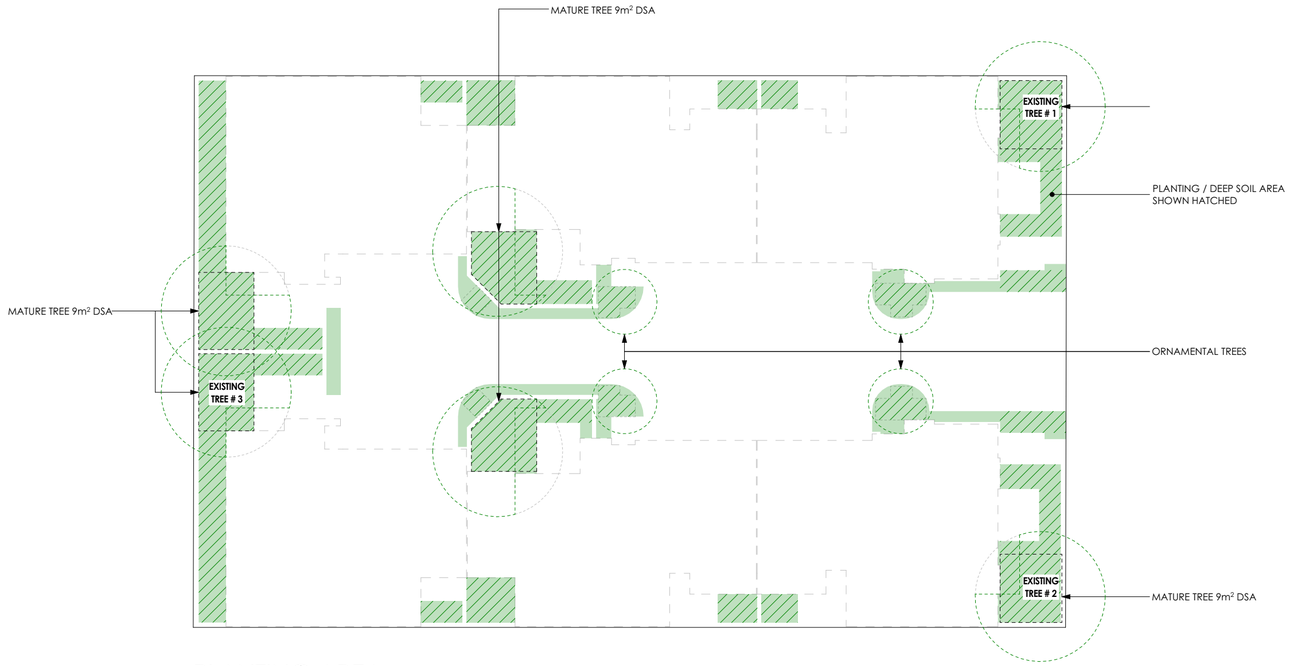
PROVIDE BUBBLER IRRIGATION TO ALL TREES

PROVIDE LOW FLOW TRICKLE IRRIGATION SYSTEMS TO ALL LANDSCAPED AREAS U.N.O.

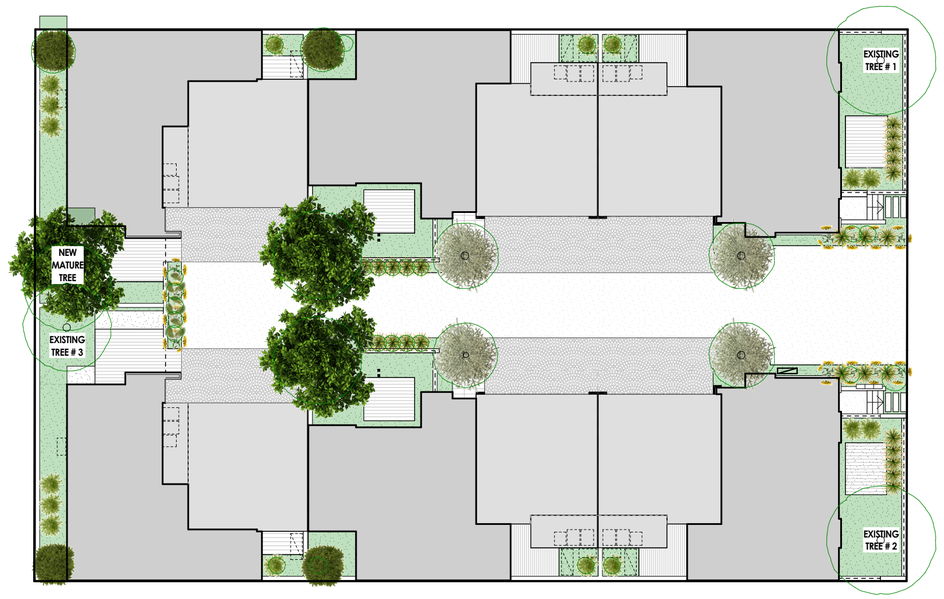
HARDSCAPE AREAS GRADED TO DIRECT RAINWATER RUN-OFF TO LANDSCAPING / GARDEN BEDS

VERGE TREES TO COUNCIL REQUIREMENTS

ALL TREES TO BE MATURE AT PLANTING (MIN 200L), 3.5 - 4.5m HIGH



PLANTING AREA
SCALE 1:200



LANDSCAPING PLAN
SCALE 1:200

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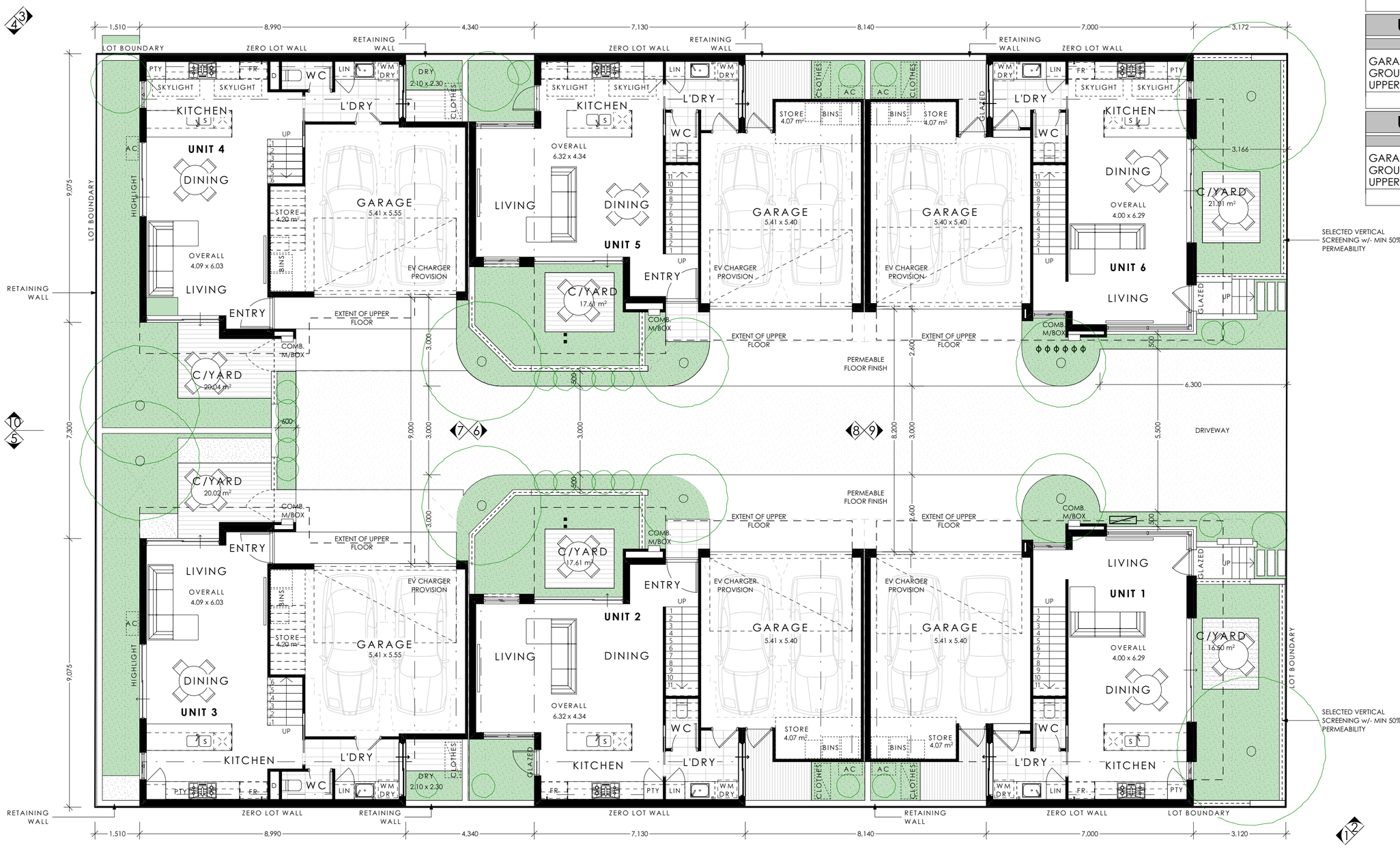

GROUND FLOOR PLAN

SCALE 1:100

UNIT 1 & 6 AREAS	
TOTAL AREA (ALL STORIES)	
GARAGE/STORE:	36.84
GROUND HOUSE:	55.41
UPPER HOUSE:	76.30
	168.55 m²

UNIT 2 & 5 AREAS	
TOTAL AREA (ALL STORIES)	
GARAGE/STORE:	37.07
GROUND HOUSE:	57.11
UPPER HOUSE:	76.31
	170.49 m²

UNIT 3 & 4 AREAS	
TOTAL AREA (ALL STORIES)	
GARAGE/STORE:	36.84
GROUND HOUSE:	53.95
UPPER HOUSE:	75.30
	166.09 m²

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sheet no: A06

N

0 1 2 3 4 5

UPPER FLOOR PLAN

SCALE 1:100

UNIT 1 & 6 AREAS	
TOTAL AREA (ALL STORIES)	
GARAGE/STORE:	36.84
GROUND HOUSE:	55.41
UPPER HOUSE:	76.30
	168.55 m²

UNIT 2 & 5 AREAS	
TOTAL AREA (ALL STORIES)	
GARAGE/STORE:	37.07
GROUND HOUSE:	57.11
UPPER HOUSE:	76.31
	170.49 m²

UNIT 3 & 4 AREAS	
TOTAL AREA (ALL STORIES)	
GARAGE/STORE:	36.84
GROUND HOUSE:	53.95
UPPER HOUSE:	75.30
	166.09 m²

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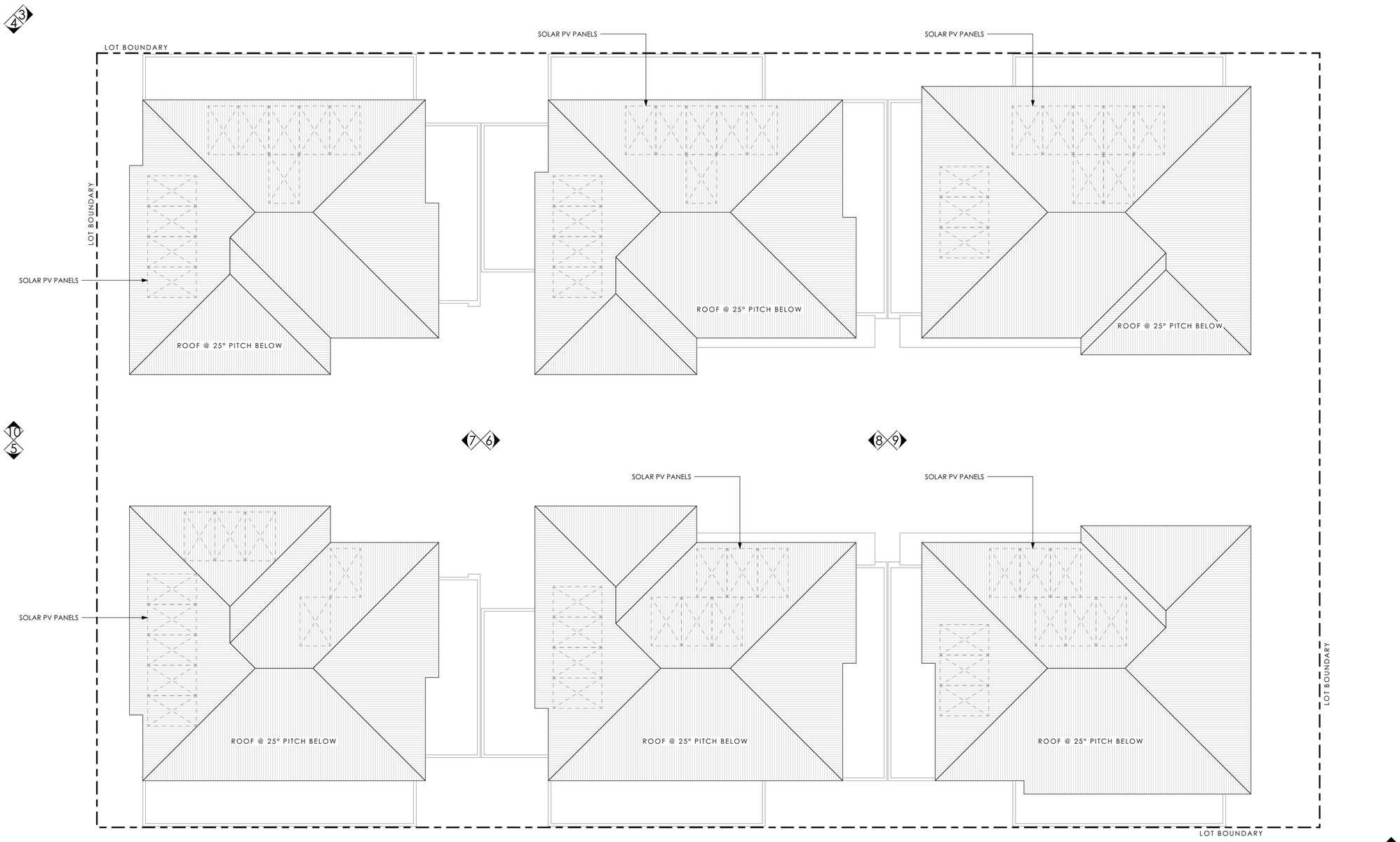

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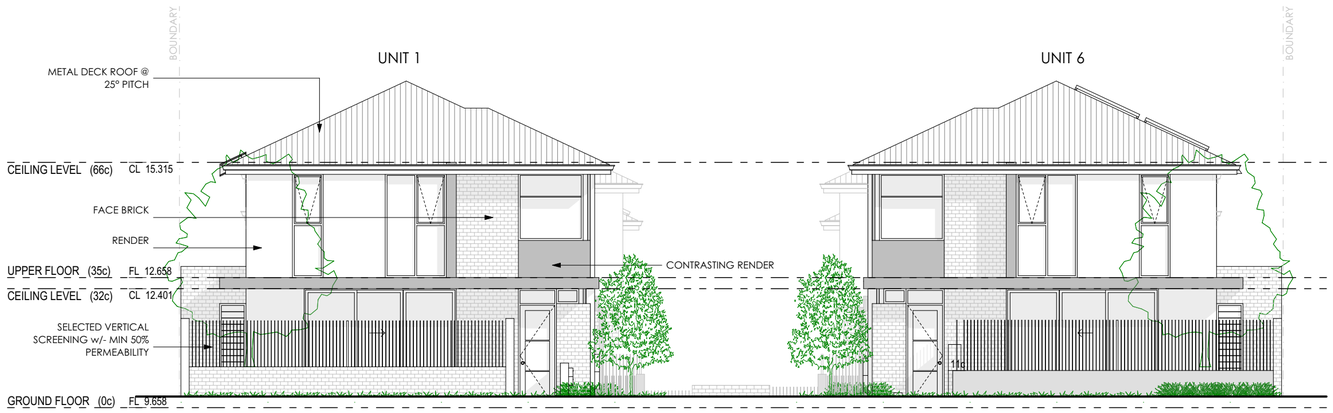

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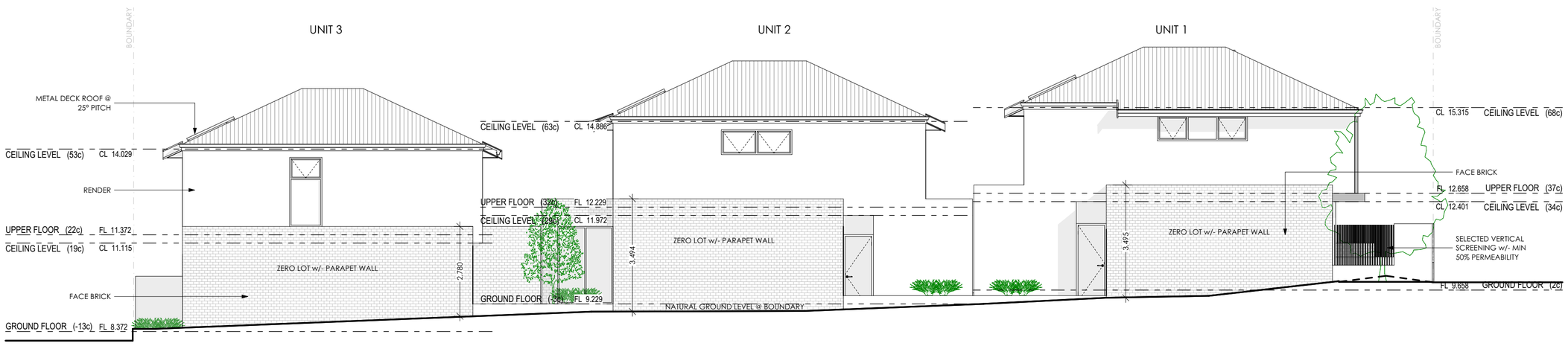
SCALE 1:100



ELEVATION 2

SCALE 1:100

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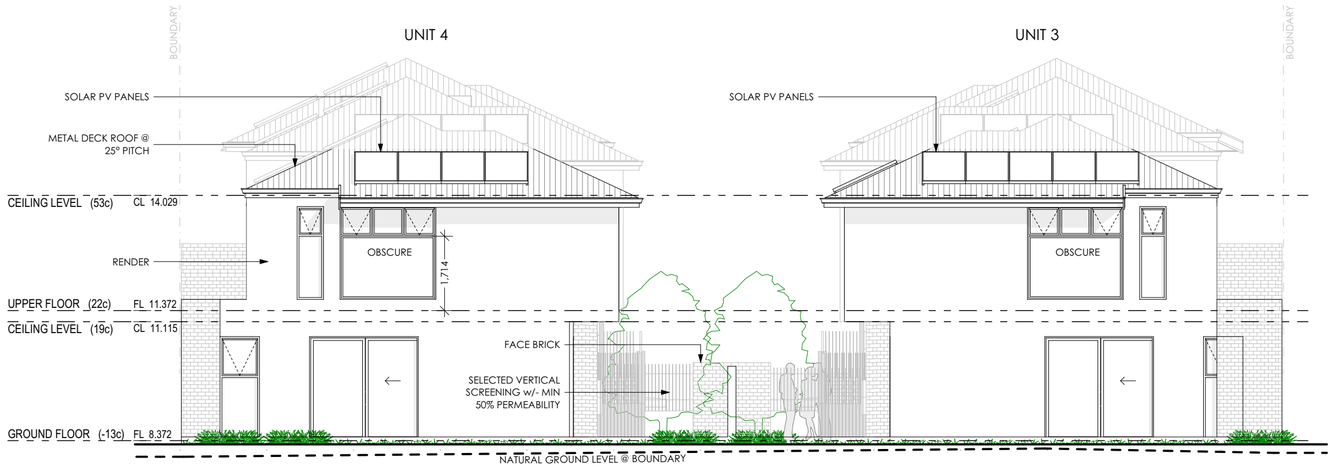

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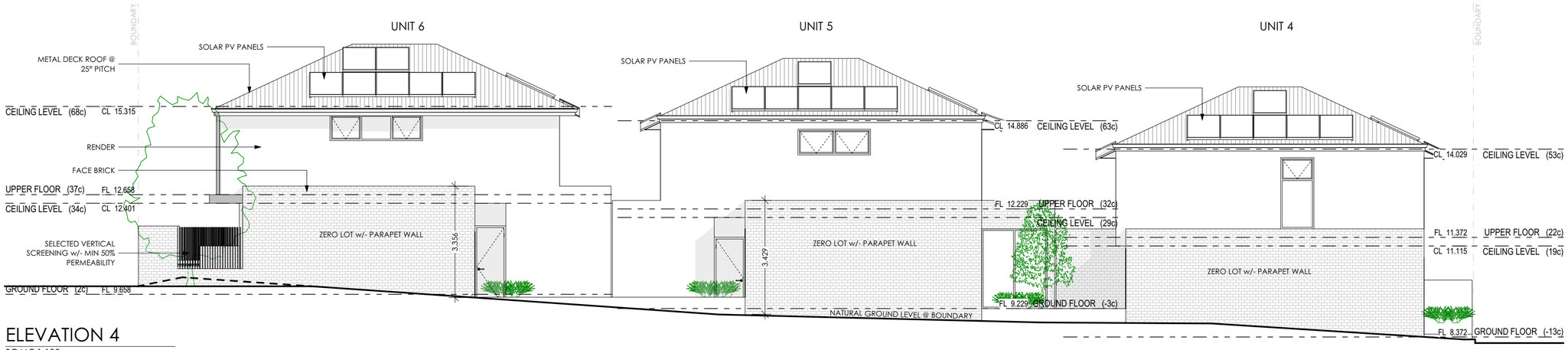

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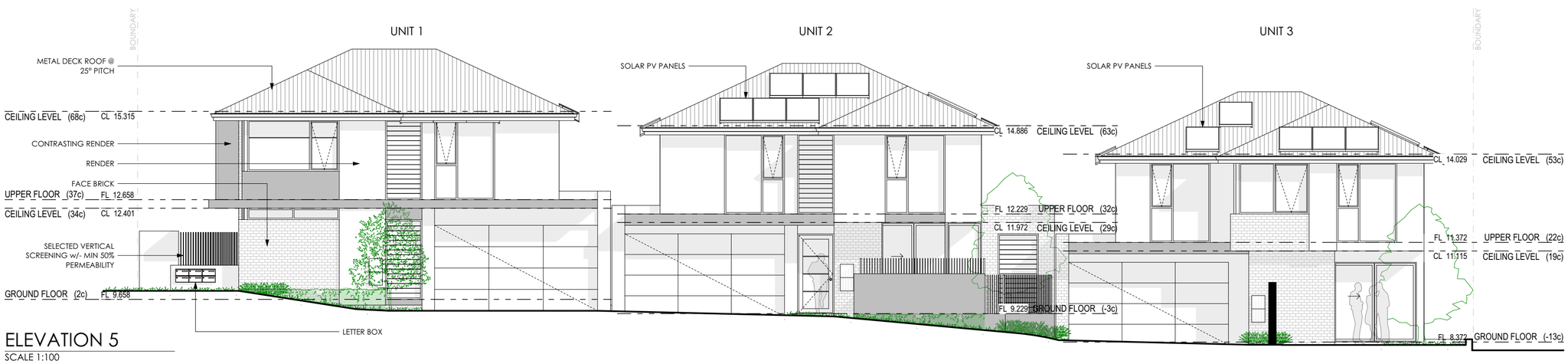

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SCALE 1:100

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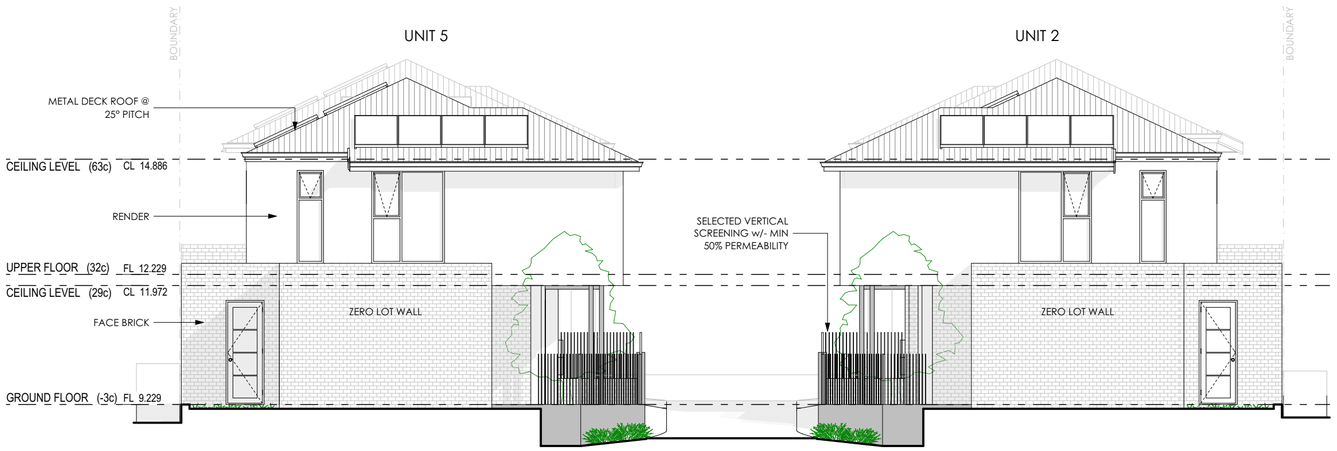
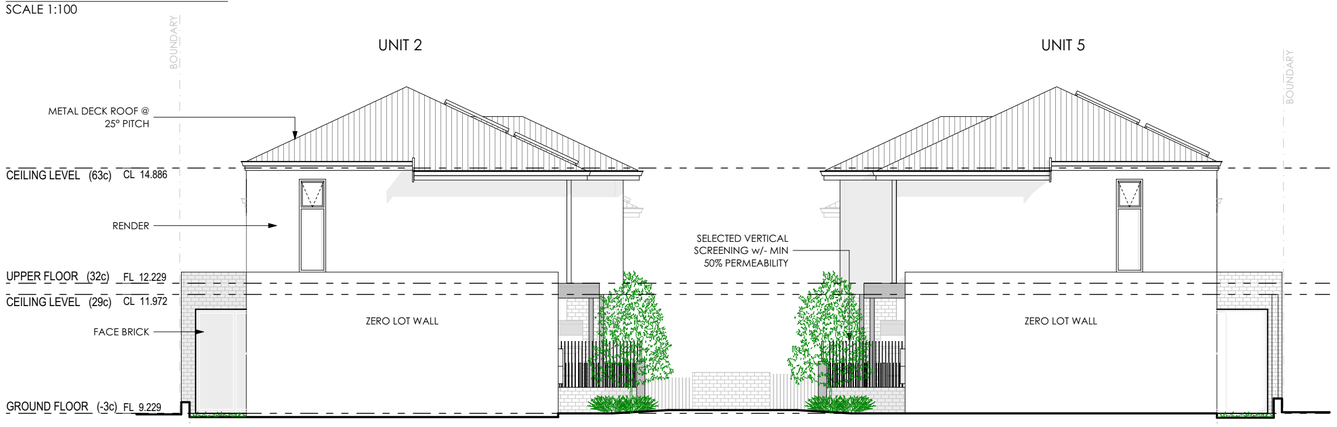


ELEVATION 6

SCALE 1:100

ELEVATION 7

SCALE 1:100



ELEVATION 8

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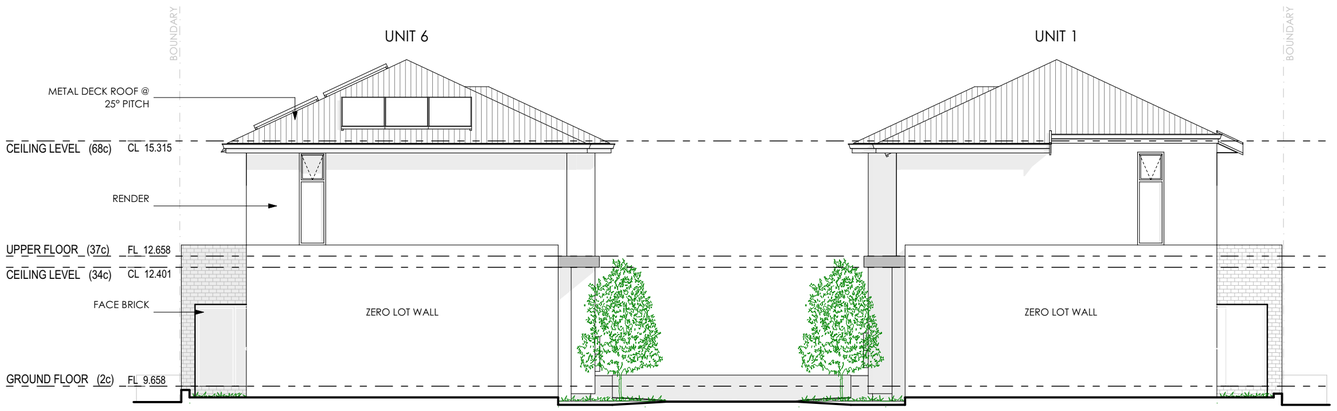

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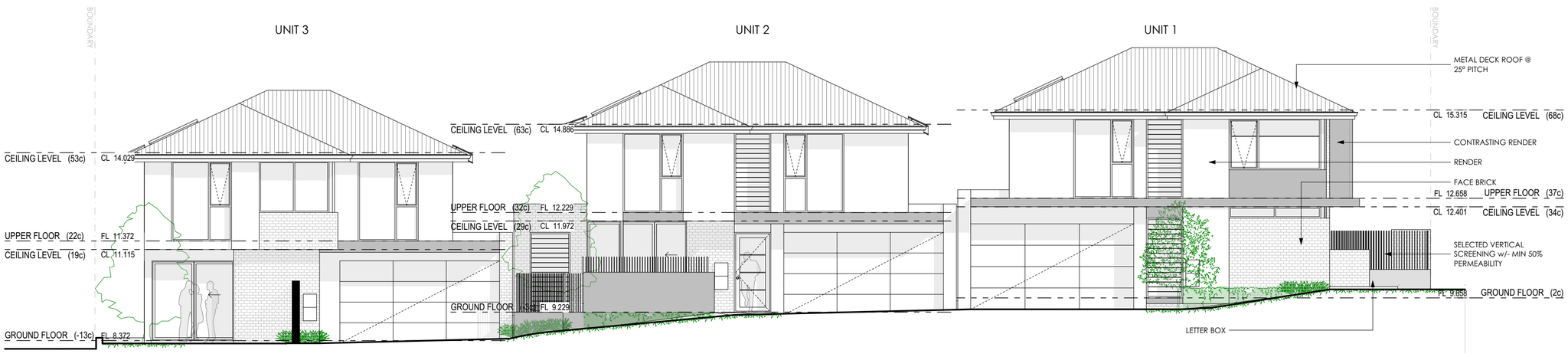
SCALE 1:100



ELEVATION 10

SCALE 1:100

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2024

DEVELOPMENT APPLICATION

LOTS 8 & 4 (NO.293 & 295) OXFORD STREET, LEEDERVILLE

PROPOSED SIX (6) GROUPED DWELLINGS
CITY OF VINCENT

CITY OF VINCENT
RECEIVED
8 March 2024

CF Town Planning & Development

CF Town Planning & Development

Prepared for

Daniel Cassettai Design and Siamos Development for the construction of six (6) new grouped dwellings (two storey) on Lots8 & 4 (No.293 & 295) Oxford Street, Leederville.

Prepared by

CF Town Planning & Development
Planning & Development Consultants

Address: 3/1 Mulgul Road, Malaga WA 6090
Tel: 92492158
Mb: 0407384140
Email: carlof@people.net.au

Carlo Famiano
Director
CF Town Planning & Development

Name	Position	Document Revision	Date
Mr Carlo Famiano	Town Planner	Planning Report	4 March 2024

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CF Town Planning & Development

4 March 2024

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

Dear Sir/Madam

APPLICATION FOR DEVELOPMENT APPROVAL
PROPOSED SIX (6) GROUPED DWELLING (TWO STOREY)
LOTS 8 & 4 (No.293 & 295) OXFORD STREET, LEEDERVILLE
CITY OF VINCENT

We act on behalf of Daniel Cassettai Design and Siamos Developments as their consultant town planners and refer to the Application for Development Approval lodged with the City of Vincent seeking the City's approval for the construction of six (6) new grouped dwellings on Lots 8 & 4 (No.293 & 295) Oxford Street, Leederville to provide much needed housing within the Leederville & Mount Hawthorn localities in close proximity various Activity Centres.

In assessing this application, it is requested that the City of Vincent give due consideration to the following information prepared in support of the proposed development on the land:

LOCATION & PROPERTY DETAILS

Location

Lots 8 & 4 are located within the northern part of the Leederville locally, approximately 750 metres north of the Leederville Activity Centre (core area) and approximately 800 metres south of the Mount Hawthorn Activity Centre (see Figure 1 – Location Plan).

A review of the immediate locality has identified that the subject land is located within a well-established and well serviced part of Leederville, with convenient access to the following key nodes:

i) Various public open space reserves, including access to Britannia Reserve and Loftus Recreation Centre;

ii) High frequency public transport networks (i.e. bus routes). This include bus services along Oxford Street and easy access to the Leederville Train Station (see Figure 5 – Public Transport Network);

iii) A comprehensive regional road network (i.e. Oxford Street, Vincent Street, Scarborough Beach Road with easy access to the Mitchell Freeway);

iv) Access to a regional pedestrian/cycle network along the existing road network and along the Mitchell Freeway reserve, with a comprehensive pedestrian path network along the local street network;

v) Access to various schools (both private and public schools); and

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vi) Mount Hawthorn and Leederville Activity Centres, which includes a variety of facilities such as medical, retail, entertainment, service commercial use and employment opportunities. The subject land also enjoys good access to the Perth Central Business District (CBD).

Given the above, this application seeks the relevant development approval for the construction of six (6) new grouped dwellings on the subject land to provide much needed housing and housing diversity within the Leederville locality, in close proximity to a key activity centres, a variety of amenities and to public transport.

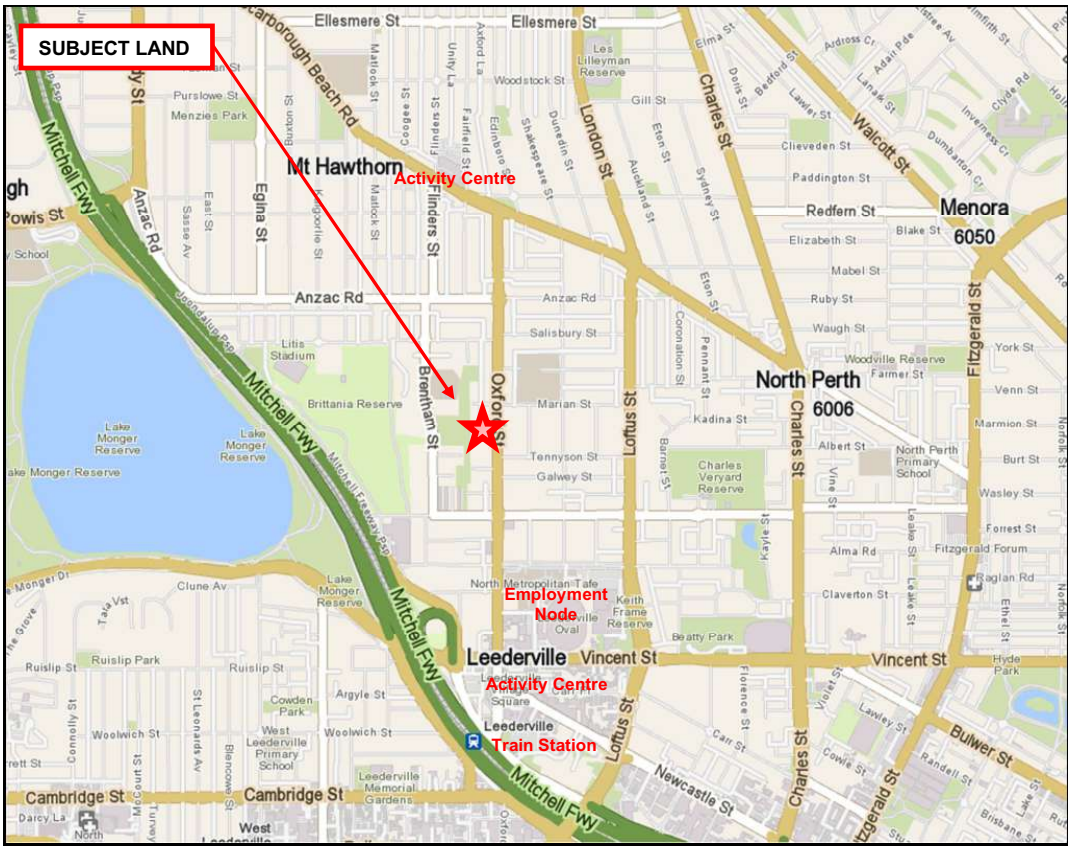

Figure 1 – Location Plan

Property Details

Lots 8 & 4 are rectangular in shape, comprise a total combined area of 1,024m^2 and contains an excessive fall in natural ground levels (NGL) from 10.08 metres along the land's front boundary to 8.39 metres along the land's rear boundary, which equates to a fall in NGL down/across the site of 1.69 metres (see site feature survey).

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The subject land comprises a number of physical improvements including a single detached dwelling on each lot, sealed driveways and boundary fencing (see Figure 2 – Aerial Site Plan & Figure 3). This application proposes that all physical improvements on both Lots 8 & 4 will be removed to accommodate the new grouped dwelling development.

The existing dwellings and associated structures on the subject land is not identified on the City of Vincent's Municipal Heritage Inventory (MHI) and can therefore be removed subject to the issuance of a demolition permit by the City.

Figure 2 – Aerial Site Plan

Figure 3 – Existing dwellings on the subject land.

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The verge area abutting the subject land contains one (1) street trees, which will be retained as part of this application (see Figure 2 – Aerial Site Plan). It is also observed that this part of the Oxford Street road reserve comprises extensive on-street car parking that could be used by visitors attending the subject land.

ESSENTIAL SERVICES

Lots 8 & 4 are served by an extensive range of essential service infrastructure including power, water, reticulated sewerage, stormwater drainage, gas and telecommunications (see Figure 4).

Figure 4 – The subject land is well serviced (MNG Mapping)

The subject land is also served by an efficient local and district road network with convenient access to Scarborough Beach Road, Oxford Street, Vincent Street and the Mitchell Freeway. Public transport is available along various nearby roads, including a service along Oxford Strreet and easy access to the Leederville Train Station (see Figure 5 – Public Transport Network).

The subject land is also well served by a pedestrian path network, including a regional cycle network along the Mitchell Freeway. It is contended that the subject land's good access to public transport and a pedestrian path network will provide an alternative form of transport for the future occupants and visitors to the development.

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Figure 5 – Public Transport (bus routes shown in pink, with stops shown as orange dots - MNG Mapping)

PROPOSED DEVELOPMENT

This application proposes the demolition of all existing physical improvements on the subject land and the construction of six (6) new grouped dwellings of a two (2) storey nature. The key details of the proposed development include the following:

i) Each dwelling will comprise three (3) bedrooms and two (2) bathrooms;

ii) Each dwelling will comprise a double (two car) garage and a storeroom. It should be noted that all vehicular access for development will be from one (1) central common driveway along the land's Oxford Street frontage;

iii) Constructions of a visually permeable fence along the land's front boundary with Oxford Street to provide an element of security for the future occupants of the development;

iv) Installation of landscaping throughout the site; and

v) The dwelling will include the use of varying materials, a varying pallet of colours and varying setbacks/articulation to enhance the appearance of the development when viewed from the public realm (see Figure 6).

The lots will be amalgamated as part of the future development on the land.

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Figure 6 – The front elevation of the proposed development.

STATUTORY REQUIREMENTS

Metropolitan Region Scheme

Lot 8 & 4 are currently classified 'Urban' zone under the Metropolitan Region Scheme (MRS). It should be noted that the zones and reservations prescribed by the MRS are broad categories only that are intentionally not precisely defined or limited in order to enable a flexible approach to town planning. The following definition is provided as a guide to its stated purpose/s in the MRS:

*"**Urban Zone** - Areas in which a range of activities are undertaken, including residential, commercial recreational and light industry."*

The proposed development and use of the land for grouped dwelling purposes is considered to be consistent with the defined intent of its current 'Urban' zoning classification under the MRS and has scope to be approved.

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City of Vincent Local Planning Scheme No.2

Lots 8 & 4 are classified 'Mixed Use' zone under the City of Vincent's current operative Local Planning Scheme No.2 (LPS No.2) with a residential density coding of R100. In addition, the subject land is located within the 'Leederville Precinct'.

Under the terms of the City's LPS No.2 the development and use of any land classified 'Residential' zone for 'Grouped Dwelling' purposes is listed as a permitted ("P") use.

According to the City of Vincent's Local Planning Policy No.7.1.1 entitled 'Built Form', the subject land is identified as being within the 'Activity Corridor' built form area and comprises an allowable building height of four (4) storeys. Furthermore, LPP No.7.1.1 allows for a nil primary and secondary street setback.

Following discussions with the City of Vincent, it was advised that the required lot boundary setbacks calculations will be as per the R-Codes (i.e. Table 2A & 2B of Volume 1) and that the provision prescribed within Clause 1.2 of the City's LPP No.7.1.1 are only due regard and not required to be addressed.

Council's stated objectives for all land classified 'Mixed Use' zone under LPS No.2 are as follows:

- *To provide for a wide variety of active uses on street level which are compatible with residential and other non-active uses on upper levels.*
- *To allow for the development of a mix of varied but compatible land uses such as housing, offices, showrooms, amusement centres, eating establishments and appropriate industrial activities which do not generate nuisances detrimental to the amenity of the district or to the health, welfare and safety of its residents.*
- *To provide for a compatible mix of high density residential and commercial development.*
- *To promote residential use as a vital and integral component of these mixed use zones.*
- *To ensure development design incorporates sustainability principles, with particular regard to waste management and recycling and including, but not limited to, solar passive design, energy efficiency and water conservation.*
- *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.*

It is contended that the future grouped dwelling development of the subject land is consistent with the stated objectives for the 'Mixed Use' zone prescribed in LPS No.2 for the following reasons:

- It will provide for a range of housing choice/diversity and allows for an increase in density to service the needs of the community;
- It will contribute to providing a range of different land uses along Oxford Street, by allowing an element of residential land use that will support the commercial/other mixed use developments within the precinct;
- It will provide a use that is compatible with other surrounding uses and will not be a nuisance to the area or have a detrimental impact on the amenity of the locality in terms of health, welfare and safety;
- It will assist with providing a wide range of housing types and densities within the immediate locality, which will cater for varying household structures and demographics;

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- It will foster the re-development of the land to provide for significant improvements to the current levels of passive surveillance of the local streetscape, will add to the diversity of housing stock within the immediate locality and provide a development that will include good connectivity between both the public and private realms;
- It will provide for increased usage of the nearby public transport network and support the nearby activity centres;
- It will provide a design that incorporates sustainability principles, including access to natural light, cross ventilation and water conservation;
- It will provide an attractive and safe residential environment comprising affordable, modern and high quality housing within a well-established urban area.

Department of Fire and Emergency Services (DFES)

The subject land has not been identified by the Department of Fire and Emergency Services (DFES) as being located within a bushfire prone area (see Figure 7 – DFES Mapping).

Figure 7 – DFES bushfire mapping

State Planning Policy No.5.4 – 'Road & Rail Noise'

The subject land is not located within close proximity to any regional roads and/or railway network (see Figure 8). As such, this application is not required to address the requirements of State Planning Policy No.5.4 entitled 'Road and Rail Noise' in regard to noise.

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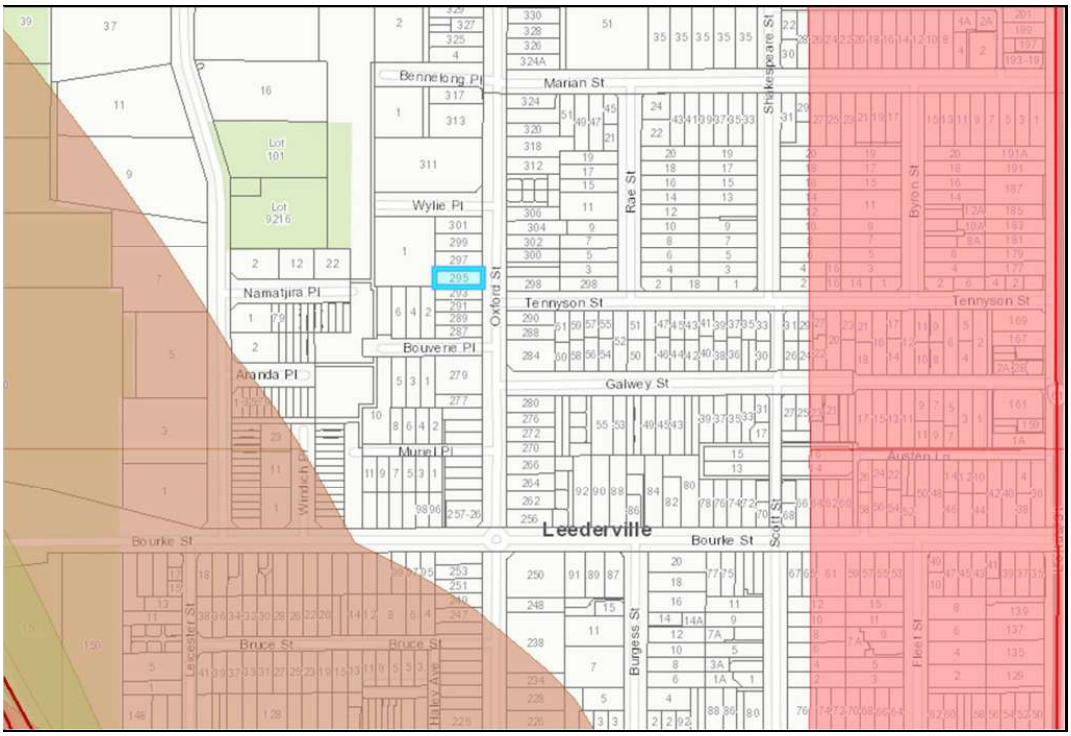

Figure 8 – SPP No.5.4 mapping

URBAN DESIGN STUDY

Lots 8 & 4 have historically been developed and used for 'Single House' purposes, with all physical improvements on the land to be removed. As previously mentioned, the verge area abutting the subject comprises one (1) mature street trees, which is in good condition and will need to be retained as part of the proposed development on the land.

A review of the existing and future character of the immediate locality has concluded that there is no defined or heritage character worthy of retention within this part of the Leederville locality, with a wide range of land uses and development styles/configuration being evident (i.e. range from single dwellings to grouped/multiple dwellings and commercial developments). Given this, it is considered reasonable to conclude that the character of the locality and the local streetscapes is not uniform, is varied in terms of the current built form, does not reflect any specific character or form and is undergoing continued re-development that reflects the varying zonings along Oxford Street. As such, it is contended that the development will provide a positive contribution to the immediate locality, whilst providing a diversity of housing types within close proximity to the Leederville and Mount Hawthorn Activity Centres.

Figures 9 & 10 below illustrate examples of the varying developments/land uses along this part of Oxford Street.

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Figure 9 – Examples of Residential developments along Oxford Street in close proximity to the subject land.

Figure 10 – Examples of existing commercial developments along Oxford Street close to the subject land.

It should be noted that the designer/applicant has provided a response to the those matters prescribed within the City of Vincent's 'Development Application – Urban Design Study' form.

DEVELOPMENT STANDARDS

The design of the proposed new grouped dwelling development on the subject land has been formulated with due regard for the relevant 'deemed to comply requirements' of the Residential Design Codes Volume 1 (R-Codes) and the City of Vincent's current operative Local Planning Scheme No.2 (LPS No.2) including any relevant Local Planning Policies (including the City's LPP No.7.1.1 entitled 'Built Form') with the exception of the following:

a) R-Code Element 5.1.3 C3.1 - 'Lot boundary setback';

b) R-Code Element 5.1.3 C3.2 – 'Lot boundary setback' (buildings on boundary);

c) R-Code Element 5.3.1 C1.1 - 'Outdoor living area';

d) R-Code Element 5.3.3 C3.2 - 'Parking';

e) R-Code Element 5.3.7 C7.2 & C7.3 - 'Site works'; and

f) City of Vincent Local Planning Policy 7.1.1, Clause 1.4 - 'Landscaping'.

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The following table provides justification for those aspects of the proposed new grouped dwelling development on the subject land seeking a variation to the 'deemed to comply requirements' of the relevant planning framework.

Table 1 – Justification

DEVELOPMENT STANDARD & 'DESIGN PRINCIPLES' OR 'LOCAL HOUSING OBJECTIVES'	PROPOSED VARIATION TO 'DEEMED TO COMPLY REQUIRMENTS'	JUSTIFICATION
R-Code Element 5.1.3 C3.1 – 'Lot boundary setback' *P3.1 Buildings set back from lot boundaries or adjacent buildings on the same lot so as to:* • *reduce impacts of building bulk on adjoining properties;* • *provide adequate direct sun and ventilation to the building and open spaces on the site and adjoining properties; and* • *minimise the extent of overlooking and resultant loss of privacy on adjoining properties.*	The application proposes the following aspects of the new development on the subject land do not meet the 'deemed to comply requirements' of Element 5.1.3 C3.1 of the R-Codes: i) Unit 3 & 4 ground floor will comprise a 1.258 metre setback from the western rear boundary in lieu of 1.5 metres; ii) Unit 3 ensuite/bath wall (upper floor) will comprise a 1.235 metre setback from the southern side boundary in lieu of 1.5 metres; and iii) Unit 4 ensuite/bath wall (upper floor) will comprise a 1.235 metre setback from the northern side boundary in lieu of 1.5 metres.	1. The proposed lot boundary variations for each dwelling (i.e. max 265mm) as considered to be minor and will not have an adverse impact on the adjoining properties and/or the streetscape in terms of bulk and scale. Furthermore, the variations can be attributed to the excessive fall in natural ground levels down the site which has resulted in higher wall height calculations. 2. The proposed development of the subject land complies with the visual privacy provisions of the R-Codes. 3. The offending walls comprise sufficient setback from the street to limit any impact on the streetscape in terms of bulk and scale. In fact, the parapet walls proposed as part of each dwelling will assist with screening some of the lot boundary setbacks from being visible from the street. 4. Each dwelling has been designed to provide adequate separation with the existing dwellings on the adjoining properties. 5. The proposed development on the subject land will comprise large separation between the upper floor of each dwelling to reduce the overall bulk and scale of the development when viewed from the adjoining properties. In addition, the separation provides an element of articulation. 6. The shadow cast by the proposed development over the adjoining northern property is considered to be acceptable within the 'Mixed Use' zone and will not adversely impact access to natural light and ventilation for the existing dwellings on the adjoining parties. 7. The proposed development has been designed to meet the needs of the future occupants of each dwelling and provide adequate space/outdoor living area. 8. Those portions of the development on the subject land comprising reduced setbacks from the western rear boundary will abut the side setback for the existing grouped dwelling on adjoining Lot 9 (No.2) Bouverie Place and the rear yard area of the existing grouped dwelling on adjoining Lot 44 (No.1) Wylie Place (see Figure 2 – Aerial Site Plan).Given the minor nature of the variations (i.e. less than 300mm), it is contended that the proposed new development will not have an adverse impact on any sensitive habitable spaces associated with existing

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		dwellings on adjoining Lots 9 & 44. 9. Those portions of the proposed development comprising a reduced setback from the southern side boundary will abut the front setback, side setback and extensive rear yard area of the existing single detached dwelling on adjoining Lot 7 (No.291) Oxford Street (see Figure 2 – Aerial Site Plan). As previously mentioned, the setback variation is minor (i.e. 265mm) and that the adjoining property is likely to be re-developed in the future given its location within the 'Mixed Use' zone. As such, it is contended that the proposed development on the subject land will not have an adverse impact on the key outdoor living area associated with the existing dwelling on adjoining Lot 7 and it will not impede and restrict any future development on the adjoining lots. 10. Those portions of the proposed development comprising a reduced setback from the northern side boundary will abut the side setback area of the existing single detached dwelling on adjoining Lot 3 (No.297) Oxford Street which contains extensive vegetation along the boundary with the subject land that will screen the new development from being clearly visible (see Figure 2 – Aerial Site Plan). Furthermore. the proposed development on the subject land will not cast a shadow over the adjoining northern property at 12 noon on 21 June (i.e. winter solstice). As such, it is contended that the proposed development on the subject land will not have an adverse impact on any key habitable spaces associated with the existing dwelling on adjoining Lot 3. Like the adjoining southern lot, adjoining Lot 3 is likely to be re-developed in the future to accommodate a large scale development given the 'Mixed Use' zoning. As such, the proposed setback variation for the proposed development from the northern side boundary will not impede or restrict any further development on adjoining Lot 3. Having regard for the above it is contended that those portions of the proposed new grouped dwelling development on the subject land comprising reduced setbacks from the side and rear lot boundaries satisfy the 'design principles criteria' of Element 5.1.3 of the R-Codes, will not have a negative impact on the adjoining properties or the streetscape and may therefore be approved by the City.
5.1.3 C3.2 - Lot boundary setback (building on boundary) P3.2 Buildings built up to boundaries (other than the street boundary) where this: • makes more effective use of space for enhanced privacy for	The application proposes that the following aspects of the proposed grouped dwelling development on the subject land do not meet the 'deemed to comply requirements' of Element 5.1.3 C3.2 of the R-Codes: i) Those portions of the proposed	1. The variation to the wall length (i.e. an additional length of 800mm) along the side boundaries are considered to be minor. In addition, the part of the parapet walls comprising a height greater than 3.5 metres can be attributed to the excessive fall in natural ground levels down the site resulting in only part of the wall containing a maximum height of 4.1 metres and the balance portion comprising a lesser height. 2. In addition to the above point, the parapet walls are setback from the street, in lieu of an allowable nil front setback. As such, the extent of variations to the parapet wall length and height will not have an adverse impact on the streetscape and/or the adjoining properties in terms of bulk and scale.

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the occupant/s or outdoor living areas; • does not compromise the design principle contained in clause 5.1.3 P3.1; • does not have any adverse impact on the amenity of the adjoining property; • ensures direct sun to major openings to habitable rooms and outdoor living areas for adjoining properties is not restricted; and • positively contributes to the prevailing development context and streetscape.	development to be built up to the northern and southern lot boundaries will comprise an overall length of 27.6 metres in lieu of 26.8 metres; and ii) Those portion of the proposed development to be built up to the side boundaries will comprise a maximum height of 4.1 metres in lieu of 3.5 metres.	3. It should be noted that the development has been designed to bench each dwelling down the slope of the land to limit any impact on the adjoining properties. 4. The use of a parapet wall for the new development on the subject land allows for improved use of the land and provides for greater internal/external living areas. 5. In addition to the above point, the use of parapet walls for the development has allowed for the provisions of much needed housing within the Leederville area. 6. The parapet wall will assist with providing improved privacy for each dwelling. In fact, the proposed development on the subject land complies with the visual privacy provisions of the R-Codes. 7. Given the minor variations being sought for the parapet walls along the lot boundaries, it is contended that the proposed development on the subject land will not adversely impact any key habitable spaces on the adjoining properties (see Figure 2 – Aerial Site Plan) and will not impede or restrict any future development on the adjoining properties given the 'Mised Use' zoning of the land. Having regard for the above it is contended that the portion of the proposed grouped dwelling development on the subject land to be built up to the side boundaries satisfy the 'design principles criteria' of Element 5.1.3 of the R-Codes, will not have an adverse impact on the adjoining properties or the local streetscape and may therefore be approved by the City.
R-Code Element 5.3.1 C1.1 – 'Outdoor living area' *"P1.1 Outdoor living areas which provide spaces:* • *capable of use in conjunction with a habitable room of the dwelling;* • *open to winter sun and ventilation; and* • *optimise use of the northern aspect of the site."*	The application proposes that the following aspects of the proposed development on the subject land do not meet the 'deemed to comply requirements' of Element 5.3.1 C1.1 of the R-Codes: i) The outdoor living area for Units 1 & 6 will be located within the front setback area in lieu of being located behind the front setback line; and ii) The outdoor living areas for each dwelling will comprise a minimum dimension of less than 4 metres.	1. The outdoor living area for each dwelling has been designed to be used in conjunction with a habitable room (i.e. dining room), providing a functional/usable entertaining area for the future occupants. 2. The location of the outdoor living area for Units 1 & 6 within the front setback area will provide for activation of the street and foster an element of social interaction between both the public and private realms. This is a good planning outcome. 3. In addition to the above point, the outdoor living area for each dwelling will be located along the common driveway, which will provide an element of interaction and passive surveillance for the occupants of the development. 4. It is noted that the new Medium Density Codes being re-introduced by the State Government in April 2024 will allow for a minimum dimension of 3 metres. Given this, it should be acknowledged that the planning framework has recognized that a minimum dimension of 3 metres is acceptable and results in a usable space. 5. Despite the variation to the minimum required dimension of the outdoor living area for each dwelling, the area is usable and will allow for the planting of a mature tree in each outdoor living area to enhance the amenity of the area. In fact, the area of the outdoor living area for each dwelling complies with the R-Codes.

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		6. A number of dwellings within the development will provide some coverage of the outdoor living area to provide protection from the elements/weather for the occupants of each dwelling, therefore allowing the area to be used all year round. 7. Sufficient open space is provided for each dwelling to meet the needs of the future occupants and allow for adequate separation between the proposed development on the subject land and the existing dwellings on the adjoining lots. 8. Each dwelling will be provided with a drying court area separate to the dedicated outdoor living area. The separation of these areas will improve the amenity and functionality of each dwelling and minimizes potential constraints to the use of the dedicated outdoor living area. 9. The proposed outdoor living areas for four of the six dwellings will be located to capture the northern winter sun. 10. It is also noted that the City of Vincent, along with other local authorities, have approved variations to the minimum required dimension and the location of an outdoor living area within the front setback area in the past where the development has merit. In light of the justification above, it is viewed that the proposed development on the subject land has merit and that the variations could be granted in this instance. Having regard for the above it is contended that the location of the outdoor living area for Units 1 & 6 within the front setback area and the variation to the minimum dimension for the outdoor living area for each dwelling satisfies the 'design principles criteria' of Element 5.3.1 of the R-Codes, will be usable for to the future occupants of each dwelling and may therefore be approved by the City.
R-Code Element 5.3.3 C3.2 - 'Parking' *P3.1 Adequate car parking is to be provided on-site in accordance with projected need related to:* • *the type, number and size of dwellings;* • *the availability of on-street and other off-street parking; and* • *the proximity of the proposed development to public transport and other facilities.* *P3.2 Consideration may be given to a*	The application proposes that the grouped dwelling development on the subject land does not include the provision of any visitor parking bays in lieu of two (2) visitor bays required by the 'deemed to comply requirements' of Element 5.3.3 C3.2 of the R-Codes (for between 5 & 8 dwellings).	1. It should be noted that the subject land is located in close proximity to public transport and a comprehensive pedestrian path network. 2. The proposed development meets the 'deemed to comply requirements' of Element 5.3.3 C3.1 ('Parking') of the R-Codes in terms of residents parking bays (i.e. two bays per dwelling). 3. The proposed dwellings within the development are relatively small compared to the existing single dwelling type developments within the immediate locality. Given this, it is anticipated that the dwellings will not generate the need for greater on-site parking that reflects a single dwelling, as the dwellings are unlikely to accommodate large families that would typically generate greater traffic movements and parking demand. 4. In addition to the above point, it is anticipated that the dwellings will tend to cater for couples or small families only. Therefore, reducing the parking demand for the site and potentially allowing a visitor to park within the garage of the dwelling. 5. The Oxford Street road reserve contains on-street car parking on both sides of the road which is more than capable of catering for any visitor parking demand generated by the development

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reduction in the minimum number of on-site car parking spaces for grouped and multiple dwellings provided: • *available street parking in the vicinity is controlled by the local government; and* • *the decision-maker is of the opinion that a sufficient equivalent number of on-street spaces are available near the development* *P3.3 Some or all of the required car parking spaces located off-site, provided that these spaces will meet the following:* *i. the off-site car parking area is sufficiently close to the development and convenient for use by residents and/or visitors;* *ii. any increase in the number of dwellings or possible plot ratio being matched by a corresponding increase in the aggregate number of car parking spaces;* *iii. permanent legal right of access being established for all users and occupiers of dwellings for which the respective car parking space is to be provided; and* *iv. where off-site car parking is shared*		on the subject land. Figures 11 & 12 below illustrates the existing on-street parking adjacent the subject land. 6. The use of the on-street parking for visitor needs generated by the development on the subject land will assist with providing less traffic movements on-site (i.e. provide improved safety of the occupants of the development) and will facilitate improved security for the development. 7. There are amble public transports services within close proximity to the subject land (including along Oxford Street). Access to the public transport network provides occupants and visitors to the proposed development with an alternative mode of transportation. 8. The subject land is well connected with pedestrian foot paths and a dedicated cycle lane along Oxford Street that provide safe access to and from the site for pedestrians and cyclists. 9. It should be noted that the new Medium Density R-Codes that are due to be re-introduced will only require one (1) resident parking bay per dwelling and one (1) visitor bay. This will result in the proposed development providing greater than the required on-site car parking for the residents. The additional resident on-site car parking will provide an opportunity for visitor parking for each individual dwelling. Figure 11 – The existing on-street parking along both sides of Oxford Street. Figure 12 – Oxford Street contains on-street parking, a pedestrian path network and bicycle land.

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with other uses, the total aggregate parking requirement for all such uses, as required by the R-Codes and the scheme being provided. The number of required spaces may only be reduced by up to 15 per cent where the non-residential parking occurs substantially between 9 am and 5 pm on weekdays.		Having regard for the above it is contended that the absence of an on-site visitor car parking bays for the proposed grouped dwelling development on the subject land satisfies the 'design principles criteria' of Element 5.3.3 of the R-Codes and may therefore be approved.
R-Code Element 5.3.7 C7.2 & C7.3 – 'Site works' *P7.1 Development considers and respond natural features of the requires minimal excava* *P7.2 Where excavation/fill is necessary, all finished levels respecting the natural ground level at the lot boundary of the site and as viewed from the street.* *7.3 Retaining walls that result in land which can be effectively used for the benefit of residents and do not detrimentally affect adjoining properties and are designed, engineered and landscaped having due regard to clauses 5.3.7 and 5.4.1*	The application proposes the following variations to the 'deemed to comply requirements' of Element 5.3.7 C7.2 & C7.3 of the R-Codes: i) Retaining wall/fill along the southern side boundary will comprise a maximum height of 857mm above natural ground level (NGL) in lieu of an allowable height of 500mm above NGL; ii) Retaining wall/fill along the northern side boundary will comprise a maximum height of 847mm above natural ground level (NGL) in lieu of an allowable height of 500mm above NGL; and iii) Retaining wall built up to the lot boundaries in lieu of 1 metre setback.	1. The variations to the site works (i.e. 357mm maximum) are generally to the rear portion of the land and are relatively minor in nature. In addition, the variation can be attributed to the excessive fall in levels across/down the site of 1.69 metres. Given this variation in the natural ground level across the site, the new development has been designed to bench the dwellings down the site to address the fall of the land. This has resulted in minimizing any adverse impact on the adjoining properties. 2. The extent of fill above natural ground level will not impact any existing and developments on the adjoining properties. Detailed engineering drawings will be provided to the City at the building permit stage. 3. Despite the variation to the fill levels along the northern and southern lot boundaries, it is contended that the retaining walls will not have any adverse impacts on the streetscape in terms of bulk and scale. 4. The retaining walls will not be clearly visible from Oxford Street. 5. The location of the retaining wall along the lot boundaries provide for the effective use of all available space and the creation of adequate/usable external yard area to benefit the future occupants of the dwellings. 6. The proposed development on the subject land will not adversely impact access to light and ventilation for the existing dwellings on the adjoining properties. 7. A 1.8 metre high dividing fence will be constructed on top of the retaining wall along the side boundaries to ensure that each dwelling on the subject land do not result in any overlooking of the adjoining residential properties from the external yard areas. 8. Given the extent of fall in natural ground levels across the land, it could be expected that new development within the R100 areas will require large retaining walls/fill to address the undulating topography and excessive fall in levels. 9. Despite the extent of retaining walls and fill, the proposed

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		development on the subject land complies with the maximum building height prescribed within the R-Codes and the City's Local Planning Policy. In fact, the maximum height of the proposed development is 8.8 metres, whereas the City's Policy allows a building height of 13.3 metres along Oxford Street. 10. Those portions of the site works for the new grouped dwelling development on the subject land to be built up to the southern side boundary will the abut the side setback area and extensive rear yard area of the existing single detached dwelling on adjoining Lot 7 (No.291) Oxford Street (see Figure 2 – Aerial Site Plan). Given the minor nature of the variations and the excessive fall in natural ground level down the site, it is contended that the proposed development on the subject land will not have an adverse impact on the existing dwelling on adjoining Lot 7. 11. Those portions of the site works for the development on the subject land to be built up to the northern side boundary will abut the side setback area and extensive rear yard area of the existing single detached dwelling on adjoining Lot 3 (No.297) Oxford Street, which comprises vegetation along the boundary (see Figure 2 – Aerial Site Plan). As such, it is contended that the proposed site works (retaining wall/fill) will not have any adverse impact on the sensitive areas associated with the existing dwelling on adjoining Lot 3. 12. In addition to the above two points, it is contended that the adjoining properties currently comprise older developments and that these sites are likely to be redeveloped in the future to reflect the R100 density coding (i.e. could be developed to accommodate a mixed use development or a large multiple dwelling development). Given this, the impact of the proposed development on the subject land is unlikely to impact the future development of these lots. Having regard for the above it is contended that the proposed retaining wall and fill to be built up to the side boundaries of the subject land satisfies the 'design principles criteria' of Element 3.3.7 of the R-Codes, is a result of the constraints of the land, will assist with providing a level/usable site, will not have a detrimental impact on the adjoining properties or local streetscape and may therefore be approved.
Local Planning Policy No.7.1.1 Clause 1.4 – 'Landscaping' P1.4.1 Landscaping is to be designed to reduce the impact of development on adjoining residential zones and public spaces. P1.4.2 Landscaping should provide	The application proposes that the proposed development does not comprise 80% canopy coverage along the side boundaries as required by the 'deemed to comply requirements' of Clause 1.4 of the City's Policy.	1. The proposed variation to the extent of 'Canopy Cover' along the side boundaries is unlikely to have a detrimental impact on the amenity of the local streetscape or any adjoining properties, as the new development has been designed to include the planting of a mature trees throughout the site and the front setback area to enhance the appearance of all dwellings when viewed from the street. 2. The City's Policy allows for parapet walls to be built up to the side boundaries in accordance with the R-Codes, which is two thirds of the boundary length and does not allow for extensive planting along the side boundaries. As such, the landscaping provision of the City's Policy does not take into account the allowable extent of parapet walls.

Planning & Development Consultants
Address: 3/1 Mulgul Road, Malaga WA 6090
Tel: 9249 2158 Mb: 0407384140 Email: carlof@people.net.au
CVF Nominees Pty Ltd ABN: 86 110 067 395

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increased urban air quality, tree and vegetation coverage and a sense of open space between buildings. P1.4.3 The integration of sustainable landscape design with the building creating a greater landscaping amenity for residents and occupants and the community. P1.4.4 The provision of landscaping that will make an effective and demonstrated contribution to the City's green canopy to reduce the impact of the urban heat island effect. P1.4.5 Development that prioritises the retention of mature and healthy trees. P1.4.6 Landscaping at the rear of the property should not negatively impact on the use and activation of a right of way. P1.4.7 Open air car parks should be appropriately landscaped to provide adequate shading and reduce the impact on adjoining properties. P1.4.8 The provision of a combination of evergreen and deciduous plant species which would improve the thermal performance of the development.		3. The extent of landscaping for the proposed development on the subject land will achieve the objectives set by the City to provide adequate coverage of the land to satisfy the City's goal to provide more environmentally sensitive urban area (given the constraints of the land). 4. The Oxford Street verge area abutting the subject land contains a street tree which is being preserved. The street tree will assist with providing screening and soften the overall appearance of the development when viewed from the street. In addition, the front setback of the development and verge area will be comprehensively landscaped and maintained to help soften any potential impact the development may have on the local streetscape. 5. The proposed development will include the planting of some ten (10) trees to assist with improving the overall appearance and amenity of the development for its future occupants. 6. The proposed development is located within a Mixed Use or town centre environment, which is charactersised by having large, dense developments with little space to accommodate comprehensive landscaping area. The proposed development has been designed to include a good spread of landscaping whilst still accommodating a built form to provide for additional housing in close proximity of an Activity Centre and along an Activity Corridor. 7. The extent of tree canopy provided in support of the new development will assist with the City's vision of creating a green canopy and achieve the Vincent City Council's ambition of reducing urban heat. This is evident when viewing the development from the street. 8. The adjoining properties comprise large trees which projects a canopy over the subject land. All efforts will be made during the construction phase on the subject land to retain this canopy coverage. 9. Clause 5.9 of the City's Policy No.7.1.1 does not take into consideration lots with a relativity small area and with a high density coding (in particular within a town centre environment). Given these constraints and the vision to intensify development within town centre area/activity corridor, it should be recognised and acknowledged that there is a predisposition to greater variations to the landscaping requirements to assist with the development of the land. It is contended that the requirement to accommodate the area of 'Canopy Cover' on these small lots are excessive and that the provision may compromise the development potential of the land and the design layout of the dwellings to the detriment of the future occupants. Having regard for all of the above it is contended that the extent of landscaping provided in support of the new grouped dwelling development on the subject land in conjunction with the street tree along Oxford Street, satisfies the 'local housing objective' of Clause 5.9 of the City's Policy, will not compromise the objectives of the

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Address: 3/1 Mulgul Road, Malaga WA 6090
Tel: 9249 2158 Mb: 0407384140 Email: carlof@people.net.au
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		City's policy and may therefore be supported and approved by the City.

CONCLUSION

This portion of Oxford Street in Leederville is currently experiencing a transitional phase, wherein the older low density housing stock is being replaced by new higher density developments to reflect the 'Mixed Use' zoning and R100 density coding of the area. In addition, the development activity will assist with providing for additional housing in close proximity to public transport and the nearby Activity Centres.

The proposed development has been designed to reflect the changing nature, built form and character within the immediate locality, which includes a number of grouped and multiple dwelling developments to achieve the implied objectives of the density coding imposed by the City of Vincent and to reflect the strategic planning framework set by the State Government to provide much needed housing and housing diversity within a well service and established areas.

In light of the above information and justification, we respectfully request the City's favorable consideration and approval of the Application for Development Approval for the construction of a new grouped dwelling on Lots 8 & 4 (Nos.293 & 295) Oxford Street, Leederville in accordance with the pans prepared in support of the 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.

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Planning & Development Consultants
Address: 3/1 Mulgul Road, Malaga WA 6090
Tel: 9249 2158 Mb: 0407384140 Email: carlof@people.net.au
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8 March 2024

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Life Cycle Assessment Report

Residence
293 and 295 Oxford Street Leederville
Oxford Townhouses

Date: 5 March 2024
Author: Daniel Cassettai
Report Id: Uncontrolled Document

Life Cycle Assessment Report
Oxford Townhouses
293 and 295 Oxford Street Leederville
Tuesday, March 5, 2024 UTC

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This LCA Study was conducted as part of the Oxford Townhouses project. The LCA modeling within eTool is being managed by RapidLCA. For more information see contact details below.

RapidLCA
18 Howard St Perth
info@etoolglobal.com
(08) 9467 1664

eTool Disclaimer

The predictions of embodied and operational impacts (including costs) conducted in eTool software, by their very nature, cannot be exact. It is not possible to accurately track all the impacts associated with a product or service over the life of a building or structure. eTool software and the modelling workflow has been built and tested to enable informed decisions when comparing design options. Environmental impact coefficients and generic costs do not necessarily correspond to those of individual brands of the same product or service due to differences within industries in the way these products and services are delivered.

This LCA study has not been reviewed and as such does not meet the relevant section of the ISO14044 requirements. Caution should be taken when interpreting the LCA study report.

eTool PTY LTD cannot make assurances regarding the accuracy of these reports for the above reasons.
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Life Cycle Assessment Report
Oxford Townhouses
293 and 295 Oxford Street Leederville
Tuesday, March 5, 2024 UTC

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Executive Summary

This Life Cycle Assessment has been completed for the Residence, located at 293 and 295 Oxford Street Leederville. The has been conducted for RapidLCA, the lead author is Daniel Cassettai The goal of this study is to profile and improve the environmental performance of the construction works. The study has been conducted in accordance with ISO 14044 and EN15978 .

About the Design

The following designs were modelled in these reports:

- **Proposed Design**: The proposed design at the time the modelling occurred.
- **Benchmark**: An equivalent benchmark design (or weighted statistical mix of designs) with conventional products, construction methods and use patterns.

Results

The results of the study are shown in the table below with savings highlighted in green text and increased impacts highlighted in red.

Characterised Impacts per Occupant per Year		Benchmark	Proposed Design	Proposed Design Savings
Environmental Impacts				
Global Warming Potential Total, GWP	kg CO_2 eq	3.21E+3	1.47E+3	54.23%
Ozone Depletion Potential, ODP	kg CFC-11 eq	2.03E-4	2.38E-4	-17.47%
Acidification Potential for Soil and Water, AP	kg SO_2 eq.	7.34E0	5.12E0	30.2%
Eutrophication potential, EP	kg PO_4 eq	2.90E0	2.48E0	14.42%
Photochemical Ozone Creation Potential, POCP	kg ethylene	5.62E-1	3.74E-1	33.48%
Abiotic Depletion Potential - Elements, ADPE	kg antimony	6.39E-2	5.14E-2	19.67%
Abiotic Depletion Potential - Fossil Fuels, ADPF	MJ	3.94E+4	1.76E+4	55.23%
Global Warming Potential Biogenic, GWP B	kg CO_2 eq	-6.62E+1	-3.09E+1	53.29%

Analysis

The report shows that the Proposed Design has lower Global Warming Potential Total, GWP impact than the Benchmark Design. The **Non-integrated Energy (B6+)** GWP Impacts are the most dominant life cycle module in the Proposed Design Design followed by the **Product Stage (A1A3)** and then **Replacement (B4)**.

Further analysis reveals:

- The **Superstructure** is the highest impact construction category,
- **Domestic Water Heating** is the highest operational impact by demand category,
- The **Electricity** is this highest impact operational impact by supply source,
- **Glazing | Windows | Aluminium Framed | No Thermal Break | Single Glaze | Domestic 50% Opening** is the highest impact material category,
- **Electrical Equipment, Small with transport and tradestaff, Electricity** is the highest people and equipment impact

Two strategies were modelled in the Proposed Design, the **RIBA Phase 4 – Technical Design 1** strategy had the highest saving , followed by **RIBA Phase 4 – Technical Design 2** . See the below table for details.

	Scenario	GWP	ODP	AP	EP	POCP	ADPE	ADPF	GWP B
●	<Improved Design>								
●	RIBA Phase 4 – Technical Design 1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
●	RIBA Phase 4 – Technical Design 2	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
●	<Proposed Design>								

● Strategies included in Proposed Design ● Strategies not included in Proposed Design

Life Cycle Assessment Report
Oxford Townhouses
293 and 295 Oxford Street Leederville
Tuesday, March 5, 2024 UTC

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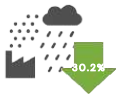
Proposed Design Performance against Benchmark

Global Warming Potential Total, GWP

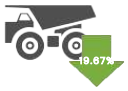
Ozone Depletion Potential, ODP



Acidification Potential for Soil and Water, AP

Eutrophication potential, EP

Photochemical Ozone Creation Potential, POCP



Abiotic Depletion Potential - Elements, ADPE

Abiotic Depletion Potential - Fossil Fuels, ADPF

Global Warming Potential Biogenic, GWP B

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1 Introduction

Managing the environmental impacts that arise from the construction and operation of buildings and infrastructure is of key importance in mitigating the damage caused directly and indirectly on the biosphere. Life Cycle Assessment (LCA) is the leading industry standard in clearly identifying optimum strategies for reducing environmental impacts. This report presents the results of the LCA completed for the Residence, 293 and 295 Oxford Street Leederville.

The study has been conducted in accordance with the following standards:

- International Standards 14040 and 14044.
- European Standard EN 15978: *Sustainability of Construction Works – Assessment of Environmental Performance of Buildings – Calculation Method*

The Author of the study is Daniel Cassettai of RapidLCA, and no independent review has yet been completed.

2 Goal of the Study

The goal of this study is to profile and improve the environmental performance of the construction works at 293 and 295 Oxford Street Leederville. The life cycle performance of the project is compared to other designs and as such this is a comparative study. The study has been conducted on assumption the results may be made public.

3 Scope of the Study

The LCA study has been conducted in accordance with the EN 15978 standard to assess the direct and indirect potential environmental impacts associated with the construction works at 293 and 295 Oxford Street Leederville as part of the Oxford Townhouses project.

3.1 Functional Unit

The function of the Building must reflect the core purpose of the asset such that it can be compared accurately to different designs. In this case, the functional focus is the Residence and the chosen functional unit is the provision of this function for one Occupant over one year.

The estimated design life of the design is 55 years which has been adopted for the LCA study period. This takes into consideration the structural service life limit (150 years), as well as redevelopment pressure on the asset such as surrounding density, asset ownership structures, and the architectural design quality.

Note that products with expected service lives of less than the life span of the project are assumed to be replaced at increments reflecting their service life.

3.2 System Boundary

The system boundary, shown in Figure 1, follows guidance given in EN15978.

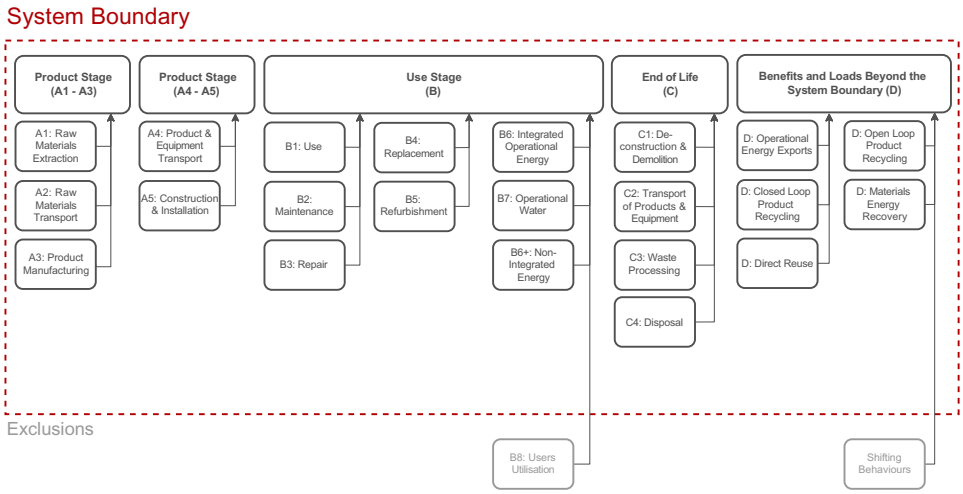

Figure 1: System Boundary Diagram

3.3 Environmental Indicators

The environmental indicators have been included in the study are detailed in Table 1. For further information regarding the environmental indicators please refer to Appendix A.

Environmental Indicator	Unit	Abbreviation	Characterisation Method
Environmental Impacts			
Global Warming Potential Total, GWP	kg CO_2 eq	GWP	CML-IA baseline V4.5
Ozone Depletion Potential, ODP	kg CFC-11 eq	ODP	CML-IA baseline V4.5
Acidification Potential for Soil and Water, AP	kg SO_2 eq.	AP	CML-IA baseline V4.5
Eutrophication potential, EP	kg PO_4 eq	EP	CML-IA baseline V4.5
Photochemical Ozone Creation Potential, POCP	kg ethylene	POCP	Institute of Environmental Sciences (CML)
Abiotic Depletion Potential - Elements, ADPE	kg antimony	ADPE	CML-IA baseline V4.5
Abiotic Depletion Potential - Fossil Fuels, ADPF	MJ	ADPF	CML-IA baseline V4.5
Global Warming Potential Biogenic, GWP B	kg CO_2 eq	GWP B	CML-IA baseline V4.5

Table 1: Environmental Indicators Included in LCA study.

3.4 Cutoff Criteria

The EN15978 cut-off criteria were used to ensure that all relevant potential environmental impacts were appropriately represented:

- Mass – if a flow is less than 1% of the mass at either a product-level or individual-process level, then it has been excluded, provided its environmental relevance is not of concern.
- Energy – if a flow is less than 1% of the energy at either a product-level or individual-process level, then it has been excluded, provided its environmental relevance is not a concern.
- The total of neglected input flows per module, e.g. per module A1-A3, A4-A5, B1-B5, B6-B7, C1-C4 and module D shall be a maximum of 5% of energy usage and mass.
- Environmental relevance – if a flow meets the above criteria for exclusion, but is considered to potentially have a significant environmental impact, it has been included. All material flows which leave the system (emissions) and whose environmental impact is higher than 1% of an impact category, have been included.

The Operational Guidance for Life Cycle Assessment Studies (Wittstock et al. 2012) states:

The apparent paradox is that one must know the final result of the LCA (so one can show that the omission of a certain process is insignificant for the overall results) to be able to know which processes, elementary flows etc. can be left out.

The approach taken in this study is to continue modelling smaller inputs until confidence is gained that the criteria is safely met.

3.5 Allocation

Allocation rules follow those of EN15804 as given below:

- Allocation will respect the main purpose of the studied processes. If the main purpose of combined processes cannot be defined (e.g. combined mining and extraction of nickel and precious metals), economic allocation may be used to divide resources and emissions between the products.
- The principle of modularity is maintained. Where processes influence the product's environmental performance during its life cycle, they will be assigned to the module where they occur.
- The sum of the allocated inputs and outputs of a unit process are equal to the inputs and outputs of the unit process before allocation. This means no double counting of inputs or outputs is permissible.

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3.6 Independent Review

No independent review has been conducted of this study.

3.7 System Description Introduction

The object of the assessment is the Residence, located at 293 and 295 Oxford Street Leederville. The assessment includes all the upstream and downstream processes needed to provide the primary function of the structure from construction, maintenance, operation, and finally demolition and disposal. The inventory includes the extraction of raw materials or energy and the release of substances back to the environment or to the point where inventory items exit the system boundary either during or at the end of the project life cycle.

6 x Two storey Grouped dwellings

The project location is shown in figures 2 and 3.

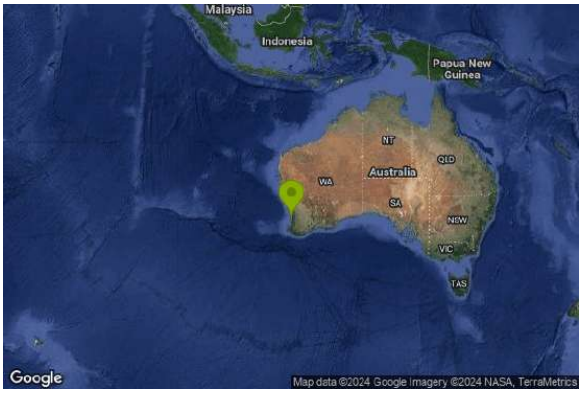


Figure 2: Location of the project - Global View.

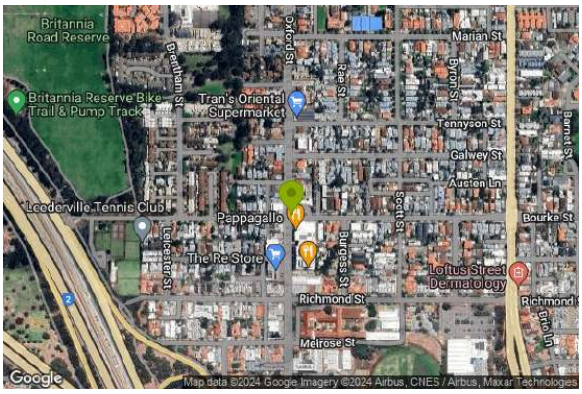


Figure 3: Location of the project - Locality View.

6 Two storey Grouped dwellings

3.8 Building Characteristics Table

Table 2 below shows the key characteristics of the design.

	Benchmark	Proposed Design

Design Details		
Design Name	CLCHC Baseline	293 and 295 Oxford Street Leederville
Stories (#)	2	2
Functional Focus	Residence	Residence
Structural Service Life Limit	150	150
Predicted Design Life	55	55
Functional Characteristics		
Dwellings	1	6
Bedrooms	4	18
Occupants	3	15
Total Floor Areas		
Usable Floor Area	214	816
Net Lettable Area	0	0
Fully Enclosed Covered Area	250	1,032
Unenclosed Covered Area	0	0
Gross Floor Area	250	1,032
Usable and Lettable Yield	86 %	79 %

Table 2 : Design Characteristics Compared

3.9 Structure Scope Table

Table 3 shows the structural scope of the inventory collection for the LCA. For further details on structure scope please refer to Appendix B.

Summary Structure Scope Diagram

Key: ✓ In Scope ✓ Partial ✗ Out of Scope

Category Name	Benchmark Design	Proposed Design
Substructure	✓	✓
Superstructure	✓	✓
Internal finishes	✓	✓
Fittings, furnishings and equipment	✓	✓
Services equipment	✓	✓
Prefabricated buildings and building units	✗	✗
Work to existing building	✗	✗
External works	✓	✓
Facilitating works	✓	✓
Project/design team	✓	✓
Undefined	✗	✗

Table 3 : Structural scope of LCI collection

3.10 Operational Scope Table

Table 4 shows the operational scope of the inventory collection for the LCA. For further details on structure scope please refer to Appendix B.

Operational Scope diagram

Key: ✓ In Scope ✗ Out of Scope

Category Name	Benchmark Design	Proposed Design
Appliances | Dishwashers	✓	✓
Appliances | Entertainment	✓	✓
Appliances | Laundry Appliances	✓	✓
Appliances | Office Workstations	✓	✓
Communications	✓	✓
Cooking and Food Preparation	✓	✓
Domestic Water Heating	✓	✓
Electrical Parasitic Loads	✓	✓
Fire Protection	✗	✓
HVAC	✓	✓
Industrial & Manufacturing Equipment	✗	✓
Lifts, Elevators and Conveying	✗	✓
Lighting	✓	✓
Miscellaneous	✗	✗
Monitoring, Control and Automation	✓	✓
Power Generation and Storage	✓	✓
Refrigeration	✓	✓
Safety and Security	✓	✓
Swimming Pools	✓	✓
Water Pumping	✓	✓
Water Removal and Treatment	✓	✓
Water Supply	✓	✓
Workshops, Garage & Misc	✓	✓

Table 4: Operational scope of LCI collection

4 Inventory Analysis

The design has been modelled using the available eToolLCD elements, templates and EPDs as shown in Table 5.

eToolLCD Item Type	Count in Design	
	Benchmark	Proposed Design
Design Templates	118	128
Equipment and People Elements	175	189
Material Elements	317	305
Energy Elements	31	29
Water Elements	13	13
EPDs	0	0

Table 5: Count of elements, templates and EPDs in the design

The eToolLCD library templates are customisable and users may submit templates for validation. The template validation process is undertaken by experienced LCA practitioners and is a process of checking the user inputs and ensuring the assumptions are adequately referenced. Table 6 shows the extent to which validated templates were used in the model.

eToolLCD Item Type	Validated (%)	
	Benchmark	Proposed Design
Total Design Templates	50.85	53.91
Equipment and People Elements	54.29	58.2
Material Elements	40.06	40.66
Energy Elements	0	0
Water Elements	0	0

Table 6: Use of validated templates

4.1 Templates Comparison

The eToolLCD templates found in each design are provided in Table 7.

Parent Template Name	Units	Quantity
		Proposed Design
Fittings, furnishings and equipment		
Appliances, Residential Average Op&Em	#	1
Cooking, Res Electric Oven Induction Stove	#	6
Kitchen Medium sized (incl Equipment)	#	6
Refrigeration, Residential Well Ventilated Fridge Recess	#	6
Standard 1st Bathroom - WC/Shower-bath/Basin/WallTiles	#	15
Facilitating works		
Demolition - Residential (End-of-Life)	#	6
Superstructure		
Door - HollowCoreTimber/SteelJam/Painted	#	42
Door - SolidCoreTimber/SteelJam/Painted (#)	#	12
Roof - TimberTruss/SteelSheeting/25°Pitch	m2	570
Staircase, Concrete, 40Mpa, 2% reo	#	6
Timber frame wall with exterior insulation finishing system (100mm EPS)	m2	1E-06
Upper Floors - Concrete Slab, 172mm, 40MPa, 3.8% reo (m2)	m2	480
Wall, External, Masonry, double brick 90-50-90 insulated with foundations and finishes	m2	402.66
Wall, Internal, Masonry, Single Brick Wall (90mm) uninsulated with foundations and finishes	m2	314.350001
Windows, Residential Aluminium Single Glaze, fly screen	m2	202.02
Services equipment		
Ducted System Air Source Heat Pump for Cooling, higher efficiency (COP/EER 3.8), R410a Refrigerant	#	6
Ducted System Air Source Heat Pump for Heating, Average Efficiency (COP/EER 3.27), R410a Refrigerant	#	6
Electric Instantaneous Hot Water System (HWS_App)	#	6
Electrical Fittings - sockets power points wiring embodied only (m2)	m2	1116
LED Outdoor Lighting (Residential - Ultra High Efficiency 150lm/watt), m2	m2	150
LED Residential Lighting (High Efficiency - 110lm/watt)	#	20
Solar PV System Residential - Zone 3 (Perth Sydney etc)	kW	18
Swimming Pool - Pumps and Filters Ultra Efficient	m2	1E-06
Utilities Connection to Site Residential	#	6
Water tank - steel (embodied)	L	2.4E-05
Water Use and Treatment (eTool Turbo)	#	6
Internal finishes		
Floor Covering - Carpet (glue down/Nylon)	m2	198
Floor Covering - Tiles (ceramic/10mm)	m2	95
Floor Covering - Tiles (ceramic/5mm)	m2	235
Substructure		
Lowest Floor - Concrete Slab, 100mm, 20MPa, 3.8% reo (m2)	m2	574
External works		
Pool Structure - Concrete	m2	1E-06
Swimming Pool Seasonal Temperature Control - No Pool Cover - Gas	m2	1E-06

Table 7: Templates Comparison (showing master templates only)

4.2 eTool software

eTool software was used to model life cycle impacts of the project. eToolLCD uses third party background processes aggregated as mid-point indicators and stored in a number of libraries within the software which are coupled with algorithms and user inputs to output the environmental impact assessment. A map of user inputs, data sources and algorithms (outputs) is given in Figure 4.

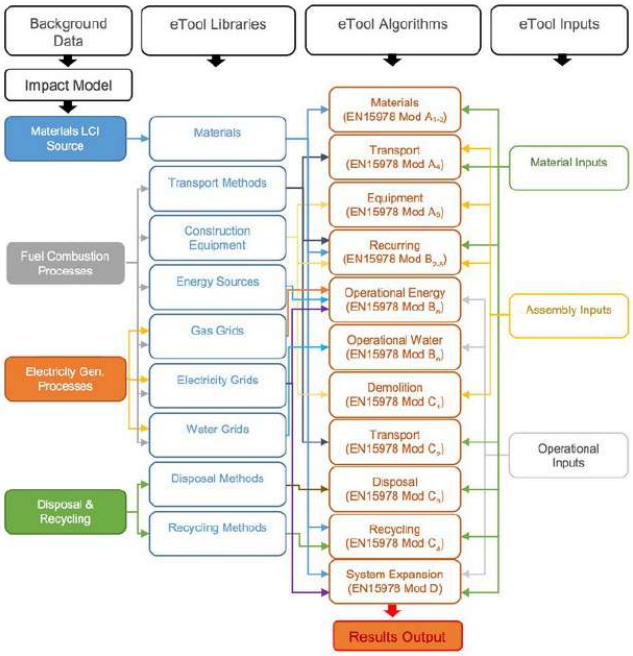


Figure 4: Relationship between LCI background data, eToolLCD software library, inputs and algorithms.

4.3 Data Quality

The data quality requirements for the background data are detailed in Table 8. Each of the criteria has been assessed for compliance and results presented below.

Criteria	Background Data Requirement	Compliance	
		Benchmark	Proposed Design
Temporal Relevancy	For annually fluctuating processes like Grid electricity fuel mixes the datasets must have been updated within the last 2 years. More static processes like materials production must have been updated within the last 10 years. Product specific EPDs must have been updated in the last 5 years.	Failed Grid Passed Materials	Failed Grid Passed Materials
Geographical Relevancy	The background data should be specifically compiled for the same country (preferable) or continent as the project location.	Passed(Same Country)	Passed(Same Country)
Precision	No requirement specified however a qualitative review undertaken to ensure no erroneous values.	Passed	Passed
Completeness	Qualitative assessment of the process to ensure no obvious exclusions.	Passed	Passed
Technological Relevancy	Ensure that technology assumptions are representative for the product or product group.	Passed	Passed
Consistency	The study methodology holds for the background data.	Passed	Passed
Reproducibility	The information available about the methodology and the data values reported should allow an independent practitioner to reproduce the results reported in the study.	Passed	Passed

Table 8: Summary of data quality requirements for the study.

Criteria	Inventory Collection Requirement (eToolLCD User Inputs)	Compliance	
		Benchmark	Proposed Design
Temporal Relevancy	All inputs into eToolLCD to be reflective of the project being assessed and if assumptions are made these are to be based on industry practices that are consistent with the project commissioning date.	Passed 0/5 Checks	Passed 0/1 Checks

Criteria	Inventory Collection Requirement (eToolLCD User Inputs)	Compliance	
		Benchmark	Proposed Design
Geographical Relevancy	All inputs into eToolLCD must be reflective of the project being assessed and if assumptions are made these are based on the current practices employed in the project country.	Passed 0/5 Checks	Passed 0/2 Checks
Precision	To avoid aggregated errors a high level of precision is expected inputs into eToolLCD software, being either to 3 significant figures or: • Two significant figures or nearest 10 hours for equipment run time • Two significant figures or nearest 10kg for material quantities • Two significant figures or nearest 100MJ / annum for operational energy • Two significant figures or nearest 100kL / annum for operational water use	Passed 0/4 Checks	Passed 0/1 Checks
Completeness	Inputs to cover all life cycle phases and elements identified in the system boundary. The link between background data, eToolLCD algorithms and subsequent LCA results is not to introduce significant gaps in the data.	Passed 0/10 Checks	Passed 0/2 Checks
Technological Relevancy	All inputs into eToolLCD must be reflective of the project being assessed and if assumptions are made these must be drawn from appropriate examples of like technology.	Passed 0/5 Checks	Passed 0/1 Checks
Consistency	All inputs into eToolLCD must be reflective of the project being assessed and if assumptions are made these are drawn from the same reference library.	Passed 0/10 Checks	Passed 0/0 Checks
Reproducibility	The information available about the methodology and the data values reported should allow an independent practitioner to reproduce the results reported in the study.	Passed 0/9 Checks	Passed 0/1 Checks

Table 9: Summary of data quality requirements for the study.

4.4 Completeness

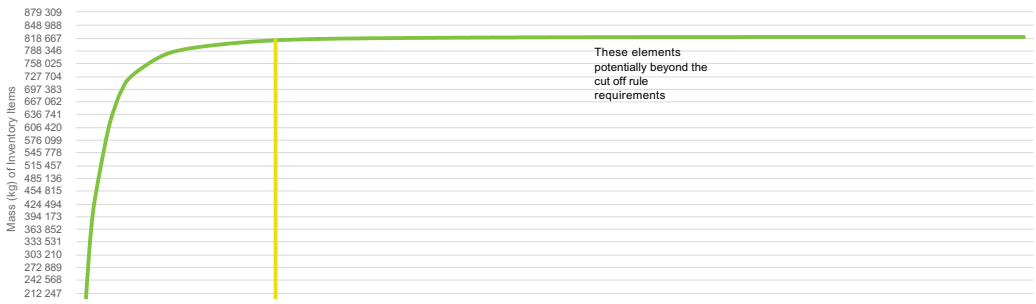
The study aims to follow EN15804 procedures for exclusion of inputs and outputs:

- All inputs and outputs to a (unit) process shall be included in the calculation, for which data are available.
- Data gaps may be filled by conservative assumptions with average or generic data. Any assumptions for such choices shall be documented.
- In case of insufficient input data or data gaps for a unit process, the cut-off criteria shall be 1 % renewable and non-renewable primary energy usage and 1 % of the total mass input of that unit process.
- The total of neglected input flows per module, e.g. per module shall be a maximum of 5 % of energy usage and mass.
- Conservative assumptions in combination with plausibility considerations and expert judgement can be used to demonstrate compliance with these criteria.
- Particular care should be taken to include material and energy flows known to have the potential to cause significant emissions into air and water or soil related to the environmental indicators.

Two major tests were run to determine the compliance with the above cut-off rules.

4.4.1 Inventory Mass Quantities

The cumulative mass of inventory entries is shown in Figure 5. Given that 205 material elements within the LCA base design make up the last 1% of mass inventory entries a high level of confidence exists that the cut off rules have been upheld.



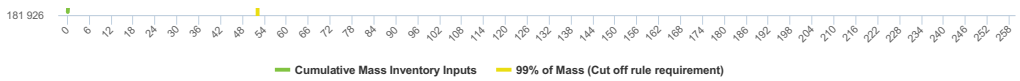


Figure 5: Cumulative Mass Inventory Entries. In this case 79.46% make up the last 5% of mass inventory entries.

4.4.2 Inventory Energy Analysis

The cumulative embodied energy of inventory entries is shown in Figure 6. Given that 364 elements within the LCA base design make up the last 1% of embodied energy inventory entries a high level of confidence exists that the cut off rules have been upheld.

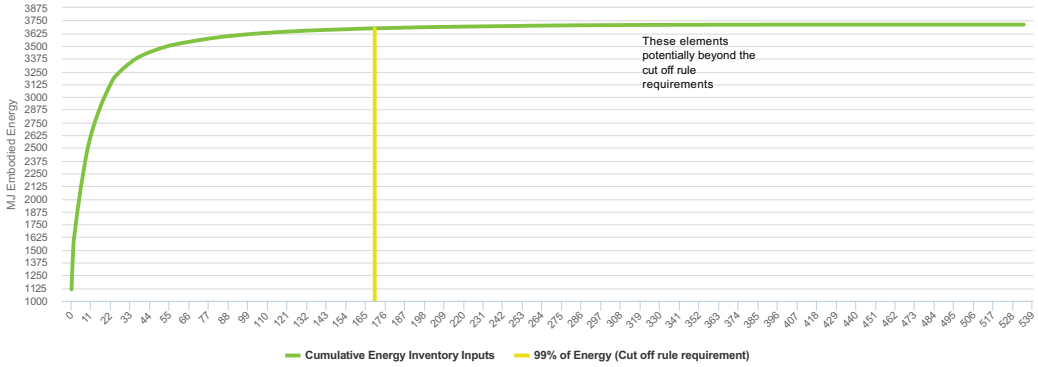


Figure 6 : Cumulative Energy Inventory Entries. In this case 68.04% make up the last 5% of energy inventory entries.

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5 Life Cycle Impact Assessment

The Life Cycle Impact Assessment (LCIA) results are provided in Table 10 in the EN15978 reporting format. The red and orange figures within each row highlight the largest and second largest contributing life cycle modules for the indicator. Modules not assessed are abbreviated with "MNA".

The green figures in the comparison section highlight the most improved life cycle modules for the indicator.

5.1 Environmental Impacts

Table 10: Benchmark vs Proposed Design, Environmental Impacts of Each Life Cycle Phase.

Characterised Impacts Per Occupant Per Per Year		Construction Phases			Use Phases								End of Life Phases				Benefits and Loads Beyond the System Boundary	Total
		A1-A3	A4	A5	B1	B2	B3	B4	B5	B6	B6+	B7	C1	C2	C3	C4	D	
Benchmark																		
GWP	kg CO_2 eq	1.94E+2	9.23E+1	2.51E+1	0.00E0	2.51E+1	0.00E0	3.33E+2	0.00E0	1.40E+3	9.42E+2	1.02E+2	1.48E+1	1.93E+1	4.11E-4	8.03E+1	-2.09E+1	3.21E+3
ODP	kg CFC-11 eq	3.69E-5	1.19E-5	2.25E-6	0.00E0	6.71E-6	0.00E0	1.25E-4	0.00E0	6.26E-6	5.85E-6	1.62E-6	2.21E-6	2.57E-6	9.36E-11	1.42E-6	-3.70E-7	2.03E-4
AP	kg SO_2 eq.	1.92E0	4.35E-1	6.10E-2	0.00E0	6.47E-2	0.00E0	1.62E0	0.00E0	1.63E0	1.46E0	2.34E-1	5.25E-2	8.16E-2	1.86E-6	3.42E-2	-2.49E-1	7.34E0
EP	kg PO_4 eq	1.08E0	1.05E-1	9.82E-3	0.00E0	1.86E-2	0.00E0	7.69E-1	0.00E0	5.15E-1	4.66E-1	1.86E-1	1.26E-2	2.04E-2	6.14E-7	7.66E-3	-2.90E-1	2.90E0
POCP	kg ethylene	2.08E-1	4.80E-2	1.32E-2	0.00E0	1.21E-2	0.00E0	1.53E-1	0.00E0	7.26E-2	3.84E-2	1.07E-2	4.45E-3	5.04E-3	8.79E-8	1.21E-2	-1.61E-2	5.62E-1
ADPE	kg antimony	4.75E-3	2.05E-3	9.64E-5	0.00E0	2.59E-4	0.00E0	6.38E-3	0.00E0	2.40E-2	2.22E-2	4.14E-3	3.70E-4	9.00E-4	6.15E-10	4.46E-5	-1.28E-3	6.39E-2
ADPF	MJ	4.33E+3	1.28E+3	1.87E+2	0.00E0	2.27E+2	0.00E0	4.68E+3	0.00E0	1.72E+4	1.01E+4	1.00E+3	1.93E+2	2.71E+2	5.61E-3	1.37E+2	-3.17E+2	3.94E+4
GWP B	kg CO_2 eq	-1.37E+2	-1.91E-1	9.41E0	0.00E0	1.57E-2	0.00E0	-2.05E+1	0.00E0	1.06E0	9.81E-1	1.49E+1	2.34E-3	9.03E-4	-2.59E-6	5.76E+1	7.42E0	-6.62E+1
Proposed Design																		
GWP	kg CO_2 eq	3.56E+2	6.40E+1	2.79E+1	-6.23E-1	1.52E+1	0.00E0	3.23E+2	0.00E0	2.92E+2	7.85E+2	6.39E+1	1.26E+1	2.83E+1	1.61E0	5.90E+1	-5.58E+2	1.47E+3
ODP	kg CFC-11 eq	4.83E-5	8.40E-6	3.19E-6	0.00E0	6.86E-6	0.00E0	1.56E-4	0.00E0	2.24E-6	6.03E-6	1.34E-6	2.00E-6	3.76E-6	3.66E-7	1.93E-6	-2.40E-6	2.38E-4
AP	kg SO_2 eq.	2.18E0	3.09E-1	8.22E-2	0.00E0	1.48E-2	0.00E0	1.43E0	0.00E0	5.18E-1	1.39E0	1.48E-1	4.13E-2	1.20E-1	7.27E-3	4.53E-2	-1.16E0	5.12E0
EP	kg PO_4 eq	1.35E0	7.47E-2	1.26E-2	0.00E0	4.08E-3	0.00E0	8.06E-1	0.00E0	1.73E-1	4.65E-1	1.27E-1	9.33E-3	3.01E-2	2.40E-3	1.02E-2	-5.82E-1	2.48E0
POCP	kg ethylene	1.69E-1	3.07E-2	1.74E-2	0.00E0	2.75E-3	0.00E0	1.18E-1	0.00E0	1.44E-2	3.88E-2	7.43E-3	3.81E-3	7.31E-3	3.44E-4	7.09E-3	-4.30E-2	3.74E-1
ADPE	kg antimony	8.45E-3	1.33E-3	1.19E-4	0.00E0	5.65E-5	0.00E0	1.15E-2	0.00E0	1.31E-2	3.51E-2	3.34E-3	1.75E-4	1.24E-3	2.41E-6	6.32E-5	-2.31E-2	5.14E-2
ADPF	MJ	4.57E+3	8.67E+2	2.72E+2	0.00E0	5.05E+1	0.00E0	3.66E+3	0.00E0	3.75E+3	1.01E+4	7.52E+2	1.57E+2	3.93E+2	2.20E+1	1.87E+2	-7.16E+3	1.76E+4
GWP B	kg CO_2 eq	-6.42E+1	-7.41E-2	4.78E0	0.00E0	3.51E-3	0.00E0	-7.09E0	0.00E0	1.01E0	2.71E0	7.34E-1	2.26E-3	-3.95E-4	-1.01E-2	2.93E+1	1.95E0	-3.09E+1
Savings (Benchmark Compared to Proposed Design)																		
GWP	kg CO_2 eq	-1.62E+2	2.83E+1	-2.76E0	6.23E-1	9.91E0	0.00E0	1.08E+1	0.00E0	1.11E+3	1.57E+2	3.84E+1	2.20E0	-8.99E0	-1.61E0	2.13E+1	5.37E+2	**54.23%**
ODP	kg CFC-11 eq	-1.13E-5	3.53E-6	-9.44E-7	0.00E0	-1.51E-7	0.00E0	-3.08E-5	0.00E0	4.02E-6	-1.76E-7	2.72E-7	2.07E-7	-1.19E-6	-3.66E-7	-5.05E-7	2.03E-6	**-17.47%**
AP	kg SO_2 eq.	-2.54E-1	1.26E-1	-2.12E-2	0.00E0	4.99E-2	0.00E0	1.88E-1	0.00E0	1.11E0	6.17E-2	8.53E-2	1.11E-2	-3.83E-2	-7.27E-3	-1.12E-2	9.16E-1	**30.2%**
EP	kg PO_4 eq	-2.69E-1	3.03E-2	-2.81E-3	0.00E0	1.45E-2	0.00E0	-3.71E-2	0.00E0	3.42E-1	6.44E-4	5.88E-2	3.24E-3	-9.71E-3	-2.40E-3	-2.49E-3	2.92E-1	**14.42%**
POCP	kg ethylene	3.96E-2	1.72E-2	-4.28E-3	0.00E0	9.38E-3	0.00E0	3.52E-2	0.00E0	5.82E-2	-3.56E-4	3.31E-3	6.37E-4	-2.27E-3	-3.44E-4	4.99E-3	2.69E-2	**33.48%**
ADPE	kg antimony	-3.69E-3	7.22E-4	-2.21E-5	0.00E0	2.02E-4	0.00E0	-5.07E-3	0.00E0	1.09E-2	-1.29E-2	8.02E-4	1.94E-4	-3.45E-4	-2.41E-6	-1.86E-5	2.18E-2	**19.67%**
ADPF	MJ	-2.38E+2	4.09E+2	-8.56E+1	0.00E0	1.77E+2	0.00E0	1.02E+3	0.00E0	1.35E+4	1.79E+1	2.49E+2	3.61E+1	-1.23E+2	-2.20E+1	-4.96E+1	6.85E+3	**55.23%**
GWP B	kg CO_2 eq	-7.27E+1	-1.17E-1	4.63E0	0.00E0	1.22E-2	0.00E0	-1.34E+1	0.00E0	5.31E-2	-1.73E0	1.42E+1	8.62E-5	1.30E-3	1.01E-2	2.83E+1	5.47E0	**53.29%**

6 Detailed Analysis

This section provides a more detailed results of the life cycle impacts with the aim of identifying the hotspots by analysing temporal, spatial, functional, end-use demand and supply chain dimensions.

For each indicator being assessed the following charts are provided

The Time Series Charts articulate when impacts occur during the life of the design. This exposes insights such as the temporal hotspots signified by jumps in the plot during the life of the project (for example, relating to a large replacement item) and the payback period of design options

The Top Five Life Cycle Charts express impacts by different modules, categories and classes enabling a detailed understanding of what is responsible for the greatest impacts and also compares these impacts between designs . The pie chart within each bar chart shows the proportion of the life cycle impacts represented in the bar chart. A brief description of the categories is provided below:

- **LC Module Impacts:** The EN15978 Life Cycle Modules. Generally 100% building impacts will be included in the bar chart.
- **Construction Category:** The breakdown of the impacts by construction category. The bar chart will generally only part of the total building impacts.
- **Operational Demand:** The building end use demands that are driving environmental impacts.
- **Energy Supply:** The supply of fuels to the building, in effect the upstream fuel sources supplying energy for on site use during construction, operational and demolition.
- **Materials:** The materials (grouped into common categories) that are driving the environmental impacts.
- **Equipment and People:** The equipment and people required during construction, maintenance and demolition and all associated transport trips that are driving the environmental impacts

All impact figures are quoted per Occupant for the study.

6.1 Global Warming Potential Total, GWP (kg CO_2 eq)

Figure 7: Time series Global Warming Potential Total, GWP chart

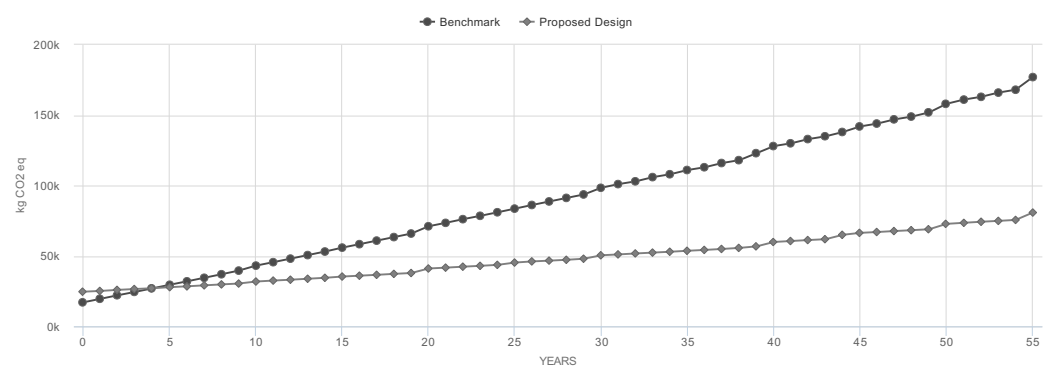
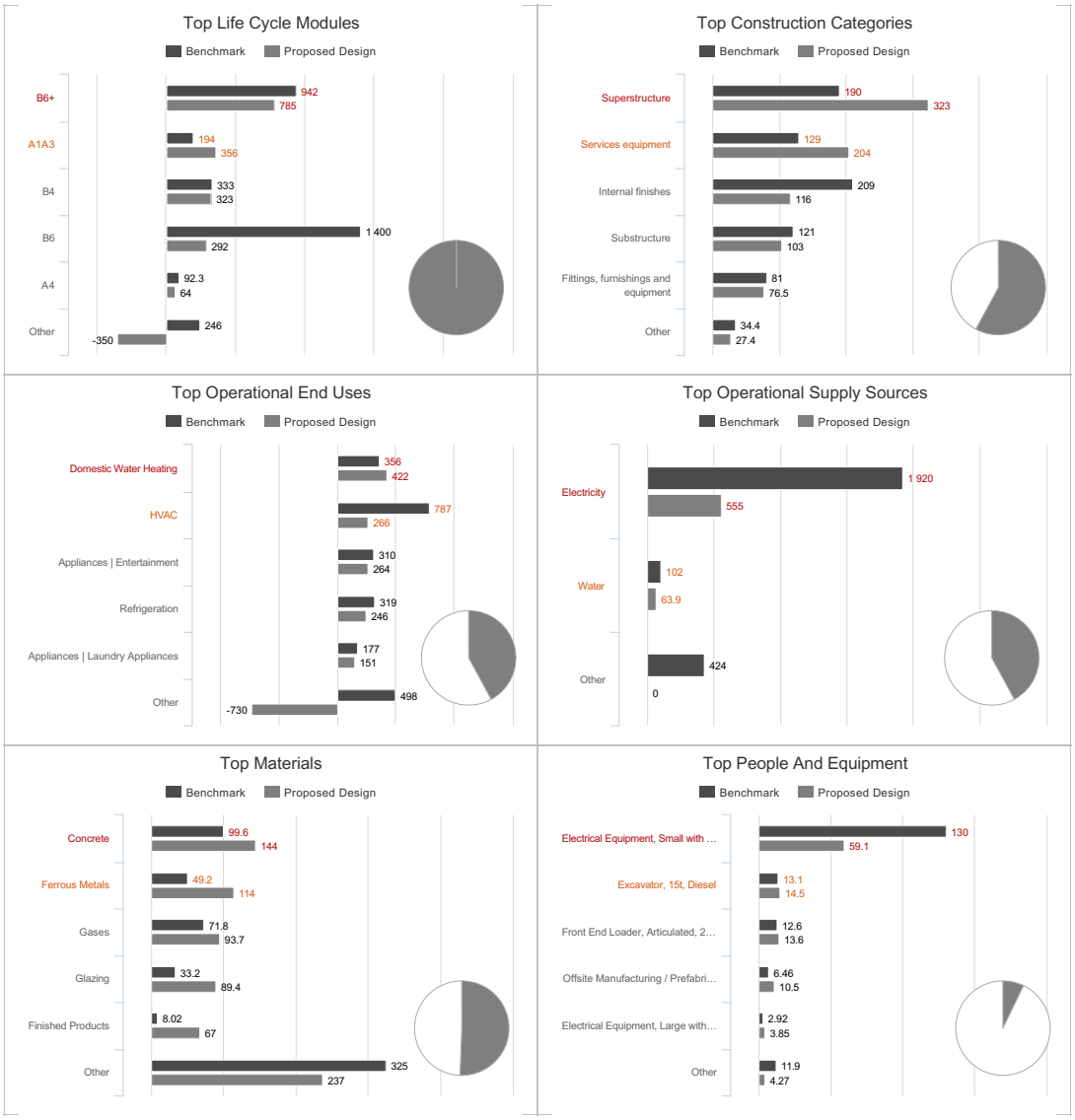


Figure 8: Top Five Global Warming Potential Total, GWP chart



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Highest and Lowest Impact Materials (kg CO_2 eq)

	Initial Materials & Construction (A1-A5)	Use Stage Materials & Construction (B1-B5)	End of Life (C1-C4)	Recycling & Energy Export (D)	Biogenic	Total
Top 10 Impact Materials						
Glazing | Windows | Aluminium Framed | No Thermal Break | Single Glaze | Domestic 50% Opening	35750.7	35920.42	169.71	0	83.84	71924.67
Gases | Refrigerants | R-410A (Puron, AZ-20)	789.58	44380.98	16614.72	0	0.89	61786.17
Concrete | Unreinforced | Portland Cement Blends | 40 MPa	51878.63	0	8159.3	0	13.56	60051.49
Ferrous Metals | Steel | Reinforcement bar | Unspecified	58403.02	0	2667.3	-2929.14	-227.37	57913.81
Finished Products | Electrical Goods | Solar PV Panels | Monocystalline	17658.24	33945.71	1367.58	-10149.16	164.43	42986.81
Bricks, Blocks and Pavers | Clay Bricks and Pavers | Unspecified	36840.59	0	4814.07	0	-2342.94	39311.72
Concrete | Unreinforced | Portland Cement Blends | 20 MPa	24182.95	-514.32	4839.93	0	7.22	28515.78
Concrete | Reinforced | 1.0% Reinforcement | Portland Cement Blends | 30 MPa	23932.56	0	3517.68	0	-0.07	27450.17
Cementitious Binders | Mortars and Renders | 1 cement : 4 sand	18483.27	3435.09	1125.9	0	89.48	23133.73
Metals (Non-Ferous) | Aluminium Unspecified	12973.22	16492.7	184.21	-8297.29	26.67	21379.51
Bottom 5 Impact Materials						
Plant Based Products (non Timber) | Paper | General	45.75	183.01	0	0	-247.25	-18.48
Timber | Sustainably Sourced | General | Unspecified	290.59	267.43	23.51	-107.89	-929.28	-455.64
Timber | Sustainably Sourced | Softwood | Unspecified	495.98	456.45	40.13	-184.14	-1586.11	-777.69
Timber | Sustainably Sourced | Particle Board | Indoor	2572.89	2407.87	167.54	-768.7	-5557.45	-1177.85
Timber | Sustainably Sourced | Hardwood | Unspecified	7876.81	0	581.87	-1330.88	-10442.82	-3315.02

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Highest and Lowest Impact Templates (kg CO_2 eq)

	Initial Materials & Construction (A1-A5)	Use Stage Materials & Construction (B1-B5)	Integrated Energy Use (B6)	Plug Load Energy Use (B6+)	Water Supply & Treatment (B7)	End of Life (C1-C4)	Recycling & Energy Export (D)	Biogenic	Total
Top 10 Impact Templates									
Appliances, Residential Average Op&Em	543.89	2927.39	0	443385.95	0	9.66	-503.02	1538.41	447902.28
Electric Instantaneous Hot Water System (HWS_App)	1125.91	4210.74	346906.84	0	0	27.98	-597.42	1223.41	352897.46
Refrigeration, Residential Well Ventilated Fridge Recess	3442.58	29129.66	0	202243.65	0	2408.59	-2824.01	766.24	235166.71
Ducted System Air Source Heat Pump for Heating, Average Efficiency (COP/EER 3.27), R410a Refrigerant	2230.27	28188.23	117857.83	0	0	8326.79	-380.7	413.09	156635.52
Ducted System Air Source Heat Pump for Cooling, higher efficiency (COP/EER 3.8), R410a Refrigerant	2230.27	28188.23	100790.99	0	0	8326.79	-380.7	354.03	139509.61
Cooking, Res Electric Oven Induction Stove	1697.54	6701.81	118975.17	0	0	19.83	144.62	187.62	127726.58
Upper Floors - Concrete Slab, 172mm, 40MPa, 3.8% reo (m2)	89490.18	0	0	0	0	8863.23	-8046.35	-2230.88	88076.17
Windows, Residential Aluminium Single Glaze, fly screen	38329.19	40747.22	0	0	0	186.69	-1227.06	85.86	78121.9
Wall, External, Masonry, double brick 90-50-90 insulated with foundations and finishes	61210.33	5577.3	0	0	0	6522.66	-95.03	-2225.97	70989.3
Lowest Floor - Concrete Slab, 100mm, 20MPa, 3.8% reo (m2)	45120.25	-514.32	0	0	0	5996.42	4098.53	-1552.1	53148.78
Bottom 5 Impact Templates									
Kitchen Medium sized (incl Equipment)	5505.11	6081.4	0	0	0	239.96	-1118.71	-5611.9	5095.86
LED Outdoor Lighting (Residential - Ultra High Efficiency 150lm/watt), m2	156.85	761.02	4093.88	0	0	0.69	-15.44	16	5013.01
Door - HollowCoreTimber/SteelJam/Painted	2324.63	2943.14	0	0	0	61.78	-824.89	-658.76	3845.91
Door - SolidCoreTimber/SteelJam/Painted (#)	713.84	656.23	0	0	0	18.71	-127.54	-281.97	979.27
Solar PV System Residential - Zone 3 (Perth Sydney etc)	29484.25	50514.68	-486363.75	0	0	1531.55	-445220.28	-2898.86	-852952.4

6.2 Ozone Depletion Potential, ODP (kg CFC-11 eq)

Figure 9: Time series Ozone Depletion Potential, ODP chart

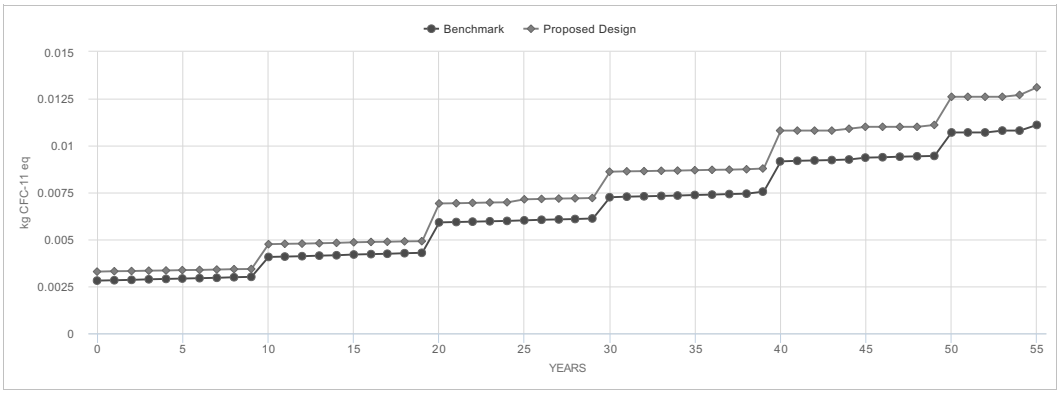
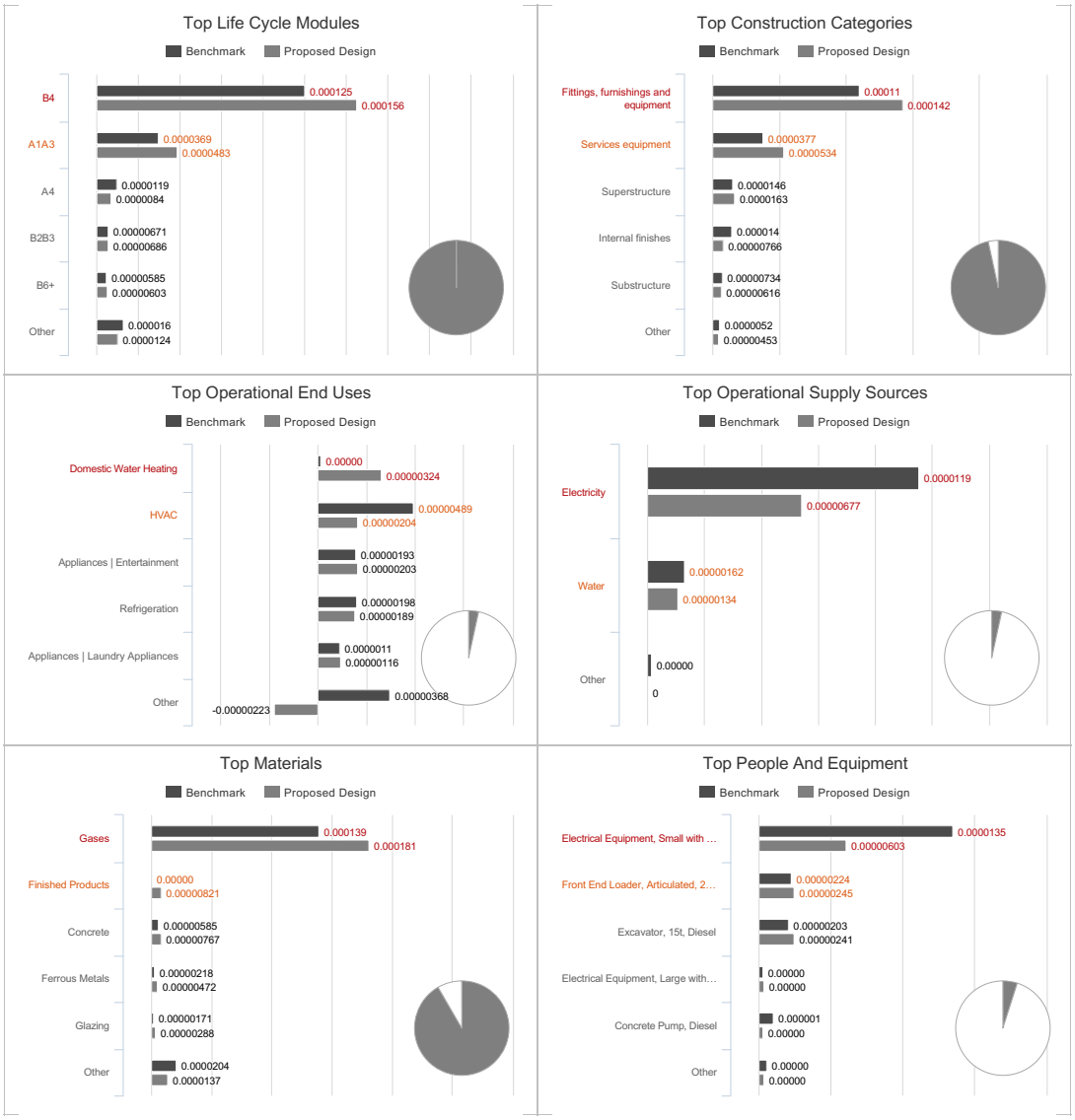


Figure 10: Top Five Ozone Depletion Potential, ODP chart



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Highest and Lowest Impact Materials (kg CFC-11 eq)

	Initial Materials & Construction (A1-A5)	Use Stage Materials & Construction (B1-B5)	End of Life (C1-C4)	Recycling & Energy Export (D)	Total
Top 10 Impact Materials					
Gases | Refrigerants | R-134a (HFC-134a)	0.02	0.1	0	0	0.11
Gases | Refrigerants | R-410A (Puron, AZ-20)	0.01	0.02	0	0	0.03
Finished Products | Electrical Goods | Solar PV Panels | Monocystalline	0	0	0	0	0.01
Concrete | Unreinforced | Portland Cement Blends | 40 MPa	0	0	0	0	0
Ferrous Metals | Steel | Reinforcement bar | Unspecified	0	0	0	0	0
Glazing | Windows | Aluminium Framed | No Thermal Break | Single Glaze | Domestic 50% Opening	0	0	0	0	0
Bricks, Blocks and Pavers | Clay Bricks and Pavers | Unspecified	0	0	0	0	0
Concrete | Unreinforced | Portland Cement Blends | 20 MPa	0	0	0	0	0
Concrete | Reinforced | 1.0% Reinforcement | Portland Cement Blends | 30 MPa	0	0	0	0	0
Cementitious Binders | Mortars and Renders | 1 cement : 4 sand	0	0	0	0	0
Bottom 5 Impact Materials					
Plastics | Nylon | Unspecified	0	0	0	0	0
Metals (Non-Ferous) | Zinc	0	0	0	0	0
Ferrous Metals | Steel | Galvanised Structural | Unspecified	0	0	0	0	0
Ferrous Metals | Steel | Coated Sheet | Enamelled	0	0	0	0	0
Generic | Cost Adjustment Factors | Cost Only Factors (No Environmental Impacts Adjustment)	0	0	0	0	0

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Highest and Lowest Impact Templates (kg CFC-11 eq)

	Initial Materials & Construction (A1- A5)	Use Stage Materials & Construction (B1- B5)	Integrated Energy Use (B6)	Plug Load Energy Use (B6+)	Water Supply & Treatment (B7)	End of Life (C1-C4)	Recycling & Energy Export (D)	Total
Top 10 Impact Templates								
Refrigeration, Residential Well Ventilated Fridge Recess	0.02	0.1	0	0	0	0	0	0.12
Ducted System Air Source Heat Pump for Heating, Average Efficiency (COP/EER 3.27), R410a Refrigerant	0	0.01	0	0	0	0	0	0.02
Ducted System Air Source Heat Pump for Cooling, higher efficiency (COP/EER 3.8), R410a Refrigerant	0	0.01	0	0	0	0	0	0.02
Wall, External, Masonry, double brick 90-50-90 insulated with foundations and finishes	0	0	0	0	0	0	0	0
Upper Floors - Concrete Slab, 172mm, 40MPa, 3.8% reo (m2)	0	0	0	0	0	0	0	0
Wall, Internal, Masonry, Single Brick Wall (90mm) uninsulated with foundations and finishes	0	0	0	0	0	0	0	0
Appliances, Residential Average Op&Em	0	0	0	0	0	0	0	0
Roof - TimberTruss/SteelSheeting/25°Pitch	0	0	0	0	0	0	0	0
Electric Instantaneous Hot Water System (HWS_App)	0	0	0	0	0	0	0	0
Lowest Floor - Concrete Slab, 100mm, 20MPa, 3.8% reo (m2)	0	0	0	0	0	0	0	0
Bottom 5 Impact Templates								
LED Residential Lighting (High Efficiency - 110lm/watt)	0	0	0	0	0	0	0	0
Staircase, Concrete, 40Mpa, 2% reo	0	0	0	0	0	0	0	0
Door - HollowCoreTimber/SteelJam/Painted	0	0	0	0	0	0	0	0
Door - SolidCoreTimber/SteelJam/Painted (#)	0	0	0	0	0	0	0	0
LED Outdoor Lighting (Residential - Ultra High Efficiency 150lm/watt), m2	0	0	0	0	0	0	0	0

6.3 Acidification Potential for Soil and Water, AP (kg SO_2 eq.)

Figure 11: Time series Acidification Potential for Soil and Water, AP chart

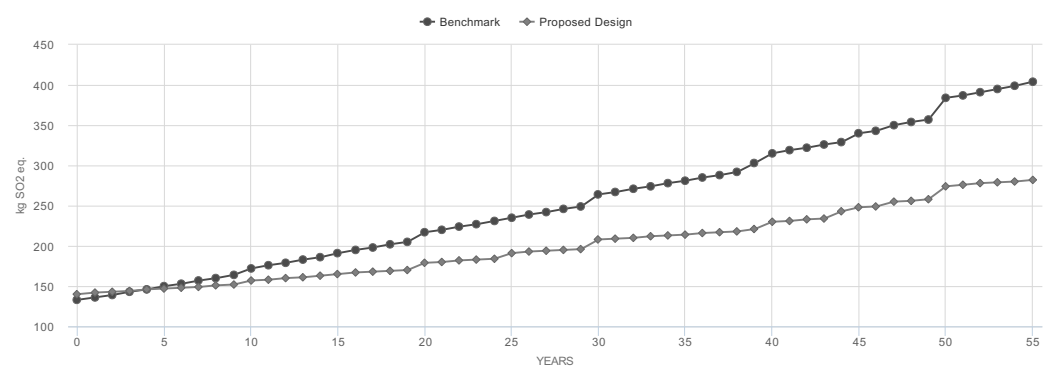
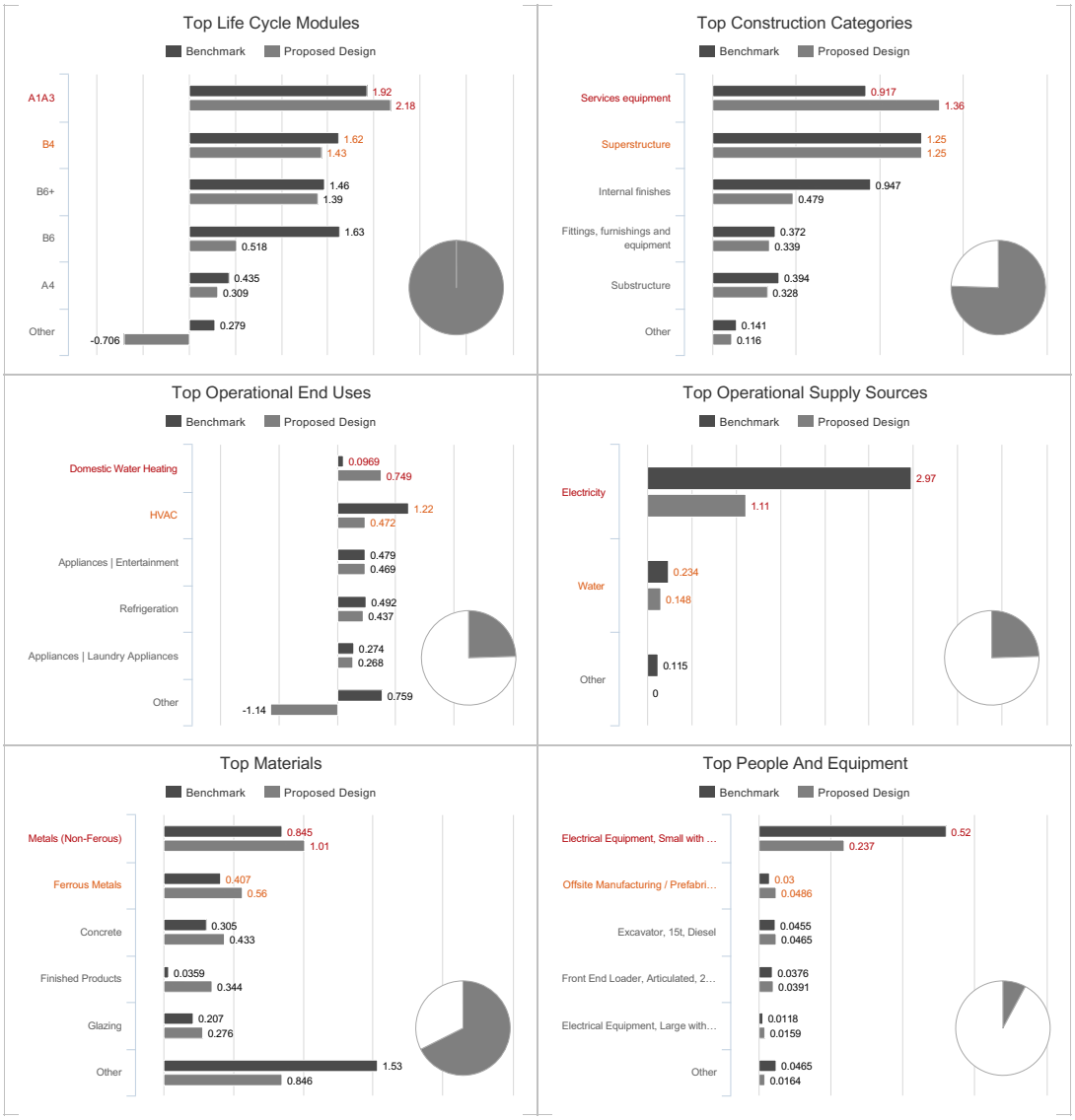


Figure 12: Top Five Acidification Potential for Soil and Water, AP chart



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Highest and Lowest Impact Materials (kg SO_2 eq.)

	Initial Materials & Construction (A1-A5)	Use Stage Materials & Construction (B1-B5)	End of Life (C1-C4)	Recycling & Energy Export (D)	Total
Top 10 Impact Materials					
Metals (Non-Ferous) | Copper Unspecified	672.33	323.25	2.88	-227.89	770.57
Finished Products | Electrical Goods | Solar PV Panels | Monocystalline	85.3	157.28	6.13	-27.35	221.35
Glazing | Windows | Aluminium Framed | No Thermal Break | Single Glaze | Domestic 50% Opening	106.2	106.98	0.78	0	213.96
Ferrous Metals | Steel | Coated Sheet | Zinc Coated & Coloured Sheet 0.43mm	202.02	9.33	0.91	-10.53	201.73
Ferrous Metals | Steel | Reinforcement bar | Unspecified	179.69	0	11.71	-12.42	178.98
Concrete | Unreinforced | Portland Cement Blends | 40 MPa	140.05	0	37.69	0	177.74
Bricks, Blocks and Pavers | Clay Bricks and Pavers | Unspecified	71.61	0	22.14	0	93.74
Ceramics | Tiles | Ceramic Tiles	37.89	49.04	1.01	0	87.94
Concrete | Unreinforced | Portland Cement Blends | 20 MPa	65.48	0	22.36	0	87.84
Concrete | Reinforced | 1.0% Reinforcement | Portland Cement Blends | 30 MPa	67.8	0	16.25	0	84.05
Bottom 5 Impact Materials					
Ferrous Metals | Steel | Galvanised Structural | Unspecified	0.13	0	0	-0.02	0.12
Insulation | Rigid Foams and Boards | Polyethylene | Polyethylene	0.03	0.05	0	0	0.08
Asphalt and Bitumen | Asphalt hot mix | 5.50% primary bitumen, (0% RAP)	0	0.04	0	0	0.04
Ferrous Metals | Steel | Coated Sheet | Enamelled	0.01	0.01	0	-0.01	0.02
Generic | Cost Adjustment Factors | Cost Only Factors (No Environmental Impacts Adjustment)	0	0	0	0	0

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Highest and Lowest Impact Templates (kg SO_2 eq.)

	Initial Materials & Construction (A1- A5)	Use Stage Materials & Construction (B1-B5)	Integrated Energy Use (B6)	Plug Load Energy Use (B6+)	Water Supply & Treatment (B7)	End of Life (C1-C4)	Recycling & Energy Export (D)	Total
Top 10 Impact Templates								
Appliances, Residential Average Op&Em	2.88	15.56	0	789.62	0	0.05	-3.32	804.79
Electric Instantaneous Hot Water System (HWS_App)	55.87	109.37	617.8	0	0	0.26	-35.38	747.91
Refrigeration, Residential Well Ventilated Fridge Recess	22.31	113.28	0	360.17	0	0.44	-24.93	471.27
Roof - TimberTruss/SteelSheeting/25°Pitch	302.89	70.26	0	0	0	5.56	-1.37	377.34
Electrical Fittings - sockets power points wiring embodied only (m2)	322.98	26.36	0	0	0	1.47	-71.41	279.41
Ducted System Air Source Heat Pump for Heating, Average Efficiency (COP/EER 3.27), R410a Refrigerant	23.16	54.05	209.89	0	0	0.13	-11.06	276.17
Upper Floors - Concrete Slab, 172mm, 40MPa, 3.8% reo (m2)	265.57	0	0	0	0	40.61	-30.68	275.5
Cooking, Res Electric Oven Induction Stove	8.68	34.3	211.88	0	0	0.09	-1.19	253.77
Ducted System Air Source Heat Pump for Cooling, higher efficiency (COP/EER 3.8), R410a Refrigerant	23.16	54.05	179.5	0	0	0.13	-11.06	245.78
Windows, Residential Aluminium Single Glaze, fly screen	113.59	120.68	0	0	0	0.97	-2.71	232.54
Bottom 5 Impact Templates								
Demolition - Residential (End-of-Life)	0	0	0	0	0	34.1	0	34.1
Door - HollowCoreTimber/SteelJam/Painted	8.99	12.33	0	0	0	0.28	-2.37	19.23
LED Outdoor Lighting (Residential - Ultra High Efficiency 150lm/watt), m2	0.9	3.98	7.29	0	0	0	-0.07	12.1
Door - SolidCoreTimber/SteelJam/Painted (#)	2.84	3.11	0	0	0	0.08	-0.17	5.86
Solar PV System Residential - Zone 3 (Perth Sydney etc)	119.38	215.97	-866.15	0	0	8.11	-706.42	-1229.11

6.4 Eutrophication potential, EP (kg PO_4 eq)

Figure 13: Time series Eutrophication potential, EP chart

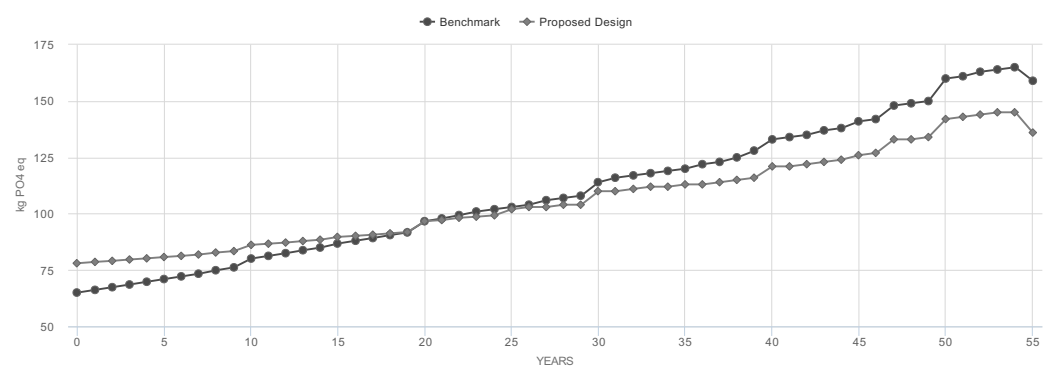
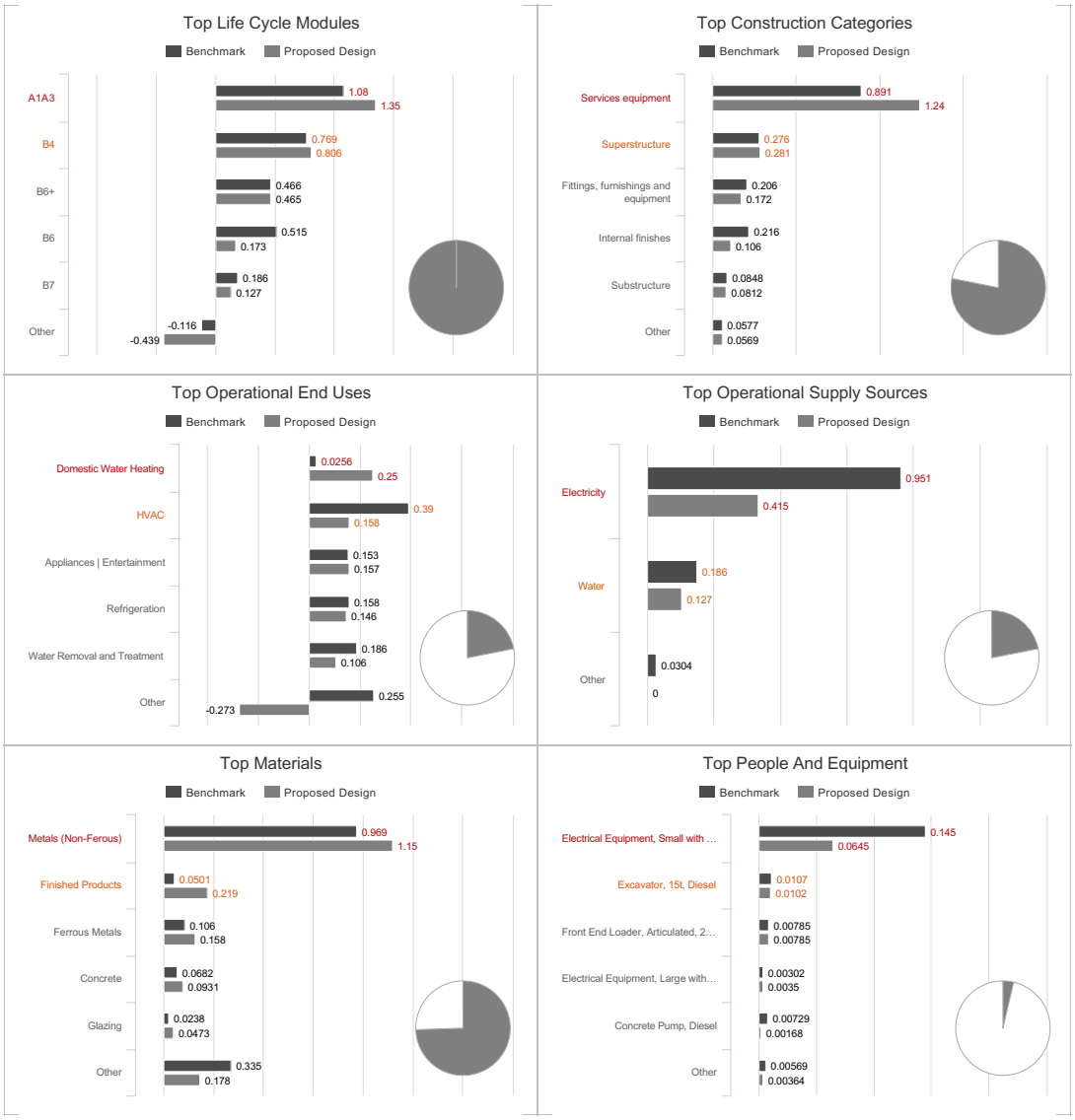


Figure 14: Top Five Eutrophication potential, EP chart



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Highest and Lowest Impact Materials (kg PO_4 eq)

	Initial Materials & Construction (A1-A5)	Use Stage Materials & Construction (B1-B5)	End of Life (C1-C4)	Recycling & Energy Export (D)	Total
Top 10 Impact Materials					
Metals (Non-Ferous) | Copper Unspecified	823.51	394.41	0.35	-281.53	936.74
Finished Products | Electrical Goods | Solar PV Panels | Monocystalline	37.48	69.5	2.01	-5.66	103.34
Ferrous Metals | Steel | Reinforcement bar | Unspecified	57.2	0	3.04	-3.29	56.95
Ferrous Metals | Steel | Coated Sheet | Zinc Coated & Coloured Sheet 0.43mm	51.78	2.39	0.24	-2.76	51.65
Finished Products | Electrical Goods | Electronics | Electronics For Control Unit	6.07	42.49	0	0	48.56
Concrete | Unreinforced | Portland Cement Blends | 40 MPa	28.3	0	9.33	0	37.62
Glazing | Windows | Aluminium Framed | No Thermal Break | Single Glaze | Domestic 50% Opening	18.61	18.8	0.19	0	37.6
Finished Products | Electrical Goods | Solar Inverters | Solar Inverter Generic	4.86	23.41	0	0	28.27
Bricks, Blocks and Pavers | Clay Bricks and Pavers | Unspecified	14.03	0	5.49	0	19.51
Concrete | Reinforced | 1.0% Reinforcement | Portland Cement Blends | 30 MPa	14.81	0	4.02	0	18.83
Bottom 5 Impact Materials					
Ferrous Metals | Steel | Galvanised Structural | Unspecified	0.03	0	0	0	0.03
Insulation | Rigid Foams and Boards | Polyethylene | Polyethylene	0.01	0.01	0	0	0.02
Asphalt and Bitumen | Asphalt hot mix | 5.50% primary bitumen, (0% RAP)	0	0.01	0	0	0.01
Ferrous Metals | Steel | Coated Sheet | Enamelled	0	0	0	0	0.01
Generic | Cost Adjustment Factors | Cost Only Factors (No Environmental Impacts Adjustment)	0	0	0	0	0

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Highest and Lowest Impact Templates (kg PO_4 eq)

	Initial Materials & Construction (A1- A5)	Use Stage Materials & Construction (B1-B5)	Integrated Energy Use (B6)	Plug Load Energy Use (B6+)	Water Supply & Treatment (B7)	End of Life (C1-C4)	Recycling & Energy Export (D)	Total
Top 10 Impact Templates								
Electric Instantaneous Hot Water System (HWS_App)	66.26	122.59	206.33	0	0	0.04	-42.66	352.55
Electrical Fittings - sockets power points wiring embodied only (m2)	383.28	6.67	0	0	0	0.2	-87.99	302.16
Appliances, Residential Average Op&Em	1.86	9.88	0	263.71	0	0.01	-2.48	272.99
Utilities Connection to Site Residential	135.8	129.37	0	0	0	0.06	-58.73	206.5
Refrigeration, Residential Well Ventilated Fridge Recess	16.57	83.09	0	120.29	0	0.08	-22.13	197.9
Ducted System Air Source Heat Pump for Heating, Average Efficiency (COP/EER 3.27), R410a Refrigerant	21.27	47.9	70.1	0	0	0.02	-12.67	126.62
Ducted System Air Source Heat Pump for Cooling, higher efficiency (COP/EER 3.8), R410a Refrigerant	21.27	47.9	59.95	0	0	0.02	-12.67	116.47
Standard 1st Bathroom - WC/Shower-bath/Basin/WallTiles	128.49	7.82	0	0	0	0.22	-28	108.53
Water Use and Treatment (eTool Turbo)	0	0	0	0	104.94	0	0	104.94
Roof - TimberTruss/SteelSheeting/25°Pitch	75.95	15.44	0	0	0	1.39	-0.46	92.32
Bottom 5 Impact Templates								
Demolition - Residential (End-of-Life)	0	0	0	0	0	7.7	0	7.7
LED Outdoor Lighting (Residential - Ultra High Efficiency 150lm/watt), m2	0.6	3.62	2.43	0	0	0	-0.02	6.64
Door - HollowCoreTimber/SteelJam/Painted	2.53	3.38	0	0	0	0.07	-0.59	5.39
Door - SolidCoreTimber/SteelJam/Painted (#)	0.79	0.83	0	0	0	0.02	-0.04	1.6
Solar PV System Residential - Zone 3 (Perth Sydney etc)	49.98	99.97	-289.27	0	0	2.25	-193.23	-330.3

6.5 Photochemical Ozone Creation Potential, POCP (kg ethylene)

Figure 15: Time series Photochemical Ozone Creation Potential, POCP chart

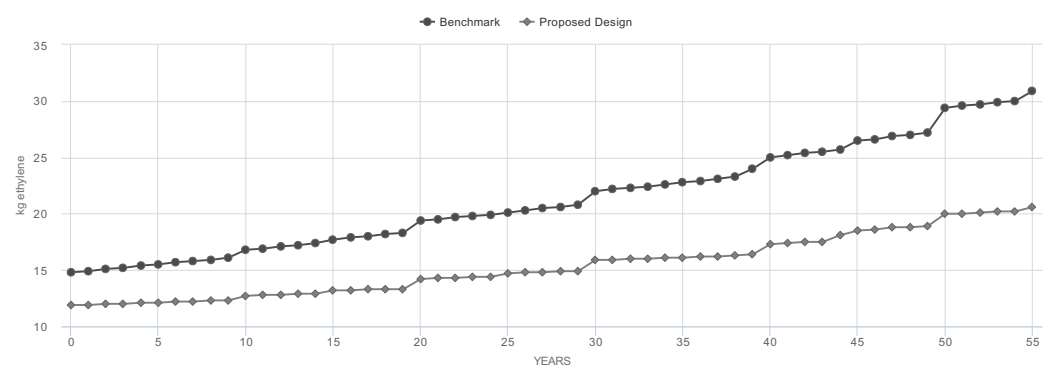
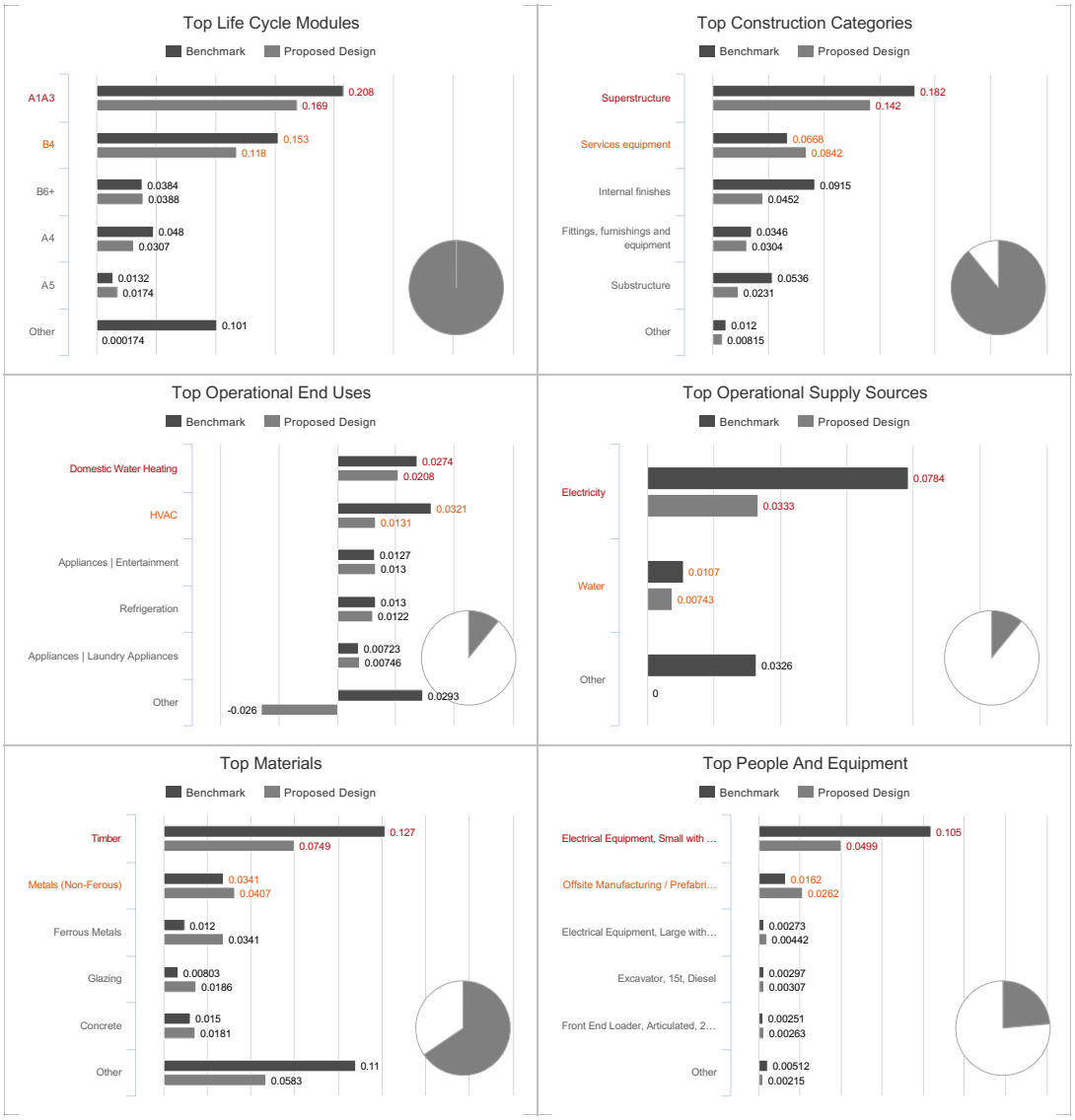


Figure 16: Top Five Photochemical Ozone Creation Potential, POCP chart



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Highest and Lowest Impact Materials (kg ethylene)

	Initial Materials & Construction (A1-A5)	Use Stage Materials & Construction (B1-B5)	End of Life (C1-C4)	Recycling & Energy Export (D)	Total
Top 10 Impact Materials					
Timber | Sustainably Sourced | Hardwood | Unspecified	48.06	0	2.52	0.21	50.78
Metals (Non-Ferous) | Copper Unspecified	25.3	12.16	0.11	-8.58	28.99
Ferrous Metals | Steel | Reinforcement bar | Unspecified	20.88	0	0.62	-2.09	19.41
Glazing | Windows | Aluminium Framed | No Thermal Break | Single Glaze | Domestic 50% Opening	7.41	7.45	0.04	0	14.91
Finished Products | Electrical Goods | Solar PV Panels | Monocystalline	3.93	6.51	0.29	-2.47	8.26
Concrete | Unreinforced | Portland Cement Blends | 40 MPa	4.88	0	2.05	0	6.93
Bricks, Blocks and Pavers | Clay Bricks and Pavers | Unspecified	5.48	0	1.21	0	6.69
Timber | Sustainably Sourced | Plywood | Unspecified	3.24	0	1.2	0.1	4.53
Metals (Non-Ferous) | Aluminium Unspecified	2.62	3.37	0.08	-1.63	4.44
Concrete | Reinforced | 1.0% Reinforcement | Portland Cement Blends | 30 MPa	3.27	0	0.88	0	4.16
Bottom 5 Impact Materials					
Fibre Reinforced Plastics and Resins | Fibreglass Unspecified	0	0	0	0	0.01
Ferrous Metals | Steel | Galvanised Structural | Unspecified	0.01	0	0	0	0
Asphalt and Bitumen | Asphalt hot mix | 5.50% primary bitumen, (0% RAP)	0	0	0	0	0
Ferrous Metals | Steel | Coated Sheet | Enamelled	0	0	0	0	0
Generic | Cost Adjustment Factors | Cost Only Factors (No Environmental Impacts Adjustment)	0	0	0	0	0

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Highest and Lowest Impact Templates (kg ethylene)

	Initial Materials & Construction (A1- A5)	Use Stage Materials & Construction (B1-B5)	Integrated Energy Use (B6)	Plug Load Energy Use (B6+)	Water Supply & Treatment (B7)	End of Life (C1-C4)	Recycling & Energy Export (D)	Total
Top 10 Impact Templates								
Roof - TimberTruss/SteelSheeting/25°Pitch	57.65	5.9	0	0	0	2.83	-1.39	65
Electric Instantaneous Hot Water System (HWS_App)	2.41	5.65	17.2	0	0	0.01	-1.47	23.8
Appliances, Residential Average Op&Em	0.29	1.58	0	21.98	0	0	-0.31	23.55
Refrigeration, Residential Well Ventilated Fridge Recess	2.13	10.67	0	10.03	0	0.02	-1.93	20.92
Upper Floors - Concrete Slab, 172mm, 40MPa, 3.8% reo (m2)	23.28	0	0	0	0	2.82	-5.44	20.65
Windows, Residential Aluminium Single Glaze, fly screen	8.4	9.14	0	0	0	0.05	-0.24	17.35
Wall, External, Masonry, double brick 90-50-90 insulated with foundations and finishes	12.72	2.81	0	0	0	1.72	0.01	17.25
Electrical Fittings - sockets power points wiring embodied only (m2)	13.91	5.13	0	0	0	0.06	-2.72	16.38
Ducted System Air Source Heat Pump for Heating, Average Efficiency (COP/EER 3.27), R410a Refrigerant	2.73	6.67	5.84	0	0	0.01	-0.53	14.72
Wall, Internal, Masonry, Single Brick Wall (90mm) uninsulated with foundations and finishes	10.75	2.95	0	0	0	1.01	0.01	14.71
Bottom 5 Impact Templates								
Door - HollowCoreTimber/SteelJam/Painted	1.29	1.77	0	0	0	0.08	-0.45	2.69
Floor Covering - Tiles (ceramic/10mm)	1.15	1.27	0	0	0	0.03	0	2.45
Door - SolidCoreTimber/SteelJam/Painted (#)	0.43	0.55	0	0	0	0.03	-0.05	0.95
LED Outdoor Lighting (Residential - Ultra High Efficiency 150lm/watt), m2	0.07	0.29	0.2	0	0	0	-0.01	0.55
Solar PV System Residential - Zone 3 (Perth Sydney etc)	6.8	12.58	-24.11	0	0	0.36	-20.16	-24.53

6.6 Abiotic Depletion Potential - Elements, ADPE (kg antimony)

Figure 17: Time series Abiotic Depletion Potential - Elements, ADPE chart

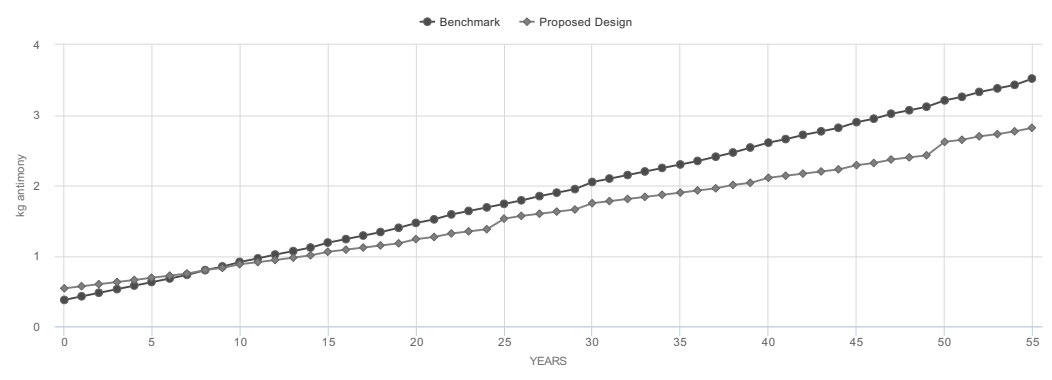
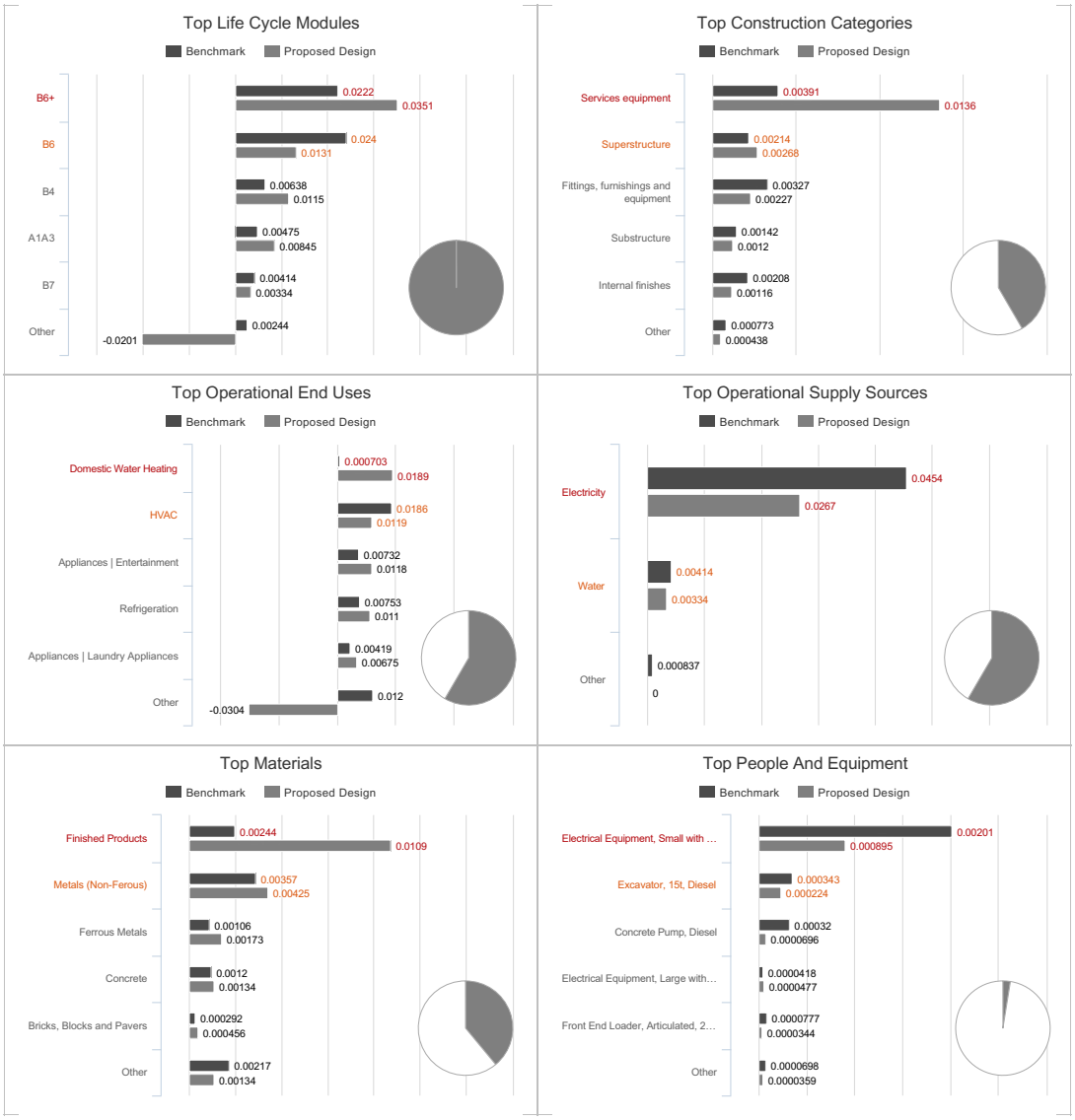


Figure 18: Top Five Abiotic Depletion Potential - Elements, ADPE chart



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Highest and Lowest Impact Materials (kg antimony)

	Initial Materials & Construction (A1-A5)	Use Stage Materials & Construction (B1-B5)	End of Life (C1-C4)	Recycling & Energy Export (D)	Total
Top 10 Impact Materials					
Finished Products | Electrical Goods | Solar PV Panels | Monocystalline	1.82	3.65	0	0	5.47
Metals (Non-Ferous) | Copper Unspecified	3.04	1.46	0	-1.04	3.47
Finished Products | Electrical Goods | Electronics | Electronics For Control Unit	0.29	2.05	0	0	2.35
Finished Products | Electrical Goods | Solar Inverters | Solar Inverter Generic	0.2	0.98	0	0	1.19
Ferrous Metals | Steel | Reinforcement bar | Unspecified	0.65	0	0.06	-0.06	0.64
Concrete | Unreinforced | Portland Cement Blends | 40 MPa	0.15	0	0.33	0	0.48
Ferrous Metals | Steel | Coated Sheet | Zinc Coated & Coloured Sheet 0.43mm	0.46	0.02	0	-0.05	0.43
Bricks, Blocks and Pavers | Clay Bricks and Pavers | Unspecified	0.18	0	0.19	0	0.38
Concrete | Reinforced | 1.0% Reinforcement | Portland Cement Blends | 30 MPa	0.19	0	0.14	0	0.33
Ceramics | Tiles | Ceramic Tiles	0.12	0.16	0.01	0	0.29
Bottom 5 Impact Materials					
Asphalt and Bitumen | Asphalt hot mix | 5.50% primary bitumen, (0% RAP)	0	0	0	0	0
Fibre Reinforced Plastics and Resins | Fibreglass Unspecified	0	0	0	0	0
Insulation | Rigid Foams and Boards | Polyethylene | Polyethylene	0	0	0	0	0
Ferrous Metals | Steel | Coated Sheet | Enamelled	0	0	0	0	0
Generic | Cost Adjustment Factors | Cost Only Factors (No Environmental Impacts Adjustment)	0	0	0	0	0

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Highest and Lowest Impact Templates (kg antimony)

	Initial Materials & Construction (A1- A5)	Use Stage Materials & Construction (B1-B5)	Integrated Energy Use (B6)	Plug Load Energy Use (B6+)	Water Supply & Treatment (B7)	End of Life (C1-C4)	Recycling & Energy Export (D)	Total
Top 10 Impact Templates								
Appliances, Residential Average Op&Em	0.01	0.05	0	19.9	0	0	-0.01	19.95
Electric Instantaneous Hot Water System (HWS_App)	0.26	0.55	15.57	0	0	0	-0.16	16.22
Refrigeration, Residential Well Ventilated Fridge Recess	0.07	0.34	0	9.08	0	0	-0.11	9.38
Ducted System Air Source Heat Pump for Heating, Average Efficiency (COP/EER 3.27), R410a Refrigerant	0.15	0.65	5.29	0	0	0	-0.05	6.04
Cooking, Res Electric Oven Induction Stove	0.04	0.17	5.34	0	0	0	-0.02	5.54
Ducted System Air Source Heat Pump for Cooling, higher efficiency (COP/EER 3.8), R410a Refrigerant	0.15	0.65	4.52	0	0	0	-0.05	5.27
Water Use and Treatment (eTool Turbo)	0	0	0	0	2.75	0	0	2.75
LED Residential Lighting (High Efficiency - 110lm/watt)	0.13	0.86	1.69	0	0	0	0	2.67
Electrical Fittings - sockets power points wiring embodied only (m2)	1.43	0.08	0	0	0	0	-0.33	1.19
Utilities Connection to Site Residential	0.54	0.54	0	0	0	0	-0.22	0.86
Bottom 5 Impact Templates								
Windows, Residential Aluminium Single Glaze, fly screen	0.05	0.07	0	0	0	0.01	0	0.12
Floor Covering - Tiles (ceramic/10mm)	0.05	0.06	0	0	0	0	0	0.11
Door - HollowCoreTimber/SteelJam/Painted	0.03	0.04	0	0	0	0	-0.01	0.05
Door - SolidCoreTimber/SteelJam/Painted (#)	0.01	0.01	0	0	0	0	0	0.02
Solar PV System Residential - Zone 3 (Perth Sydney etc)	2.04	4.64	-21.83	0	0	0	-17.77	-32.92

6.7 Abiotic Depletion Potential - Fossil Fuels, ADPF (MJ)

Figure 19: Time series Abiotic Depletion Potential - Fossil Fuels, ADPF chart

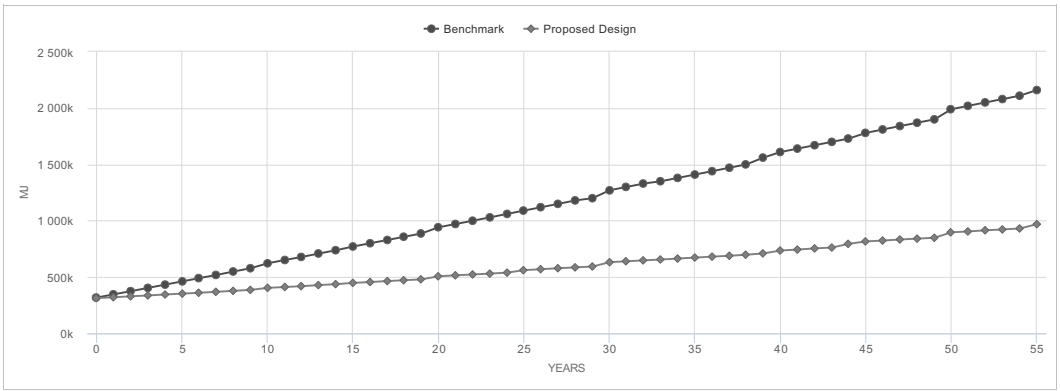
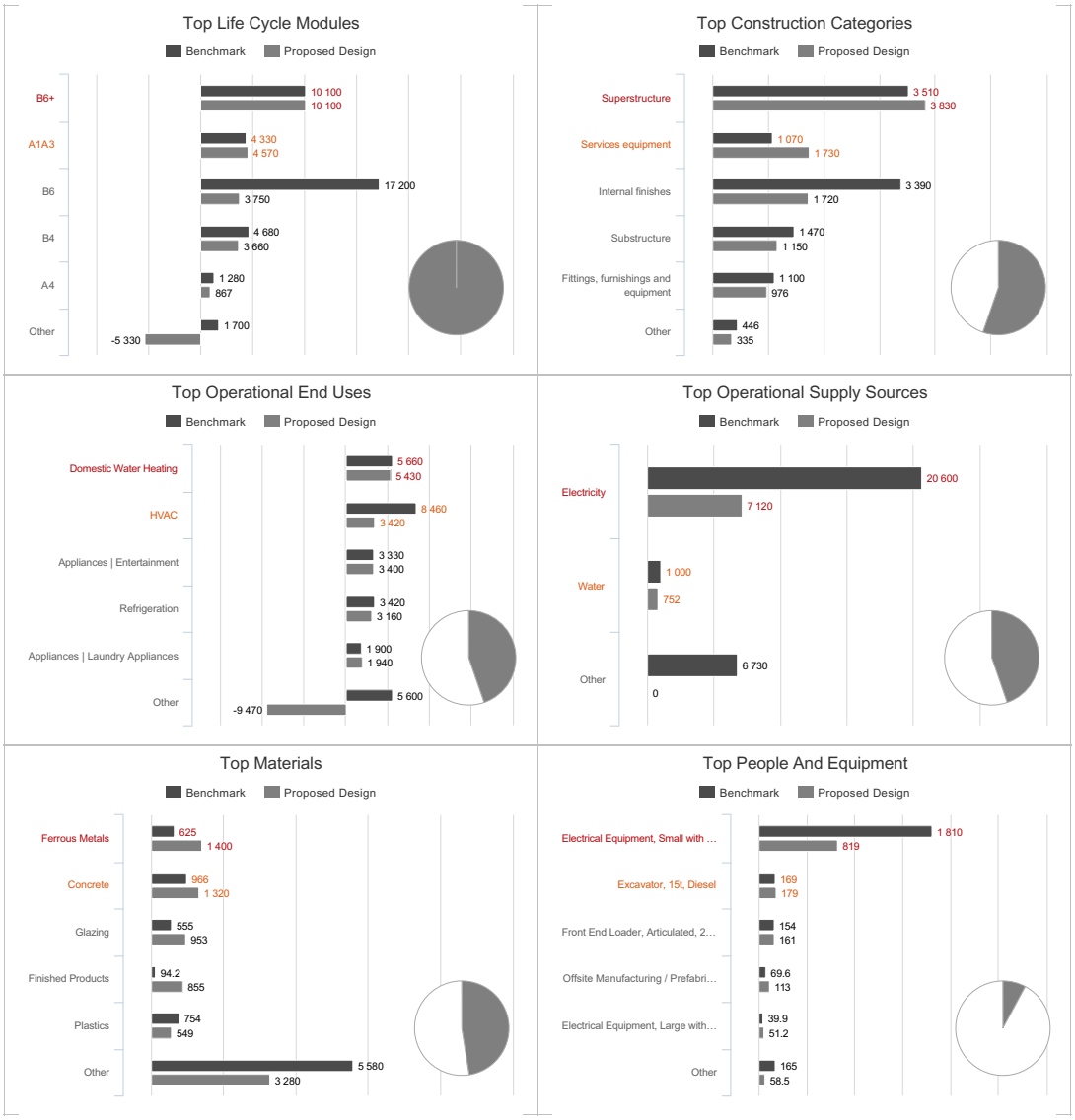


Figure 20: Top Five Abiotic Depletion Potential - Fossil Fuels, ADPF chart



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293 and 295 Oxford Street Leederville
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Cerclos

Highest and Lowest Impact Materials (MJ)

	Initial Materials & Construction (A1-A5)	Use Stage Materials & Construction (B1-B5)	End of Life (C1-C4)	Recycling & Energy Export (D)	Total
Top 10 Impact Materials					
Glazing | Windows | Aluminium Framed | No Thermal Break | Single Glaze | Domestic 50% Opening	379540.57	382435.41	2894.84	0	764870.81
Ferrous Metals | Steel | Reinforcement bar | Unspecified	705575.64	0	35232.9	-32386.66	708421.87
Finished Products | Electrical Goods | Solar PV Panels | Monocystalline	214409.76	432856.05	18569.93	-104018.73	561817.01
Concrete | Unreinforced | Portland Cement Blends | 40 MPa	391865.64	0	140056.44	0	531922.08
Bricks, Blocks and Pavers | Clay Bricks and Pavers | Unspecified	369962.91	0	82113.94	0	452076.85
Concrete | Unreinforced | Portland Cement Blends | 20 MPa	186373.82	0	83078.58	0	269452.4
Concrete | Reinforced | 1.0% Reinforcement | Portland Cement Blends | 30 MPa	206386.38	0	60381.88	0	266768.26
Ceramics | Tiles | Ceramic Tiles	102581.87	134075.38	3753.05	0	240410.3
Metals (Non-Ferous) | Aluminium Unspecified	134484.57	171101.83	1993.42	-86033.56	221546.25
Cementitious Binders | Mortars and Renders | 1 cement : 4 sand	168624.75	32924.83	19326.35	0	220875.93
Bottom 5 Impact Materials					
Metals (Non-Ferous) | Brass	65.58	343.9	3.21	-82.82	329.87
Asphalt and Bitumen | Asphalt hot mix | 5.50% primary bitumen, (0% RAP)	39.79	275.25	6.09	0	321.12
Ferrous Metals | Steel | Galvanised Structural | Unspecified	155.95	0	4.69	-44.62	116.02
Ferrous Metals | Steel | Coated Sheet | Enamelled	57.61	58.34	0.73	-13.75	102.93
Generic | Cost Adjustment Factors | Cost Only Factors (No Environmental Impacts Adjustment)	0	0	0	0	0

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Highest and Lowest Impact Templates (MJ)

	Initial Materials & Construction (A1- A5)	Use Stage Materials & Construction (B1-B5)	Integrated Energy Use (B6)	Plug Load Energy Use (B6+)	Water Supply & Treatment (B7)	End of Life (C1-C4)	Recycling & Energy Export (D)	Total
Top 10 Impact Templates								
Appliances, Residential Average Op&Em	9063.67	48800.93	0	5722437.36	0	129.61	-5761.55	5774670.01
Electric Instantaneous Hot Water System (HWS_App)	15498.69	60958.06	4477256.58	0	0	341.28	-7048.3	4547006.32
Refrigeration, Residential Well Ventilated Fridge Recess	52047.09	262945.5	0	2610201.34	0	886.69	-32547.08	2893533.54
Cooking, Res Electric Oven Induction Stove	21627.01	85719.04	1535519.91	0	0	275.19	822.23	1643963.37
Ducted System Air Source Heat Pump for Heating, Average Efficiency (COP/EER 3.27), R410a Refrigerant	24945.96	80498.08	1521099.34	0	0	254.99	-4413.06	1622385.3
Ducted System Air Source Heat Pump for Cooling, higher efficiency (COP/EER 3.8), R410a Refrigerant	24945.96	80498.08	1300830.86	0	0	254.99	-4413.06	1402116.82
Upper Floors - Concrete Slab, 172mm, 40MPa, 3.8% reo (m2)	896854.38	0	0	0	0	14588.79	-89031.92	953704.24
Windows, Residential Aluminium Single Glaze, fly screen	415949.71	450592.62	0	0	0	3084.46	-12723.18	856903.6
Wall, External, Masonry, double brick 90-50-90 insulated with foundations and finishes	638285.14	86402.39	0	0	0	111484.03	-1074.05	835097.51
Roof - TimberTruss/SteelSheeting/25°Pitch	525548.96	255999.47	0	0	0	18670.7	-42958.04	757261.09
Bottom 5 Impact Templates								
Staircase, Concrete, 40Mpa, 2% reo	87633.03	6809.07	0	0	0	18217.79	4371.29	117031.18
Door - HollowCoreTimber/SteelJam/Painted	31727.34	43566.24	0	0	0	857.58	-9730.21	66420.95
LED Outdoor Lighting (Residential - Ultra High Efficiency 150lm/watt), m2	1995.77	9414.94	52836.56	0	0	9.97	-172.68	64084.57
Door - SolidCoreTimber/SteelJam/Painted (#)	9858.52	10722.77	0	0	0	264.28	-1492.81	19352.75
Solar PV System Residential - Zone 3 (Perth Sydney etc)	338645.96	616092.14	-6277118.31	0	0	20350.47	-5719648.86	-11021678.61

6.8 Global Warming Potential Biogenic, GWP B (kg CO_2 eq)

Figure 21: Time series Global Warming Potential Biogenic, GWP B chart

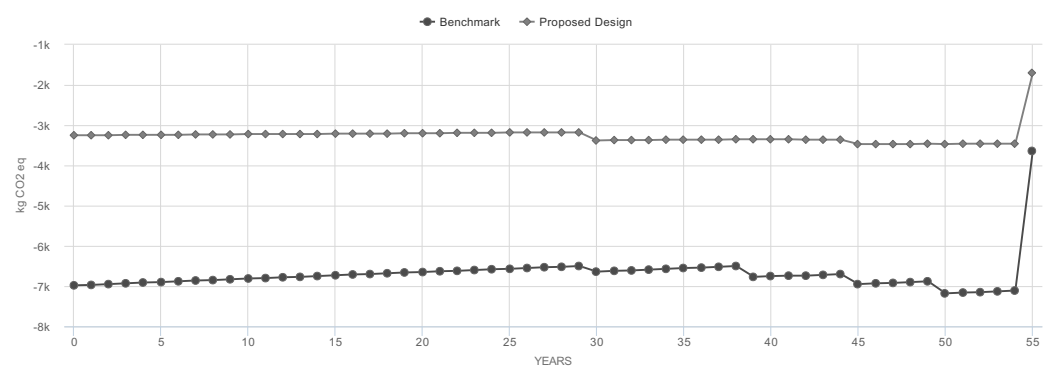
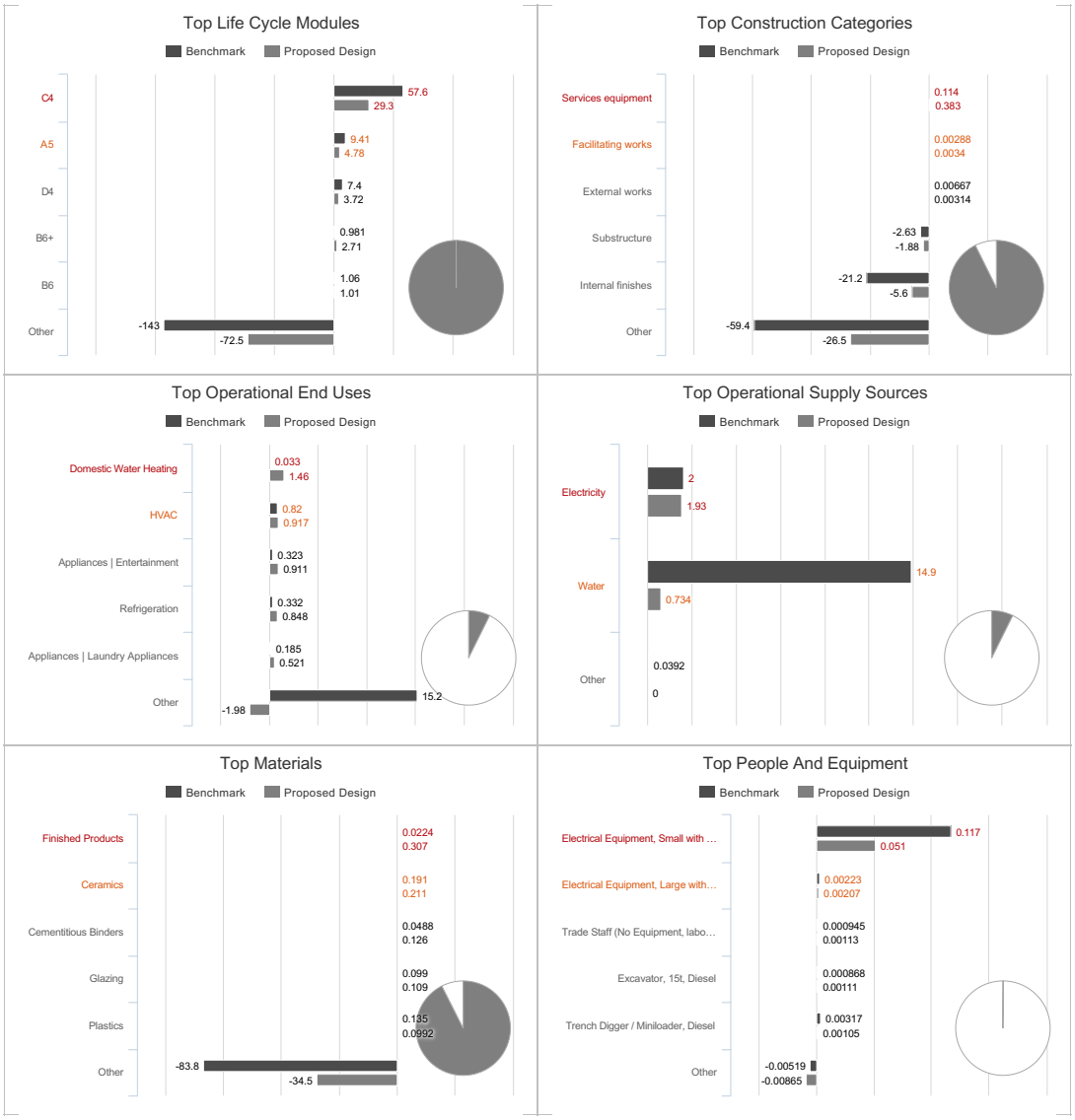


Figure 22: Top Five Global Warming Potential Biogenic, GWP B chart



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Highest and Lowest Impact Materials (kg CO_2 eq)

	Initial Materials & Construction (A1-A5)	Use Stage Materials & Construction (B1-B5)	End of Life (C1-C4)	Recycling & Energy Export (D)	Total
Top 10 Impact Materials					
Finished Products | Electrical Goods | Solar PV Panels | Monocystalline	74.51	115.63	-8.35	-17.36	164.43
Cementitious Binders | Mortars and Renders | 1 cement : 4 sand	76.1	13.34	0.04	0	89.48
Glazing | Windows | Aluminium Framed | No Thermal Break | Single Glaze | Domestic 50% Opening	41.91	41.92	0.01	0	83.84
Ceramics | Tiles | Ceramic Tiles	33.97	42.84	0.01	0	76.82
Resins and Adhesives | Epoxy Resin	36.67	36.67	0	0	73.34
Plaster and Mineral Derived Products | 100% Primary Gypsum | Plaster | Unspecified	34.92	34.93	0.02	0	69.87
Finished Products | Electrical Goods | Solar Inverters | Solar Inverter Generic	11.77	56.7	0	0	68.47
Ferrous Metals | Steel | Stainless | Unspecified	7.03	19.89	-0.02	29.92	56.83
Ceramics | Porcelain Sanitary Products | Toilet	25.68	25.68	0	0	51.36
Ceramics | Porcelain Sanitary Products | Bath	33.39	0	0	0	33.4
Bottom 5 Impact Materials					
Plaster and Mineral Derived Products | 100% Primary Gypsum | Plasterboard | 12mm Sheets	-1085.26	-1085.25	0.01	0	-2170.5
Bricks, Blocks and Pavers | Clay Bricks and Pavers | Unspecified	-2343.13	0	0.19	0	-2342.94
Timber | Sustainably Sourced | Plywood | Unspecified	-10417.02	0	5944.87	610.12	-3862.03
Timber | Sustainably Sourced | Particle Board | Indoor	-6910.35	-2988.47	3602.03	739.34	-5557.45
Timber | Sustainably Sourced | Hardwood | Unspecified	-24232.85	0	12509.98	1280.06	-10442.82

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Highest and Lowest Impact Templates (kg CO_2 eq)

	Initial Materials & Construction (A1- A5)	Use Stage Materials & Construction (B1-B5)	Integrated Energy Use (B6)	Plug Load Energy Use (B6+)	Water Supply & Treatment (B7)	End of Life (C1-C4)	Recycling & Energy Export (D)	Total
Top 10 Impact Templates								
Appliances, Residential Average Op&Em	0.48	2.69	0	1534.33	0	0	0.92	1538.41
Electric Instantaneous Hot Water System (HWS_App)	4.27	18.95	1200.46	0	0	0.01	-0.29	1223.41
Refrigeration, Residential Well Ventilated Fridge Recess	11	54.85	0	699.86	0	0	0.54	766.24
Water Use and Treatment (eTool Turbo)	0	0	0	0	605.45	0	0	605.45
Ducted System Air Source Heat Pump for Heating, Average Efficiency (COP/EER 3.27), R410a Refrigerant	0.37	4.9	407.84	0	0	0	-0.03	413.09
Ducted System Air Source Heat Pump for Cooling, higher efficiency (COP/EER 3.8), R410a Refrigerant	0.37	4.9	348.79	0	0	0	-0.03	354.03
Cooking, Res Electric Oven Induction Stove	-49.1	-196.32	411.71	0	0	-0.01	21.33	187.62
LED Residential Lighting (High Efficiency - 110lm/watt)	1.33	8.16	130.46	0	0	0	0.1	140.05
Standard 1st Bathroom - WC/Shower-bath/Basin/WallTiles	75.31	52.07	0	0	0	0.03	2.42	129.83
Windows, Residential Aluminium Single Glaze, fly screen	43.2	44.21	0	0	0	0.02	-1.56	85.86
Bottom 5 Impact Templates								
Wall, External, Masonry, double brick 90-50-90 insulated with foundations and finishes	-2386.48	-318.94	0	0	0	397.84	81.61	-2225.97
Upper Floors - Concrete Slab, 172mm, 40MPa, 3.8% reo (m2)	-5829.7	0	0	0	0	3255.04	343.78	-2230.88
Solar PV System Residential - Zone 3 (Perth Sydney etc)	99.81	186.43	-1683.05	0	0	-8.22	-1493.81	-2898.86
Kitchen Medium sized (incl Equipment)	-6973.71	-3035.73	0	0	0	3643.01	754.54	-5611.9
Roof - TimberTruss/SteelSheeting/25°Pitch	-27137.36	-1995.85	0	0	0	13372.76	1460.13	-14300.32

7 Scenarios Summary Tables

7.1 Proposed Design Scenarios Summary

Table 11: While modelling the Proposed Design the following scenarios were modelled.

	Scenario	GWP	ODP	AP	EP	POCP	ADPE	ADPF	GWP B
●	<Improved Design>								
●	RIBA Phase 4 – Technical Design 1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
●	RIBA Phase 4 – Technical Design 2	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
●	<Proposed Design>								

● Strategies included in Proposed Design ● Strategies not included in Proposed Design

8 Low Impact Strategies

The following low impact design strategies were modelled in the LCA study to determine the relative benefits and aid the design decision making process.

The relative saving of each progressed recommendation against the Benchmark is provided in the following tables for each strategy. Further information regarding each strategy is also provided regarding motivation and logistical constraints.

8.1 Proposed Design Strategies

The following low impact strategies are included in the Proposed Design.

Design Strategy Performance	GWP	ODP	AP	EP	POCP	ADPE	ADPF	GWP B
<Improved Design>								
RIBA Phase 4 – Technical Design 1	0.00 %	0.00 %	0.00 %	0.00 %	0.00 %	0.00 %	0.00 %	0.00 %
RIBA Phase 4 – Technical Design 2	0.00 %	0.00 %	0.00 %	0.00 %	0.00 %	0.00 %	0.00 %	0.00 %
<Proposed Design>								

Table 12: Design Strategies in Proposed Design

8.1.1 RIBA Phase 4 – Technical Design 1

% Changes Against the Benchmark

Design Strategy Performance	GWP	ODP	AP	EP	POCP	ADPE	ADPF	GWP B
RIBA Phase 4 – Technical Design 1	0.00 %	0.00 %	0.00 %	0.00 %	0.00 %	0.00 %	0.00 %	0.00 %

Table 13: Impact savings (or increases) associated with the RIBA Phase 4 – Technical Design 1 as a percentage of the Proposed Design.

RapidLCA automated phase

8.1.2 RIBA Phase 4 – Technical Design 2

% Changes Against the Benchmark

Design Strategy Performance	GWP	ODP	AP	EP	POCP	ADPE	ADPF	GWP B
RIBA Phase 4 – Technical Design 2	0.00 %	0.00 %	0.00 %	0.00 %	0.00 %	0.00 %	0.00 %	0.00 %

Table 14: Impact savings (or increases) associated with the RIBA Phase 4 – Technical Design 2 as a percentage of the Proposed Design.

RapidLCA automated phase

9 Conclusion

The report shows that the Proposed Design has lower Global Warming Potential Total, GWP impact than the Benchmark Design. The **Non-integrated Energy (B6+)** GWP Impacts are the most dominant life cycle module in the Proposed Design Design followed by the **Product Stage (A1A3)** and then **Replacement (B4)**.

Further analysis reveals:

- The **Superstructure** is the highest impact construction category,
- **Domestic Water Heating** is the highest operational impact by demand category,
- The **Electricity** is this highest impact operational impact by supply source,
- **Glazing | Windows | Aluminium Framed | No Thermal Break | Single Glaze | Domestic 50% Opening** is the highest impact material category,
- **Electrical Equipment, Small with transport and tradestaff, Electricity** is the highest people and equipment impact

2 strategies were modelled in the Proposed Design, the **RIBA Phase 4 – Technical Design 1** strategy had the highest saving followed by **RIBA Phase 4 – Technical Design 2** . See full LCA report for details of other environmental strategies.

In addition to GWP, other indicators were included in the study, the results of which are summerised below.

The Proposed Design shows an expected performance improvement against the Benchmark Design for 6 indicators:

- 54.23% **saving** in GWP impacts
- NaN% **increase** in ODP impacts
- 30.2% **saving** in AP impacts
- 14.42% **saving** in EP impacts
- 33.45% **saving** in POCP impacts
- 20.31% **saving** in ADPE impacts
- 55.23% **saving** in ADPF impacts
- 53.29% **saving** in GWP B impacts

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Appendix A: Environmental Indicators Description

Global Warming Potential Total, GWP

Anthropogenic global warming is caused by an increase of greenhouse gasses (GHG) in the earth's atmosphere. These gasses reflect some of the heat radiated from the earth's surface that would normally escape into space back to the surface of the earth. Overtime this warms the earth. Common GHGs include CO2, N2O, CH4 and volatile organic compounds (VOCs). Global Warming Potential Total (GWP) is expressed in equivalent GHGs released, usually in kgCO2e.
Global Warming Potential Total (GWP) = GWP Fossil + GWP Biogenic + GWP LULUC.

Ozone Depletion Potential, ODP

Ozone is formed and depleted naturally in the earth's stratosphere (between 15-40 km above the earth's surface). Halocarbon compounds are persistent synthetic halogen containing organic molecules that can reach the stratosphere leading to more rapid depletion of the ozone. As the ozone in the stratosphere is reduced more of the ultraviolet rays in sunlight can reach the earth's surface where they can cause skin cancer and reduced crop yields. Ozone Depletion Potential (ODP) is expressed in equivalent ozone depleting gasses (normally kgCFC11e).

Acidification Potential for Soil and Water, AP

Acidification is a consequence of acids (and other compounds which can be transformed into acids) being emitted to the atmosphere and subsequently deposited in surface soils and water. Increased acidity can result in negative consequences for flora and fauna in addition to increased corrosion of manmade structures (buildings vehicles etc.). Acidification Potential (AP) is an indicator of such damage and is usually measured in kgSO₂e

Eutrophication potential, EP

Over enrichment of aquatic ecosystems with nutrients leading to increased production of plankton, algae and higher aquatic plants leading to a deterioration of the water quality and a reduction in the value and/or the utilisation of the aquatic ecosystem. Eutrophication is primarily caused by surplus nitrogen and phosphorus. Sources of nutrients include agriculture (fertilisers and manure), aquaculture, municipal wastewater, and nitrogen oxide emissions from fossil fuel combustion.

Photochemical Ozone Creation Potential, POCP

Photochemical Ozone Creation Potential (POCP), commonly known as smog, is toxic to humans in high concentration. Although ozone is protective in the stratosphere at low levels it is problematic from both a health and nuisance perspective. Plant growth is also effected through damaged leaf surfaces and reduced photosynthesis. POCP is formed when sunlight and heat react with Volatile Organic Compounds (VOCs).

Abiotic Depletion Potential - Elements, ADPE

Abiotic Resource Depletion of energy (ADPM) is a measure of the extraction and consumption of primary resources from the earth. Such exploitation reduces resources available to future generations and as such must be managed.

Abiotic Depletion Potential - Fossil Fuels, ADPF

Abiotic Resource Depletion of energy (ARDE) is a measure of the extraction and consumption of non-renewable energy sources (primarily fossil fuels, but also inclusive of other energy sources such as uranium). Primary energy content of non-renewable energy sources including the embodied energy to extract, process and deliver the non renewable fuels, or manufacture, transport and install the renewable generator. Hence there is usually and non-renewable energy content associated with renewable fuels also.

Global Warming Potential Biogenic, GWP B

This indicator accounts for GWP from removals of CO2 into biomass from all sources except native forests, as transfer of carbon, sequestered by living biomass, from nature into the product system declared as GWP-biogenic. This indicator also accounts for GWP from transfer of any biogenic carbon from previous product systems into the product system under study. This indicator also covers biogenic emissions to air from biomass from all sources except native forests due to oxidation or degradation (e.g. combustion, solid waste disposal) as well as all transfer of biogenic carbon from biomass from all sources except native forests into subsequent product systems in the form of biogenic CO2.

APPLICATION FORM

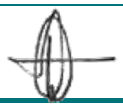
CITY OF VINCENT
RECEIVED
8 March 2024

Development Application - Urban Design Study

As part of the accompanying material for an application for development approval pursuant to Schedule 2, Part 8, Clause 63 of the Planning and Development (Local Planning Schemes) Regulations 2015, an urban design study is required for all developments visible from the public realm.

The urban design study is to be provided as drawings, 3D studies, and diagrams that interpret the development site's context into opportunities and constraints to generate early design parameters. The elements of the urban design study are based on Appendix 1 – Design Principles of the Built Form Policy.

Applicant Details

Name:	Daniel Cassettai		
Address:	7/405 Oxford Street		
Suburb:	Mt Hawthorn	Postcode:	6016
Email Address:	dan@dcdesign.com.au		
Phone Number:	9201 9993		
Applicant Signature			

Prepared by

Name:	Daniel Cassettai		
Address:	7/405 Oxford Street		
Suburb:	Mt Hawthorn	Postcode:	6016
Email Address:	dan@dcdesign.com.au		
Phone Number:	9201 9993		
Applicant Signature			

Property Details

Lot Number	4 & 8		
Address:	293 & 295 Oxford Street		
Suburb:	Leederville	Postcode:	6007

Urban Design Study:

Please outline how each of the following elements have been addressed and attach any relevant or supporting photos, images, diagrams or drawings where applicable.

Description	Applicant comment
Context & Character *Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.*	
Demonstrate how you have reviewed the natural environment including topography, local flora and fauna.	The site has an approximate 2m slope running east to west (front to rear), over 40m. As a result, the development gradually steps down in response to the topography of the site. Existing vegetation on the lot consists of trees, light shrubs, and grass. Whilst the possibility of retaining the existing vegetation was not deemed viable, the design seeks to implement a landscaping strategy that reorientates and maximises its presentation towards the streetscape and internal driveway.
Demonstrate consideration of the site's streetscape character.	The Oxford Street Activity Corridor has a mixed and varied streetscape in terms of style and presentation. A range of single and double storey dwellings are present, alongside pockets of multi-dwelling developments ranging in height from 3 to 4 storeys. This mix of established and newer developments presents a unique streetscape character, whereby a 'commercial' feel is present towards the northern and southern extents of the activity corridor, whilst the central area has a distinct residential flavor. On-street parking is available along most of the street, alongside cycling lanes. Pedestrian footpaths are located on both sides of the street.
Demonstrate review of the built and natural environment of the local context to a radium of 400m – 1000m.	The established residential developments present on either side of the site have deeper setbacks from the street, and predominantly have front facing gardens with fences. Whilst these are typically single storey, there are also examples of double storey group-dwelling buildings along the street, particularly with newer developments. These newer developments include commercial, multi-dwelling and commercial premises with contemporary designs. There is a prevalence of small to medium sized trees along the streetscape, located on both public land and within the enclosed front gardens of established homes.
Demonstrate how the site's context and character influenced the development. Consider the following: • History of the local area; • Heritage listed buildings in the area; • High quality contemporary buildings in the area; • Materials, textures, patterns from high quality heritage / character as well as contemporary buildings in the area; and • Movement patterns / laneways.	Our design proposal seeks to balance the predominantly residential character of the street with the future aspirations of the Activity Corridor by presenting a contemporary design that takes material and built form cues from both. The contemporary design of the development along clean horizontal and vertical lines incorporates a dominant mix of rendered walls and large glass openings. Red brick, with a raw and rough finish, are used as feature elements that tie into the predominant material palette of established homes along the street. The development is also setback from the street to allow for front gardens with landscaping and small-medium sized trees. Consideration is also given to pedestrian and vehicle safety due to the adjacent footpath and on-street parking. The site has been amalgamated to ensure a single, central crossover, as opposed to two. This circulation spine allows vehicle and pedestrian access to the townhouses.
Landscape quality *Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.*	
Demonstrate review of the existing landscaping of the site and the street including mature trees, species and natural features	Oxford Street is lined with mature trees, with single dwellings typically having street facing gardens enclosed by a front fence. These fences include a mix of low a high walls, both solid and permeable. Whilst established homes typically have trees visible from the street, newer commercial, grouped and mutli dwelling developments do not.
Demonstrate how the landscape quality of the streetscape and surrounding context has been incorporated into the building and landscape design.	Our design proposes lush gardens between the built form and Oxford Street, with small to medium trees. Planters have been used to create a layered, terrace, effect for visual interest along the street. In keeping with the some of the established homes along the street, portions of the gardens fronting Oxford Street are enclosed with fences – permeable and solid – to ensure an adequate level of privacy between the pedestrian side walk and on-street parking.

Description	Applicant comment
Built Form & Scale *Good design provides development with massing and height that is appropriate to its setting and successfully negotiates between existing built form and the intended future character of the local area.*	
What is the building massing and height of the streetscape? How has this been incorporated into the design?	Whilst there is a dominance of established residential dwellings along the street which are typically single storey, there are also examples of double storey grouped-dwellings, particularly with newer developments. Alongside these buildings are pockets of multi-dwelling developments ranging in height from 3 to 4 storeys.
How does the development respond and contribute to the built form and scale of the streetscape?	Our proposal is a two-storey development that is in keeping with predominantly single and double storey dwellings found along the immediate context of the site. This provides a transition between established homes and the future aspirations of the activity corridor. A generous setback to the street has also been provided to reduce the impact of bulk and scale to the street and in keeping with the residential built form in the area.
Demonstrate how the development encourages an activated and vibrant streetscape environment.	The central driveway acts a view corridor for the inner townhouses that gradually transitions from a public to semi-private space. As a result, all courtyards and gardens have been designed to internally face the central driveway to ensure direct views of the street. The front facing gardens have been designed with permeable and open fencing to promote passive surveillance. This creates interaction between public and private spaces that foster interaction between the street and active outdoor areas, whilst still maintaining privacy for residents. Landscaping and a mixed material palette also create visual interest and vibrancy to the building's façade.
Functionality & Build Quality *Good design meets the needs of users efficiently and effectively, balancing functional requirements to deliver optimum benefit and performing well over the full life-cycle.*	
Demonstrate how the proposed design complements the use of the building.	Generous ground floor living spaces have been designed to allow occupants to live with a strong visual connection between indoor and outdoor active spaces. Sleeping and living areas have been separated between floors to ensure privacy and so that they can be conditioned independently from each other. Bin and service courtyards have been separated from the main courtyards to maximise the amenity of outdoor living spaces.
Sustainability *Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes.*	
Demonstrate how the building performance has been optimised using suitable orientation and layout of internal spaces.	Living spaces have been designed with openings spaced to ensure crossflow ventilation. Fans to bedrooms are also proposed, alongside solar PV systems, to minimise operational energy loads.
Amenity *Good design optimises internal and external amenity for occupants, visitors and neighbours, contributing to living and working environments that are comfortable and productive.*	
Demonstrate how the development optimises amenity for occupants, adjoining neighbours and onlookers	All townhouses are provided with sleeved, double parking, accessed from a central driveway. Ground floor living areas tie directly into the courtyards, which in turn benefit from views onto either the street or central mews driveway, which have been landscaped to provide a softer outlook. Openings are designed to ensure visual privacy of neighboring properties are maintained. Despite this, most bedrooms have been designed with clear, open views, overlooking courtyard tree canopies and green spaces.
Legibility *Good design results in buildings and places that are legible, with clear connections and memorable elements to help people find their way around.*	
Demonstrate how the design allow users and visitors to navigate through the development.	All entry's into the townhouses are visible from the central driveway and easily accessible from the street. Canopies ensure adequate cover and protection from the elements, and clearly define and identity the entry's for visitors. This is also aided by the change in floor material finishes.
Safety *Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use.*	
Demonstrate how the layout of buildings on site provides safe and high level of amenity for residents.	Consideration is also given to pedestrian safety, with the site amalgamated to ensure a single, central crossover, as opposed to two. This circulation spine allows vehicle and pedestrian access to the townhouses. Street facing townhouses have been designed with a mix of solid and permeable materials to balance street surveillance and privacy from pedestrians and on-street parking. All courtyards and gardens to the remaining townhouses have been designed to internally face the central driveway, ensuring passive surveillance. This is further increased by the design of large openings to the upper floor bedrooms overlooking the driveways. Entries to the townhouses are visually open not concealed from view.

Description	Applicant comment
Community *Good design responds to local community needs as well as the wider social context, providing buildings and spaces that support a diverse range of people and facilitate social interaction.*	
Demonstrate how the development contributes to a sense of community, encouraging social engagement and enabling stronger communities.	The design benefits from a contemporary material palette with large expanses of glazing, combined with street level elements such as fencing, landscaping and planters. The layering of these forms and materials creates a visually engaging façade that ties into the existing streetscape. Orientating outdoor living areas externally towards the driveway and street allows for outside entertainment and socialising, whereby interaction with neighbouring residents are encouraged.
Aesthetics *Good design is the product of a skilled, judicious design process that results in attractive and inviting buildings and places that engage the senses.*	
Demonstrate how the surrounding context and character has been incorporated into the design of the development.	Our proposal is a two-storey development that is in keeping with predominantly single and double storey dwellings found along the immediate context of the site. Clean horizontal and vertical lines have been incorporated into the design, with mix of rendered walls and large glass openings. Red brick, with a raw and rough finish, are used as feature elements that tie into the predominant material palette of established homes along the street. In keeping with the some of the established homes along the street, portions of the gardens fronting Oxford Street are enclosed with fences.

Please complete all sections of this application and send to **mail@vincent.wa.gov.au** along with all relevant attachments. Alternatively, you can submit your application in person at our **Administration Centre (244 Vincent Street, Leederville)** or post to **PO Box 82, Leederville, 6902**.

Summary of Submissions:

The table below summarise the comments received during the advertising period, together with Administration's response to each comment.

Comments Received in Objection:	Administration Comment:
General Concerns regarding the impact that the construction of the proposed development with have on adjoining, older and fragile properties. Request that a dilapidation report be prepared and signed by adjoining properties prior the construction of the development.	Structural integrity and works that may affect adjoining land are matters dealt with under the *Building Act 2012* and is not a consideration dealt with at the development application stage. It is the responsibility of the builder for the effective management of construction works and to ensure that this is undertaken in the interest of nearby residents and properties. The City's Policy No. 7.5.23 – Construction Management Plans does not require the builder to prepare dilapidation reports in this circumstance. The applicant has however agreed to complete dilapidation reports before and after construction for the northern and southern adjoining properties.
Solar Access • Concerns regarding the proposed overshadowing, and subsequent reduced solar access, negatively impacting the adjoining southern property. Concerns relate to the overshadowing over green areas (such as areas used to grow produce) and active habitable spaces (outdoor living areas) of the adjoining property. • Concerns regarding the proposed overshadowing resulting in a reduced solar access, reducing the viability of solar panels on the adjoining southern property.	Following the provision of community consultation the applicant amended plans that that reduced the extent of overshadowing to meet the deemed-to-comply standards of the R Codes. The reduction of overshadowing was achieved through a reduced finished floor level, cutting of the roof eaves and modification of the roof pitch and overhang. The proposed overshadowing was reduced to 50%, therefore resolving the overshadowing departure. As overshadowing satisfies the deemed-to-comply provisions of the R-Codes, the City does not have discretion to require further modifications to this aspect of the proposed development.
Boundary Walls Concerns regarding the proposed length of boundary wall been excessive, resulting in a feeling on encroachment, a loss of solar access, loss of ventilation, increased overlooking, loss of privacy, loss of street character and likely loss of financial value of the impacted adjoining dwellings.	Following the provision of community consultation the applicant provided amended plans to reduce the proposed extent of boundary wall via the reduction of boundary wall length. The amended plans also included the incorporation of a minimum 3m x 3m recess between sections of boundary walls. As such, the amended plans now meet the deemed-to-comply standards relevant to boundary walls under the R Codes. As the boundary walls satisfy the deemed-to-comply provisions of the R-Codes, the City does not have discretion to require further modifications to this aspect of the proposed development.
Visitor Parking Concerns regarding the proposed development lack of a visitor parking bay whilst increasing the capacity of occupants from 5 bedrooms (between Nos. 293 & 295 Oxford) to 18 bedrooms. This would result in a reduced availability of street parking and an increasing need for visitor parking bays.	The proposed visitor parking shortfall of one bay is appropriate due to the availability of off-site car parking, sufficient on-site resident parking that exceeds the standard requirements and the addition of one on-street parking bay to Oxford Street through the removal of a redundant crossover. Furthermore, due to the proposals location on Oxford Street, alternative transport options are considered, with the site being in proximity to high frequency bus and train routes.

Summary of Submissions:

The table below summarise the comments received during the initial advertising period (9 April 2024 to 22 April 2024) of the proposal, together with the Applicant's response to each comment.

Comments Received in Objection:	Applicant's Comment:
General • Concerns regarding the impact that the construction of the proposed development with have on adjoining, older and fragile properties. Request that a dilapidation report be prepared and signed by adjoining properties prior the construction of the development.	• Applicant will undertake Dilapidation surveys on 291 and 297 Oxford Street Leederville.
Solar Access • Concerns regarding the proposed overshadowing, and subsequent reduced solar access, negatively impacting the adjoining southern property. Concerns relate to the overshadowing over green areas (such as areas used to grow produce) and active habitable spaces (outdoor living areas) of the adjoining property. • Concerns regarding the proposed overshadowing resulting in a reduced solar access, reducing the viability of solar panels on the adjoining southern property.	• Overshadowing from our development now compliant, we have made necessary adjustments to comply with overshadowing provisions of the R-Codes. • Most of the overshadowing will be caused by the existing tree on the adjacent site.
Boundary Walls • Concerns regarding the proposed length of boundary wall been excessive, resulting in a feeling on encroachment, a loss of solar access, loss of ventilation, increased overlooking, loss of privacy, loss of street character and likely loss of financial value of the impacted adjoining dwellings.	• The length of the boundary walls have been reduced to comply with the boundary wall provisions of the R-Codes. There will be minimal impact to the neighbouring properties caused by our proposed boundary walls.
Visitor Parking • Concerns regarding the proposed development lack of a visitor parking bay whilst increasing the capacity of occupants from 5 bedrooms (between 293 & 295 Oxford) to 18 bedrooms. This would result in a reduced availability of street parking and an increasing need for visitor parking bays.	• Applicant will be removing one crossover from the two lots to be amalgamated and the city has confirmed that this can create a new Street Bay adding to City's parking, the Applicant will pay for these works. By ensuring all townhouses have 2 car bays each, the applicant believes this will alleviate the need for the residents to take up street parking if any were only granted a single bay. This part of Oxford Street has adequate street parking for visitors, and the proposed development is low-medium density, not high-density apartments with single car bays per dwelling.

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. **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.**

3. **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.**

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. **This is 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.**

6. **The applicant is responsible for ensuring that all lot boundaries as shown on the approved plans are correct.**

7. **NO verge trees shall be removed. The verge trees shall be RETAINED and PROTECTED from any damage including unauthorised pruning.**

8. **An Infrastructure Protection Bond together with a non-refundable inspection fee shall be lodged with the City by the applicant, prior to the 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.**

9. **The movement of all path users, with or without disabilities, within the road reserve, shall not be impeded in any way during the course of the building works. This area shall be maintained in a safe and trafficable condition and a continuous path of travel (minimum width 1.5 metres) shall be maintained for all users at all times during construction works. Permits are required for placement of any material within the road reserve.**

10. **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.**

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

Determination Advice Notes:

12. **All new crossovers to lots are subject to a separate application to be approved by the City. All new crossovers shall be constructed in accordance with the City's Standard Crossover Specifications, which specify that the portion of the existing footpath traversing the proposed crossover (subject to the Footpath being in good condition as determined by the Infrastructure and Environment Services Directorate), must be retained. The proposed crossover levels shall match into the existing footpath levels. Should the footpath not 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.**

13. **Under Section 90 of the *Water Services Act 2012*, Water Corporation requires a separate approval for the proposed works (Minor Plan/Works). Approval can be obtained by submitting an application via https://www.watercorporation.com.au/Developing-and-building/Working-near-assets/Approval-for-works.**

14. **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.**

15. **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 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.**

16. **The applicant is advised to liaise with the City's Parks Department regarding the pruning and trimming of the Ficus tree on the adjoining southern lot. The City's Parks Department can provide on-site assistance during the pruning of the tree to ensure its retention and ongoing viability.**

5.2 NOS. 41-43 (LOTS: 18 AND 701; DP: 302447 AND P: 1874) ANGOVE STREET, NORTH PERTH - ALTERATIONS AND ADDITIONS TO SERVICE STATION

Ward: North

Attachments:

1. Location and Consultation Plan
2. Proposed Plans
3. Applicant Cover Letters
4. March 2002 Approval
5. Summary of Submissions - Administration Response
6. Design Review Panel Minutes

RECOMMENDATION:

That Council:

1. In accordance with the provisions of the City of Vincent Local Planning Scheme No. 2 (LPS2) and the Metropolitan Region Scheme, REFUSES the application for Alterations and Additions to Service Station at Nos. 41-43 (Lot: 18; and 701; Plan: DP: 302447 and P: 1874) Angove Street, North Perth, in accordance with the plans provided in Attachment 2, for the following reasons:

    1. Pursuant to Clause 67(2)(b) of the *Planning and Development (Local Planning Schemes) Regulations 2015* the development would be contrary to the principles of orderly and proper planning. This is because it has not been demonstrated that the proposal would have any pre-existing use rights either as a non-conforming use or that it would be consistent with any previous development approval.

        Without having any use rights the proposed works would facilitate the subject site functioning and operating as a Service Station which is a prohibited 'X' use pursuant to Clause 18 of LPS2.

        The use would not be capable of approval and would be contrary to the aims, objectives and provisions of LPS2 in accordance with Clause 67(2)(a) of the *Planning and Development (Local Planning Schemes) Regulations 2015*. These include:

        a) The aims of LPS2 as set out in Clause 9;

        b) The District Centre zone objectives as set out in Clause 16, and

        c) The provisions including the Zoning Table, Interpreting the Zoning Table, and Non-Conforming Uses as set out in Clauses 17, 18 and 22 respectively;

    2. Pursuant to Clauses 67(2)(g), 67(2)(m), and 67(2)(zc) of the *Planning and Development (Local Planning Schemes) Regulations 2015* the proposal would be inconsistent with the objectives of the City's Policy No. 7.1.1 – Built Form Policy and incompatible with its setting in considering the advice from the City's Design Review Panel . This is because:

        a) The extent and location of proposed landscaping would be inadequate to offset the visual impacts associated with the extent of hardstand areas on the street frontages. The landscaping would not provide for adequate tree planting to make and effective and demonstrated contribution towards the City's green canopy or reduce the impact of the urban heat island effect (Clause 1.5 – Tree Canopy and Deep Soil Areas and Clause 1.15 – Landscape Design);

b) The proposed modifications would not provide for an appropriate landscape design to enhance the amenity of the streetscape or the provision of shade, and the colours, materials and finishes proposed to the existing building, roof and fuel canopy, would be inconsistent with the desired future character streetscape of Angove Street.

The proposed modifications to the existing building would not adequately provide for passive surveillance or activation of Woodville Street. This is because the proposed window is located above eye level for staff and customers within the building and for pedestrians, and would not express the internal building function and would be inconsistent with the desired streetscape character of Woodville Street (Clause 1.7 – Public Domain Interface, Clause 1.13 – Façade Design, and Clause 1.14 – Roof Design); and

3. Having regard to Reasons 1 and 2 and the matters of Clause 67(2) of the *Planning and Development (Local Planning Schemes) Regulations* 2015, the application has not demonstrated that the proposal:

a) Would not have an adverse impact on the amenity of the locality, including from noise (Clause 67(2(n));

b) Would provide for the adequate provision of landscaping (Clause 67(2)(p));

c) Would not have an adverse risk to human health or impact on the community (Clauses 67(2)(r) and (x)); and

d) Would provide for adequate vehicle manoeuvring on-site and would not adversely impact on the flow or safety of traffic on the surrounding road network including pedestrian safety (Clauses 67(2)(s)(ii) and (t)); and

2. INSTRUCTS Administration to write to:

- **The Department of Water & Environmental Regulation in accordance with Clause 11 of the *Contaminated Sites Act 2003* and Clause 6 of the *Contaminated Sites Regulations 2006* in relation to the contamination status of the site; and**

- **The Department of Energy, Mines, Industry Regulation & Safety in accordance with Clause 63 of the *Dangerous Goods Safety (Storage and Handling of Non-Explosives) Regulations 2007* in relation to the decommissioning of existing storage tanks.**

The purpose of this is to:

(a) Advise that to the best of the City's knowledge fuel tanks are still underground on the subject site. The fuel tanks have the potential to be leaking and causing site contamination which would impact on the health and welfare of the community;

(b) Reiterate that the site is located prominently within the North Perth town centre area with high volumes of pedestrians and is In close proximity to sensitive uses including residential homes, cafes/restaurants and shops, and the North Perth Primary School;

(c) Request an investigation into the current contamination status of the site and condition of the fuel tanks, that the ongoing risk presented by this issue is addressed by the land owner as required by the applicable legislation, and for any required remediation to be undertaken in accordance with the relevant standards and requirements; and

(d) Request that the City be advised at the commencement of the investigation, updated as the investigation progresses, and notified of the outcome and findings at the completion of the investigation.

EXECUTIVE SUMMARY:

The subject site is located on the corner of Angove Street and Woodville Street. The subject site and the surrounding properties that face Angove Street are zoned District Centre under the City's Local Planning Scheme No. 2 (LPS2), and are within the Town Centre built form area under the City's Policy No. 7.1.1 – Built Form (Built Form Policy).

Angove Street consists of a mix of apartments, retail, commercial, and food and beverage uses. Residential properties located to the south are separated by an existing right of way (ROW) and front Woodville Street. North Perth Primary School and Casson House are located 20 metres and 50 metres from the subject site, respectively.

The subject site currently contains existing buildings which have previously been used as a Service Station.

A Service Station has previously operated from the site from the 1960's.

The subject site last received development approval from the City in March 2002, when Council approved a change of use from Service Station to Service Station and Vehicle Sales Premises. The approval at this time was under the City's operative Town Planning Scheme No. 1 (TPS1).

TPS1 was replaced by the current LPS2 in May 2018.

The Service Station use on the subject site ceased and in December 2021 fencing was erected around the boundaries of the site. The site has not been in use since.

In May 2023 the-then Metro Inner North Joint Development Assessment Panel (JDAP) refused a development application for an expanded Service Station on the subject site and adjoining property at No. 45 Angove Street. This refusal was as per the City's recommendation and included a number of reasons relating to the incompatibility of the use in this location and its associated off-site impacts. This refusal is the subject of an ongoing State Administrative Tribunal (SAT) appeal.

In February 2024 LPS2 was amended to make the Service Station land use a prohibited use in various zones including the District Centre zone. This prohibition of the use applies to the subject site, with it zoned District Centre under LPS2.

The subject application was lodged in August 2023 and proposes refurbishment works to the existing building and fuel canopy structure to enable a Service Station to recommence operations based on the previous approval from 2002.

The application has been assessed against the local planning framework. This includes the *Planning and Development (Local Planning Schemes) Regulations 2015,* LPS2 and the Built Form Policy.

Administration recommends that the application should be refused.

The 2002 approval would have allowed for a Service Station to operate from the subject site if it was undertaken in strict accordance with those approved plans and conditions of approval.

But the proposed works as part of this application would not be in strict accordance with the 2002 approval and would change the activities that would be carried out on site. This means that would be a fundamentally different proposal to the previous approval and so could not rely on this previous approval to operate a Service Station.

These changes to the previous approval, as well as the use of the subject site for a Service Station having ceased and then the site fenced off in December 2021, would also mean that the use does not enjoy non-conforming use rights under LPS2. These rights would otherwise provide protection for existing uses to continue to operate in accordance with previous approvals where they become a prohibited use under an amended planning scheme.

The applicant is seeking approval as part of the application for 'works' only and has not applied for approval for the 'use'. This is because the applicant contends that the use is consistent with the previous approval but has not provided information to demonstrate of existing use rights.

The *Planning and Development (Local Planning Schemes) Regulations 2015* (LPS Regulations) requires the application to be determined based on what it seeks approval for ('works' only). Given that it has not been demonstrated that there are existing use rights, the proposal would be inconsistent with the principle of orderly and proper planning. This is because the proposed works would facilitate the subject site to be used as a new Service Station and different to the 2002 approval. This would be a prohibited use and prohibited uses are not capable of approval under LPS2.

It has also not been demonstrated that off-site amenity impacts related to traffic, safety, noise, and public health would otherwise be acceptable for the new Service Station that is being proposed.

The proposed works would also be inconsistent with the objectives of the Built Form Policy and would be incompatible with its setting. This is because the building would remove existing openings and present blank and unarticulated facades to the ROW and Woodville Street with no passive surveillance, and would incorporate colours, finishes and materials that are inconsistent with the desired streetscape. The development would provide for inadequate landscaping to contribute towards tree canopy and to reduce the impact of the amount of hardstand areas and heat island effect.

DELEGATION TO DETERMINE APPLICATIONS:

This application is being referred to Council for determination in accordance with the City's Register of Delegations, Authorisations and Appointments.

This is because the delegation to Administration to determine applications does not extend to applications for development approval that receive more than five objections during the community consultation period.

The proposed application received 255 objections during the community consultation period.

PROPOSAL:

The subject site is located at Nos. 41-43 Angove Street, North Perth, as shown on the location plan included as **Attachment 1**.

The application seeks approval for alterations and additions to the existing building on the subject site that was previously used as a Service Station.

The extent of the works proposed includes the following:

- New shopfront works to north elevation, including painting and cladding of exterior walls, new entry doors and new shopfront windows in place of existing roller doors.
- Replacement of the cladding of the existing fuel canopy.
- Fill in existing roller door on eastern elevation adjacent to Woodville Street and provide a new window in this location.
- Painting of the existing walls and roof.
- Replacement of fuel bowsers and underground fuel tanks.
- Installation of a new 2.1 metre high refuse enclosure.
- Installation of new landscaping areas.

Although signage is indicated the applicant has advised that this is not part of the application. The application does not propose any modifications to the existing vehicle access points or change to the number of fuel bowsers.

The proposed plans are included as **Attachment 2**.

The application that has been submitted by the applicant seeks approval for these works only. The applicant's cover letters are included as **Attachment 3**. These include the initial over letter submitted when the application was lodged, as well as additional cover letters submitted in response to requests for additional information by Administration.

The applicant's cover letter dated 3 May 2024 outlines that *"the premise of this application is to undertake exterior works and improvements to the building (and fuel infrastructure) to enable the existing service station use to continue."*

Clause 68(1) of the LPS Regulations sets out that local government is to determine an application for development approval that has been submitted by an applicant.

This means that Council is required to determine what has been applied for and that is stated in the application.

Administration's comments on the matters that are within the scope of the application are set out further in the Comments section of this report.

BACKGROUND:

Landowner:	OTR 208 Pty Ltd
Applicant:	Hidding Urban Planning
Client:	OTR 208 Pty Ltd
Date of Application:	15 August 2023
Zoning:	MRS: Urban LPS2: Zone: District Centre R Code: N/A
Built Form Area:	Town Centre
Existing Land Use:	Service Station
Proposed Use Class:	Service Station
Lot Area:	Lot 18 – 267.9m² Lot 701 – 221.3m² Total – 489.2m²
Right of Way (ROW):	4 metres wide
Heritage List:	No

Site Context

Subject Site and Previous Use

The subject site is bound by Angove Street to the north, Woodville Street to the east, and a 4 metre wide ROW to the south. An existing single storey Single House is located on No. 45 Angove Street directly to the west of the subject site. This building is current vacant.

The subject site consists of the former Wesco Service Station at Nos. 41-43 Angove Street. Based on Landgate mapping, this building has existed since at least 1953.

The building has been vacant since at least December 2021 and the subject site is currently fenced off. This fencing was installed along the Woodville Street and Angove Street frontages between October and December 2021. **Figure 1** below provides images of the fencing and current site condition.

Figure 1 – Existing Site Conditions – Angove Street (L) and Woodville Street (R)

Further background on the planning approval history of the site is provided below.

Surrounding Context

The immediate surrounding context of the subject site consists of:

- An existing four storey mixed us development at No. 1 Albert Street is located to the west of the subject site. This development comprises of six non-residential uses tenancies and 13 apartments. A single storey Single House is located at No. 15 Woodville Street on the southern side of the ROW.
- Stomp Coffee is located on the eastern side of Woodville Street at No. 39 Angove Street, and is listed on the City's Municipal Heritage Inventory (MHI) as Category B – Conservation Recommended.
- Casson House a psychiatric hostel and aged persons accommodation which is located approximately 45 metres to the south-west of the subject site and is listed on the City's MHI as Category B – Conservation Recommended.

The broader context of the locality consists of a mix of residential, mixed use and commercial uses.

Non-residential activities are generally concentrated to the east of the subject site along Angove Street. Development to the north, south and west of the subject site generally consists of residential properties.

In addition to this:

- The North Perth Primary School is located at No. 3-7 Albert Street and is approximately 20 metres to the west of the subject site;
- The Macedonian Orthodox Church of St Nikola is located at No. 69 Angove Street and is approximately 55 metres to the west of the subject site; and
- The North Perth School of Early Learning is located at No. 81 Angove Street and is approximately 155 metres to the west of the subject site.

Public Realm Environment

The surrounding public realm is a highly pedestrianised area, with footpaths located on both sides of Angove Street. These footpaths vary in width between 3 metres and 3.5 metres, and are typically provided with weather protection from pedestrian awnings which are attached to the adjoining buildings. Mature street trees and low level verge planting further contributes towards the amenity of the area.

Angove Street is sign posted as a 40km/h speed limit and features a single carriageway approximately 3.5 metres wide in each direction. On-street parking is provided on both sides of the road in the form of marked and embayment bays. Speed humps, road markings and raised pedestrian crossings contribute towards slowing traffic and encouraging safe pedestrian movement. This is further assisted by the median treatments which include raised islands and pavement marking, and provide opportunities for pedestrian refuge. The width of these medians is approximately 2.4 metres.

Approximately 10 metres to the west of the subject site is the Albert/Angove Junction which is a landscaped shared space within the road reserve. The North Perth Place Plan identifies that this could be one of the City's highest quality pedestrian environments, and is used to host a range of activities and small scale events.

At its meeting on 13 December 2022 Council resolved to approve the finalisation of a design for a median strip at the intersection of Angove Street and Woodville Street, with community consultation to be undertaken on a proposed 12 month trial of this. This modification would consist of the installation of landscaping areas and extension of median islands to prevent right turns onto Angove Street from Woodville Street. The intersection would be reduced from full access to left-in/left-out. This item is still being actioned by Administration.

Previous Approvals

The existing building on Nos. 41-43 Angove Street has been on the subject site since at least 1953. The City's records indicated that it has been used for the purposes of a Service Station since at least 1967.

The subject site formed part of the City of Perth until 1 July 1994.

City of Perth – 1960's Commencement

The City of Perth's then-Zoning By-law 64 (ZBL64) was operative in the 1960's when the subject site was established as a Service Station.

ZBL64 provided for zoning for land and permitted land uses that did not require planning approval.

ZBL64 applied to North Perth and provided for the Class 5C land use to be commenced without the need for planning approval.

The Class 5C land use was defined as *"Motor repairing and servicing shops including retailing of automotive fuel, lubricants and accessories."*

City of Perth – 1992 Approval

On 19 October 1992 the City of Perth approved a development application across the subject and adjoin site to the west. This application consisted of:

- Nos. 41-43 Angove Street – Modifications to the existing office, shop and repairs building (which included two vehicle hoists), and expansion in the number of refuelling positions from three to four. Three of these were indicated for petrol and one for kerosene;
- No. 45 Angove Street – Demolition of the existing residence, with the existing shed to be used as an extension of the repairs building. The existing canopy of the refuelling area would be extended to cover new proposed car parking bays; and
- No. 1 Albert Street – Conversion of the two existing dwellings into offices associated with the Service Station.

At the time, the expansion of the Service Station and Office components were an 'X' use within the Residential zone of the City of Perth's City Planning Scheme, which was in operation at the time and had replaced ZBL64.

Prior to determination the proposal was referred to the Minister for Planning who provided consent for the application to be approved by the City of Perth.

This development approval was not implemented.

The existing building on No. 45 Angove Street was not demolished and remains on the site. No. 1 Albert Street has since been redeveloped into a four storey mixed use development.

City of Vincent – 2002 Approval

On 12 March 2002 a development application was approved a change of use from Service Station to Service Station and Vehicle Sales Premises.

This approval included conditions which limited the number of service station working bays to a maximum of two at any one time. The operation of the Service Station included four refuelling positions as well as a vehicle servicing component. This approval is included as **Attachment 4**.

The conditions of this approval are included below:

i. Compliance with all relevant Environmental Health, Engineering and Building requirements;
ii. All stormwater produced on the subject land shall be retained on site to the satisfaction of the Town's Technical Services Division;
iii. Prior to the first commencement of the use wheel stops shall be installed in accordance with AS290.1;
iv. A maximum of five (5) vehicles shall be displayed for sale at any one time; and
v. A maximum of two service station working bays shall be operating at any one time.

The City's previous TPS1 was in operation at the time of this approval. The subject site was zoned Commercial under TPS1.

The City's LPS2 replaced TPS1 and was gazetted on 18 May 2018.

Metro Inner-Noth JDAP – 2023 Refusal

In September 2022 a planning application was lodged to redevelop the subject site and adjacent property at No. 45 Angove Street into a larger scale Service Station.

The applicant opted for this application to be determined by JDAP as it had a cost of development that exceeded $2 million.

This application included:

- Demolition of the existing Service Station and Motor Vehicle Repairs building at Nos. 41-43 Angove Street and the existing dwelling at No. 45 Angove Street;
- A total of eight refuelling positions across for fuel bowsers positions located under a solid Canopy;
- Vehicle access from Woodville Street, Angove Street and the laneway;
- A two storey Control Building fronting onto Angove Street with a retail component at the ground floor level, and an office for use by management on the mezzanine level;
- Proposed operating hours of 24 hours and seven days a week; and
- Associated signage, including a sign on the corner of Woodville and Angove Street which advertises the business operator and petrol prices.

This application received a total of 468 objections across two community consultation periods. A petition was also received by Council at its meeting on 15 November 2022 that included 326 signatories.

The JDAP refused the application at its meeting on 3 May 2023 in accordance with the City's recommendation for a number of reasons including that the proposal would:

- Be inconsistent with the objectives of the District Centre zone under LPS2 as it would have an adverse impact on amenity on the locality, would not have an active relationship with Angove Street, and would not retail, food and beverage, or entertainment uses consistent with the surrounding context;
- Be inconsistent with the principles of orderly and proper planning as it would be contrary to Amendment No. 12 to LPS2;
- Not provide for adequate access and egress or arrangements for vehicle manoeuvring, that impact on traffic flow and safety would be appropriate, or that there would not be an adverse risk to the health of the community;
- Be inconsistent with the City's Policy No. 7.1.1 – Built Form (Built Form Policy) in relation to setbacks, landscaping, public realm interface and vehicle access; and
- Be inconsistent with broader state planning policies, as well as the City's Local Planning Policy – Signs and Advertising (Signage Policy), Local Planning Policy – Non-Residential Parking, and Policy No. 7.5.21 – Sound Attenuation (Sound Attenuation Policy).

A copy of the minutes from this meeting are available here.

State Administrative Tribunal Review – JDAP Refusal

On 31 May 2023 the City received notification that the applicant had lodged an application for a review of the JDAP refusal with the SAT.

This matter is between the applicant and the JDAP. The City has been invited to attend SAT proceedings as the responsible authority for preparing the recommendation to the JDAP.

The matter is currently the subject of mediation between the parties. The SAT mediation process is confidential.

Since the application for review was lodged the matter has progressed to two mediation sessions on 4 July 2023 and 6 May 2024. The matter is currently listed for further mediation on 2 September 2024.

Timeline of Assessment of Current Application

The below provides a timeline of the assessment of the proposal for information:

Date	Action
15 August 2023	Application formally lodged with City.
29 September 2023	Administration provided update to applicant including advice on community consultation requirements and delegation to determine application.
18 October 2023	Administration provided its first request for information to the applicant. This included addressing matters related to the extent of works into the adjoining property at No 45 Angove Street, demonstrating consistency with existing approval, and matters resulting from the assessment against City's Policy No. 7.1.1 – Built Form (Built Form Policy).
19 February 2024	Administration received amended plans in response to first request for information. The applicant advised this has been provided in December 2023 but the City's records did not indicate this.
3 April 2024	Administration provided its second request for information to the applicant. This included addressing matters that would likely arise from community consultation.
10 May 2024	Applicant provided a second cover letter in response to Administration's second request for information.
31 May 2024	Administration advised on arrangements by applicant to commence community consultation.
4 July 2024 & 18 July 2024	Administration provided Design Review Panel (DRP) Chair comments, summary of submissions and requests for clarification on servicing arrangements to applicant in third request for information.
30 July 2024	Applicant provided amended plans in response to DRP Chair feedback. At the time of preparing this report, the applicant has not provided a response to the summary of submissions or clarification on servicing arrangements.

Applicable Planning Framework

Subject Site Zoning

The subject site is zoned Urban under the Metropolitan Region Scheme and District Centre under the City's LPS2.

The surrounding properties fronting Angove Street are also zoned District Centre, including the immediately adjacent property to the west. The properties to the south of the subject site are zoned Residential R60.

Clause 32(1) of LPS2 applies to District Centre zoned land, and does not permit Consulting Rooms, Multiple Dwellings, Medical Centre or Office land uses on the ground floor.

Amendment No. 12 to LPS2

At its meeting on 13 December 2022 Council initiated Amendment No. 12 to LPS2.

Amendment 12 proposed to reclassify the permissibility of the Service Station land use from being an 'A' use within the Mixed Use zone and a 'D' use in the Local Centre, District Centre, and Regional Centre zones, to being an 'X' use. An 'X' use is prohibited and is not capable of being approved.

Following community consultation Council subsequently supported Amendment No. 12 at its meeting on 16 May 2023 and forwarded it on to the Western Australian Planning Commission (WAPC).

The amendment was then supported by the WAPC and approved by the Minister for Planning. Amendment No. 12 was published in the Government Gazette and came into effect on 27 February 2024.

Relevant to the subject site, the effect of Amendment No. 12 is that a new Service Station land use would be a prohibited land use and would not be capable of approval.

An existing Service Station that has a current planning approval would retain non-conforming use rights and are allowed to continue operating in accordance with that approval.

Built Form Policy

The subject site is located within the Town Centre area of the City's Built Form Policy and has a permitted building height standard of four storeys.

The surrounding properties fronting Angove Street are also within the Town Centre area and have a building height standard of four storeys. This includes the immediately adjacent property to the west. The properties to the south of the subject site are located within the Residential built form area and have a building height standard of three storeys.

DETAILS:

Summary Assessment

The table below summarises the planning assessment of the proposal against the provisions of LPS2 and the Built Form Policy.

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.

Elements of the existing building that are not changing as a result of the proposal do not require Council's consideration.

Planning Element	As Existing / Acceptable Outcome Met	Discretion Required
Street Setbacks	✓	
Side & Rear Setbacks	✓	
Building Height/Storeys	✓	
Overshadowing	✓	
Tree Canopy & Deep Soil Areas		✓
Public Domain Interface		✓
Pedestrian Access & Entries	✓	
Vehicle Access	✓	
Universal Design		✓
Façade Design		✓
Roof Design		✓
Environmentally Sustainable Design		✓
Car and Bicycle Parking	✓	

The above elements of the proposal do not meet the specified land use standards, acceptable outcomes and policy requirements are discussed in the Comments section.

Local Planning Scheme No. 2

In considering the appropriateness of the use, Council is to have due regard to the objectives of the relevant zone. The objectives of the District Centre zone are as follows:

- *To provide a community focus point for people, services, employment and leisure that are highly accessible and do not expand into or adversely impact on adjoining residential areas.*
- *To encourage high quality, pedestrian-friendly, street-orientated development that responds to and enhances the key elements of each District Centre, and to develop areas for public interaction.*
- *To ensure levels of activity, accessibility and diversity of uses and density is sufficient to sustain public transport and enable casual surveillance of public spaces.*
- *To ensure development design incorporates sustainability principles, with particular regard to waste management and recycling and including but not limited to solar passive design, energy efficiency and water conservation.*
- *To ensure the provision of a wide range of different types of residential accommodation, including affordable, social and special needs, high density residential and tourist accommodation, to meet the diverse needs of the community.*
- *To provide a broad range of employment opportunities to encourage diversity and self-sufficiency within the Centre.*

- *To encourage the retention and promotion of uses including but not limited to specialty shopping, restaurants, cafes and entertainment.*
- *To ensure that the City's District Centres are developed with due regard to State Planning Policy 4.2 - Activity Centres for Perth and Peel.*

The District Centre zone objectives are one matter to which Council is to give due regard in the consideration of this application under the LPS Regulations. Other relevant matters to be given due regard are set out below.

LPS Regulations

In accordance with Clause 67(2) of the Deemed Provisions of the LPS Regulations to the development application, Council is to have due regard to a range of matters to the extent that these are relevant to the development application.

Each matter listed in Clause 67(2) that requires consideration, along with Administration's comment on the matter is provided in the table below.

Clause 67 – Matters to be Considered	
Matter	**Administration Comment**
(a) The aims and provisions of this Scheme and any other local planning scheme operating within the Scheme area	Refer to Comment Section.
(b) The requirements of orderly and proper planning including any proposed local planning scheme or amendment to this Scheme that has been advertised under the *Planning and Development (Local Planning Schemes) Regulations 2015* or any other proposed planning instrument that the local government is seriously considering adopting or approving	Refer to Comment section.
(c) Any approved State planning policy	State Planning Policy 4.2 – Activity Centres for Perth and Peel and State Planning Policy 7.0 – Design of the Built Environment are relevant to the proposal. The proposed development would broadly be inconsistent with these because it would result in a built form that has minimal landscaping proposed to soften the impact from existing vehicle access points and hardstand areas, and building upgrades would not reflect the surrounding context or desired setting of the District Centre. It is noted that the WAPC's State Planning Policy 4.1 – Industrial interface (SPP 4.1) does not apply to this proposal. This is because SPP 4.1 applies to industrial land and industrial land uses. The subject site is zoned District Centre, and the proposed land use is defined as 'Service Station' under the LPS Regulations and not 'Industry'. SPP 4.1 does not specify that it applies to Service Station proposals.

Matter	Administration Comment
(fa) Any local planning strategy for this Scheme endorsed by the Commission	The City's Local Planning Strategy was endorsed by the WAPC on 8 November 2016. The subject site is within a Medium Density Mixed Use area, and adjacent to the North Perth Town Centre. The Local Planning Strategy identified the needs to redefine the district centre zonings to create new Activity/Town Centres. This informed the subject site being rezoned for Commercial under TPS1 to District Centre under LPS2. The proposed development would broadly be inconsistent with the Retail & Commerce, Urban Design, Character & Heritage. And Traffic & Transport principles. This is because the off-site impacts have not been demonstrated and the built form does not respond to the desired context of Angove Street.
(g) Any local planning policy for the Scheme area	Administration is not satisfied that the proposal would be consistent with the local housing objectives of the Built Form Policy, or would be compatible with its setting. Refer to Comment section.
(m) The compatibility of the development with its setting including – (i) The compatibility of the development with the desired future character of its setting. (ii) The relationship of the development on adjoining land or on other land in the locality including, but not limited to, the likely effect of the height, bulk, scale, orientation and appearance of the development.	
(n) The amenity of the locality including the following – (i) environmental impacts of the development; (ii) the character of the locality; (iii) social impacts of the development.	Administration is not satisfied that the proposal has demonstrated that would be no adverse amenity impacts on the surrounding locality. Refer to (r), (s), (t) and (x) below.
(p) Whether adequate provision has been made for the landscaping of the land to which the application relates and whether any trees or other vegetation on the land should be preserved	Refer to Comment section.

Matter	Administration Comment
(r) The suitability of the land for the development taking into account the possible risk to human health or safety	The EPA Guidance Statement 3 recommends a separation distance of 200 metres between Service Stations and sensitive land uses to avoid conflicts between incompatible land uses. This is a guidance document but is not a policy prepared under planning legislation and does not carry any statutory weight as a planning policy in the determination of development applications. There would be 11 sensitive uses within 200 metres of the subject site. This would include a mix of residential, food and beverage and entertainment premises, retail, commercial, and medical, consulting and personal services. Within this distance would be the North Perth Primary School, Casson House, Macedonian Orthodox Church. North Perth School of Early Learning, North Perth Town Hall and Playgroup WA. The application indicates V1 vapor recovery systems would be provided to the new bowsers and new underground fuel tanks and vents installed. Notwithstanding this it has not demonstrated that it would not adversely impact on the risk to the health and safety of community.
(s) The adequacy of – (i) the proposed means of access to and egress from the site; and (ii) arrangements for the loading, unloading, manoeuvring and parking of vehicles	Access to the subject is as existing from Woodville Street and Angove Street. The application proposes five car parking bays that would be used by staff/customers but has not confirmed the allocation. Service Station's are vehicle-based and the impacts of vehicle movements associated with the development have not been adequately assessed in the context of the desire to provide a safe environment for traffic and pedestrians. The subject site has direct interface to the residential area along Woodville Street and its proximity to the North Perth Primary School.
(t) The amount of traffic likely to be generated by the development, particularly in relation to the capacity of the road system in the locality and the probable effect on traffic flow and safety	
(u) the availability and adequacy for the development of the following – (i) public transport services; (ii) public utility services; (iii) storage, management and collection of waste; (iv) access for pedestrians and cyclists (including end of trip storage, toilet and shower facilities); (v) access by older people and people with disability.	The development provides for a refuse enclosure along the western boundary of the subject site. The City does not offer a commercial waste service, and the operator would need to engage a contractor to undertake this service. These arrangements have not been provided by the applicant. It is noted that the enclosure would be required to be in accordance with the City's *Health Local Law* 2004. This would include the bin enclosure having a roof and facilities to be regularly washed down to prevent odours.
(w) the history of the site where the development is to be located	Refer to Comment section
(x) The impact of the development on the community as a whole notwithstanding the impact of the development on particular individuals	Refer to (r) above.
(y) Any submissions received on the application	Administration received 263 submissions during the community consultation, including 255 objections. The key matters raised in the submissions are set out in the Consultation/Advertising section of this report and in the summary of submissions included as **Attachment 5** along with Administration's comments.

(za) The comments or submissions received from any authority consulted under clause 66	Submissions were received from agencies including the Department of Water & Environmental Regulation (DWER), Department of Energy, Mines, Industry Regulation & Safety (DMIRS), and Department of Health (DoH). These are considered in the Consultation/Advertising section of this report.
(zc) Any advice of the Design Review Panel	The City received advice from the DRP Chair on the proposal which is included as **Attachment 6**. Refer to the Consultation/Advertising and Comment sections of this report. The DRP Chair is not supportive of the proposal in its current form and Administration's comments are included as part of the Officer Comment.

Detailed Assessment

The acceptable outcome assessment of the elements that requires the discretion of Council is as follows:

Tree Canopy & Deep Soil Areas and Landscape Design	
Acceptable Outcomes	**Proposal**
Built Form Policy: Volume 3, Clause 1.5 <u>Deep Soil</u> 12 percent of site area. <u>Planting Areas</u> 3 precent of site area. <u>Canopy Coverage</u> 80 precent of the lot boundary setback area at ground level shall be provided as canopy coverage at maturity. **Built Form Policy: Volume 3, Clause 1.15** <u>Submission of Landscaping Plan</u> Submission of a landscape plan prepared by a registered landscape architect. This is to include a species list and irrigation plan.	<u>Deep Soil</u> 0.4 percent (2.1 square metres). <u>Planting Areas</u> As per deep soil <u>Canopy Coverage</u> No landscaping plan provided to confirm planting species or the amount of canopy coverage. <u>Submission of Landscaping Plan</u> No landscaping plan provided.
Visual Privacy	
Acceptable Outcome	**Proposal**
Built Form Policy: Vol 3, Clause 1.6 No acceptable outcome. Element objective assessment required.	Refer to Officer Comments.
Public Domain Interface	
Acceptable Outcome	**Proposal**
Built Form Policy: Vol 3, Clause 1.7 Bins are not located within the primary street setback or in locations visible from the primary street.	Refuse collection enclosure located on western boundary and is visible from public realm.

Universal Design	
Acceptable Outcome	**Proposal**
Built Form Policy: Vol 3, Clause 1.12 No acceptable outcome. Element objective assessment required.	Refer to Officer Comments.
Façade Design	
Acceptable Outcomes	**Proposal**
Built Form Policy: Volume 3, Clause 1.13 Commercial development which fronts the public realm shall provide active frontages including glazing, openings and operable windows to ensure activity, interaction and surveillance of the street. Development shall identify key design elements in the local area and streetscape through an Urban Design Study and integrate and acknowledge these design elements whilst avoiding the use of faux materials. Commercial Building facades visible from the public realm shall: a) Incorporate a variety of materials, colours, textures and depths; b) Not present a blank, monotonous, repetitious or dominant building treatment; c) Incorporate architectural or functional elements integrated into the façade, rather than cosmetic or superficial attachments to the building; d) Incorporate vertical articulation by using tall and narrow façade treatments; Where provided, doorways shall have a depth between 0.5 metres and 1.5 metres to clearly articulate entrances to commercial buildings and tenancies.	New window to Woodville Street frontage of the building is proposed to replace the existing roller door. This window is 2.3 metres above the ground level and would not contribute towards interaction or surveillance of the secondary street. No Urban Design Study proposed to support the proposed façade modifications. The proposed façade treatments consist of weatherboard cladding and painted render in monument grey. The modifications to the Woodville Street and ROW frontage remove existing articulation to these facades, with the proposed cosmetic treatments being blank and monotonous. No vertical articulation treatments are provided for. The new doorway has a width of 0.4 metres.
Environmentally Sustainable Design	
Acceptable Outcomes	**Proposal**
Built Form Policy: Volume 3, Clause 1.17 Submission of an Environmentally Sustainable Design (ESD) assessment that demonstrates the development could achieve a 5 star Green Star Rating.	An ESD Assessment has not been provided.

Roof Design	
Deemed-to-Comply Provision	**Proposal**
Built Form Policy: Volume 3, Clause 1.14 Flat roof structures that are not visible from the street or adjacent properties shall have a maximum solar absorptance rating of 0.4. Pitched roof structures or roof structures that are visible from the street or adjacent properties shall have a maximum solar absorptance rating of 0.5, unless a suitable alternative is identified in the Urban Design Study.	'Monument' proposed to flat roof and gable roof has a solar absorptance of 0.73. No Urban Design Study provided.

The above elements of the proposal do not meet the specified acceptable outcomes and is discussed in the Comments section below.

CONSULTATION/ADVERTISING:

Community Consultation

Community consultation was undertaken in accordance with the *Planning and Development (Local Planning Schemes) Regulations 2015* and the City's Community and Stakeholder Engagement Policy for a period of 21 days between 11 June 2024 and 1 July 2024. The method of consultation included a notice on the City's website and in the local newspaper, a sign on-site to the Angove Street and Woodville Street frontage and 607 letters mailed to the owners and occupiers of the properties within a 200 metre radius of the subject site as shown in **Attachment 1**.

The community consultation undertaken by Administration exceeded the minimum standards identified in the Community and Stakeholder Engagement Policy due to the high levels of community interest demonstrated during previous applications on the subject site. This was as follows:

- 21 days of community consultation instead of 14 days;
- A 200 metre radius for letters instead of to adjoining and adjacent properties; and
- An email notification to the submitters of the previous application that was refused by the JDAP in 2023.

A total of 263 submissions were received during the advertising period. This included seven in support, 255 objecting to the proposal, and one expressing concern but neither in support or objection.

The key concerns raised in the consultation period are summarised below.

- The subject site has not been used as a Service Station for a number of years and would be of a different scale and intensity to how it used to operate. Because of this it should not be considered as a non-conforming use.
- The Service Station land use is not permitted within the District Centre zone and the proposal is inconsistent with the City's LPS2.
- The proposed external modifications to the building/s would be inconsistent with the existing and desired character of Angove Street.
- The proposal does not provide adequate landscaping to contribute towards canopy coverage.
- The proposal has not included any information to address concerns about its impact on the area. This includes noise impacts from 24/7 operation, an increase in vehicle traffic on surrounding roads, and the impact on the health of the community from emissions noting the proximity to sensitive uses including residential properties, the Angove Street main street, North Perth Primary School and Casson House.

A summary of submissions received during consultation, along with Administration's response to the submissions is provided in **Attachment 5**. At the time of this report being prepared the applicant has not provided a response to summary of submissions.

Amended plans were submitted to the City on 30 July 2024 following the community consultation period. The key changes made are summarised as follows:

- The existing window to the ROW frontage that was previously shown to be removed is now to be retained and replaced;
- A new window is proposed to the Woodville Street frontage in place of the existing roller door that is to be removed. The new window has a height of 2.3 metres from the ground level; and
- A 'softer grey' is proposed to the ROW and a portion of the Woodville Street facades, although is still noted as 'monument' grey.

The final set of development plans to be considered by Council are included within **Attachment 2**.

In accordance with the City's Community and Stakeholder Engagement Policy, the plans were not readvertised. This is because the amended plans reduced/removed deemed-to-comply departures and do not propose new or greater departures to the deemed-to-comply standards. Previous submitters have been notified of the changes made to the plans following community consultation.

Agency Referrals

Department of Water & Environmental Regulation

The application was referred to DWER for comments as it is responsible for administering and enforcing the *Contaminated Sites Act 2003* and *Contaminated Sites Regulations 2006*.

This was because although the subject site is not listed as a known contaminated site on DWER's Contaminated Sites Database but it is known to contain existing underground fuel storage tanks and fuel bowsers.

DWER advised that it had no objection to the proposal and had no further comments.

DWER's Assessment and Management of Contaminated Sites Guidelines identify that services stations are a potentially contaminating activity, and it is the responsibility of the applicant and/or land owner to confirm the contamination status of the site.

Department of Energy, Mines, Industry Regulation & Safety

The proposal was referred to DMIRS for comments as it would result in the sale of fuel which is classified as a dangerous good under the Australian Dangerous Goods Code.

DMIRS advised that it had no comments on the development and noted that the previous dangerous goods licence for the subject site has ceased.

DMIRS are responsible for administering the *Dangerous Goods Safety (Storage and Handling of Non-explosives) Regulations 2007*. These include requirements related to the decommissioning and removal of the existing underground fuel tanks, and the installation of new underground fuel tanks.

These works would be required to receive necessary permits under this legislation, satisfy the relevant Australian Standards and be carried out by qualified and experienced specialists.

The fuel bowsers related to the previous operation of the Service Station have been removed from the subject site. While it has not been confirmed Administration understands that the underground fuel tanks have not been removed and remain on the subject site.

DMIRS are also responsible for investigating any fuel incidents, including leaks from underground fuel tanks.

Department of Health

The proposal was referred to DoH for comments as a number of submissions were received raising concerns about the potential public health impacts on the community from the operation of a Service Station on the subject site.

In its advice DoH advised that:

- While it is noted that the application is for the refurbishment of a derelict Service Station, it is not supportive of the non-conforming use because it is adjacent to existing residential and commercial uses.
- It supports the recommendations of the Environmental Protection Authority (EPA) Guidance Statement 3 – Separation Distances between Industrial and Sensitive Uses (Guidance Statement 3). This recommends default buffer distances of between 50 metres and 100 metres dependant on hours of operation due to there potentially being significant noise, dust, odour and public health risks arising.
- The previous use involving the storage of fuel and vehicle workshop are potentially contaminating activities. The proposed works would require excavation to remove the old fuel tanks and infrastructure which would likely disturb and remobilise any soil and/or groundwater contamination. DWER should be consulted on the requirements under the relevant legislation applicable to contaminated sites.

Design Review Panel (DRP):

Referred to DRP: Yes

Design Review Progress	
	Supported
	Pending further attention
	Not supported
	Not applicable to proposed development

	DRP Member
	Referral 1 – 17 June 2024
Principle 1 - **Context & Character**	
Principle 2 - **Landscape Quality**	
Principle 3 - **Built Form and Scale**	
Principle 4 - **Functionality & Built Quality**	
Principle 5 - **Sustainability**	
Principle 6 - **Amenity**	
Principle 7 - **Legibility**	
Principle 8 - **Safety**	
Principle 9 - **Community**	
Principle 10 - **Aesthetics**	

The application was not referred to the DRP before it was formally lodged. Following the lodgement of the application the proposal was referred to the City's DRP Char.

The DRP Chair's comments are provided in **Attachment 6**. The DRP Chair comments in relation to the outstanding principles are summarised as follows:

- Context & Character – The proposed colours and additions don't respond to the surrounding context and character and would negatively impact on this. No Urban Design Study has been provided to inform the proposal, and the removal of windows would remove streetscape activity to the ROW and Woodville Street.
- Landscape Quality – Very limited landscaping is provided, and this should be increased as one option of making a contribution to the streetscape and reducing the impact of the amount of hardstand areas on the subject site. A landscape architect should be engaged to consider opportunities to increase deep soil areas and canopy coverage consistent with the Built Form Policy.
- Functionality & Build Quality – Limited information is provided on the internal layout of the building to determine its functionality. Proposed bowsers 1 and 2 appear close to the parking bays that may also limit functionality. The replacement of the roof rather than painting would a more robust option and minimise future maintenance requirements.

- Sustainability – An ESD report should be provided to demonstrate consistency with the Built Form Policy. The ESD measures indicated s being provided are not shown on the plans and should be supported by an ESD report and be integrated into the building. Further ESD initiatives should be considered and the use of lighter roof colours would minimise heat absorbance.
- Safety – The filling in of existing openings to the ROW and Woodville Street would decrease passive surveillance. These should be reinstated, and new windows considered to increase passive surveillance from these facades.
- Community – The proposal is an underdevelopment for its town centre location and does not provide for a contribution to the community. A more sensitive adaptive re-use proposal would provide an opportunity to retain the existing character and be more in-keeping with the pedestrian-oriented town centre location.
- Aesthetics – The treatment of the existing building does not reflect its character or the broader streetscape and removes opportunities for passive surveillance of the ROW and Woodville Street.

In response to comments received from the DRP Chair, the applicant made the following changes to the proposed plans that were received by the City on 30 July 2024:

- The existing window to the ROW frontage that was previously shown to be removed is now to be retained and replaced;
- A new window is proposed to the Woodville Street frontage in place of the existing roller door that is to be removed. The new window has a height of 2.3 metres from the ground level; and
- A 'softer grey' is proposed to the ROW and a portion of the Woodville Street facades, although is still noted as 'monument' grey.

The amended plans were not referred to the DRP Chair for further comment. This is because although the reinstatement of the ROW window and the proposed window to the Woodville Street frontage would be consistent with some of the DRP Chair comments, it would not address the Context and Character and Safety principles in full.

This is because:

- An Urban Design Study has not been provided demonstrating how the colours and additions would result to the surrounding context and character; and
- The proposed window to Woodville Street would not contribute towards activity or surveillance, as it has a height of 2.3 metres above the ground level.

LEGAL/POLICY:

- *Planning and Development Act 2005;*
- *Planning and Development (Local Planning Schemes) Regulations 2015;*
- Metropolitan Region Scheme;
- City of Vincent Local Planning Strategy;
- City of Vincent Local Planning Scheme No. 2;
- Community and Stakeholder Engagement Policy;
- Policy No. 7.1.1 – Built Form Policy;
- State Planning Policy 4.2 – Activity Centres for Perth and Peel; and
- State Planning Policy 7.0 – Design of the Built Environment.

Planning and Development Act 2005

In accordance with Schedule 2, Clause 76(2) of the Planning Regulations and Part 14 of the *Planning and Development Act 2005*, the applicant would have the right to apply to the SAT for a review of Council's 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 development application.

The subject site is understood to contain underground fuel tanks that may pose health, safety, wellbeing and environmental risks.

This would not be a risk to Council when determining the new works that have been applied for as part of this development application.

However, there are broader risks associated with underground fuel tanks being present, potentially unmanaged and with its condition unknown. This is the regulatory responsibility of DWER and DMIRS under separate legislation to planning. Administration has previously referred this application to DWER and DMIRS as part of the assessment process for comment, as set out in 'Consultation/Advertising'.

The officer recommendation for this report includes a resolution for Administration to write to DWER and DMIRS. The purpose of this is to request an investigation into the current contamination status of the site and that any management of this risk and necessary remediation is undertaken in accordance with the relevant legislation and standards.

This would assist with managing and reducing existing risks that may adversely impact on the health, safety and wellbeing of the community and the environment, as well as ensure legislative compliance.

STRATEGIC IMPLICATIONS:

This is in keeping with the City's Strategic Community Plan 2022-2032:

Innovative and Accountable

Our decision-making process is consistent and transparent, and decisions are aligned to our strategic direction.

SUSTAINABILITY IMPLICATIONS:

The City has assessed the application against the environmentally sustainable design provisions of the City's Built Form Policy. These provisions are informed by the key sustainability outcomes of the City's Sustainable Environment Strategy 2019-2024, which requires new developments to demonstrate best practice in respect to reductions in energy, water and waste and improving urban greening.

PUBLIC HEALTH IMPLICATIONS:

This is in keeping with the following priority health outcomes of the City's *Public Health Plan 2020-2025:*

Reduced exposure to environmental health risks

FINANCIAL/BUDGET IMPLICATIONS:

There are no finance or budget implications from this report.

COMMENTS:

Summary Assessment

Application Scope and Assessment Considerations

The following is a summary of the scope and criteria to be considered by Council in determining the application:

- There is a 2002 approval which would allow for a Service Station to operate from the subject site where it is in strict accordance with the plans and conditions of that approval.
- This is despite LPS2 being amended in February 2024 to make this land use a prohibited use. This is because the planning framework\provides protection for existing uses to continue to be able to operate under new or amended local planning schemes that make it a prohibited use. These uses are referred to as 'non-conforming uses'.
- But any aspects of a Service Station that would not be in strict accordance with the 2002 approval requires consideration by Council through an application and development approval to be obtained.
- Council can only determine the application that has been made by the applicant.
- The applicant has applied for 'works' to the subject site and existing building. The applicant is not seeking approval for a 'use' component.

Administration Comments

In assessing the application against the planning framework, it is recommended for refusal. The following key comments are of relevance:

- There is an existing approval for a Service Station on the subject site, but the proposed works would not be in strict accordance with this. This is because the works would change the function and activities that would be carried out on-site compared to the 2002 approval. Rather than facilitating a continuation of this 2002 approval, the current application would instead be fundamentally different.
- It has not been demonstrated that there has been a continued use of the former Service Station on-site. The on-site activities ceased and perimeter fencing installed by December 2021. The Service Station would not enjoy non-conforming use rights because it has not continued in use and this period of time for discontinuance is more than 6 months.
- The proposal would not be consistent with the non-conforming use provisions in LPS2 or the 2002 approval. This would mean that development approval would be required to be obtained for a Service Station land use. This would not be possible because this land use is prohibited under LPS2.
- The applicant has not provided any information demonstrating the existing use rights for the Service Station use to operate in the configuration that has been proposed.
- The application itself does not seek approval for a 'use' component. The 'works' for which approval has been sought would be in conjunction with a prohibited land use that is not capable of approval. The proposed application would be inconsistent with the principles of orderly and proper planning because of this.
- The proposed works to the existing building and site would also be inconsistent with the objectives of the Built Form Policy. It would result in a built form outcome that does not align with the future desired character of Angove Street.

The key themes to inform these conclusions and that are addressed in Administration's assessment are:

1. A comparison between the 2002 approval and the current application to determine the inconsistencies.

2. An assessment against the principles of orderly and proper planning. This includes consideration of non-conforming use criteria and fundamental changes to the 2002 approval.

3. An assessment against the relevant Built Form Policy matters. This includes consideration of relevant element objectives.

1. Comparison between 2002 Approval and Current Application

Service Station Definition

- Previous TPS1 Definition - The 2002 approval was granted under the provisions of the City's former TPS1. Under TPS1 the definition of Service Station was as follows:

  'Service Station means any land or building used for the retail sale of petroleum products and motor vehicle accessories and for carrying out greasing, tyre repairs, minor mechanical repairs to motor vehicles but does not include a transport depot, panel beating, spray painting, major repairs or wrecking.'

- Current LPS2 Definition – The Service Station land use definition changed under the City's current LPS2 and is as follows:

  'Service Station means premises other than premises used for a transport depot, panel beating, spray painting, major repairs or wrecking that are used for –

  a) the retail sale of petroleum products, motor vehicle accessories and goods of an incidental or convenience nature; or
  b) the carrying out of greasing, tyre repairs and minor mechanical repairs to motor vehicles.'

- Key Differences – The key difference between these definitions is that the TPS1 definition does not allow for the retail sale of incidental or convenience goods. This would mean that in accordance with the 2002 approval, the current proposal would only be able to sell petrol and motor vehicle accessories from the site and not other goods.

  Neither the land use definitions nor the conditions of the 2002 approval prevented the 24 hour seven day a week operation of a Service Station.

- Applicant Intended Operations - The applicant's cover letter dated 3 May 2024 outlines that the purpose of the application is to undertake improvements to the building to enable the service station to continue operating.

  The applicant has advised that the internal area of the existing building would be used for customers to pay for fuel and to buy associated petroleum produces and motor vehicles accessories, but a future application may be pursued to operate a Convenience Store land use from the subject site that would allow for retail sales.

  It is noted that this would align with the following that is a description from the operator OTR's website:

  'OTR is much more than a convenience store or a service station. It's your go-to for hot food & baked-in-store snacks, barista-made coffee, freshly made hot dogs, sweet treats, supermarket essentials, car wash, pet wash, healthy snacking, entertaining supplies, firewood & BBQ, bagged ice, 'swap & go' LPG bottles, fishing supplies and much more. OTR is making your life easy.'

- Administration Comment – The applicant has not applied for a 'use' approval as part of their application. A comparison between the definitions highlights that there is a different scale and nature of operations that was contemplated and allowed for under TPS1 compared to LPS2.

  The activities allowed under TPS1 related to the sale of petrol or carrying out of repair works in a manner typical of 'garage' type operations.

  The LPS2 definition provides for an expanded scope of activities that would facilitate a more intensive 24/7 service station and retail outlet that OTR is typically modelled on.

  It would be possible for a lower scale Service Station operation to occur from the site consistent with the 2002 approval. But this is not what the current application proposes.

  The proposed works would facilitate the subject site operating in a different manner to what was previously approved by modifying or removing various components. This is detailed below.

Activities within Building

- 2002 Approval - Under the 2002 approval, the Service Station building was divided into different functions by internal walls. Approximately 15.1 percent of the building area was set aside for a shop and office. The remaining 84.9 percent of the building area was set aside for the mechanical workshop which included two vehicle hoists.

- Current Application – The plans that are the subject of the current application show that all of the internal walls would be removed to facilitate one 'tenancy' and back of house areas. These differences are shown below in **Figure 2**:

  In relation to this area, the applicant's cover letter dated 3 May 2024 states that:

  'In respect of the use of the internal area of the existing building, it will be utilised to allow customers to pay for their fuel and to buy associated petroleum products and motor vehicle accessories. In future, this area may be expanded to allow for a Convenience Store use, however this is not within the scope of the current application which is for upgrade works to the existing building. Whilst the internal area of the building is large, it is an existing building, so it is being utilised 'as is'.'

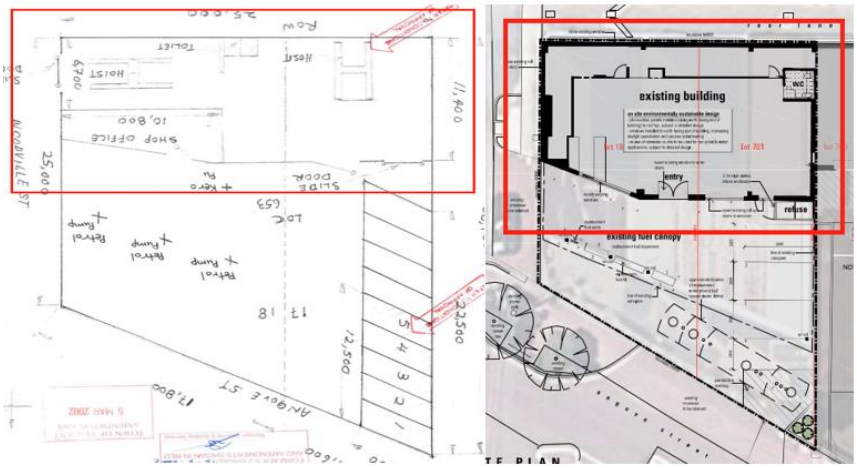


Figure 2 – Existing Building 2002 Approval and Current Application Comparison

- Administration Comment – The proposed internal activities would not be in accordance with the 2002 approval. This is because these works would change the internal function of the building by removing the mechanical workshop that previously comprised approximately 85 percent of the use of the existing building floor area.

  This means that the internal function of the existing building would require the exercise of discretion because it would be a change from the previous approval.

Activities External to Building

- 2002 Approval – The 2002 approval included a Vehicle Sales Premises component. This comprised the use of the five parking bays along the western boundary for the display of second-hand vehicles for sale. While not explicitly outlined, it is assumed that this use would also involve the use of the 'office' component of the existing building.

- Current Application - The current application retains the provision of four car bays along the western boundary and would increase the setback of these from nil to Angove Street to between 2.4 metres and 5.8 metres. These differences are shown below in **Figure 3**.

  The applicant's cover letter dated 14 August 2023 has not been updated since the application was amended to remove reference to No. 45 Angove Street. Based on this cover letter, these four bays would be utilised for a combination of staff and visitor parking.

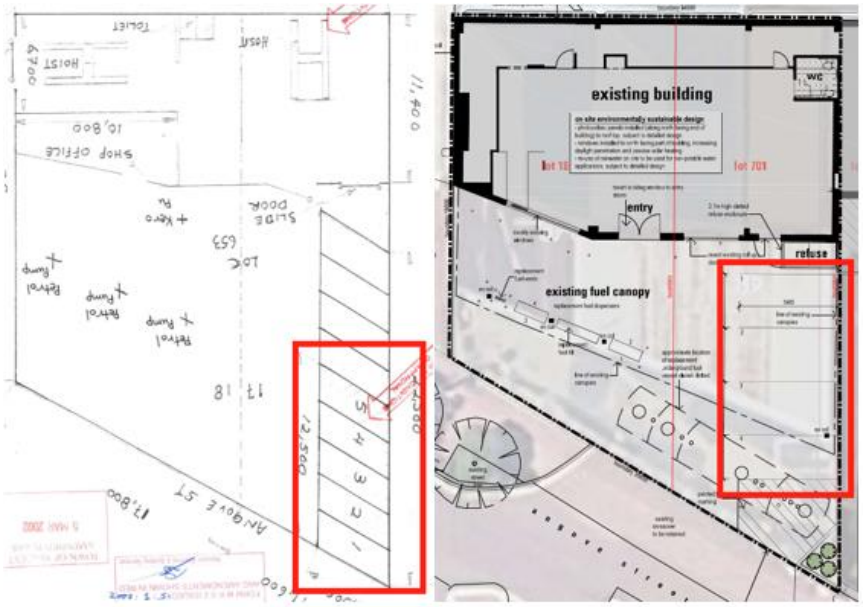


Figure 3 – External Activities 2002 Approval and Current Application Comparison

- Administration Comment – The proposed external activities would not be in accordance with the 2002 approval. This is because the use of these external bays would be by staff and/or customers of the Service Station, rather than the displaying of second-had vehicles for sale.

  This means that the external function of the subject site would require the exercise of discretion because it would be a change from the previous approval.

Fuel Canopy

- 2002 Approval – The 2002 approval provided for four bowsers, annotated as three 'Petrol' and one 'Kero' pump. While the fuel canopy is not shown on the plans, aerial imagery of the subject site indicates that these bowsers were located underneath.

- Current Application – The current application retains the existing fuel canopy, with this proposed to be fitted with replacement cladding. Four bowsers would be located under the fuel canopy. The bowsers are proposed in a line and are generally in the same location as the 2002 approval, with the exception of one bowser.

  The current application proposes to relocate the bowser that is located adjacent to the existing building to be in the same configuration as the three approved bowsers. These differences are shown below in **Figure 4**:

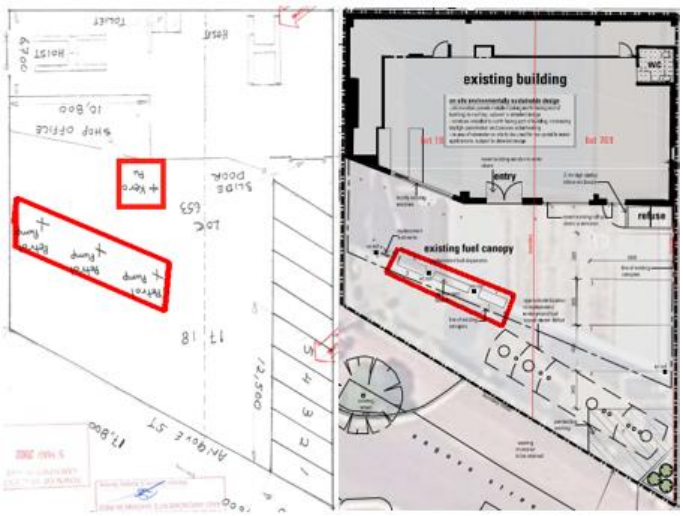


Figure 4 – Fuel Bowser Location 2002 Approval and Current Application Comparison

- Administration Comment – The changes to the fuel bowser location would not be in accordance with the 2002 approval. This is because one of the fuel bowsers would be relocated to be in a line with the other three bowsers.

  This means that the fuel bowsers on the subject site would require the exercise of discretion because it would be a change from the previous approval.

External Alterations to Building and the Site

- 2002 Approval – The current application retains the existing access points from Woodville Street and Angove Street. The 2002 approval did not provide for any on-site landscaping and did not make any reference to a bin store location.

- Current Application - The current application proposes 3.1 square metres of total landscaping in the north-western corner of the stie, and a 3.5 square metre bin store in front of the existing building along the western boundary. These are shown in **Figure 5** below.

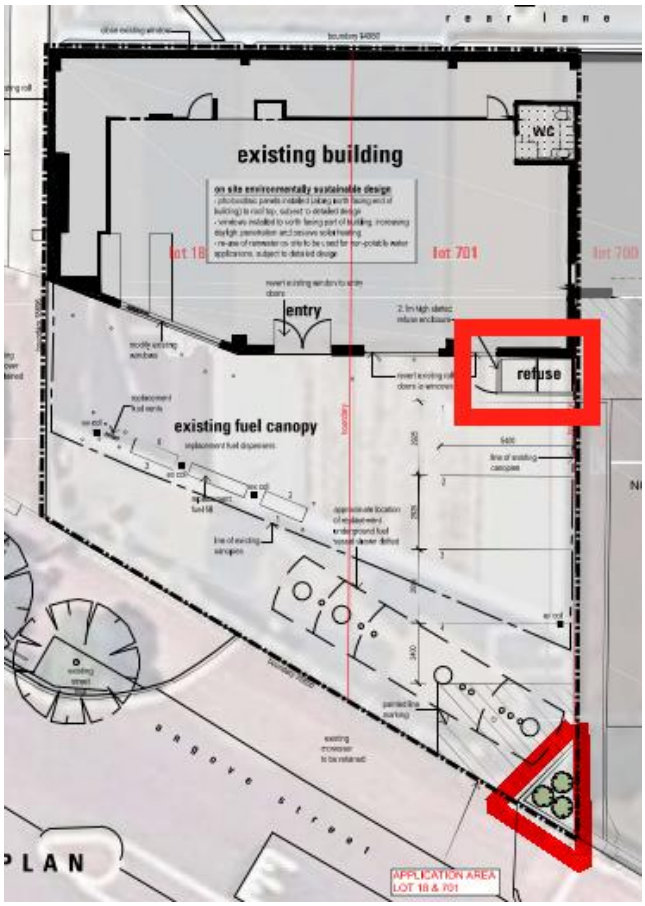


Figure 5 – Landscaping and Bin Store Location Current Application

The current application also proposes alterations to the existing building. This includes the removal of the existing roller door to Woodville Street to be replaced by a new window. Two existing windows facing Angove Street would be modified to increase the window size for one, and converting another into entry doors. Two existing roller doors are proposed to be converted to windows also.

- Administration Comment – The proposed works to the façade of the existing building, landscaping and bin store location would not be in accordance with the 2002 approval. This is because there are changes proposed to each of these elements.

  This means that the changes to the façade of the existing building, landscaping and bin store location would require the exercise of discretion because it would be a change from the previous approval.

  The existing vehicle access points are not proposed to be changed and would not require the exercise of discretion.

2. Inconsistency with Orderly and Proper Planning

Clause 67(2)(b) of the LPS Regulations requires due regard to be given to orderly and proper planning.

Orderly and proper planning requires the consideration of whether an application is consistent with the objectives of LPS2 and relevant planning policies.

Non-Conforming Use

The following is relevant when considering non-conforming uses:

- Non-Conforming Use Definition – The *Planning and Development Act 2005* defines a non-conforming use as:

  'A use of land which, though lawful immediately before the coming into operation of a planning scheme or amendment to a planning scheme, is not in conformity with a provision of that scheme which deals with a matter specified in Schedule 7 clause 6 or 7.'

- Assessment of Non-Conforming Uses - Clause 22 of LPS2 sets out the following in respect to non-confirming uses:

  1. Unless specifically provided, this Scheme does not prevent –
  a) the continued use of any land, or any structure or building on land, for the purpose for which it was being lawfully used immediately before the commencement of this Scheme; or
  b) the carrying out of development on land if –
  i) before the commencement of this Scheme, the development was lawfully approved; and
  ii) the approval has not expired or been cancelled.

  2) Subclause (1) does not apply if –
  a) the non-conforming use of the land is discontinued; and
  b) a period of 6 months, or a longer period approved by the local government, has elapsed since the discontinuance of the nonconforming use.

- Subject Site Context – In the context of this application, a Service Station use was previously approved on the subject site under former TPS1. This land use then became a prohibited use as a result of Amendment No. 12 to LPS2 in February 2024.

  Administration Comment

  Administration's comments on the non-conforming use and existing approval relevant to the subject site are provided below.

- Non-Conforming Use – For a use to be non-conforming it would need to satisfy Clause 22(1)(a) and (b) of LPS2. This is in respect to the continuation of a use, or the carrying out of development that was lawfully approved. Administration is not satisfied that either of these have been demonstrate and these are addressed as follows:

  Inactivity of Site

  Clause 22(2) of LPS2 states that non-conforming use rights would not apply if the use has been discontinued, and six months have passed since the discontinuance.

  Administration is not satisfied that there has been a continued use of the subject site.

  This is because the subject site was purchased by the current landowner in November 2021. It did not operate as a Service Station and in December 2021 perimeter fencing was erected around the property boundaries.

  This means that the Service Station land use has not operated from the subject site for approximately over three and a half years. This would exceed the six month period referred to in Clause 22(2) of LPS2.

In this period that the use has not operated, the Service Station land use has become a prohibited use on the subject site. This came into effect in February 2024 when Amendment No 12 was gazetted. This was over two years after the activities associated with the Service Station on the subject site last occurred and before the change to LPS2.

Intentions for Site

In addition to there being no operation of the approved Service Station that has continued to function from the subject site since prior to December 2021, it has not been demonstrated that there has been an intention to continue to operate the 2002 approval in this time.

This is because the original intent of the applicant was for a total redevelopment of the subject site and adjoining property to expand the Service Station. This is demonstrated by the application that was lodged in September 2022 and subsequently refused by the JDAP in May 2023. This sought the demolition of all structures on the site, removal of the vehicle sales and motor vehicle repairs components, an additional four bowsers to a total of eight bowsers, and 206 square metres of a retail floorspace.

The current application was lodged with the City on 15 August 2023 after the redevelopment proposal was refused by the JDAP. Administration is not satisfied that this 2002 approval remains in effect given the original intention to operate a larger scale Service Station from the subject site, and the time that has lapsed since the use was last undertaken.

Extent of Works

As a non-conforming use a Service Station could continue to operate from the subject site notwithstanding that this is now a prohibited use under LPS2. However to do so it would need to be strictly in accordance with a previous approval. Any change to an aspect of the previous approval would require the exercise of discretion.

The subject site had a lawful approval as a Service Station from 2002. As set out above, the current application proposes a number of modifications to the existing building and external on the site.

Administration is not satisfied that the extent of the modifications would enable the subject site to operate in a manner that is consistent with its previous approval.

This is because the changes would not be in strict accordance with the 2002 approval and when considered in their totality would result in the subject site functioning differently.

This would include the removal of the motor vehicle repairs component that comprised approximately 85 percent of the existing building, the use of external parking bays for customers/staff instead of the display of second-hand vehicles for sale, and adjustment to the site configuration for fuel bowsers, landscaping and waste collection.

The extent of these works would result in the subject site and existing buildings functioning in a different manner to that which was previously approved. This would be a substantial change and means it would not be consistent with the 2002 approval.

- Existing Approval Use Rights – For the proposal to rely on the use rights of the 2002 approval, the development would need to be in strict accordance with the previous approval. The acceptability of any change to an aspect of the previously approved development and whether it would remain consistent with this would need to be considered as to whether discretion should be exercised.

  The existing use rights for the Service Station relate to the approval that was granted under TPS1. This included various functions occurring from the subject site, including the selling of fuel, the display of second-hand vehicles for sale, and the carrying out of motor vehicle repairs.

  Administration is not satisfied that the cumulative impact of works outlined in **Figures 2 – 5** would be consistent with the 2002 approval and the continuation of this Service Station use approval.

  As set out above, the activities on the subject site had ceased and perimeter fencing installed by December 2021. Since that time the existing building and structures have deteriorated to a state where works are required to make this fit for purpose.

This includes the internal and external modifications to the building, as well as those to the fuel canopy including reinstating fuel bowsers that had been previously removed from the subject site.

The works would also result in the removal of key components that supported the previous use, including the undertaking of motor vehicle repairs and the selling of second-hand vehicles.

Considered in totality, the cumulative impact of the proposed works and the change to the function and activity of the subject site would be fundamentally different to the 2002 approval.

- Discretion to Approve Application – The proposed changes in the current application would result in a Service Station that is different to the 2002 approval and would require Council to exercise its discretion to approve it.

  An assessment of the acceptability of the works that are proposed in the current application is set out in the Inconsistency with Built Form Policy section of this report below.

  Although the application does not seek approval for a land use, the works that are proposed would result in changes to the activities and the function of the site compared to the 2002 approval. It has not been demonstrated that there are any existing use rights and the proposal does not enjoy non-conforming use rights.

  This would be inconsistent with the principles of orderly and proper planning because it would facilitate a new Service Station operating which is a prohibited 'X' use under LPS2.

- Amenity Impacts –The changes proposed as part of this application would result in a new Service Station and it has not been demonstrated that off-site amenity impacts related to traffic, noise, and public health would otherwise be acceptable. These are matters that are required to be given due regard in accordance with Clause 67(2) of the LPS Regulations.

3. Inconsistency with Built Form Policy

The LPS Regulations require due regard to be given to applicable local planning policies, the adequacy of on-site landscaping, the compatibility of the development with its setting, and the adequacy of on-site landscaping. The City's LPS2 also requires due regard to be given to DRP comments.

These matters are considered through an assessment of the proposal against the Built Form Policy as set out below.

Tree Canopy & Deep Soil Areas and Landscape Design

These elements are in relation to the proposed new landscaping area fronting Angove Street.

The proposal would not satisfy the following element objectives of the Built Form Policy in relation to tree canopy and deep soil areas, and landscape design. This is because:

- Existing Site Configuration – The Built Form Policy seeks to achieve a strong urban edge through nil setbacks to the street, which would typically restrict the ability for landscaping to be provided. The application proposes the retention of the existing building and fuel canopy which is setback from the Angove Street boundary by between 3.7 metres and 7.4 metres. This would leave an area of approximately 116 square metres of hardstand exposed.

- Deep Soil & Landscaping Areas – The development would not maximise opportunities for on-site landscaping to be provided to soften the visual impact of the hardstand areas. Hardstand areas are associated with vehicle manoeuvring, car parking and refuelling areas when viewed from Angove Street and Woodville Street. This is because the landscaping that is proposed is limited to a 2.1 square metre triangular portion in the north-western corner of the site. This would be equivalent to 1.8 percent of the exposed hardstand area and would not adequately soften the visual impact of this.

- Canopy Coverage – The applicant has not provided a landscaping plan indicating how the proposed landscaping area would be planted and whether this would include any proposed trees. Even if a tree was provided in the proposed landscaping area it would not make an adequate contribution towards the City's green canopy or to reduce the urban heat island effect. This is because there would be a lack of shade trees to offset the amount of exposed hardstand areas, with on-site landscaping areas not maximised.

- DRP Comments – The DRP Chair was not supportive of the amount of landscaping proposed, and noted that maximising opportunities for deep soil and canopy coverage consistent with the Built Form Policy would assist to address the streetscape presentation and reduce the impact of the hardstand areas.

Public Domain Interface, Façade Design & Roof Design

These elements are in relation to the modifications to the existing building, fuel canopy and roof, including the recladding, closure of openings to Woodville Street and the ROW, and new openings to the Angove Street frontage.

The proposal would not satisfy the following element objectives of the Built Form Policy in relation to public domain interface, façade design and roof design. This is because:

- Existing Streetscape Context - The existing context of Angove Street is characterised by non-residential tenancies which have active facades including traditional shop fronts, glazing and direct pedestrian access from the street. The application proposes the retention of the existing building and fuel canopy which provides limitations to achieving the desired streetscape outcome.

- Streetscape Presentation to Angove Street – The proposed new windows and doors on the Angove Street façade would make for an improved streetscape presentation compared with the existing building. The proposed plans indicate a 2.1 metre high slatted waste enclosure along the western boundary between the existing building and parking bays, however this is not reflected on the proposed elevations. As set out in the Tree Canopy & Deep Soil Areas and Landscape Design section above, the streetscape presentation is dominated by hardstand areas and does not provide for an appropriate landscape design that would enhance the amenity of the streetscape and provision of shade.

- Streetscape Presentation to Woodville Street – The proposed removal of the existing roller door and replacement with a new window would result in an improved outcome in comparison with the existing Woodville Street facade which is completely solid. However, the proposed window would not provide for an appropriate opportunity to contribute towards activity or surveillance of the streetscape. This is because the window is 2.3 metres above the ground level and would be above eye level for staff and customers within the building or for pedestrians. This would result in a lack of passive surveillance of Woodville Street and would not be consistent with the desired streetscape character.

- Local Area Character – The proposed new windows and openings to the Angove Street façade would assist with expressing the internal function of the building and providing visual interest from the public realm. The installation of new weatherboard cladding and painting of the walls and roof in monument would not be consistent with local area character.

  Administration's assessment of the character of the area is that the surrounding built form of Angove Street typically consists of painted and unpainted brick, and painted render finishes. The colour palette is typically lighter, with whites and light grey, and there are limited examples of darker grey and/or other colours. The existing building on the subject site itself is painted light brick. The proposed finishes, colours and materials to the building have not been demonstrated to be consistent with this streetscape context.

- Roof Design – The roof is proposed to be finished in monument grey to match the remainder of the building. While this would integrate the roof with the building, this would overall be inconsistent with the character of the streetscape for the reasons set out above. In particular the treatment of the gable roof would be most prominent from the street with the monument grey inconsistent with the streetscape that consists predominantly largely of lighter colours. An Urban Design Study has not been provided by the applicant to demonstrate how the finishes to the building and roof design would be consistent with the existing character.

- DRP Comments – The DRP Chair was not supportive of the proposal noting that no Urban Design Study had been provided and the building treatments do not respond to the context of Angove Street or Woodville Street.

Visual Privacy & Universal Design

This element is in relation to the modifications to the existing building.

The proposal would satisfy the following element objectives of the Built Form Policy in relation to universal access and visual privacy. This is because:

- Universal Access – There is no proposed change to the finished floor level of the existing building. An existing window would be converted to entry doors that would provide for an accessible entrance to all users.

- Visual Privacy – The application proposes to remove an existing window to the ROW which would manage the interface with the adjoining residential property to the south. The proposed new windows are to the Angove Street frontage and would impact on any residential property.

Environmentally Sustainable Design

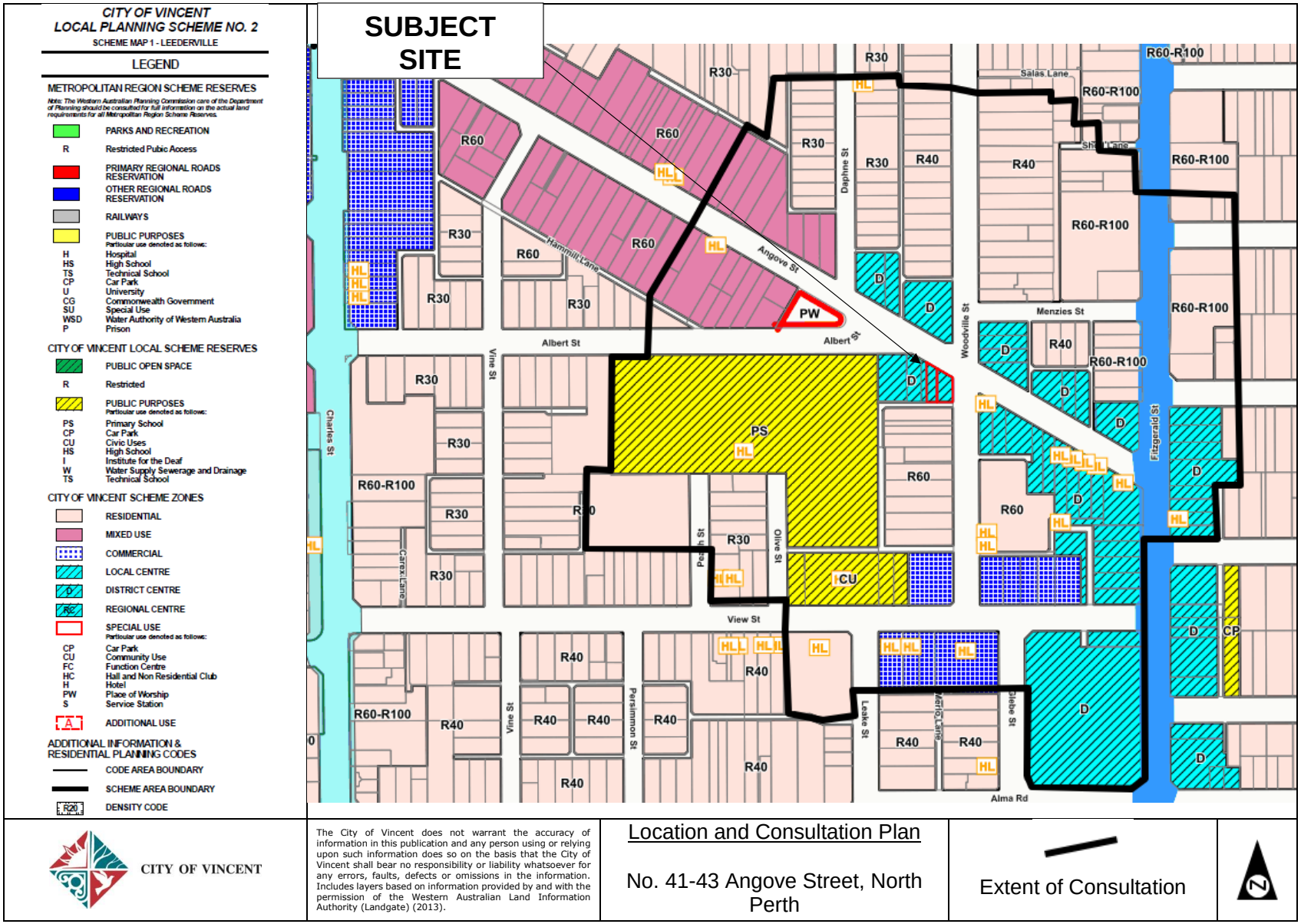
This element is in relation to the modifications to the existing building.

The proposal would satisfy the following element objectives of the Built Form Policy in relation to environmentally sustainable design. This is because:

- Re-use of Existing Building – The proposed development would utilise the existing building, with external modifications and new colours, materials and finishes to repurpose this. On balance this would have a sustainability benefit by reducing demolition and the need for new materials, and the associated embedded energy cost from the construction of a new building.

- Sustainability Initiatives – The proposed plans reference to sustainability initiatives that would be incorporated. These would include the installation of solar panels, and the re-use of rainwater on the site. These have not been shown on the plans but could be addressed through an appropriate condition. The existing fuel canopy would provide shading to the building, and the provision of new windows and doors would provide for opportunities for ventilation. The implementation of these measures would supplement the adaptive re-use of the existing building.

DRP Comments – The DRP Chair noted that the sustainability initiatives indicated were not shown on the plans and should be integrated into the building. It was noted that these measures should be supported by an ESD report, with further consideration to additional initiatives and the use of a lighter roof colour. Administration does not support the proposed roof colour as set out in the Public Domain Interface, Façade Design & Roof Design section above. On balance Administration is satisfied that the proposal would have an outcome that is consistent with the intent of the Built Form Policy.


CITY OF VINCENT
LOCAL PLANNING SCHEME NO. 2
SCHEME MAP 1 - LEEDERVILLE
LEGEND
METROPOLITAN REGION SCHEME RESERVES
PARKS AND RECREATION
R Restricted Pubic Access
PRIMARY REGIONAL ROADS RESERVATION
OTHER REGIONAL ROADS RESERVATION
RAILWAYS
PUBLIC PURPOSES
H Hospital
HS High School
TS Technical School
CP Car Park
U University
CG Commonwealth Government
SU Special Use
WSD Water Authority of Western Australia
P Prison
CITY OF VINCENT LOCAL SCHEME RESERVES
PUBLIC OPEN SPACE
R Restricted
PUBLIC PURPOSES
PS Primary School
CP Car Park
CU Civic Uses
HS High School
I Institute for the Deaf
W Water Supply Sewerage and Drainage
TS Technical School
CITY OF VINCENT SCHEME ZONES
RESIDENTIAL
MIXED USE
COMMERCIAL
LOCAL CENTRE
DISTRICT CENTRE
REGIONAL CENTRE
SPECIAL USE
CP Car Park
CU Community Use
FC Function Centre
HC Hall and Non Residential Club
H Hotel
PW Place of Worship
S Service Station
ADDITIONAL USE
ADDITIONAL INFORMATION & RESIDENTIAL PLANNING CODES
CODE AREA BOUNDARY
SCHEME AREA BOUNDARY
DENSITY CODE
SUBJECT SITE
Angove St
Albert St
Menzies St
Hammill Lane
Daphne St
Woodville St
Fitzgerald St
Charles St
Vine St
Peach St
Olive St
View St
Persimmon St
Leake St
Diebe St
Alma Rd
Salas Lane
Carrux Lane
Merlo Lane
R30
R40
R60
R60-R100
PW
PS
CU
CP
D
HL
CITY OF VINCENT
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Location and Consultation Plan
No. 41-43 Angove Street, North Perth
Extent of Consultation
N

CITY OF VINCENT

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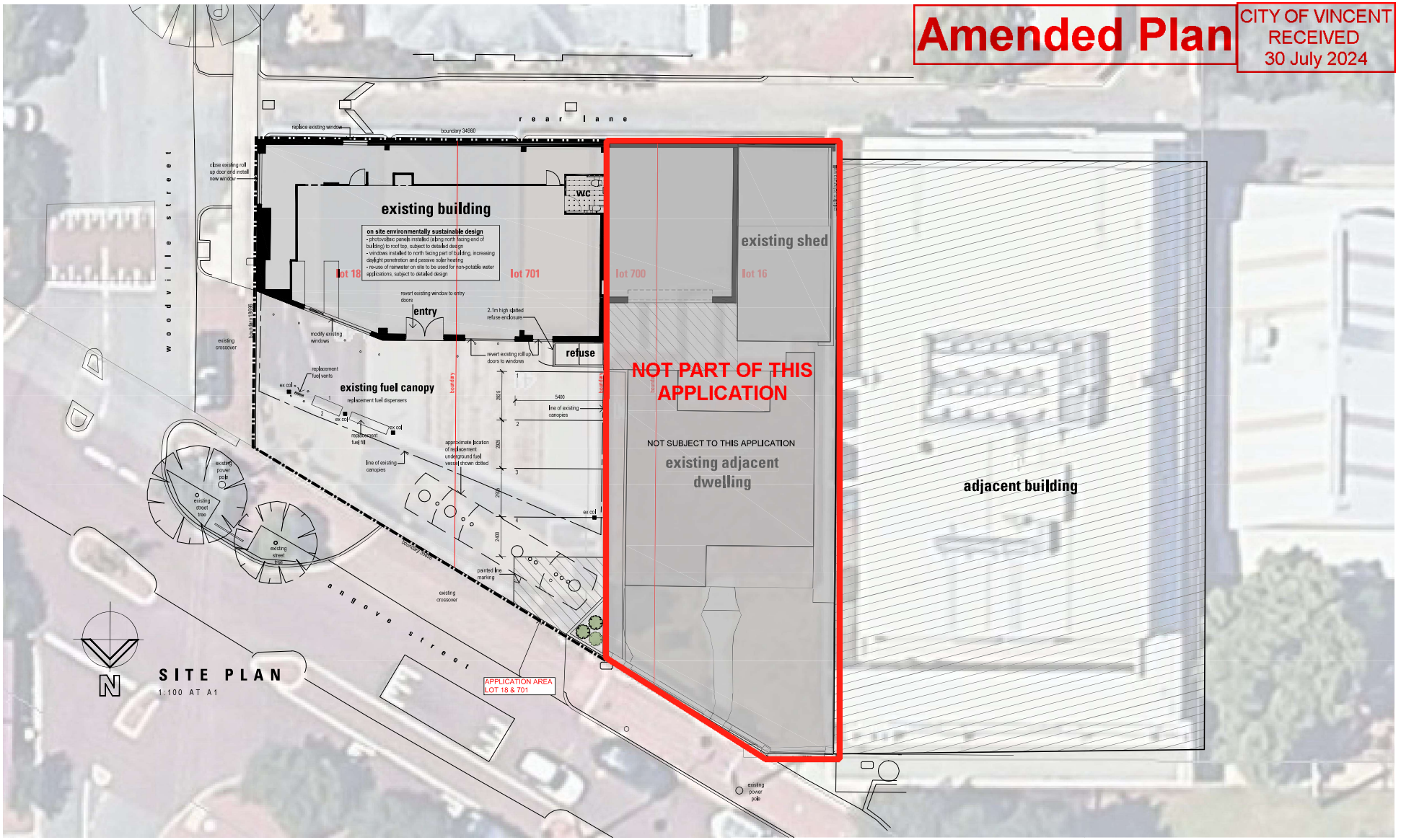
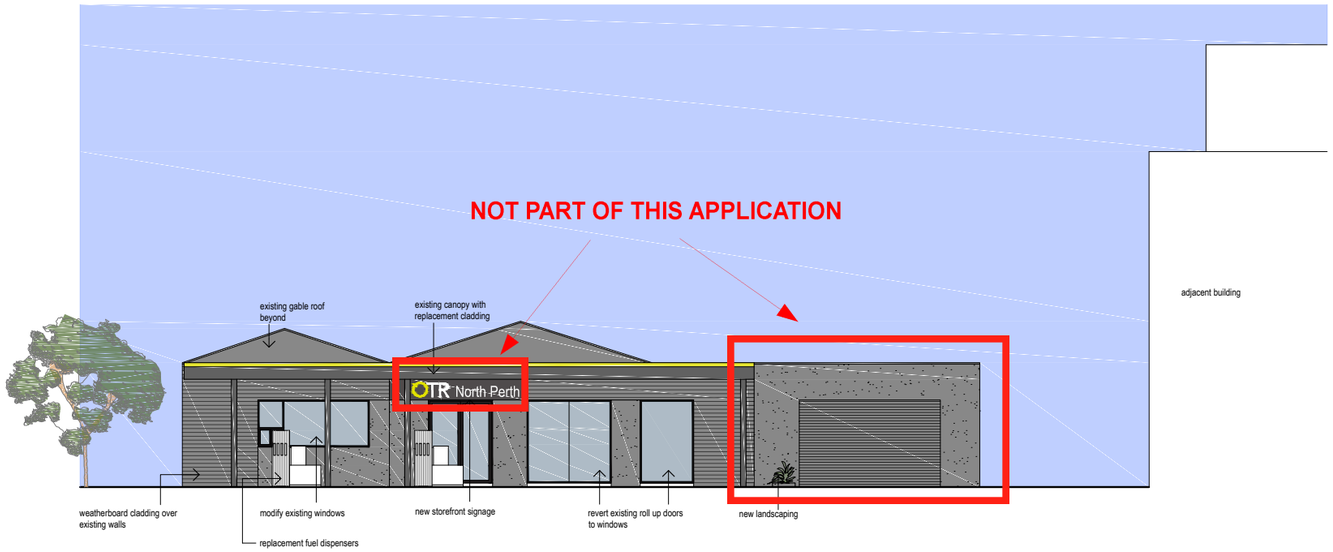
No. 41-43 Angove Street, North Perth

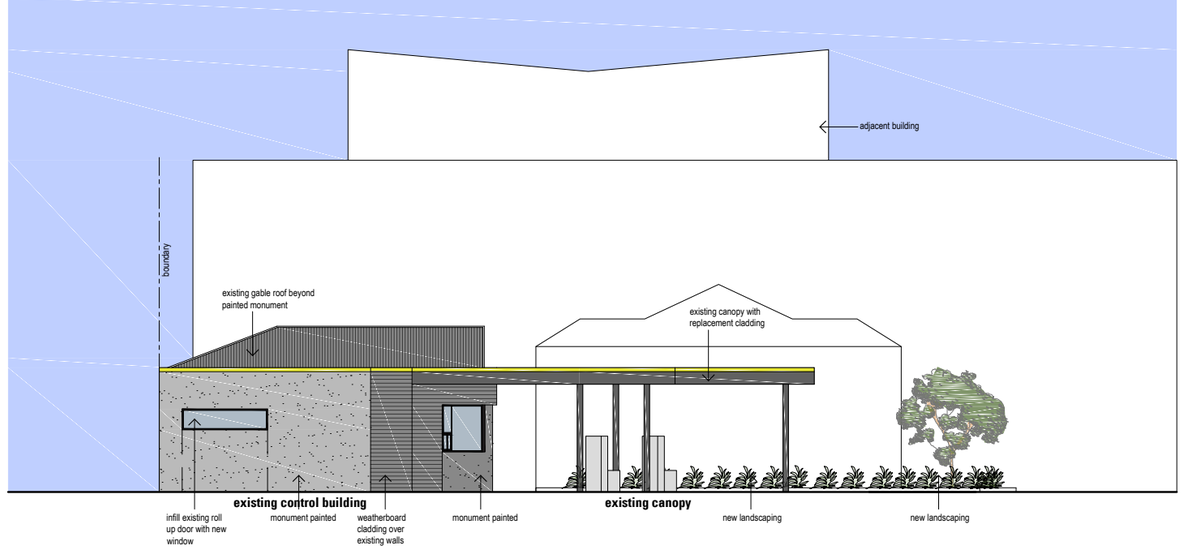

Amended Plan
CITY OF VINCENT
RECEIVED
30 July 2024
r e a r l a n e
w o o d v i l l e s t r e e t
existing building
on site environmentally sustainable design
- photovoltaic panels installed (along north facing end of building) to roof top, subject to detailed design
- windows installed to north facing part of building, increasing daylight penetration and passive solar heating
- re-use of rainwater on site to be used for non-potable water applications, subject to detailed design
wc
lot 18
lot 701
lot 700
lot 16
existing shed
entry
refuse
existing fuel canopy
NOT PART OF THIS APPLICATION
NOT SUBJECT TO THIS APPLICATION
existing adjacent dwelling
adjacent building
a n g o v e s t r e e t
SITE PLAN
1:100 AT A1
APPLICATION AREA
LOT 18 & 701
23.07.24
planning
REFURBISHED SERVICE STATION COMPLEX
41-43 ANGOVE STREET, NORTH PERTH, WA
ADS Architects
93 Gilles Street Adelaide 5000

Amended Plan
CITY OF VINCENT
RECEIVED
30 July 2024

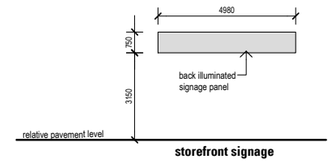


NORTH ELEVATION 1:100 AT A1

implemented design elements
- paint finish colour palette complements adjacent retail and commercial buildings on corner of Angove Street and Woodville Street
- retained gable, existing building heights and existing canopy heights maintaining low-scale built form character of the buildings in the locality
- contemporary design expressed through crisp design elements (weatherboard cladding) and additional glazing, to fit in with other contemporary built form in the locality
- changes to existing building on site improves and enhances use of site to customers and staff
- amenities on site improved current site conditions and will comply with applicable standards
- addition of landscaping on site enhances site and complements the locality including the established trees on Angove Street and Woodville Street



EAST ELEVATION 1:100 AT A1



SIGNAGE ELEVATION
1:100 AT A1

REFURBISHED SERVICE STATION COMPLEX

41-43 ANGOVE STREET, NORTH PERTH, WA

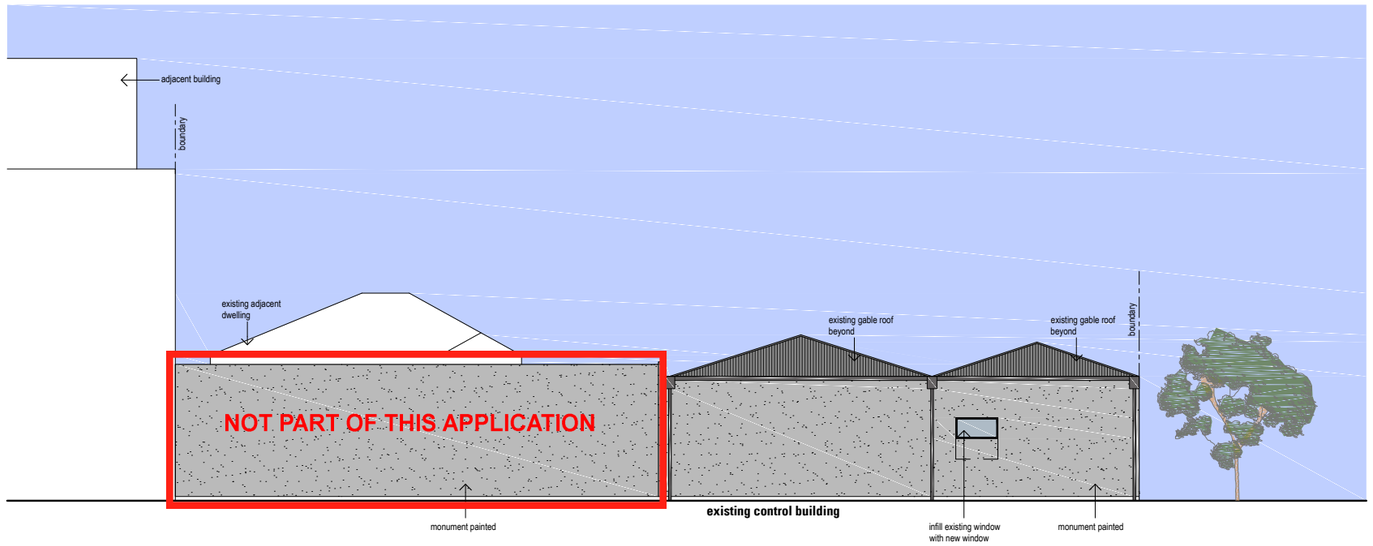
0 1 2 5 10m
Scale 1:100 at A1

23.07.24
21JN1460.1 sk02d

planning

ADS Architects
93 Gilles Street Adelaide 5000 T:82232244

Amended Plan
CITY OF VINCENT
RECEIVED
30 July 2024



SOUTH ELEVATION 1:100 AT A1

implemented design elements
- paint finish colour palette complements adjacent retail and commercial buildings on corner of Angove Street and Woodville Street
- retained gable, existing building heights and existing canopy heights maintaining low-scale built form character of the buildings in the locality
- contemporary design expressed through crisp design elements (weatherboard cladding) and additional glazing, to fit in with other contemporary built form in the locality
- changes to existing building on site improves and enhances use of site to customers and staff
- amenities on site improved current site conditions and will comply with applicable standards
- addition of landscaping on site enhances site and complements the locality including the established trees on Angove Street and Woodville Street

REFURBISHED SERVICE STATION COMPLEX

41-43 ANGOVE STREET, NORTH PERTH, WA

0 1 2 5 10m

Scale 1:100 at A1

23.07.24
21JN1460.1 sk03d

planning

ADS Architects
93 Gilles Street Adelaide 5000 T:82252244

[redacted]

Hidding.
URBAN PLANNING

CITY OF VINCENT
RECEIVED
15 August 2023

14 August 2023

Our Ref: C2461-02

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

Attention: Planning Services

Dear Sir

PROPOSED REFURBISHMENT OF EXISTING SERVICE STATION
LOTS 16, 18, 700 & 701 (#41-45) ANGOVE STREET, NORTH PERTH

Hidding Urban Planning acts for OTR 208 Pty Ltd, the owner of Lots 16, 18, 800 & 701 (#41-45) Angove Street, North Perth (**Subject Land**).

The subject land is currently improved with an existing Service Station that has been in place for decades.

We have been engaged to submit an Application for Development Approval for proposed refurbishment works to the existing service station development. The application is for "Works" only.

Accordingly, please find attached signed application forms giving consent for the application to be made.

1. Site Details

This development application refers to Lots 16, 18, 700 & 701 (#41-45) Angove Street, North Perth the details of which are provided in **Table 1** below.

Table 1: Legal Description of Land

Lot	Plan	Vol/Folio	Area	Address	Proprietors
16	1874	1002/114	386m^2	45 Angove Street, North Perth	OTR 208 Pty Ltd
18	1874	1002/113	268m^2	41-43 Angove Street, North Perth	OTR 208 Pty Ltd
700	302447	1002/114	132m^2	41 Angove Street, North Perth	OTR 208 Pty Ltd
701	302447	1002/113	221m^2	41 Angove Street, North Perth	OTR 208 Pty Ltd

The Certificates of Title for each of the lots are attached at ***Annexure 1***.

The subject site has a total land area of 1007m^2 and comprises a service station (with motor vehicle repair workshop) and a residential dwelling.

The site has a total frontage of approximately 35.82m to Angove Street and a truncation of 4.1m and a frontage of 18.65m to Woodville Street.

An Aerial Photograph of the subject site is included at **Figure 1**.

PO Box 920, Subiaco WA 6904
Phone: 0424 651 513
email: nik@hidding.com.au website: hidding.com.au
NL Hidding Pty Ltd. ACN 610 081 724

Figure 1: Aerial Photograph (City of Vincent)

2. Proposed Refurbishment Works

The proposed works to the existing service station include:

1. New shopfront works to north elevation, including painting and cladding of exterior walls, new entry doors and new shopfront windows in place of existing roller doors.
2. Replacement of the fuel canopy in same location.
3. Fill in existing roller door on eastern elevation adjacent to Woodville Street, and paint over walls.
4. Existing roof to be painted.
5. Fill in existing window on southern elevation, and paint over walls.
6. Replacement of fuel bowsers and underground fuel tanks.
7. Replacement of existing pylon sign along Angove Street.
8. Demolition of rear existing shed and replace with two (2) staff car parking bays accessed from the rear lane.
9. Installation of a new 2.1m high refuse enclosure.
10. Creation of five (5) customer car parking bays.

The internal areas of the building will be fitted out, however this doesn't require development approval.

The plans of the proposed works are included at ***Annexure 2***.

The proposed refurbishment works are aimed at improving the existing development, which is currently in a poor state, and will enable the existing service station to recommence trading for the benefit of the local community and businesses.

All existing crossovers will be retained as they are. The existing dwelling on the western part of the site adjacent to Angove Street will be retained. Any re-use of the existing dwelling on the land may be the subject of a separate application if it is required.

Signage for the service station will be the subject of a separate application to be submitted at a future time.

3. Planning Considerations

3.1 Zoning & Land Use

The existing "Service Station" development and use has been approved in the past and the approval remains valid. The existing buildings will remain as they are but will be upgraded and refurbished as shown on the plans.

The land is currently zoned "District Centre" under the City of Vincent Local Planning Scheme No. 2 (LPS2).

The existing "Service Station" use remains approved, and no non-conforming use issue exists at the time of this application.

The "Service Station" use is defined in Division 2 of Part 6 of LPS 2 as:

> *"means premises other than premises used for a transport depot, panel beating, spray painting, major repairs or wrecking, that are used for –*
>
> *(a) the retail sale of petroleum products, motor vehicle accessories and goods of an incidental or convenience nature; or*
>
> *(b) the carrying out of greasing, tyre repairs and minor mechanical repairs to motor vehicles."*

Accordingly, the land use definition still correctly applies to the approved, existing development.

As the application involves "Works" only and due to the fact that the Service Station use is already approved, the land use itself is not required to be considered.

3.2 Built Form Policy

The City's LPP7.1.1 Built Form Policy applies to all development within the City of Vincent, however given that this application is for the refurbishment of an existing service station development, the application of all of the policy provisions is not appropriate. It is considered that the improvements to the existing facility complies with the intent of the policy to maintain and enhance amenity and to provide quality design of development.

3.3 Amalgamation Policy

The City's LPP7.5.19 Amalgamation Policy requires the amalgamation of land when planning applications are received and approved and where the subject development straddles two or more lots. As there are currently four lots and there is development that straddles lot boundaries, amalgamation will be required.

An Amalgamation Application will be submitted to the WAPC shortly after approval is granted.

3.4 Car Parking Policy

The City's LPP7.7.1 Car Parking Policy does not have a car parking requirement for a "Service Station" land use, and therefore, the car parking requirement is at the discretion of the City. It is considered that the proposed five (5) customer car parking bays, the two (2) staff bays and the parking locations at the bowsers (total four (4)) is adequate for the existing service station use and is an increase on the current development.

4. Conclusion

It is considered that the proposed refurbishment works to the existing service station development are minor and are aimed at improving the quality and amenity of the existing site. The improvements will provide enhanced services to the local community and a higher level of amenity for users.

We look forward to the City's timely assessment and approval of the application, in order for our client to complete the refurbishment works and recommence trading of the service station business.

Should you wish to discuss any part of this application, please do not hesitate to contact me on 0424 651 513.

Yours faithfully

Nik Hidding
Director
HIDDING URBAN PLANNING

[redacted]

Hidding.
URBAN PLANNING

3 May 2024 *Our Ref: C2461-03*

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

Attention: Mitchell Hoad – A/Manager Strategic Planning & Specialist Planner

Dear Sir

PROPOSED REFURBISHMENT OF EXISTING SERVICE STATION
LOTS 18 & 701 (#41-43) ANGOVE STREET, NORTH PERTH

Hidding Urban Planning continues to act for OTR 208 Pty Ltd, the owner of Lots 18 & 701 (#41-43) Angove Street, North Perth (**Subject Land**) in respect of the proposed refurbishment works to the existing Service Station.

In response to the City's request for further information dated 3 April 2024, please find **attached** a revised Site Plan and below information to assist the City in progressing the application.

Extent of Application:

The amended Site Plan now shows that all proposed works associated with the service station including car parking, landscaping and the bin store are now fully confined within Lots 18 and 701, leaving the remaining lots with no proposed works and all existing improvements retained. The lot boundaries are clearly defined.

The existing components on Lots 16 and 700 will not be used in association with the service station. They will simply remain vacant until a use is contemplated for these premises. For example, the existing residential building may be utilised in future as professional office suite, however this is entirely separate from the proposal. The site plan clearly shows that the application area is now relevant to Lot 18 and 701 only.

Use of Existing Building:

In respect of the use of the internal area of the existing building, it will be utilised to allow customers to pay for their fuel and to buy associated petroleum products and motor vehicle accessories.

In future, this area may be expanded to allow for a Convenience Store use, however this is not within the scope of the current application which is for upgrade works to the existing building. Whilst the internal area of the building is large, it is an existing building, so it is being utilised 'as is'. A proposal for a Convenience Store use will be the subject of a separate use application, and we note that such a use is a "P" Permitted use in the District Centre zone, and thus capable of approval. However, that should be set aside for now, as the current application is for "works" only. The whole premise of this application is to undertake exterior works and improvements to the building (and to fuel infrastructure) to enable the existing service station use to continue.

Fuel Canopy:

As shown on the amended Site Plan, the existing fuel canopy will be retained, with replacement cladding provided (as shown in previously submitted elevations). The fuel dispensers will be replaced, as the four (4) previous dispensers have been removed from the site (for site safety).

PO Box 920, Subiaco WA 6904
Phone: 0424 651 513
email: nik@hidding.com.au website: hidding.com.au
NL Hidding Pty Ltd. ACN 610 081 724

Landscaping:

In respect of the minor area of proposed landscaping, it does not seem appropriate or reasonable for the City to request a landscaping plan for this small area. The City can condition the requirement for planting species if required.

Waste Collection:

The refuse enclosure (Bin Store) is shown on the amended Site Plan with 2.1m high slatted refuse enclosure. Waste will be collected by private waste contractor using a suitable size vehicle to access the site on a needs basis.

Health:

In relation to health impacts, the proposed improvements will not cause any greater intensification of the existing fuel activities on the site. The use already exists and the number of bowsers will not increase. At this stage, VR1 vapour recovery systems will be provided and new underground fuel tanks will be installed. New fuel vents will be installed as shown on the plan.

These improvements to fuel infrastructure will ensure that the updated service station will be enhanced operationally, improving on the previous use. This is considered to improve the use from a health perspective.

Further, the updated service station will be required to obtain a new Dangerous Goods licence, with the licensing process reviewing all matters under the relevant legislation. The proposed refurbishment application is significantly different in scope than the previous JDAP Application which entailed a completely new facility.

Other Matters:

In relation to traffic and noise, it is considered that these matters are not relevant given the proposal is simply for refurbishments to an existing service station facility. However, we do not believe that these will be an issue in any event.

The City can condition on an approval the requirement to comply with the Noise Regulations and for the applicant to provide evidence of such compliance through the provision of an acoustic report, if required.

In respect of traffic, as the proposed refurbishment works do not greatly change the nature of the use, a Traffic Impact Statement (TIS) has not been prepared. It is considered that the proposed works represents 'Low Impact', and therefore, the proposed works do not meet the threshold under the WAPC Transport Impact Assessment Guidelines Vol 4 – Individual Developments to require the submission of a TIS. The revised site layout can be served by a fuel tanker (a small, 10.2m vehicle), waste collection and delivery vehicles, all while maintaining access to the fuel dispensers and car parking spaces for passenger vehicles. These have been checked.

In relation to amenity, it is considered that the proposed improvement works will improve the visual amenity of the site, which is currently derelict and in a state of disrepair. There have also been issues with respect to squatters and vandals accessing the site, so the redevelopment of the site in this respect will ensure this does not happen.

We now look forward to the application progressing to community consultation and ultimately, for a determination to be made.

Should you wish to discuss, please do not hesitate to contact me on 0424 651 513.

Yours faithfully

Nik Hidding
Director
HIDDING URBAN PLANNING

ENQUIRIES TO: Belinda Mirco (9273 6055)
Planning and Building Services
YOUR REF:
OUR REF: PRO1942 00/33/0913

15th March 2002

TOWN OF VINCENT

Administration & Civic Centre
244 Vincent Street (Cnr Loftus)
Leederville, Western Australia 6007
PO Box 82, Leederville WA 6902
Telephone (08) 9273 6000
Facsimile (08) 9273 6099
TTY (08) 9273 6078
Email: mail@vincent.wa.gov.au

CJ Yeo
41 Angove Street
NORTH PERTH WA 6006

Dear Sir/Madam

NO. 41-43 (LOT 18 & PT 17) ANGOVE STREET, CORNER WOODVILLE STREET, NORTH PERTH – CHANGE OF USE FROM SERVICE STATION TO SERVICE STATION AND VEHICLE SALES PREMISES

Thank you for your Planning Application dated 15th January 2002 for the above proposal.

I wish to advise that the Council at its Ordinary Meeting held on 12th March 2002 resolved to **grant conditional approval** subject to the terms and conditions shown on the attached form. The proposal was assessed and found to be in accordance with the provisions of the Town of Vincent Town Planning Scheme No.1 and associated policies.

I trust that the information is to your satisfaction, however if you have any enquiries regarding the above matter, please do not hesitate to contact Belinda Mirco on 9273 6055.

Yours sincerely

FeR **ROB BOARDMAN**
EXECUTIVE MANAGER
ENVIRONMENTAL AND DEVELOPMENT SERVICES

(Att.)

Town of Vincent
File Copy

EX MGR		
MGR		19/3/2002
OFFICER	for BM	15/3/02

Nurturing our diverse Community

THIS IS NOT A BUILDING LICENCE

Fifth Schedule Class 42
For Office Use Only
Serial No. 00/33/0913

TOWN OF VINCENT TOWN PLANNING SCHEME

APPROVAL TO COMMENCE DEVELOPMENT

LOT: 18 & Pt 17 **STRATA LOT NO: N/A** **STREET NO:** 41-43

STREET: Angove Street **LOCALITY:** North Perth

Name of owner of land on which development proposed:

SURNAME: Ferro

OTHER NAMES: Gino & Anna

ADDRESS: 41 Angove Street
NORTH PERTH WA 6006

Approval to commence development in accordance with the application for Town Planning Approval dated 15th January 2002 for CHANGE OF USE FROM SERVICE STATION TO SERVICE STATION AND VEHICLE SALES PREMISES and the attached amended plans dated 5th March 2002 was GRANTED in accordance with the provisions of the Town of Vincent Town Planning Scheme and the Metropolitan Region Scheme subject to the following conditions:

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

(ii) all stormwater produced on the subject land shall be retained on site to the satisfaction of the Town's Technical Services Division;

(iii) prior to the first commencement of the use wheel stops shall be installed in accordance with AS290.1;

(iv) a maximum of five (5) vehicles shall be displayed for sale at any one time; and

(v) a maximum of two service station working bays shall be operating at any one time;

to the satisfaction of the Chief Executive Officer.

NOTE: PERSON(S), OWNER(S), BUILDER(S) AND DEVELOPER(S) UNDERTAKING DEVELOPMENT/CONSTRUCTION OF ANY KIND ARE HEREBY ADVISED OF A RESPONSIBILITY TO COMPLY WITH THE REQUIREMENTS OF THE DISABILITY DISCRIMINATION ACT 1992. FOR FURTHER INFORMATION ON THIS ACT, ENQUIRIES SHOULD BE DIRECTED TO THE DISABILITY SERVICES COMMISSION ON TELEPHONE NUMBER (08) 9426 9200 OR TTY ON (08) 9426 2325.

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SHOULD THE APPLICANT BE AGGRIEVED BY THIS DECISION A RIGHT OF APPEAL MAY EXIST UNDER THE PROVISIONS OF THE TOWN PLANNING SCHEME OR THE METROPOLITAN REGION SCHEME

This approval is valid for a period of TWO years only. If the development is not substantially commenced within this period a fresh approval must be obtained before commencing or continuing the development.

DATE OF DECISION: 12th March 2002

DATE OF ISSUE: 15th March 2002

FOR **EXECUTIVE MANAGER**
ENVIRONMENTAL AND DEVELOPMENT SERVICES

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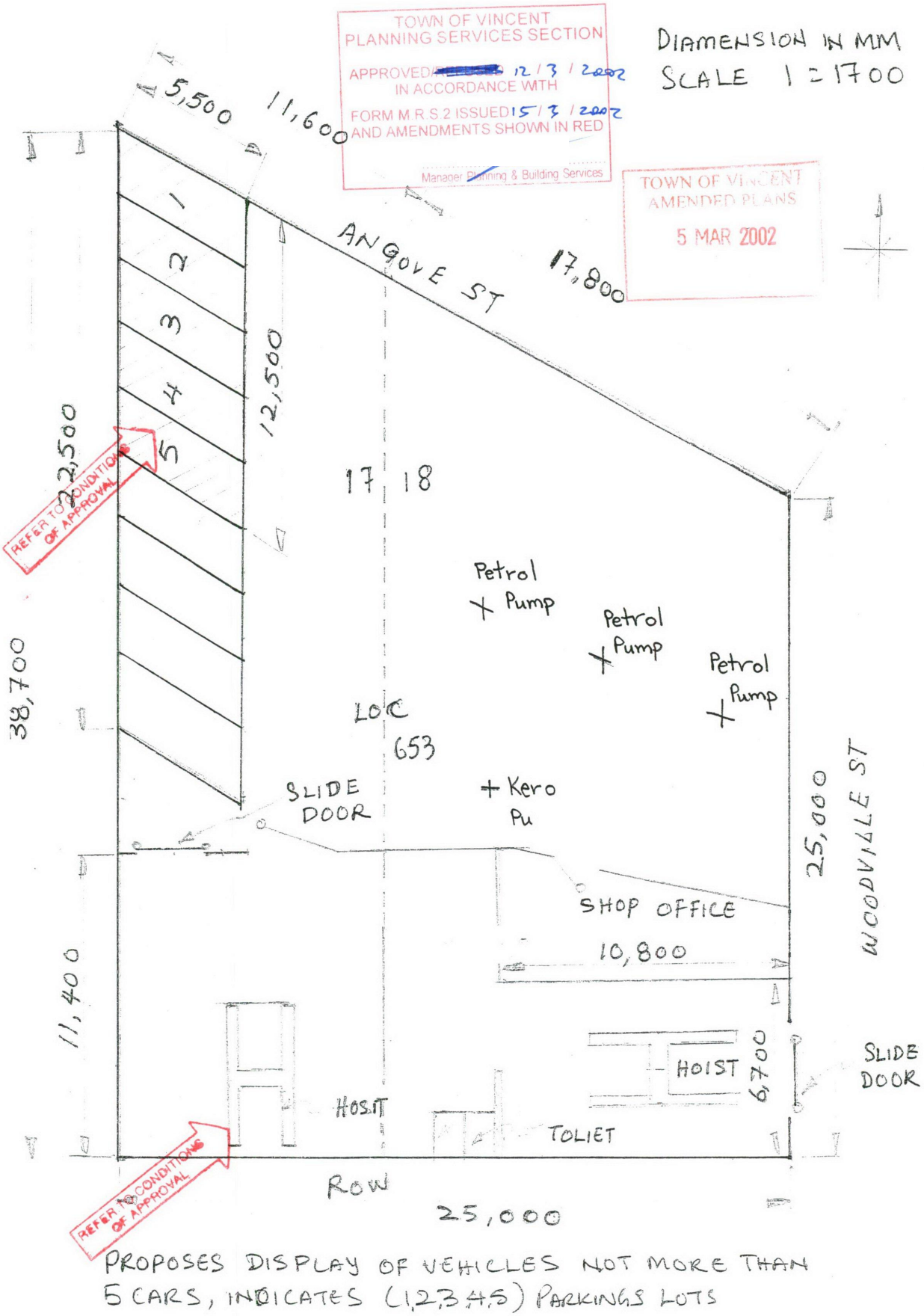


PROPOSES DISPLAY OF VEHICLES NOT MORE THAN 5 CARS, INDICATES (1,2,3,4,5) PARKINGS LOTS

Summary of Submissions:

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

Comments Received in Support:	Administration Comment:
Amenity and Activation • The proposed refurbishment will improve the amenity and usability of the site for its existing purpose and will activate a site which is prominent but currently disused. • The proposal will add a new and needed amenity to the area and will provide job opportunities. • Visual amenity of the site will be improved, and the design is refined to blend with and not stick out from street surrounds. • The refurbishment of the building would result in better passive surveillance for the area.	• The comments in support are noted.
Existing Use • The property was purchased as an operating business and should return to use as a service station. • This proposal will modernise the already existing service station on site, bringing a brighter and more positive outlook. The existing service station has not resulted in negative impacts to nearby properties and a modern version will only be safer.	• The comments in support are noted.
Design and Landscaping • The design could benefit from including trees and not stark colours.	• The comment in support is noted.

Comments Received in Objection:	Administration Comment:
Land Use • The location is not suitable for the proposed service station and would be inconsistent with the vibe and community feel of the area.	• The subject site has an existing approval to operate as a Service Station. However, this approval was from 2002. Since then the City's LPS2 has been amended to make a Service Station use a prohibited use. While this would not prevent the continuation of the 2002 approval, Administration is not satisfied that the extent of works proposed would be consistent with this approval and would result in the site functioning in a different manner to what was previously approved. Based on this Administration does not support the proposed application.
• The proposed use is inconsistent with the City's planning framework and the City's values.	• There is an existing approval which predates the amendments to the City's LPS2 that came into effect in February 2024 to prohibit a new service station.

Summary of Submissions:

Comments Received in Objection:	Administration Comment:
	Administration is not supportive of the application as the extent of works would be a substantial change to the previous approval and it has not been demonstrated that there are any other continuing use rights applicable.
• The area in which the development has changed since the approval and previous operation of the service station use. The area is no longer suitable for the use, and it would have a negative impact on Angove Street and the surrounding area due to the fine grain urban fabric and walkable nature of this area.	• The amendment to the City's LPS2 that came into effect in February 2024 to prohibit the Service Station land use was in recognition of the use overall being inconsistent with the setting within the North Perth town centre and the potential impacts that could arise. The proposed works would be a substantial change from the previous approval from 2002 and ultimately inconsistent with LPS2.
• The proposal will decrease the quality of life for residents and visitors to the area.	• The application has not demonstrated that there are any pre-existing use rights, or that off-site amenity impacts related to traffic, noise, and public health would otherwise be acceptable.
• The site should be decommissioned as a petrol station and rezoned.	• This comment is noted. The site is zoned District Centre that provides appropriate zoning to enable a mix of active commercial uses and residential apartments that would be compatible with the surrounding town centre area and as envisaged under LPS2.
• The site would be better used as a 3 or 4 storey apartment building, a café, a restaurant, a bar, or a pub which would be more consistent with the character of Angove Street.	• This comment is noted. The subject site is identified as having a four storey height standard under the City's Built Form Policy, and would be capable of having a range of residential and hospitality uses that could operate from it.
• The site could be better utilised to create more park/leisure space, especially recent development being proposed in the area, which would benefit the community far more than the proposed service station.	• This comment is noted. For the subject site to be set aside as formal public open space, this would require an amendment to the City's LPS2 that would ultimately be required to be approved by the Minister for Planning.
• The service station use will lead to an increase in anti-social behaviour in the area. This will be increased by the proposed 24-hour operations.	• This has not been addressed by the applicant however a management plan to address anti-social behaviour would be required should the application be approved to further outline how this would be managed on the site.
• The proposed operating hours are inconsistent with the surrounding residential area.	• While there were no restrictions on operating hours under the previous approval, it has not been demonstrated how the proposal would not have an adverse amenity impact on the surrounding area, including from noise. It is noted that the *Environmental Protection (Noise) Regulations 1997* would apply irrespective of any development approval.
• With the move to electric vehicles, another service station use is not needed in this area and demand for the use will reduce over time.	• The proliferation and commercial demands of the Service Station land use are not relevant planning considerations.

Summary of Submissions:

Comments Received in Objection:	Administration Comment:
• The business is unsuitable for the location and would not be viable. This will lead to issues around maintenance which will impact the surrounding area.	• The viability of the business is not a valid planning consideration.
• A business plan should be provided by the proponents outlining how the service station use will be operated profitably.	• The viability of the business is not a valid planning consideration.
• The proposed use will decrease property values in the area.	• Property values are not a valid planning consideration.
• The City in conjunction with the State Government should purchase the site and develop it into a community space which would be a more appropriate use of the site.	• This comment is noted. The City does not have any current plans to purchase the subject site.
Non-Conforming Use • Does the land use being a X use prevent the continuation and alterations to the non-conforming use in accordance with the City's Local Planning Scheme.	• LPS2 provides for protection of existing uses to continue to be able to operate and make modifications to existing buildings under new or amended local planning schemes. These uses are referred to as 'non-conforming uses'. The effect of the amendment to LPS2 to make the Service Station land use a prohibited use alone would not prevent the application from being considered. Administration is not satisfied that the proposal would be a non-conforming use because the works would result in the subject site functioning in a way that is fundamentally different to that which was previously approved.
• The development proposes to use the previous approval of the service station use to reinstate the petrol bowsers which have not been in use for a significant period of time. This would intensify the previous use that was approved on the site.	• The application proposes four bowsers on site which would be consistent with the four bowsers that were shown on the 2002 approval. This itself would not be considered as an intensification of the use.
• The site is inappropriate location for a petrol station. The previous business which operated there primarily as an automotive garage and not a petrol station.	• The previous approval as a Service Station included the selling of fuel, as well as other activities including the undertaking of motor vehicle repairs and the display of second-hand vehicles for sale. The proposed changes that are the subject of the current application would result in the subject site operating in a way that is fundamentally different to what was previously approved.
• Request that the City obtain the petrol refuelling or business records from the previous business at the site (Rosemount Service Station) as they would provide strong evidence that the current proposal does not	• This comment is noted. Administration has not obtained previous records for the subject site. The proposed changes would result in the subject site operating in a fundamentally different way to what was previously approved and Administration is not satisfied that it would be a non-confirming use.

Summary of Submissions:

Comments Received in Objection:	Administration Comment:
represent a operational continuation of use, but represents a significant change in and intensification of use, in regards to the sale of petrol.	
• The expansion of existing non-conforming use should not be supported due to the impact on the amenity of the area.	• The application has not demonstrated that there are any pre-existing use rights, or that off-site amenity impacts would otherwise be acceptable.
• The proposed development does not represent a continuation of the previous use as the site was previously functioning as an automotive garage with minimal fuel sales. The requirement for the replacement of the replacement of the fuel tanks and bowsers demonstrates that the site is no longer able to operate for this use. Therefore, the application cannot be considered under the original Town Planning Scheme No. 1 land use definition.	• The previous TPS1 definition of a Service Station that is relevant to the 2002 approval provided for the selling of fuel products and motor vehicle accessories, and the undertaking of some mechanical repairs. The proposed works that include the removal of key components that supported the previous uses, including the undertaking of motor vehicle repairs and the selling of second-hand vehicles would be fundamentally different to the previous activities of the site and would not be a continuation of the previous approval.
• The basis of the application is that it is a continuation of a non-conforming use. As the site has been closed and not operated as a service station for more than six months, clause 22(2)(b) of the City's Local Planning Scheme should not apply due to the discontinuance of the non-conforming use.	• The subject site has not operated as a Service Station since prior to December 2021 when perimeter fencing was erected around the boundaries. This means that the Service Station land use has not operated from the subject site for over approximately three and a half years. This would exceed the six month period referred to in Clause 22(2)(b). Because of this Administration is not satisfied that there has been a continuance of the use.
• No licence is approved for this site to sell or to store petrol. Therefore, this not a continuation of the existing business. There has been no business on that site for more than 3 years.	• Administration is not satisfied that there has been a continuance of the use as it has not operated as a Service Station since prior to December 2021 when perimeter fencing was erected around the boundaries. The applicant/landowner would be required to obtain any necessary licenses from DMIRS if they were to recommence the use.
• The proposal development would include four working fuel outlets which is double the previous number at the site which represents a significant intensification of the use on the site.	• The application indicates four bowsers which would be consistent with what was shown in the 2002 approval.
• The approval of the continuation of the previous use of this site will enable the further incremental development of the site by the owners over time.	• Any changes proposed to the site as a Service Station would need to be considered in the context of the 2002 approval. Administration is not satisfied that the proposed changes would be consistent with this. Any future applications would need to be considered on their merit.
<u>Existing Issues on Site</u> • Since the previous use of the site has ceased, there has been a significant increase in anti-social behaviour on site. This has not been	

Summary of Submissions:

Comments Received in Objection:	Administration Comment:
appropriately managed by the owners which raises concerns over the future management of the site, should this development be approved.	• Administration is aware of a number of instances of anti-social behaviour occurring from the subject site and is continuing to work with the landowner to ensure that the site is appropriately maintained and secured to prevent entry.
Impact on Surrounding Businesses	
• The development is proposed in the North Perth town centre, where pedestrian activity and local businesses is encouraged. The re-activation of operations of the previous business at this location would be detrimental to the operation of local businesses.	• The application has not demonstrated that there are any pre-existing use rights, or that off-site amenity impacts on the broader town centre would otherwise be acceptable.
• The proposed development will damage the local economy by impacting the small business in the vicinity of the site and will decrease the overall economic viability of the precinct.	• Economic viability of surrounding businesses is not a relevant planning consideration.
• The use of the site as a service station represents an opportunity cost to generate more foot traffic for surrounding businesses.	• The Service Station land use is predominantly vehicle-based and is inconsistent with the objectives of the District Centre zone to for development to be pedestrian-oriented and community focused. This inconsistency was part of rationale in pursuing the amendment to LPS2 to make the Service Station land use prohibited ('X') within the District Centre.
• The outdoor eating areas of nearby cafés will be negatively impacted.	• The application has not demonstrated that there are any pre-existing use rights, or that off-site amenity impacts on the broader town centre would otherwise be acceptable.
• The proposed development would encourage existing customers of local businesses to go elsewhere instead.	• The application has not demonstrated that off-site amenity impacts on the broader town centre would otherwise be acceptable, noting that economic viability is not a relevant planning consideration.
Existing Building	
• The proposed development is damaging a local heritage iconic building which should be restored in an aesthetically pleasing way, not as is currently proposed.	• The subject site is not heritage-listed. Administration is not satisfied that the proposed external works to the building to be consistent with the predominant and future desired character of Angove Street.
• The history of the site should be acknowledged, and the unique structure restored with a focus for future development on the site to be around promoting foot traffic, not vehicles.	• This comment is noted.
• The existing building is not visually appealing.	• This comment is noted.
Amenity and Compatibility with the Surrounding Area	

Summary of Submissions:

Comments Received in Objection:	Administration Comment:
• The proposed development would negatively impact the amenity of the Angove Street café strip.	• The application has not demonstrated that there are any pre-existing use rights, or that off-site amenity impacts on the broader town centre would otherwise be acceptable.
• The location of the proposed petrol station use on Angove Street directly contrasts against making Angove Street a safe walkable cafe strip, which should be supported and encouraged.	• The Service Station land use is predominantly vehicle-based and is inconsistent with the objectives of the District Centre zone to for development to be pedestrian-oriented and community focused. A Service Station has previously been approved and operated from the subject site, however Administration is not satisfied that the proposed changes would be consistent with the previous approval.
• Regardless of the proposed refurbishment, the service station is incompatible with current Angove Street land uses which consist of shops, cafés and restaurants, health care facilities, offices, residences and a primary school.	• The application has not demonstrated that there are any pre-existing use rights, or that off-site amenity impacts on the broader town centre would be compatible with the existing setting.
• The proposal will bring unwanted traffic to the area and will make the area less walkable and less inviting to sit and eat outside in the surrounding cafés.	• The application has not demonstrated that there would not be an adverse impact on the flow or safety of traffic on the surrounding road network.
• The character of Angove Street has changed since the existing service station was approved and the area is now pedestrian and shopping precinct, and a service station is no longer compatible to the area.	• A Service Station was established on the subject site in the 1960's and the surrounding context and applicable planning framework has changed throughout this period. In recognition of the broader incompatibilities of this use in the town centre, the City amended it LPS2 to prohibit new Service Stations. The application has not demonstrated that there are any pre-existing use rights, or that off-site amenity impacts on the broader town centre would be compatible with the existing setting.
• The proposed refurbishment is inconsistent with the needs and values of our community.	• This comment is noted.
• The proposal would not contribute to the community centre of North Perth which is a pedestrian friendly area within a 40km/hour, smoke-free zone.	• The application has not demonstrated that there are any pre-existing use rights, or that off-site amenity impacts on the broader town centre would be compatible with the existing setting.
<u>Health</u> • The proposed development would have a negative impact on the health and wellbeing of residents and visitors to the area. This includes residents, school students and patrons of Angove Street.	• The application has not demonstrated that the Service Station would not have any adverse impact on the risk to the health and safety of the community.

Summary of Submissions:

Comments Received in Objection:	Administration Comment:
• The proposed development would impact on the amenity of the area due to the increase in noise levels generated by the operation of the site, particularly the 24 hour operations.	• The application has not demonstrated how the proposal would not have an adverse amenity impact on the surrounding area or would meet to the *Environmental Protection (Noise) Regulations 1997*.
• The proposal does not address how it would reduce the health risks associated with the refurbishment of the site and the operation of a service station.	• The application indicates V1 vapor recovery systems would be provided to the new bowsers and new underground fuel tanks and vents installed. Notwithstanding this it has not demonstrated that it would not adversely impact on the risk to the health and safety of community as set out above.
• The proximity of the proposed development to sensitive land uses, in particular residential properties and a primary school, is concerning. Gaseous and particle emissions, odour and noise emitted from the development will have a negative impact on the immediate surrounding area.	• There would be 11 sensitive uses within 200 metres of the subject site. This would include a mix of residential, food and beverage and entertainment premises, retail, commercial, and medical, consulting and personal services. Within this distance would be the North Perth Primary School, Casson House, Macedonian Orthodox Church, North Perth School of Early Learning, North Perth Town Hall and Playgroup WA. The application has not demonstrated that there would not be an adverse risk on these uses.
• The proposed development should meet the 2005 Guidance for the Assessment of Environmental Factors in Western Australia which prescribes that the buffer between industrial and sensitive land uses in the case of service stations should be 50 metres and should be increased to 200 metres if operating for 24 hours a day on a non-freeway road.	• The EPA Guidance Statement 3 recommends a separation distance of 200 metres between Service Stations and sensitive land uses to avoid conflicts between incompatible land uses. This is a guidance document but is not a policy prepared under planning legislation and does not carry any statutory weight as a planning policy in the determination of development applications.
• Service stations are dangerous goods sites and planning decisions should take this into account.	• DMIRS are responsible for administering the *Dangerous Goods Safety (Storage and Handling of Non-explosives) Regulations 2007*. These include requirements related to the decommissioning and removal of the existing underground fuel tanks, and the installation of new underground fuel tanks. This legislation is separate to planning requirements.
• Knowledge of the impact of the health and environmental impacts of service stations has increased since the initial approval of the service station use in this location. The includes long-term risks of benzene exposure which increases the risk of acute leukemia for adults and childhood leukemia for children.	• This comment is noted. The application has not demonstrated that it would not adversely impact on the risk to the health and safety of community.
• Academic literature outlines the links between chronic illness, sleep disturbance, attentional disturbance, mental health, and organ damage associated with proximity to service stations. The proposed	• This comment is noted. As set out above the application has not demonstrated that it would not adversely impact on the risk to the health and safety of community.

Summary of Submissions:

Comments Received in Objection:	Administration Comment:
development is within proximity parameters specified within scholarly literature on these topics. The City of Vincent will face future consequences in relation to the emergence of chronic illnesses in this densely populated area as a result of the proposed development.	
• The approval of the development would be unethical due to the health impacts on the area.	• The risk to human health and safety is a relevant planning consideration. The application has not demonstrated that it would not adversely impact on this.
• The proposed development will result in increased CO2, NOx, and SOx emissions from additional traffic and fumes and increased ground contamination, which can result in water contamination.	• DWER is responsible for administering the *Contaminated Sites Act 2003* and for investigating issues related to groundwater contamination.
• Studies have shown that air contamination from a service station can extend up to 100 metres from the site which would result in direct impacts to North Perth Primary School, Casson House and residential properties, all of which are located within 100 metres of the site.	• This comment is noted.
• Concerns regarding the products that will be available for purchase at the proposed business and the impact on the students of North Perth Primary School.	• In accordance with the applicable land use definition for the 2002 approval the proposal would not be permitted to sell any retail goods or food and beverage from the subject site.
• Approval of this application would directly contravene the City of Vincent's Sustainable Environment Strategy 2019-2024.	• The Sustainable Environment Strategy is not a planning instrument, although its principles are reflected in the Built Form Policy in relation to environmentally sustainable design.
• Approval of the petrol station would risk perception that the City of Vincent is not taking climate change seriously as an environmental issue.	• This comment is noted.
• The health and welfare of nearby residences and North Perth School children and teachers and the local Angove Street community should take precedence over commercial interests.	• This comment is noted. The risk to human health and safety is a relevant planning consideration but has not been demonstrated through the application.
• The ground should be cleaned up from prior contamination rather than additional contamination being added in the middle of a residential area. • Residual contamination from the previous land use (petrol station/ mechanics) needs to be remediated to a standard applicable of residential use not just restricted use.	• The subject site is not listed as a known contaminated site on DWER's Contaminated Sites Database but it is known to contain existing underground fuel storage tanks and fuel bowsers. DWER's Assessment and Management of Contaminated Sites Guidelines identify that services stations are a potentially contaminating activity, and it is the responsibility of the applicant and/or land owner to confirm the contamination status of the site.

Summary of Submissions:

Comments Received in Objection:	Administration Comment:
• There is a demonstrated relationship between local air pollution, emissions from petrol stations, and the risks to those in close proximity to the service stations. The risks to children, the elderly, people with psychiatric disability, are significant, and include increases in cancer risk, dementia risk, mental health risk, asthma and blood pressure risk.	• This comment is noted. The application has not demonstrated that it would not adversely impact on the risk to the health and safety of community.
• There is a link between exposure to vehicle pollutants and respiratory disease in both children and adults, and children with developing lungs are especially vulnerable. Ingredients such as nitrogen dioxide can cause shortness of breath and coughing and are associated with an increased incidence of asthma and a reduction of lung function in children and adults alike. Sulphur dioxide exposure can lead to lung damage and can cause respiratory and cardiovascular disease, and that ozone exposure increases the susceptibility to lung infections and can exacerbate conditions such as asthma and chronic obstructive pulmonary disorder (COPD)2.	• This comment is noted. The application has not demonstrated that it would not adversely impact on the risk to the health and safety of community.
• The development presents a fundamental increase in the dispensation of petrol at the site. This increase in petrol sales may be expected to lead to an increase in the ambient levels of benzene in the vicinity of the site, which raises health concerns. A recent study, entitled 'Residential proximity to petrol stations and risk of childhood leukemia' concludes that "overall, residence within close proximity to a petrol station, especially one with more intense refuelling activity, was associated with an increased risk of childhood leukemia". Specifically, the study found that, compared with children who lived ≥1000 metres from a petrol station, the risk of leukaemia was over twice as high for children living <50 m from nearest petrol station. This associations was stronger for a subtype of leukaemia (acute lymphoblastic leukaemia, and among older children. Risk of leukemia was also greater among the most exposed participants, based on petrol stations located within 250 metres of the child's residence, and total amount of gasoline delivered by the stations. The application should be refused due to the plausible increase in potential risk that it poses to nearby residents.	• This comment is noted. The application has not demonstrated that it would not adversely impact on the risk to the health and safety of community.
Proximity to Sensitive Land Uses • The subject site is located in close proximity to North Perth Primary School, childcare facilities and aged care facilities and the proposed development would pose risks to children and elderly residents.	• There are sensitive uses within 200 metres of the subject site and the proposed application has not demonstrated that there would not be an adverse risk on these uses.

Summary of Submissions:

Comments Received in Objection:	Administration Comment:
• There are residential properties located in close proximity to the site which poses significant health concerns for existing residents and their families.	• The application has not demonstrated that it would not adversely impact on the risk to the health and safety of community.
• The close proximity of North Perth Primary School is concerning due to the known risks associated with the impact of benzene increasing the rate of blood cancers which is significantly better understood than when the existing service station was established.	• The application has not demonstrated that it would not adversely impact on the risk to the health and safety of community, including the North Perth Primary School.
Traffic • The petrol station would increase traffic on the surrounding pedestrian friendly streets and would result in additional congestion and safety hazards and would be inconsistent with the character of the area.	• The application has not demonstrated the impact of off-site amenity impacts including the flow and safety of traffic on the surrounding road network. It is noted that the application does not propose any modifications to the previously approved access points from Angove Street and Woodville Street.
• The proposed development would result in increased traffic including additional traffic entering and exiting the site by crossing the footpaths, increased noise of cars stopping 24 hours a day at the site, tankers entering and exiting Angove Street, which is inconsistent with the surrounding residential, retail and sensitive areas and their existing amenity.	• The proposed application has not demonstrated the impact on the safety and flow of the surrounding road network, noting that the access points remain consistent with the previous approval.
• The right-of-way entry to Woodville Lane would be severely compromised by intensification of vehicle traffic and additional vehicle use by patrons of the service station.	• The application does not propose access from the rear ROW.
• The application letter identifies that the refurbishment works will include the demolition of the rear existing shed and replacement with two staff car parking bays accessed from the rear lane. This will impact residents on the boundary of the rear lane and the access to and from the apartment block at 1 Albert Street. The existing use of the site has no access to the rear lane.	• The application originally submitted by the applicant proposed the removal of the existing building to the rear of No. 45 Angove Street to facilitate vehicle access from the ROW. Prior to community consultation occurring the applicant amended the application to not propose any works to No. 45 Angove Street. This means that vehicle access would be from the existing access points on Angove Street and Woodville Street, and not the ROW.
• The proposed refurbishment would result in increased car traffic crossing footpaths that are heavily utilised by pedestrians which are currently utilised by vulnerable members of the community (including North Perth Primary School students and elderly residents of Casson House (a residential facility for elderly people with psychiatric conditions located on Woodville Street).	• The proposed application has not demonstrated the impact on the safety and flow of the surrounding road network, noting that the access points remain consistent with the previous approval.

Summary of Submissions:

Comments Received in Objection:	Administration Comment:
• The existing road network is not designed for an increase in traffic flow. Angove Street and Woodville Street have a number of traffic calming measures to reduce vehicle traffic which would be negatively impacted by the proposed development.	• The proposed application has not demonstrated the impact on the safety and flow of the surrounding road network.
• Vehicles queuing for petrol (especially on cheap fuel days) would block traffic and results in accidents.	• The proposed application has not demonstrated the impact on the safety and flow of the surrounding road networking, noting that the access points remain consistent with the previous approval.
• The proposed development would encourage additional car use instead of encouraging additional green space, pedestrians using footpaths, and bicycle transport.	• This comment is noted.
• Request that a Traffic Impact Statement is provided to support the application, consistent with the previous development application on the site.	• The WAPC's Transport Assessment Guidelines require a TIS to be provided if there is between 10 and 100 vehicle trips in the developments peak hour. The applicant has stated that the application is for works to the existing building and would not meet this threshold, but has not provided any evidence in support of this. The proposed application has not demonstrated the impact on the safety and flow of the surrounding road network.
• Request that the City undertakes independent modelling of the traffic in the area to determine the impact of the proposed development.	• This comment is noted. The onus is on the applicant to demonstrate that the proposal would not have any adverse impact on traffic flow and safety. This has not been demonstrated in the application.
• The proposed access points are located in close proximity to the Angove Street and Woodville Street intersection which would result in the intersection being more dangerous and less usable for both vehicles and pedestrians.	• The application does not propose any change to the existing access points from Angove Street and Woodville Street.
• The proposal does not indicate how the process of fuel delivery and refilling the underground fuel tanks will be undertaken in a safe and appropriate way for the local community.	• The application has not demonstrated the adequacy of manoeuvring and servicing of the subject site by fuel tankers so as to not impact on the surrounding area.
• Fuel tankers accessing the site will impact the tree canopy of the surrounding area.	• The use of Angove Street and Woodville Street would be consistent with the purposes of these roads to provide access to properties, however it has not been demonstrated how servicing would occur without have a detrimental impact on the surrounding area.
• The proposed development would worsen existing car parking issues in the area, particularly along Woodville Street.	• The application proposes four parking bays on the subject site. The applicant has not demonstrated how these would be allocated or managed to ensure that there is no adverse impact on surrounding on-street parking.

Summary of Submissions:

Comments Received in Objection:	Administration Comment:
• The proposed development will reduce the accessibility of the area for people with disabilities.	• This comment is noted.
• Angove Street is a shared street intended to be shared between cyclists and drivers, and additional traffic reduces the safety of cyclists in this area.	• Angove Street has a number of treatments in place to slow traffic and encourage pedestrian and cycling movement. The proposed application has not demonstrated the impact on the safety and flow of the surrounding road networking, noting that the access points remain consistent with the previous approval.
• If the development is approved, the speed limit on Angove Street should be increased and the speed bumps removed to increase traffic flow.	• This comment is noted. Administration has recommended that the application be refused.
Presence of Existing Service Stations in the Area • The proposed development will not provide increased service, benefit or amenity to the North Perth locality and community. There are already multiple existing 24-hour service stations with integrated convenience stores in the vicinity. These include, but are not limited to, a BP service station 650 metres from the site and Shell service station 950 metres away.	• The proliferation and proximity of service stations is not a valid planning consideration.
• The suburb is more than adequately serviced by petrol stations on nearby main roads that are easy to access and a new petrol filling station in this location is not required.	• The proliferation and proximity of service stations is not a valid planning consideration.
Lack of Detail in Application and Future Development Intentions • The lack of detail provided in the application is insufficient to allow for community assessment of the current proposal or future development intentions of the landowner for the site.	• The applicant's cover letter sets out the current development intentions being to undertake refurbishment works to enable the Service Station use to continue, and any other development on the site would be considered separately.
• The development application does not capture the full scope of the refurbishment and the subsequent implications for the community. No approval has been sought for the future convenience store component of the development nor the signage. As a result, many points of community concern (including light pollution, litter, large industrial style signage not in keeping with the area, the sale of tobacco/vape products and high calorie junk food/drinks adjacent to North Perth Primary School) are not able to be commented on as part of this application. This prevents the community from being able provide comment on the implications of this development.	• The application lodged seeks approval for 'works' only. The application is to be determined based on what is applied for and not what could occur in the future. The applicant has stated that the proposed application would be consistent with the 2002 approval. If approved this would not allow for the sale of retail products or food and beverage consistent with the definition of TPS1. While a Convenience Store would be a permitted use and would not require development approval in isolation, this would need to be considered in the context of the use of the site if the current application were to be approved.

Summary of Submissions:

Comments Received in Objection:	Administration Comment:
	Signage would be exempt from development approval if it were consistent with the standards of the City's Local Planning Policy: Signs and Advertising.
• The sale of the OTR brand to Viva Energy and their strategic expansion will have long-term ramifications in relation to the District Centre of North Perth.	• The ownership of the company and its future plans are not relevant planning considerations.
• Legal advice should be obtained due to the lack of information provided. There are omissions on the long-term plans for the future of the site that will have consequences for the citizens and children of the town centre of North Perth.	• This comment is noted. The application has been assessed and will be determined on the information that has been submitted by the applicant.
• Additional reports (including traffic, health and safety and environmental reports) should be provided by the applicant. By not providing this additional reporting, this limits the community's ability to understand the extent of the application.	• The application has not demonstrated that off-site amenity impacts related to traffic, noise, and public health would otherwise be acceptable.
• Council determination of the application should provide limitations on the nature of the use and any future development intentions of the applicant.	• The application is required to be determined on its merits and cannot consider any future development that may be pursued because these do not form part of the application.
• The application seeks approval for works on Lot 18 and 701. The proposed development plans show the proposed demolition of the existing shed which is located on Lot 16 (the adjoining lot) which does not form part of the application.	• The application was originally submitted proposing works to the adjoining property at No. 45 Angove Street. Prior to community consultation the application was amended to remove this property from the application. The application only relates to the works proposed to No. 41-43 Angove Street.
• The site plan only identifies 4 customer parking bays, located on the western side of Lot 701. Query on where the fifth car bay is proposed to be located.	• The proposed plans indicate for four bays to be provided along the western boundary of the subject site.
<u>Continued Pursuit of Development</u>	
• The applicant has not respected local community views by continuing to pursue this development. Extensive community concerns have been raised and should be respected by the applicant and the applicant should behave in line with community values.	• This comment is noted.
• This application represents an attempt to contravene the previous Development Assessment Panel decision to refuse an application for a service station on this site.	• The subject application is a separate application to the proposal that was refused by the JDAP in May 2023.

Summary of Submissions:

Comments Received in Objection:	Administration Comment:
• Query if multiple applications are able to be made over a development site at the same time.	• The LPS Regulations do not prevent the consideration of concurrent applications to the subject site at the same time.
Inconsistency with the Planning Framework and City Strategic Documents	
• The proposed development is not consistent with the principles of orderly and proper planning, or the objectives of the City of Vincent.	• Administration is not satisfied that the application would be consistent with orderly and proper planning. This is because the proposed works would result in a fundamental change of the activities on site from the previous approval, and the subject site has not operated as a Service Station since prior to December 2021 when perimeter fencing was erected on the site and would not be considered as a non-conforming use. As there is not existing use rights, the proposed works would facilitate a prohibited use from operating on the subject site and would be inconsistent with the City's LPS2.
• The application is inconsistent with clause 9(b) of the City's Local Planning Scheme on a number of levels.	• It has not been demonstrated that there is any pre-existing use rights, the proposed works would facilitate a prohibited use operating from the site that would be inconsistent with the provisions of LPS2.
• The application should be prevented on one interpretation of relevant clauses of the Local Planning Schemes' provisions relating to non-conforming uses (intended to control and limit such non continuous usages of land).	• The subject site would not be a non-conforming use as it has not operated as a Service Station since December 2021 and the proposed works would result in a fundamental change to the way it functions from the previous approval.
• The proposal does not appropriately address the reasons for refusal for the previous Development Assessment Panel application.	• The proposed application is separate to the application that was refused by the JDAP in May 2023 and is not required to address these reasons.
• The proposed development should be assessed as an 'X' use under the City's Local Planning Scheme and should not be approved.	• It has not been demonstrated that there is any pre-existing use rights, the proposed works would facilitate a prohibited use operating from the site that would be inconsistent with the provisions of LPS2.
• This development is inconsistent with the future direction that should be envisioned for the area. The North Perth precinct, including North Perth Plaza, is overdue for better inner-city planning.	• This comment is noted.
• The proposal is inconsistent with the City's Access and Inclusion Plan 2022-2027 due to the increase in traffic that will occur.	• The City's Access and Inclusion Plan is not a planning instrument. The application has not demonstrated the suitability of traffic impacts or the impact on pedestrian safety.

Summary of Submissions:

Comments Received in Objection:	Administration Comment:
• The proposed refurbishment and intended usage are contrary to the principles and values outlined by the City of Vincent in its policies and directions for the North Perth Centre. The City's vision for pedestrian-friendly, smoke-free, and cycle-friendly streets will be undermined by this development.	• This comment is noted. The Service Station land use is broadly inconsistent with the objectives of the District Centre and the intended vision for the North Perth Town Centre. This informed the amendment to LPS2 to prohibit a new Service Staton on the subject site.
• The proposed development is not consistent with the vision of the North Perth Master Plan.	• The North Perth Master Plan is a high-level strategic planning document that provides broad recommendations on future development of the North Perth centre and was adopted by Council in 2013. This has subsequently informed the preparation of the Local Planning Strategy, LPS2 and Built Form Policy, and has been given regard through the assessment of these instruments.
• The development conflicts with the City's long term planning policies and strategic objectives, including community development and support for local businesses.	• This comment is noted.
• The proposed development is inconsistent with the City's Strategic Plan 2022 -23, including the following elements: o Enhanced Environment. o Sensitive Design. o Accessible City. o Thriving Places.	• The Strategic Community Plan is not a planning instrument. These six key priorities are embedded within the City's local planning framework, including LPS2 and local planning policies.
<u>Inconsistency with Zone Objectives</u>	
• The Petrol Station will adversely impact adjoining residential areas and pose health and safety risks including increased ambient fuel fumes and pedestrian safety due to significantly increased traffic and the 24 hour operation.	• The application has not demonstrated that off-site amenity impacts related to traffic, noise, and public health would otherwise be acceptable.
• Developments in the area are supposed to increase community focal points, services and employment and encourage a public interaction which is not achieved by the proposed development.	• This comment is noted.
• This development is not pedestrian-friendly, street-oriented, and will detract from the District Centre. Increases in traffic flow contradict "pedestrian-friendly" principles, and the impact of higher traffic volumes will diminish the area's ambiance and likely discourage visitors.	• The proposed application does not involve any modifications to the existing building footprint. Notwithstanding this the proposed works would be inconsistent with the desired character of Angove Street and would not provide for a streetscape presentation that enhances amenity and contributes shade. The traffic impacts from the proposal have not been demonstrated.

Summary of Submissions:

Comments Received in Objection:	Administration Comment:
• The proposal does not address the need of the area for housing and a diverse commercial high street of restaurants, retail and community service.	• This comment is noted. The provision of housing within the District Centre zone is one objective. It is noted that the subject site has historically been used as a Service Station and has not contributed towards housing and any new service station would not contribute to that objective.
• Residential amenity will be impacted due to the proximity of surrounding residential properties and the incompatible nature of the proposed development with these properties.	• The application has not demonstrated that off-site amenity impacts related to traffic, noise, and public health would otherwise be acceptable.
• The proposed development is not a pedestrian friendly, street-oriented development and will detract from the District Centre. The impact of higher traffic volumes will affect the ambience in the area and likely discourage visitors to the cafe strip.	• The traffic impacts from the proposal have not been demonstrated.
• Instead of a petrol station, the site could support medium-density housing or mixed-use development. A commercial business on the ground floor with apartments above would address housing shortages and enhance the vibrancy of Angove Street with public transport conveniently located within 200 metres.	• This comment is noted.
• The proposed development is not design in accordance with sustainability principles for the following reasons: o There is no Environmental Report submitted with the application. o There are no proposed trees that would provide tree canopy and shade in summer. o The application does not demonstrate how the development would obtain solar gain in winter. As the service station canopy will prevent any direct sunlight through the north facing windows in winter.	• The application does not provide for landscaping or tree canopy that would adequately off-set the visual impact from the amount of hardstand area or contribute towards the City's green canopy to reduce the urban heat island effect. The application proposes the retention of the existing building and which would have broad sustainability benefits, and includes measures such as solar panels and stormwater re-use that would be consistent with the element objectives of the Built Form Policy.
• A petrol station land use does not provide a community need in this location. The site has potential for a 3-4 storey mixed-use development, which would enhance the District Centre area.	• This comment is noted.

Summary of Submissions:

Comments Received in Objection:	Administration Comment:
• The proposed development would not encourage retention and promotion of uses including but not limited to specialty shopping, restaurants, cafes and entertainment.	• This comment is noted.
• The proposed departures to the street setback requirements are a threat to pedestrians, students at the local primary school, patients of nearby Casson House, and the public. Increasing traffic loads and the intensity of the development does not meet the design principles relating to street setbacks.	• Following community consultation the applicant provided amended plans which reinstated the existing window to the ROW. This would mean that there would be no change to the existing building in relation to this and the application does not propose a departure from the acceptable outcomes related to Street Setback. Traffic and safety impacts have also not been demonstrated in the proposal as set out above.
<u>Street Setbacks</u>	
• The infill to the window facing the right of way prevents passive surveillance, contributes to the building bulk, and prevents cross ventilation.	• Following community consultation the applicant provided amended plans which reinstated the existing window to the ROW. This would mean that there would be no change to the existing building in relation to this and the application does not propose a departure from the acceptable outcomes related to Street Setback.
• The infill to the window would impact pedestrian safety by restricting passive surveillance.	• Following community consultation the applicant provided amended plans to reinstate the existing window to the ROW.
• The development fails to complement the character of Angove Street.	• The application proposes the re-use of the existing building with no change it its existing footprint or setback. The existing building with its setback from Angove Street would form part of the existing streetscape context, although it does not reflect the desired outcome for a strong urban edge outlined in the Built Form Policy.
• The development does not provide passive surveillance of Angove Street.	• The application proposes a number of new windows as well as entry doors to the Angove Street frontage that would improve passive surveillance to this street compared to the existing building.
<u>Tree Canopy & Deep Soil Areas and Landscape Design</u>	
• The proposed landscaping is inadequate and inconsistent with the design principles. This will impact negatively on urban air quality, and will detract from the green canopy and increase heat load.	• The proposed landscaping would be inconsistent with the element objectives of the Built Form Policy as it would not make a demonstrated contribution to the streetscape or the City's green canopy to reduce the impact of the urban heat island effect. The landscaping would equate to less than 2 percent of the exposed hardstand area and has not indicated any trees to be provided.
• A landscaping plan should be provided to allow for assessment of the proposal against the planning framework. This should be required as the	• The applicant has not provided a landscaping plan. The proposed landscaping would not make a contribution to the streetscape or provide for amenity or shade.

Summary of Submissions:

Comments Received in Objection:	Administration Comment:
visual impact of the building is part of a desirable streetscape adjoining a vibrant public community space. It is in the public's interest for the petrol station to fit into the whole existing design of the Angove Street precinct.	
• The landscaping does not reduce the impact of the development, in scale or use, on the adjoining residential zones and public spaces. • The proposed landscaping is inadequate, considering the sites 'landmark' location within the North Perth town centre. • The proposed landscaping is minimalistic and does not conform with the character of the area. • There is no tree canopy proposed by the development that would provide shading in summer. • There is no information on how the proponent will retain all stormwater on the site in compliance with previous approval requirements.	• The proposed landscaping would not be adequate to offset the visual impact of the exposed hardstand area. • The proposed landscaping would not positively contribute towards the Angove Street streetscape. • The proposed landscaping would not positively contribute towards the Angove Street streetscape. • The proposed landscaping would not make a contribution to the streetscape or provide for amenity or shade. • Any development would be required to contain stormwater on the subject site which would be enforced through a condition of approval.
<u>Façade Design</u> • The petrol station is a semi-industrial building and does not maintain the strong built edge along Angove Street between Stomp Coffee and the apartment building at 1 Albert Street. • The proposed facade design consists of painting the existing building and a new canopy. The design has not taken the opportunity incorporate contextual design elements, nor enhance the character of the area.	• The application proposes the re-use of the existing building with no change it its existing footprint or setback. The existing building with its setback from Angove Street would form part of the existing streetscape context, although it does not reflect the desired outcome for a strong urban edge outlined in the Built Form Policy. • The proposed colours, materials and finishes to the existing building would be inconsistent with the element objectives of the Built Form Policy. This is because the installation of new weatherboard cladding and painting of the walls and roof in monument would not be consistent with local area character, typically consists of painted and unpainted brick, and painted render finishes with a lighter colour palette.

Summary of Submissions:

Comments Received in Objection:	Administration Comment:
• The proposed façade design is minimalistic and does not address the design principles or conform with the character of the area.	• The proposed colours, finishes and materials would not be consistent with the predominant character of the Angove Street streetscape.
• Corner sites are an opportunity for enhancement which is missed by the proposed development.	• This comment is noted.
• The proposed façade design does not respect and reference the character of the local area and is inconsistent with the heritage character of local buildings.	• The proposed colours, finishes and materials would not be consistent with the predominant character of the Angove Street streetscape.
• An Urban Design Study should be provided to ensure the proposal is consistent with the existing built form character of the area. Proportions, materials and design elements that respect and reference the local area are an important function of visual interest when viewed from the public realm.	• The applicant has not provided an Urban Design Study to demonstrate how the façade upgrades would reflect the existing character. Administration is not satisfied that the colours, finishes and materials would be consistent.
• The visual impact of the proposed façade design will be increased by any future signage that is installed at the site. Service station signage (and OTR branding) has an industrial character more commonly seen on main roads.	• Signage does not form part of the application and would need to be consistent with the City's Local Planning Policy: Signs and Advertising.
• The service station will not make a positive contribution to the streetscape and will have a negative impact on public's enjoyment of the local amenities.	• This comment is noted.
<u>Public Domain Interface</u> • The refuse enclosure would not meet the design principles and would result in unsightly and potentially dangerous placement of bins.	The proposed plans indicate a 2.1 metre high slatted waste enclosure along the western boundary between the existing building and parking bays, however this is not reflected on the proposed elevations. The streetscape presentation is dominated by hardstand areas and does not provide for an appropriate landscape design that would enhance the amenity of the streetscape and provision of shade.
<u>Roof Design</u> • The solar absorption rating of the proposed roof exceeds the compliance requirement. This will result in the building adding to the urban heat load.	• The roof is proposed to be finished in monument grey to match the remainder of the building. While this would integrate the roof with the building, this would overall be inconsistent with element objectives of the Built Form Policy and the character of the streetscape as set out above.

Summary of Submissions:

Comments Received in Objection:	Administration Comment:
• The roof structure does not propose any solar energy generation or environmental benefits to the development.	• The proposed plans indicate solar panels to be provided on the roof of the building, which would be required to be delivered through a condition of any approval.
• The roof design is inconsistent with the existing character of Angove Street.	• The use of monument grey on the gable roof would be visually prominent from the street and inconsistent with the existing character.
Environmentally Sustainable Design	
• An Environmentally Sustainable Design (ESD) Report should be provided identify key issues for an environmentally sustainable design and establish the impact of the proposed modifications to the building. This should include an assessment of buffer guidelines to ensure they meet the Environmental Protection Agency standard and a noise mitigation report for the building (including assessments of exhaust fans, reduction of traffic noise at the site and petrol pump noise).	• Although an ESD report has not been provided, the proposed plans indicate the provision of sustainability initiatives including solar plans and re-use of rainwater. These in conjunction with the re-use of the external building which would have a sustainability benefit by reducing demolition and the need for new materials, would broadly be consistent with the element objectives of the Built Form Policy. The application has not provided a noise report to consider the impacts on the surrounding properties, but would ultimately be required to comply with the *Environmental Protection (Noise) Regulations 1997*.
• Without an ESD report being provided, an assessment of the development against the standards is unable to be undertaken. The development would be unlikely to comply as a result of the lack of green space, the low depth of the planting, and the high solar absorption rating of the roof.	• The re-use of the existing building and incorporation of sustainability initiatives would broadly be consistent with the element objectives of the Built Form Policy. Separately the lack of landscaping and the dark roof colours would be inconsistent with the relevant objectives as set out above.
• The branding of other OTR stations is typically black/dark grey in colour. This design does not meet the solar absorbency limits and lead to increased use of air conditioning. When combined with the under provision of trees and the extent of concreted area on the site, this leads to the site contributing to the urban heat island.	• The use of dark colours and lack of landscaping would be inconsistent with the relevant element objectives of the Built Form Policy.
• By not providing an ESD report, the business is not giving consideration to the local community.	• This comment is noted.
• The applicant intends to install new fuel vents and the location of these should be confirmed with dispersion modelling of fume levels in a full range of wind conditions prior to determination of the application.	• The applicant has not provide any modelling of emissions from the proposed application to demonstrate the risk to the community.

Summary of Submissions:

Comments Received in Objection:	Administration Comment:
• The plan does identify bunding or spill containment. The location of the new fuel vessel (and refuelling point for tankers) is adjacent to a crossover that slopes down to the street which represents a risk to the community that should be addressed.	• The location of the fuel bowsers is generally consistent with the previous approved location. The application would be required to contain run-off and address the management of spills through a condition of approval.
• Due to its age, the building would be unlikely to meet the current environmental and sustainability standards as it has been left in its original state for over 40 years and previously environmental impacts were not considered as important.	• This comment is noted. The re-use of the existing building and incorporation of sustainability initiatives would result in an improved outcome compared to the existing building.

Comments Received Expressing Concern:	Administration Response:
Potential Use The site is suitable for use as a craft brewery but given it was previously a petrol station, there is no issues with it returning to its previous use.	This comment is noted.

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

DRP Chair Comments (17 June 2024)		
Design quality evaluation		
		Supported
		Pending further attention – refer to detailed comments provided
		Not supported
		Not Applicable to proposed development
Strengths of Proposal		
• Increasing the amount of windows on the north facade is supported • The renovation and re-use of the existing building is supported from an ESD perspective • All openings to the building will receive passive shading from the main bowser area canopy		
Design Principles		
Principle 1 - **Context and character**		***Principle*** ***Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.***
		• The proposed colours and additions don't appear to respond to or compliment the area's surrounding context and character. The applicant is encouraged to submit an Urban Design Study and undertake analysis of the surrounding area's built form character allowing it to inform the proposal's form, architectural language, materiality and colours • The proposal seeks to decrease the existing level of streetscape interactivity by filling in the existing roller door on the east facade as well as the window on the rear (south) laneway elevation • The existing structure is much loved by the local community and has a very specific character which would be highly suited to an adaptive re-use proposal converting the structure into a Restaurant or Cafe as has taken place on a number of previous petrol stations, car-yards and mechanics shops within the City of Vincent. The treatment of the existing building / structure including the branding, colours and materiality negatively impact on (or don't retain or reference) the character of the existing building • It's acknowledged the current proposal is an renovation of an existing building / use however the proposed use is generally not ideal in a pedestrian orientated Town Centre location given the change that has occurred in this area recently • The bin-store is positioned in a location that is highly visible from the public realm which is not supported. The bin-store is not shown on the elevations and the proposal provides minimal information relating to the treatment of the enclosure •
Principle 2 - **Landscape quality**		***Principle*** ***Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.***

	• Virtually no landscaping is proposed on the site which is not supported in this location. Generous landscaping is one option to contribute to the surrounding streetscapes and local community especially considering the use of the site • The applicant is strongly encouraged to engage a Landscape Architect and consider all opportunities to increase planting areas, Deep Soil Zone and canopy coverage on the site in order to meet the City's policy requirements in relation to landscaping • The application is encouraged to provide detail in relation to plant species, plant pot and tree sizes (when planted) and reticulation. Native planting species are encouraged • Can the amount of parking bays on the site be reduced in order to remove the amount of driveway / hard ground surface which currently dominates the site and increase the amount of soft landscaping on the site? • The east elevation currently show landscaping that is not show on the plan and is not feasible given the site planning
Principle 3 - **Built form and scale**	***Principle*** ***Good design ensures that the massing and height of development is appropriate to its setting and successfully negotiates between existing built form and the intended future character of the local area.***
	• No comments. Supported based on the proposal being a renovation of the existing building / site
Principle 4 - **Functionality and build quality**	***Principle*** ***Good design meets the needs of users efficiently and effectively, balancing functional requirements to perform well and deliver optimum benefit over the full life-cycle.***
	• Limited information is provided on the drawings in relation to the internal layout of the control building to assess its functionality. The applicant is encouraged to include this information on the drawings • It's assumed the building will be air-conditioned however the AC external unit is not shown on the drawings. The applicant is encouraged to show this on the drawings and ensure it is located or screened to ensure it is not visible from the public realm • The distance between petrol bowser 1/2 and the parking bays is not shown however appears tight in relation to accommodating turning by larger vehicles • Painting the existing roof rather than replacing the roof is not an optimal outcome in terms of generating a robust outcome and minimising future aesthetic / maintenance requirements.
Principle 5 - **Sustainability**	***Principle*** ***Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes.***
	• The applicant is encouraged to engage an ESD professional to input into the project and submit an ESD Report for the project. This should include confirmation the proposal can achieve a 5 star Greenstar outcome or include a Life Cycle Assessment • The drawings note PV solar panels and rainwater re-use will be incorporated however no details are provided in relation to these items and neither are shown on the drawings. All ESD initiative should be integrated with the built form • The applicant is encouraged to consider integrating further renewable technologies such as no gas (all electric), efficient heat pump HWS and generous native landscaping on the site etc. • The proposed external facade and roof are dark colours. The applicant is encouraged to consider lighter colours to minimise heat absorbance especially in relation to the roof colour in order to comply with the City's policy requirements.

Principle 6 - **Amenity**		***Principle*** ***Good design optimises internal and external amenity for occupants, visitors and neighbours, providing environments that are comfortable, productive and healthy.***
		• Not applicable given the use.
Principle 7 - **Legibility**		***Principle*** ***Good design results in buildings and places that are legible, with clear connections and easily identifiable elements to help people find their way around.***
		• The legibility of the main entrance could be further strengthened and visually differentiated from the adjacent full height windows through the proposal's architectural language and form. This is only currently legible by the signage above the door which is not part of this application.
Principle 8 - **Safety**		***Principle*** ***Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use.***
		• The proposal seeks to fill in the existing roller door on the east facade as well as a window on the rear (south) laneway elevation which decreases the level of passive surveillance of a portion of the Woodville Street interface as well as the rear laneway and is not supported. The applicant is encouraged to retain or add new windows to these facades to increase passive surveillance of the adjoining streetscape and rear laneway.
Principle 9 - **Community**		***Principle*** ***Good design responds to local community needs as well as the wider social context, providing environments that support a diverse range of people and facilitate social interaction.***
		• The proposal is under-developed in terms of the built form outcome envisaged within the City's current planning framework for a Town Centre location • Generous high quality landscaping on the site is one opportunity to contribute to the streetscape and surrounding local community. Virtually no landscaping is currently proposed • Refer to comments in the Context & Character Principle in relation to the use on a Town Centre location site and the potential for a more sensitive adaptive re-use proposal in keeping with and retaining more of the existing buildings unique character • The existing crossovers appear excessive in a pedestrian orientated Town Centre location as well as in relation to the functionality / access required to the site. It's acknowledged this is a renovation of an existing building maintaining the existing use however the applicant is encouraged to consider reducing the extent of existing crossover where possible to align with the minimum access required to the site.
Principle 10 - **Aesthetics**		***Principle*** ***Good design is the product of a skilled, judicious design process that results in attractive and inviting buildings and places that engage the senses.***

	• The proposed colours and additions don't appear to respond to or compliment the area's surrounding context and character. The applicant is encouraged to submit an Urban Design Study and undertake analysis of the surrounding area's built form character allowing it to inform the proposal's form, architectural language, materiality and colours • The proposed external elevations on the rear laneway interface and Woodville Street interface includes no articulation of form, diversity of materiality, texture and colour which is not supported in a Town Centre location • The treatment of the existing building / structure including the branding, colours and materiality negatively impact on (or don't retain or reference) the unique character of the existing building. • The applicant is encouraged to consider retaining, displaying and celebrating some unique items from the existing building / structure. •

5.3 PROPOSED CHARLES HOTEL LOCAL DEVELOPMENT PLAN

Ward: North

Attachments:

1. Location and Consultation Plan
2. Local Development Plan
3. Cover Letter & Design Report
4. Transport Impact Assessment
5. Summary of Submissions - Administration Response
6. Summary of Submissions - Applicant Response
7. Design Review Panel Minutes

RECOMMENDATION:

That Council:

1. Pursuant to Clause 47(d) of the Deemed Provisions of the *Planning and Development (Local Planning Schemes) Regulations 2015* CONSIDERS that a Local Development Plan is required over Nos. 501, 503, 503B, 505-509 and 511-513 Charles Street, 4 Carrington Street and 118-122 Eton Street, North Perth (Lots: 91-93, 4, 4091-4093, 2, and 4088-4090), North Perth, for the purposes of orderly and proper planning; and

2. Pursuant to Clause 52(1)(a) of the Deemed Provisions of the *Planning and Development (Local Planning Regulations) 2015* APPROVES the Local Development Plan dated 12 July 2024 for Nos. 501, 503, 503B, 505-509 and 511-513 Charles Street, 4 Carrington Street and 118-122 Eton Street, North Perth (Lots: 91-93, 4, 4091-4093, 2, and 4088-4090), North Perth, included as Attachment 2, subject to the following:

   Modifications to Local Development Plan

   2.1 The applicant modifying the Local Development Plan by deleting the reference to Child Care Premises as a Preferred Land Use for Parcels 1 and 2 within Table 1, and the associated note at the bottom of Table 1.

   The modified Local Development shall be resubmitted to the City;

   Approval of Western Australian Planning Commission

   2.2 Obtaining the approval of the Western Australian Planning Commission for:

   - Acceptable Outcome 3 (Building Height);
   - Acceptable Outcome 5 (Plot Ratio); and
   - Acceptable Outcome 7 (Landscape Design);

   in relation to Development Parcel 2 only, in accordance with Clause 1.2.3 of State Planning Policy 7.3: Residential Design Codes Volume 2 – Apartments; and

   2.3 Obtaining the approval of the Western Australian Planning Commission for Acceptable Outcome 7 (Landscape Design) in relation to Development Parcels 1 and 3 to 6, in accordance with Clause 1.2.3 of State Planning Policy 7.3: Residential Design Codes Volume 2 – Apartments.

EXECUTIVE SUMMARY:

The purpose of this report is to consider a proposed Local Development Plan (LDP) for the Charles Hotel site and surrounding properties located at Nos. 501, 503, 503B, 505-509 and 511-513 Charles Street, 4 Carrington Street and 118-122 Eton Street, North Perth (the subject site).

An LDP is a planning tool that would achieve a coordinated built form outcome across multiple lots.

The Charles Hotel site and surrounding properties are comprised 11 properties with a total area of over 1.3 hectares. There are different zoning and density coding that apply to these properties under the City's Local Planning Scheme No. 2 (LPS2). This includes Mixed Use and Residential zoned land that ranges in density coding from R30 (low density) to R100 (high density).

The range of zonings and applicable development standards would result in different forms of development across these properties. The Western Australian Planning Commission (WAPC) has confirmed that an LDP is required to facilitate coordinated redevelopment because of this and in the interests of orderly and proper planning.

The City's Local Planning Strategy identifies the Charles Hotel and surrounding sites as being a strategic development site that could provide for greater development potential. This would include increased building height and density that could provide for a mix of dwelling types to cater for a growing population and their needs.

The LDP seeks to redevelop the subject site into a mixed use precinct that comprises of six different development parcels with building heights varying between two and eight storeys across the site.

This would be achieved through prescribing acceptable outcome standards relating to preferred land uses, built form controls including building height and setbacks, landscape design for publicly accessible areas, and consolidated vehicle access points.

The proposed LDP is supported as it would facilitate a mixed use redevelopment which would be consistent with the City's Local Planning Strategy vision for the site and would:

- Provide for a mix of residential and non-residential uses. These could be compatible with and complimentary to the intended future planning for the surrounding area. It would also contribute towards increased housing opportunities;
- Locate building height across the site and employ suitable setbacks. This would not impact on the amenity of Charles Street and would transition to integrate with and respond to the existing building heights of the surrounding residential area;
- Ensure the delivery of 1,265 square metres of publicly accessible green space and green linkages across the site; and
- Provide for safe, functional and consolidated vehicle access points that would be compatible with the surrounding road network.

A future development application (DA) would be required to demonstrate consistency with the LDP and the remainder of the local planning framework. This DA would need to include detailed design of proposed buildings within the building envelopes shown on the LDP, as well as supporting technical reports that would ordinarily be required to support a DA.

PROPOSAL:

Overview of LDP Purpose

Most commonly DA's are assessed against applicable standards of the local planning framework. This includes the City's Local Planning Scheme No. 2 (LPS2) and Policy No. 7.1.1 – Built Form (Built Form Policy), along with the State Government's Residential Design Codes (R Codes).

A LDP is a planning instrument that can form part of the local planning framework to facilitate a coordinated built form outcome across multiple properties. It can achieve this by prescribing development standards to deliver a site specific development response in the same way that the R Codes or the City's Built Form Policy provides for.

This means that the purpose of an LDP is not to provide a level of detail that would ordinarily be associated with a DA.

The setting of a LDP within the local planning framework is shown below in **Figure 1**.

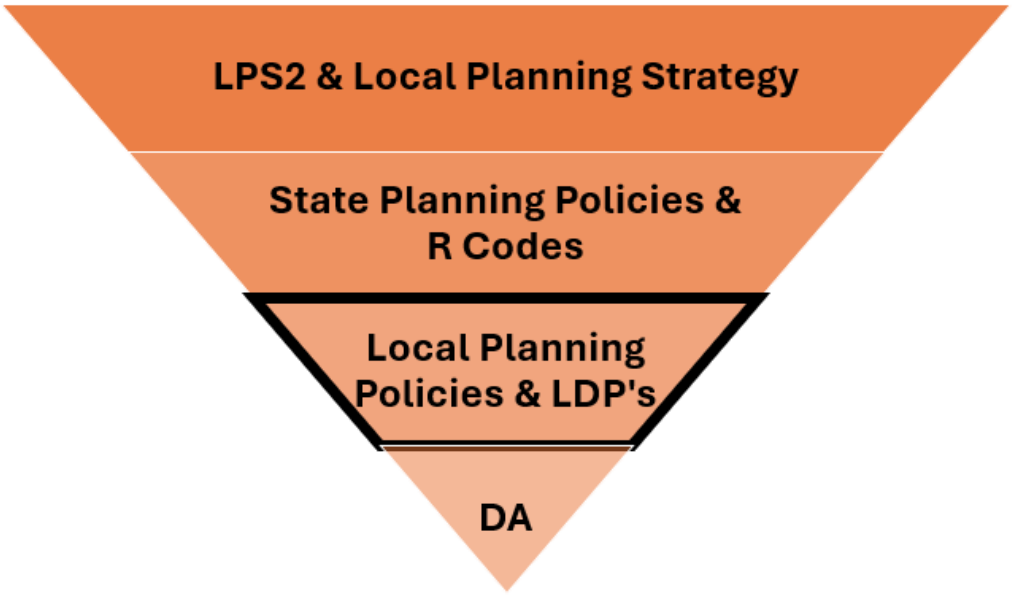


Figure 1 – Hierarchy of Planning Documents

Proposed LDP

The subject site that includes the existing Charles Hotel site and surrounding area comprises of 11 individual properties and are covered by a range of zonings under LPS2 and built form areas under the Built Form Policy.

This existing planning framework would provide for an inconsistent development outcome across the subject site if it were to be redeveloped based on the current applicable standards prescribed in the Built Form Policy and R Codes.

The proposed LDP would provide for site specific development standards that would establish the future building envelope that considers building heights and setbacks that would ultimately provide for a coordinated redevelopment outcome.

Once a LDP is approved, a DA would still be required for any future redevelopment to occur. A future DA would be assessed against the provisions of the LDP, in addition to any other applicable policies under the local planning framework.

On 10 July 2018 the Western Australian Planning Commission (WAPC) advised the City that a LDP is required to facilitate the development of the Charles Hotel and surrounding land parcels consistent with the purposes of orderly and proper planning.

Since this time the landowner has been progressing with the preparation of the LDP, and it was formally lodged with the City on 12 January 2023.

The proposed LDP is included as **Attachment 2** and consists of two sections, being Design Objectives, and Acceptable Outcomes:

- The Design Objectives provide overarching guidance and are aligned with the priorities of the City's Strategic Community Plan. These are Enhanced Environment, Accessible City, Connected Community, Thriving Places and Sensitive Design. This sets out the intended development outcome for the redevelopment of the subject site to a mixed use commercial, residential and hotel precinct. Regard is to be given to these objectives in assessing any future DA.

- The Acceptable Outcomes outline the preferred land uses and built form provisions that a future development application would be assessed against. These Acceptable Outcomes provide for the redevelopment of the site as a mixed use precinct which varies between two and eight storeys in height and accommodating a range of residential and non-residential uses.

The applicant's cover letters (including the initial letter submitted with the application and the most recent letter accompanying an amended version of the LDP) and supporting design report is included as **Attachment 3**. The accompanying Traffic Impact Assessment (TIA) is included as **Attachment 4**.

DELEGATION:

This application is being referred to Council for determination in accordance with the City's Register of Delegations, Authorisations and Appointments.

This is because Council is required to determine any LDP.

BACKGROUND:

Landowner:	Bridgeton Pty Ltd
Applicant:	Allerding and Associates
Date of Application:	12 January 2023
Zoning:	MRS: Urban LPS2: • No's 501, 503, 503B, 505-509 Charles Street and 4 Carrington Street: - Zone: Mixed Use R Code: R100 • No's 511-513 Charles Street, 118 and 120 Eton Street: - Zone: Residential R Code: R60-R100 • No 122 Eton Street: - Zone: Residential R Code: R30/R40
Built Form Area:	• No's 501, 503, 503B, 505-509 and 4 Carrington Street – Mixed Use • No's 511-513 Charles Street - Transit Corridor • No's 118-122 Eton Street – Residential
Existing Land Use:	• No's 501, 503, 503B Charles Street – Vacant • No's 505-509 Charles Street and 4 Carrington Street – Charles Hotel and Drive Through • No's 511-513 Charles Street - Vacant • No's 118-122 Eton Street – Single House
Lot Area:	• No's 501, 503, 503B Charles Street – 733m^2, 659m^2 and 585m^2 • No's 505-509 Charles Street – 6,104m^2 • No. 4 Carrington Street – 402.7m^2 • No's 511-513 Charles Street – 715.2m^2, 735.7m^2 and 809m^2 • No's 118-122 Eton Street – 787.4m^2, 809m^2 and 809m^2 • Total – 13,149m^2
Right of Way (ROW):	No
Heritage List:	No

Subject Site

Site Context

The subject site is located on the northern and southern sides of Ellesmere Street, and is bound by Eton Street to the west, Carrington Street to the south and existing residential development to the north.

The subject site is approximately 1.3 hectares in area and consists of 11 individual properties. These properties include the following:

- No's. 505-509 Charles Street & 4 Carrington Street - The existing Charles Hotel building and associated car parking.
- No's 501, 503 and 503B Charles Street – Adjacent to the Charles Hotel and are currently vacant.
- No's. 511-513 Charles Street – Located on the northern side of Ellesmere Street and consists of hardstand areas utilised for parking associated with the Charles Hotel.
- No's. 118-122 Eton Street – Located on the northern side of Ellesmere Street and consists of three single storey single houses.

A location plan is included as **Attachment 1**.

Portions of the subject site are affected by future road widening for Charles Street. The width of these portions is 3.9 metres, and equivalent to approximately 185 square metres in front of No. 501-503B Charles Street and approximately 74 square metres in front of No. 513 Charles Street. These future road widening areas are reflected in the proposed LDP.

Local Planning Strategy

The City's Local Planning Strategy was endorsed by the WAPC on 8 November 2016 and identifies the Charles Hotel as being a strategic development site outside of the North Perth Town Centre that could accommodate greater development potential.

The key opportunities identified by the Local Planning Strategy are summarised as:

- The Charles Hotel and surrounding lots could be developed into a five storey mixed use development. The buildings should be appropriately stepped down to remain sympathetic to and integrate with surrounding residential development.
- Development facing Ellesmere Street and Eton Streets storeys should address the existing heights in the area.
- Development on the northern side of Ellesmere Street could include multiple dwellings and should be stepped down to adjacent residential development.
- The site is an opportunity to provide for affordable housing and a mix of dwelling types in an area which consists of predominantly single or grouped dwellings, to cater for an increased population.

Local Planning Scheme No. 2 and Built Form Policy

The subject site consists of various zonings under LPS2 and built form areas under the City's Built Form Policy which guide development across the sites. These are shown in **Figure 2** below.

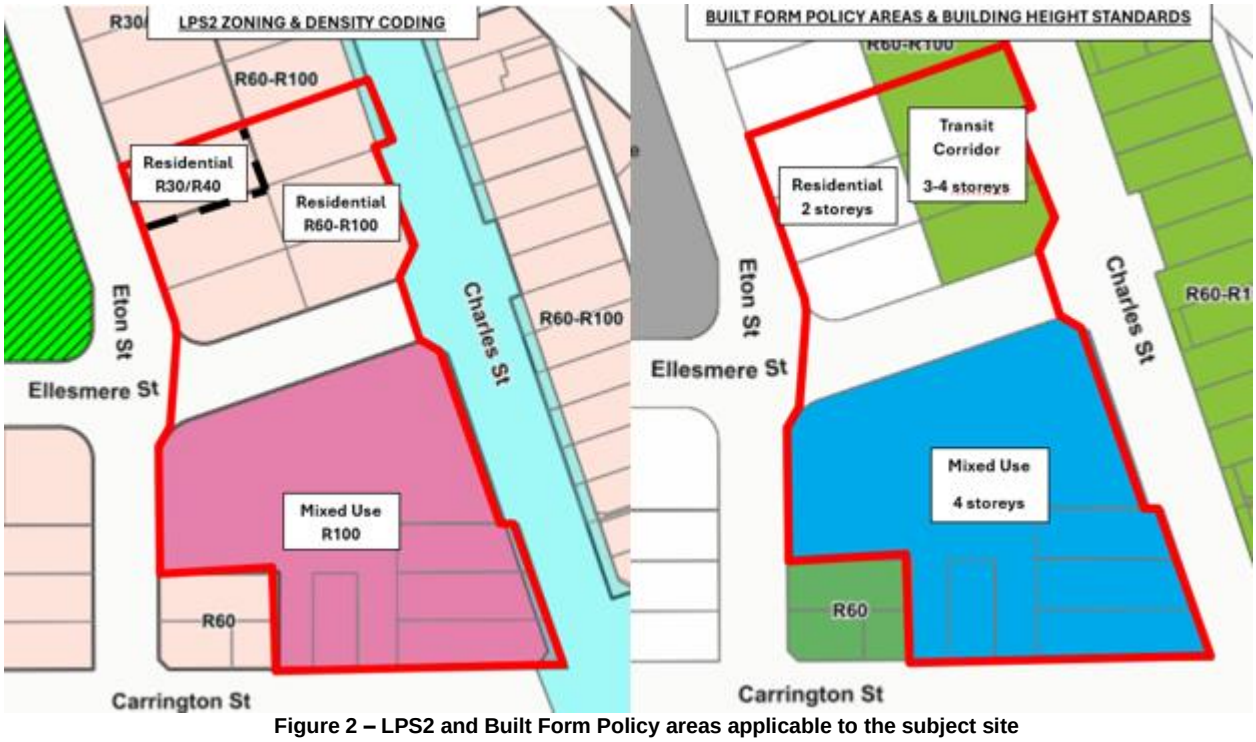


Figure 2 – LPS2 and Built Form Policy areas applicable to the subject site

There are separate clauses in LPS2 which impact on some of the properties that comprise the subject site. These are:

- No's 511-513 Charles Street & 118-120 Eton Street – These properties are zoned Residential R60-R100 and Clause 26(3) is applicable. This clause permits development to R100 standards where the site exceeds 2,000 square metres.

  The cumulative area of these properties would be 3,956.3 square metres which would permit development to R100 standards.

- No. 122 Eton Street – This property is zoned Residential R30/R40 and Clause 26(1) of LPS2 is applicable. This clause permits development to R40 standards where the existing house is retained.

  Future redevelopment would likely result in the demolition of the existing house which would require development to be assessed against the R30 development standards for this property.

Surrounding Development Context

The context surrounding the subject site consists of:

- Charles Street – Existing development to the north, east and south of the subject site consists of a mix of residential and non-residential activities. Residential development along Charles Street includes single houses and grouped dwellings that are between one and two storeys in height. Non-residential land uses along Charles Street includes Consulting Rooms, Restaurant/Café.

  The properties along Charles Street are zoned Residential R60-R100 under LPS2, with the exception of Nos. 493-506 Charles Street to the south-east of the subject site which is zoned Commercial.

  All the properties along Charles Street are within the Transit Corridor built form area of the Built Form Policy with a building height standard of three to four storeys.

- Eton Street & Ellesmere Street – Existing development to the north, south and west of the subject site consists of residential activities that are between one and two storeys in height. Ellesmere Park is located on the northern side of the Ellesmere Street to the west of the subject site.

  The properties along Eton Street and Ellesmere Street are zoned R30/40 under LPS2 where located north of Carrington Street, and R20 south of Carrington Street. These properties are within the Residential built form area of the Built Form Policy with a building height standard of two storeys.

Nos. 110 and 112 Eton Street which directly abut the existing Charles Hotel is zoned Residential R60 under LPS2 and are within the Residential built form area of the Built Form Policy with a building height standard of three storeys.

- Carrington Street – Existing development to the south of the subject site consists of residential activities that are between one and two storeys in height.

  The properties along Carrington Street are zoned between R30/40 under LPS2. These properties are within the Residential built form area of the Built Form Policy with a building height standard of two storeys.

  No. 6 Carrington Street which directly abuts the existing Charles Hotel is zoned Residential R60 under LPS2 and is within the Residential built form area of the City's Built Form Policy with a building height standard of three storeys.

Timeline of Local Development Plan Assessment

Prior to formal lodgement, the LDP has been the subject of an extensive pre-lodgement process between the landowner, the applicant and Administration.

This began in May 2018 when the City received a formal request from the landowner for confirmation from the WAPC that a LDP was required for the subject site.

The WAPC confirmed this in July 2018. Since then, pre-lodgement meetings occurred with the landowner, applicant and Administration between November 2018 and November 2022.

This led to the LDP being formally lodged with the City on 12 January 2023. A timeline of the assessment of the proposal is provided below for information:

Date	Action
12 January 2023	Application fee paid and LDP formally lodged. Administration requested additional information prior to advertising.
17 April 2023 to 8 May 2023	Applicant requested that LDP progress to community consultation prior to providing response to first request for information. Community consultation and external referrals to the Department of Planning, Lands and Heritage (DPLH) and Main Roads WA (MRWA) undertaken.
23 May 2023	Administration's second request for additional information following community consultation.
9 October 2023	Applicant provided response to request for information including an updated LDP, additional justification and a TIA.
11 December 2023	Administration's third request for additional information following reassessment.
22 December 2023	Applicant provided updated LDP and additional information.
8 January 2024	Administration fourth request for additional information following reassessment, including comments on TIA.
30 May 2024	Applicant provided updated LDP and additional information.
12 July 2024	Applicant provided final updated LDP.

DETAILS:

Summary Assessment

The LDP proposes Acceptable Outcomes which relate to the following elements:

- Preferred land uses;
- Building height;
- Setbacks;
- Plot ratio;
- Landscape design; and
- Vehicle access.

These provisions either replace, amend or augment existing standards of the local planning framework.

Where the LDP is silent on planning elements, the existing standards of the Built Form Policy and/or R Codes would continue to apply.

The acceptability of the above standards is discussed in the Comments section below.

CONSULTATION/ADVERTISING:

Public Consultation

Community consultation was undertaken in accordance with the *Planning and Development (Local Planning Schemes) Regulations 2015* and the City's Community and Stakeholder Engagement Policy for a period of 21 days between 17 April 2023 and 8 May 2023. The method of advertising included the erection of signs on site to each of the street frontages, notification in the local newspaper, and 634 letters mailed to all owners and occupiers within 250 metres of the subject site (as shown in **Attachment 1**) in accordance with the City's Community and Stakeholder Engagement Policy.

The City received a total of 59 submissions, comprising of 18 support, 35 objections, and six submissions expressing concerns but not specifically supporting or objecting to the proposal.

A summary of the key matters raised in the submissions received related to the following:

Comments Received in Support

- Redevelopment of the Charles Hotel would improve the amenity of the area and provide of public open space and other community amenities.
- The proposed building heights are appropriate for an inner-city location and are adequately separated from existing lower-scale development.
- The proposed upper level setbacks would ensure that building massing is appropriate to the streetscape.

Comments Received in Objection and Expressing Concerns

- The LDP is premature as the City does not have a strategy which identifies the subject site as a centre of any scale. The broad range of land uses could result in the creation of a new commercial centre which is in close proximity to existing centres in North Perth, Mount Hawthorn and Dog Swamp.
- The building height and setbacks would be out of scale with the existing character of the locality and does not respond to Charles Street or transition to exiting residential development. The development would result in adverse amenity impacts to existing residents including from overshadowing and overlooking.
- The proposed new vehicle access point to Eton Street would be close to and result in safety impacts at the intersection of Ellesmere Street.
- Vehicle access should be provided from Charles Street, utilising existing crossovers to minimise traffic movements within the residential area. The broader traffic impacts have not been considered in the LDP and would increase traffic congestion on the surrounding road network and reduce pedestrian safety.

A summary of the submissions received and Administration's response is included as **Attachment 5**.

The applicant's response to the summary of submissions received is included as **Attachment 6**.

Readvertising

Administration provided an update in March 2024 on the progress of the LDP to previous submitters on the application. This was because of the length of time since the consultation period closed in May 2023 and the applicant was in the process of addressing comments raised by the community and Administration.

On 30 May 2024 the applicant provided a final updated LDP for assessment.

The final LDP was not re-advertised to the community. This is because it did not result in additional departures to the relevant planning framework that could reasonably be considered to have an adverse impact on the adjoining properties or surrounding streetscape. The amended LDP also did not result in a significantly different proposal to that which was previously advertised.

Correspondence to the previous submitters on the application has been provided notifying them of the changes made to the proposal.

Agency Referrals

Department of Planning, Lands and Heritage (DPLH)

The City referred the LDP to the DPLH, seeking clarification on which of the Development Standards would require the further approval of the WAPC and inviting any other comments on the proposal.

The DPLH response advised that:

- In accordance with the R Codes Volume 2 the WAPC's approval would be required for Clause 6 – Landscape Design and Clause 7.2 – On-Street Parking Provisions.
- There are a range of zonings and densities applicable to the subject site and that the City may consider whether these densities are appropriate in light of the proposed buildings heights through a review of LPS2 or a separate scheme amendment.

Following community consultation, the applicant provided an updated LDP which removed the provisions relating to on-street parking.

Administration's comments in relation to DPLH's comments are as follows:

- Administration's assessment of the Landscape Design provision is outlined below in the Comments section. Should the LDP be approved by Council, the WAPC would be required to approve this provision to give it the same weighting in decision making as other LDP provisions. At the request of the applicant, Administration sought additional officer-level advice from DPLH on the acceptability of the Landscape Design standard in March 2024.

  The advice received noted that the Landscape Design provision may be acceptable and the need for this should be addressed in the City's supporting information, while indicative verge treatments should be removed and can be dealt with separately.

- The City is currently undertaking a review of its Local Planning Strategy and LPS2. The Report of Review which was endorsed by Council at its meeting on 17 May 2022 and then by the WAPC on 2 August 2022.

  Relevant to the proposed LDP, the Report of Review identifies for a review of existing built form outcomes along transit corridors and significant development sites to ensure that needs of the community and state planning framework are being met.

  A review of the various zoning and density coding can be accounted for as part of the City's current review of its Local Planning Strategy and LPS2. This would be consistent with the DPLH comments.

  It is permissible for an LDP to include multiple properties and that may have different zoning and density coding. This would not prevent the consideration of the proposed LDP.

Main Roads WA (MRWA)

The City referred the application to MRWA as Charles Street forms part of Planning Control Area 167 (PCA).

The PCA seeks to ensure that no development occurs on in this area which may prejudice this being reserved as Primary Regional Road under the Metropolitan Region Scheme in the future while final designs for Charles Street are undertaken.

MRWA provided responses in June and November 2023. The final response received in November 2023 advised that it had no objection to the proposal subject to the following comments:

- No direct vehicle access is permitted from Charles Street.
- The subject site is impacted by PCA 167. Properties identified with a nil setback are to ensure that the building does not encroach or project into the PCA. Approval for the future development is required from the WAPC where it encroaches in the PCA.
- Redundant crossovers to Charles Street should be removed and the footpath and verge be reinstated.
- A noise assessment is required to support a future development application in accordance with State Planning Policy 5.4 – Road and Rail Noise (SPP 5.4).
- A TIA would be required to support any future development application and determine any necessary infrastructure upgrades.

MRWA also advised that future TIA's should consider the following in assessing the potential trip generation as part of future DA's:

- An assessment of the transport network at key future development stages.
- Trip distribution rationale.
- Analysis of the Charles Street intersections with Carrington Street and Ellesmere Street.
- Assessment of the impact on the intersection at Wanneroo Road, Walcott Street and Green Street which is already experiencing high levels of congestion.

Administration assessment of the traffic impacts and MRWA advice on the LDP is outlined below in the Comments section.

Public Transport Authority (PTA)

During the advertising period, the PTA provided comments on the proposal in respect to the existing bus stop adjacent to Nos. 511-513 Charles Street.

The PTA advised that should there be any construction or verge landscaping works as part of a future redevelopment that require modifications to this bus stop to facilitate, these would be at the cost of the applicant/landowner.

These comments are noted and can be appropriately addressed as part of a future development application.

Design Review Panel (DRP):

Referred to DRP: Yes

The below table demonstrates how the proposal has progressed through the DRP process in accordance with the Ten Principles of Good Design following its formal lodgement:

Design review progress report				
Design quality evaluation				
	Supported			
	Pending further attention – refer to detailed comments provided			
	Not supported			
	Can be addressed through the future development application stage			
	DRP 1 9 December 2020	**DRP 2 3 November 2021**	**DRP 3 29 November 2023**	**DRP 4 Chair 28 June 2024**
Principle 1 - **Context and character**	No colours provided	No colours provided		
Principle 2 - **Landscape quality**				
Principle 3 - **Built form and scale**				
Principle 4 - **Functionality and build quality**				
Principle 5 - **Sustainability**				
Principle 6 - **Amenity**				
Principle 7 - **Legibility**				
Principle 8 - **Safety**				
Principle 9 - **Community**				
Principle 10 - **Aesthetics**				

Prior to formal lodgement a draft LDP was presented to the City's DRP on two occasions, 9 December 2020 and 3 November 2021.

Following formal lodgement the proposal was presented to the DRP on 29 November 2023. The DRP provided support for the general approach to locating height centrally within the subject site and to Charles Street, with this stepping down to the adjoining lower density residential context.

An amended LDP was submitted on 30 May 2024 to respond to feedback from the community, Administration and DRP, and was referred to the DRP Chair for final comment.

Minutes from the previous DRP meetings and the DRP Chair's final comments are included in **Attachment 7**.

The final DRP Chair comments in relation to the outstanding principles are summarised as follows, along with Administration's comments:

- Context & Character –The preferred uses include Consulting Rooms and Offices on the ground floor which is not supported by the DRP as these commonly result in inactive facades. The applicant is encouraged to consider these uses to achieve a more active streetscape and provide an active edge interface to Carrington Street.

  Administration is satisfied that this could be resolved through a future DA. This is because the Built Form Policy and R Codes Volume 2 include façade design provisions that seek to achieve active and engaging ground floors. There are also no provisions in LPS2 that restrict Consulting Rooms and Office uses from being on the ground floor.

- Landscape Quality & Legibility – The LDP should provide further detail in relation to the central plaza areas. This is to ensure that significant portions of these areas are not devoted to hardscaped or paved surfaces and to maximise interactivity with the buildings either side. The LDP should also nominate the extent of basement areas to ensure that genuine deep soil areas are provided.

  Administration is satisfied that these could be resolved through a future DA. This is because the LDP requires a detailed landscaping plan be provided which nominates deep soil areas and identifies for landscaping to be provided in the central plaza areas. A future DA would need to demonstrate that adequate amounts of deep soil or on-structure planting is provided.

- Safety – The LDP should provide for increased setbacks to Parcels 1, 3 and 5 to provide a safe transition to Charles Street. The width of the internal access road between Parcels 3-6 appears inadequate to accommodate a footpath.

  Administration is satisfied that the proposed 2 metre setbacks to Charles Street are appropriate. This is because these setbacks are consistent with the acceptable outcomes of the R Codes Volume 2 and would reflect the desired streetscape pattern.

  Pedestrian movement would be encouraged through the landscape plazas as well as the existing footpaths around the site boundaries, with the internal access road intended to provide vehicle access from Eton Street to Parcels 3. This would be designed as a low speed environment which would allow for safe pedestrian movement.

Any future DA would be reviewed by the DRP as part of its assessment. This would provide opportunities for issues related to detailed design elements to be resolved.

LEGAL/POLICY:

State Legislation/Policy

- *Planning and Development Act 2005*;
- *Planning and Development (Local Planning Schemes) Regulations 2015* (LPS Regulations);
- Directions 2031 and Beyond;
- Perth and Peel @ 3.5 Million;
- Framework for Local Development Plans 2015;
- State Planning Policy 4.2 – Activity Centres in Perth and Peel (SPP 4.2);
- State Planning Policy 5.4 – Road and Rail Noise;
- State Planning Policy 7.2 – Precinct Design Guidelines (SPP 7.2);
- State Planning Policy 7.3 – Residential Design Codes Volume 1;
- State Planning Policy 7.3 – Residential Design Codes Volume 2 – Apartments;
- Development Control Policy 2.3 – Public Open Space in Residential Areas (POS Policy); and
- Development Control Policy 5.1 – Regional Roads (Vehicular Access).

Local Legislation/Policy

- Local Planning Scheme No. 2;
- Local Planning Strategy;
- Public Open Space Strategy (POS Strategy);
- Community and Stakeholder Engagement Policy;
- Local Planning Policy: Child Care and Family Day Care (Child Care Policy);
- Local Planning Policy: Consulting Rooms and Medical Centres (Consulting Rooms and Medical Centres Policy);
- Local Planning Policy: Short Term Accommodation (Short Term Accommodation Policy);
- Policy No. 7.1.1 – Built Form Policy; and
- Policy No. 7.5.7 – Licensed Premises (Licensed Premises Policy).

State Administrative Tribunal Act 2004

The applicant would have the right to seek a review of Council's decision through the SAT. Any costs associated with this would be addressed through the existing operating budget.

Planning and Development (Local Planning Schemes) Regulations 2015

In accordance with Schedule 2 Clause 47(d) of the LPS Regulations, a LDP may be prepared where both the WAPC and the local government considers it is required for the purposes of orderly and proper planning.

The WAPC provided its agreement to the preparation of a LDP to facilitate the future development of the subject site on 10 July 2018.

The LPS Regulations also set out that an LDP is to set out the standards that would be applied to buildings and details of vehicle access. The WAPC's Framework for Local Development Plans 2015 document provides further guidance on the manner and form of LDP's.

The proposed LDP addresses the standards of the LPS Regulations and is in a manner and form consistent with the framework.

In accordance with Schedule 2 Clause 54(1) of the LPS Regulations 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 Council's determination.

Residential Design Codes

The R Codes guides the assessment of residential development within Western Australia and is split into two volumes:

- The R Codes Volume 1 applies to all single houses, grouped dwellings and multiple dwellings in areas coded R60 and below.
- The R Codes Volume 2 applies to all multiple dwellings in areas coded R80 and above.

Both volumes outline that some elements of the R Codes may be amended, replaced or augmented by the City without the WAPC's approval, while other elements can only be amended with the WAPC's approval.

R Codes Volume 1

The R Codes Volume 1 would be applicable to No. 122 Eton Street which forms part of Parcel 2 and is coded R30/R40.

In accordance with Clause 3.2.4 of the R Codes Volume 1, the approval of the WAPC would be required for proposed Clause 3 – Building Height, Clause 5 – Plot Ratio and Clause 7 – Landscape Design. This is because the LDP proposes to amend the deemed-to-comply standards.

R Codes Volume 2

The R Codes Volume 2 would be applicable to the remaining lots which comprise the subject site and are coded greater than R60.

In accordance with Clause 2.1.3 of the R Codes Volume 2 the approval of the WAPC would be required for proposed Clause 7 – Landscape Design. This is because the LDP proposes to amend the acceptable outcome standards.

Matters Relevant to the Consideration of Modifications to R Codes

Both Volume 1 and 2 of the R Codes set out that where an LDP proposes modifications to the standards of the R Codes, it would need to demonstrate that a number of criteria are achieved.

The proposed LDP modifications to the deemed-to-comply standards of the R Codes Volume 1 would need to be:

i) warranted due to a specific need identified by the decision-maker related to that particular locality or region;
ii) consistent with the relevant provisions of SPP 7.0 Design of the Built Environment;
iii) consistent with the general objectives of the R-Codes Volume 1, as well as the section objectives and the design principles of Part B and C (as applicable);
iv) able to be properly implemented and audited by the decision-maker as part of the ongoing building approval process; and
v) consistent with orderly and proper planning.

The proposed LDP modifications to the acceptable outcomes of the R Codes Volume 2 would need to be:

i) warranted due to a specific need related to that particular locality or region;
ii) consistent with the Element Objectives of the R-Codes Volume 2; and
iii) can be properly implemented and audited by the decisionmaker as part of the ongoing building approval process.

RISK MANAGEMENT IMPLICATIONS:

There are usually minimal risks to Council and the City's business function when Council exercises its discretionary power to determine an LDP.

The approval of an LDP does not have a risk implication for and does not bind the decision maker to approve a future DA for the LDP area.

This is because any DA proposal in future would need to be accompanied by detailed supporting information including development plans and elevations, perspectives of the development, and technical plans/reports such as a landscaping plan, traffic assessment, noise assessment and relevant operational management plans.

This information would then be assessed and considered in the determination of that future application as required under the LPS Regulations and in assessing it against the planning framework.

It would be a risk to Council to require the LDP to be overly prescriptive and provide for information that would be beyond the scope identified by the LPS Regulations and LDP Framework document. This is because it would be inconsistent with the purpose of an LDP as set out in the planning framework and detailed information is best dealt with at the subsequent DA stage.

STRATEGIC IMPLICATIONS:

This is in keeping with the City's Strategic Community Plan 2022-2032:

<u>Innovative and Accountable</u>

Our decision-making process is consistent and transparent, and decisions are aligned to our strategic direction.

SUSTAINABILITY IMPLICATIONS:

A Design Objective of the proposed LDP is *'to achieve a development that considers the whole of life environmental impact of the building and incorporate measures to reduce this impact consistent with established sustainability rating frameworks and that:*

- *Incentivises the provision of infrastructure to support electric vehicles and alternative modes of transport; and*
- *Has a reduced reliance on supplied energy by providing renewable energy infrastructure, and adequate access to sunlight, natural ventilation, and shading device'.*

Any future redevelopment of the subject site would need to demonstrate this and would be assessed against the environmentally sustainable design standards of the City's Built Form Policy.

PUBLIC HEALTH IMPLICATIONS:

This report has no implication on the priority health outcomes of the City's *Public Health Plan 2020-2025.*

FINANCIAL/BUDGET IMPLICATIONS:

There are no finance or budget implications from this report.

COMMENTS:

Summary Assessment

In assessing the proposed LDP against the planning framework, it is recommended for approval. The following key comments are of relevance:

- The LDP would be consistent with the purposes of orderly and proper planning and would provide for a coordinated redevelopment outcome of the subject site. This is because the subject site comprises of 11 individual properties with various zoning and density coding applicable under LPS2 and built form standards under the R Codes and Built Form Policy. The WAPC has confirmed the need for an LDP in this circumstance.
- The LDP would provide for a future mixed redevelopment that would be guided by:
  - Preferred land uses that align with those that are permissible under LPS2;
  - The location of building height and provision of setbacks to achieve a suitable transition to the surrounding residential context;
  - The incorporation of landscaping plazas that would be accessible to the community; and
  - The identification of vehicle access points that are safe and consolidate the number of crossovers to the subject site.
- The scale, intensity and type of redevelopment for the subject site is consistent with aspirations of the planning framework. This is because the state planning framework seeks for high density development to be provided along urban corridors such as Charles Street, and the City's Local Planning Strategy identifies the subject site as strategic site that is capable of additional development potential.
- A DA would still be required to be submitted in the future before any redevelopment could occur and would need to demonstrate consistency with the LDP and relevant state and local planning policies. Detailed supporting information would also be required at the future DA stage to confirm the suitability of the development and its impact on the surrounding area once a detailed redevelopment proposal is known.
- Supporting information to a future DA would include detailed plans and elevations of how the buildings would look, landscaping plans of the type and extent of trees, and overlooking and overshadowing diagrams for surrounding properties.
- A traffic report would also be required that assesses the impact from additional vehicle movements and whether this would be within the capacity of the road network as well as any traffic management measures that may need to be implemented.
- This future DA and accompanying information would be required to be advertised to community as is required under the planning framework.

Land Use

Clauses 1 and 2 of the proposed LDP relate to land use permissibility. The LDP identifies preferred land uses for each Development Parcel.

The preferred land uses in the LDP do not change what is allowed, but they will be considered when assessing future development applications. This would be consistent with Clause 18(7) of LPS2.

A future DA would need to demonstrate that proposed land uses would be consistent with the respective zone objectives of LPS2, any applicable local planning policies, and relevant due regard matters of Clause 67 of the LPS Regulations. These would include compatibility of uses, impacts on amenity, and the impact of additional traffic, noise and car parking.

The proposed preferred uses would be consistent with the zone objectives of Clause 16 of LPS2 for the following reasons:

- Residential Uses – The preferred land uses across all parcels would include Aged or Dependent Persons Dwellings as well as singe houses, town houses (grouped dwellings) and apartments (multiple dwellings). These uses would contribute towards different types of residential accommodation that would increase housing diversity and meet the future needs of the community.

- Short Term Accommodation Uses – The preferred uses include Serviced Apartments on all parcels and a Hotel on Parcel 3 at the corner of Ellesmere Street and Charles Street.

  These uses would generally be consistent with the locational context criteria of the Short Term Accommodation Policy. This is because the subject site is adjacent to high frequency public transport services along Charles Street, and would be located within a medium/high density area with a R Code density coding range between R30-R100.

  The Short Term Accommodation Policy also includes criteria that would be assessed as part of any future DA that proposes either of these uses to confirm its suitability for the area. These would include providing adequate separation from the outdoor living area of adjoining properties, and management plans that address the control of noise, complaints management procedures and a conduct of conduct for guests (amongst other matters).

- Entertainment/Retail Uses – The preferred uses include Shop and Restaurant/Café on Parcels 1 to 5, and Liquor Store – Small on Parcels 1, 2 and 4.

  These retail and entertainment type uses would contribute towards a mix of varied and active activities that would be capable of being complimentary to the area and not adversely impact on the amenity of surrounding residential properties. These uses would be in conjunction with the active frontages that the LDP identifies to be provided to Charles Street and Ellesmere Street.

  A future DA would need to demonstrate how these would operate so as to not have a detrimental impact on the area. This is because the scale and intensity of these uses would be dependent on specific operators and intended business operations.

- Commercial Uses – The preferred uses include Office on all parcels, Consulting Room on Parcels 1, 2 and 4-6, and Medical Centre on Parcel 1. These commercial uses would contribute towards a mix of varied activities that would contribute towards service for the community and be compatible with surrounding residential development.

  The City's Consulting Room and Medical Centres Policy outlines that these uses can be located within residential areas. A future DA would be assessed against the criteria of this policy to ensure that these uses would not have an adverse impact on the character or amenity of the surrounding area. This would include the consideration of operating hours, management measures in relation to noise and parking, and that the tenancy façade has a positive interaction with the street.

- Licensed Premise Uses – The preferred uses include Small Bar on Parcels 3 (corner of Ellesmere Street and Charles Street) and 5 (corner of Carrington Street and Charles Street). Tavern is included as a preferred use on Parcel 3.

The land use criteria of the Licensed Premises Policy sets out that licensed premises including Small Bars and Taverns are not prohibited in any zone and are generally located within town centre areas and along major roads and consideration can be given to premises that are not located in District Centre or Commercial zones.

Parcels 1 and 2 are zoned Residential under LPS2 and Parcels 3 and 5 are zoned Mixed Use. The location of Small Bar and Tavern uses would be consistent with the land use criteria because on Parcels 1, 3 and 5 these uses would be adjacent to a major road being Charles Street.

Parcel 2 provides for development to address Ellesmere Street by providing an active frontage. This would mean that the use would be orientated towards to street to the south rather than the residential streetscape of Eton Street and assist to manage the interface with adjoining properties.

The Licensed Premises Policy also includes criteria that would be assessed to confirm its suitability for the area as part of any future DA where either of these uses are proposed. These would include a limitation on operating hours and days, requirement for an acoustic report to be submitted, and the provision of venue management plans that address the control of noise, complaints management procedures, and patron and anti-social behaviour.

- Child Care Premises – The preferred uses include Child Care Premises on Parcels 1 and 2.

  The location criteria of the City's Child Care Policy identify that Child Care Premises will be considered in a Residential zone where it is adjacent to other non-residential land uses. Parcels 1 and 2 are zoned Residential under LPS2, as are the adjoining properties to the north.

  The inclusion of Child Care Premises as a preferred use in the LDP would be inconsistent with this provision with the Child Care Policy and the relevant objective. This objective refers to being located so as to avoid non-residential development encroaching upon areas which are residential in nature and resulting in adverse impacts. It is recommended that the LDP be modified to remove this as a preferred land use.

  The removal of the use as a preferred land use would not preclude a future application being considered for a Child Care Premises on Parcels 1 and 2.

  This is because a Child Care Premises is a use that is capable of approval within the Residential zone under LPS2. Due regard would be required to be given to the Child Care Policy in the consideration of any future DA and it would need to be that the use would not result in ~~any~~ adverse impacts at that time.

Built Form

Clauses 3, 4 and 5 of the proposed LDP relate to building height, setbacks and plot ratio.

The LDP proposes to amend the following:

- Building Height - Deemed-to-comply standard C3.2.1 of the R Codes Volume 1 and acceptable outcomes A3.1.1, A4.1.1 and A5.1.1 of the Built Form Policy;
- Lot Boundary Setbacks – Deemed-to-comply standard C3.4.1 of the R Codes Volume 1 and acceptable outcome A2.4.1 of the R Codes Volume 2 in relation to lot boundary setbacks;
- Street Setbacks – Acceptable outcomes A1.2.1, A4.2.1, A5.2.1, A5.2.2 and A5.2.3 of the Built Form Policy in relation to street setbacks; and
- Plot Ratio – The LDP proposes to amend deemed-to-comply standard C.1.1.3 of the R Codes Volume 1 in relation to site area and acceptable outcome A 2.5.1 of the R Codes Volume 2 in relation to plot ratio.

Figure 3 shows a comparison between the existing and proposed building height and setback standards:

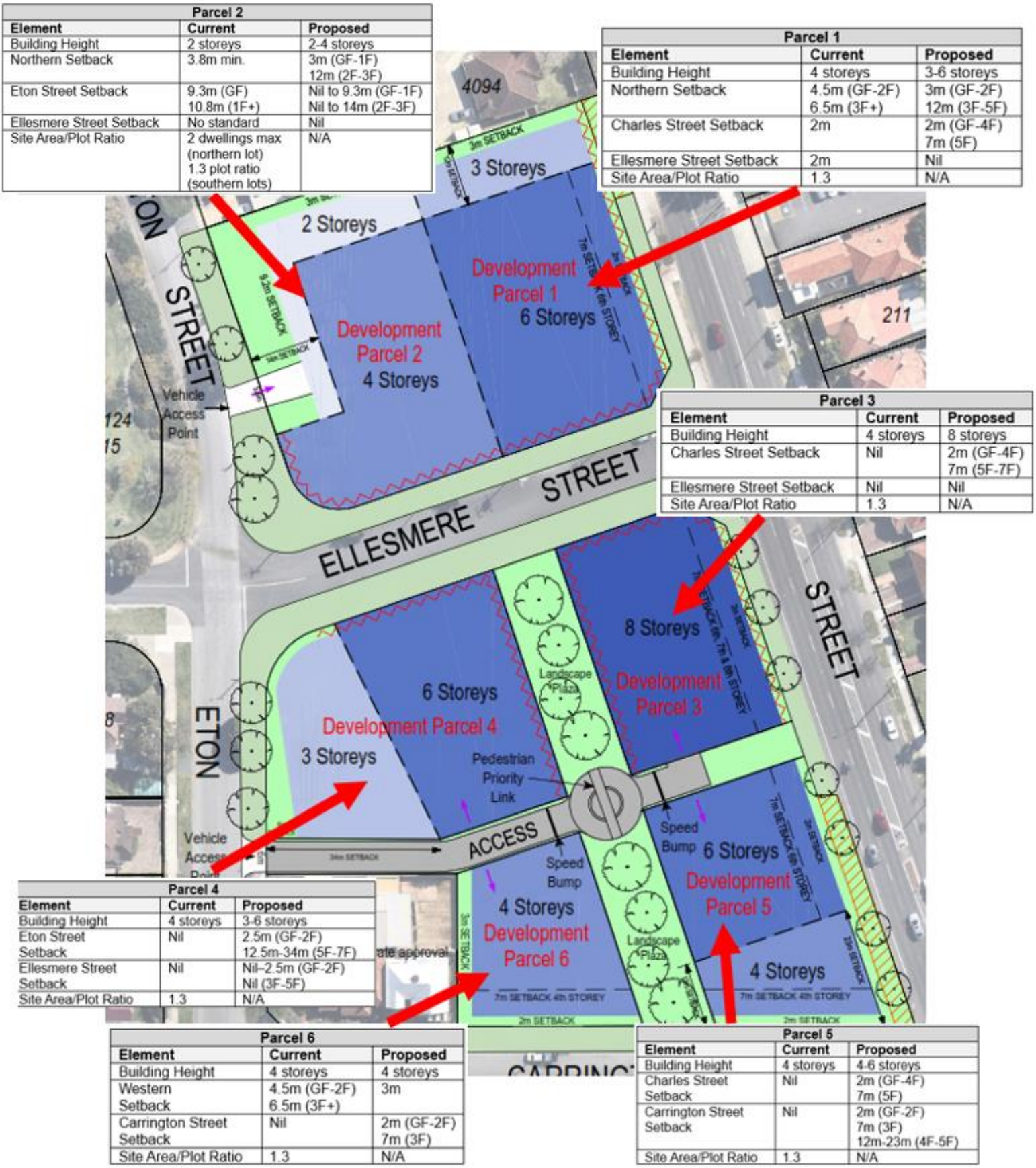


Figure 3 – Building Height & Setback Comparison

The LDP outlines that no plot ratio is applicable, with development scale to be contained within the allowable building height and setback standards of the LDP:

The proposed building envelope of the LDP would be consistent with the respective design principles of Element 1.1 (Part D), Element 3.2, Element 3.3, and Element 3.4 of the R Codes Volume 1, and the objectives of Element 2.2, Element 2.3, Element 2.4, and Element 2.5 of the R Codes Volume 2 for the following reasons:

- Density – The WAPC has an overarching framework that seeks to increase density throughout the metropolitan area, being Perth & Peel @ 3.5 Million (PP3.5) and the associated Central Sub-regional Planning Framework (CSRPF).

  PP3.5 seeks to improve current density infill through existing undeveloped land to manage urban sprawl, increase housing diversity and affordability, and achieve a city that is connected by public transport. This includes a target to deliver an additional 11,490 dwellings within the City of Vincent by 2050.

  The CSRPF forms part of the PP3.5 suite of documents to guide infill development within the Central sub-region of which the City is part of. The CSRPF seeks to encourage a consolidated urban form by providing infill development that is adjacent to activity centres, station precincts and urban corridors.

  The proposed LDP would be consistent with these WAPC strategies and would provide for a high density mixed use development of approximately 216 dwellings along Charles Street which is an urban corridor.

  This density would contribute towards the City meeting its infill targets by providing a high density development by redeveloping underutilised land. It would also assist in minimising higher density infill development from occurring within established residential areas.

- Desired Future Scale – The proposed building heights would be consistent with the intent of the Local Planning Strategy which identifies the subject site as a strategic development site.

  Under the Local Planning Strategy strategic development sites are intended to:

  - Facilitate high density development along major roads in response to growing demands for housing;
  - Provide for a transition to between strategic development sites and surrounding properties with different densities; and
  - Encourage sites with an area of more than 1,000 square metres to achieve greater heights and density through the amalgamation of lots.

  As set out earlier in the report, the Local Planning Strategy identifies a nominal height of five storeys for the subject site and for development to be stepped down to integrate with surrounding residential properties.

  The Local Planning Strategy is not a prescriptive document that identifies for development standards, but rather outlines strategic intended outcomes that development should achieve.

  The proposal would be consistent with achieving the desired outcomes of the Local Planning Strategy as it would support the redevelopment of the 1.3 hectare subject site into a high density mixed use development along Charles Street that achieves a suitable transition to the surrounding properties.

  This is because the tallest buildings of six and eight storeys would be located centrally within the subject site and are orientated towards Charles Street and Ellesmere Street. The LDP provides for setbacks for the sixth floor and above of 7 metres from Charles Street. This would ensure that visibility of the additional storeys would be reduced from the streetscape.

- Building Height Transition to Adjoining Properties – The building heights would step down to be either consistent with or less than the current height standards of the Built Form Policy where there is an interface with residential properties. This is shown in **Figure 3** above and **Figure 4** below.

The LDP provides for two to three storey building heights to the northern boundary of Parcels 1 and 2 fronting Eton Street and Ellesmere Street respectively. The LDP provides for a three storey building height for Parcel 4 fronting Eton Street, and a four storey building height for Parcels 5 and 6 fronting Carrington Street.

The location and stepping of the proposed building heights across the site ensures that an appropriate transition to surrounding properties is achieved consistent with the Local Planning Strategy while minimising the visibility of the upper storeys to reduce the perception of bulk and scale.

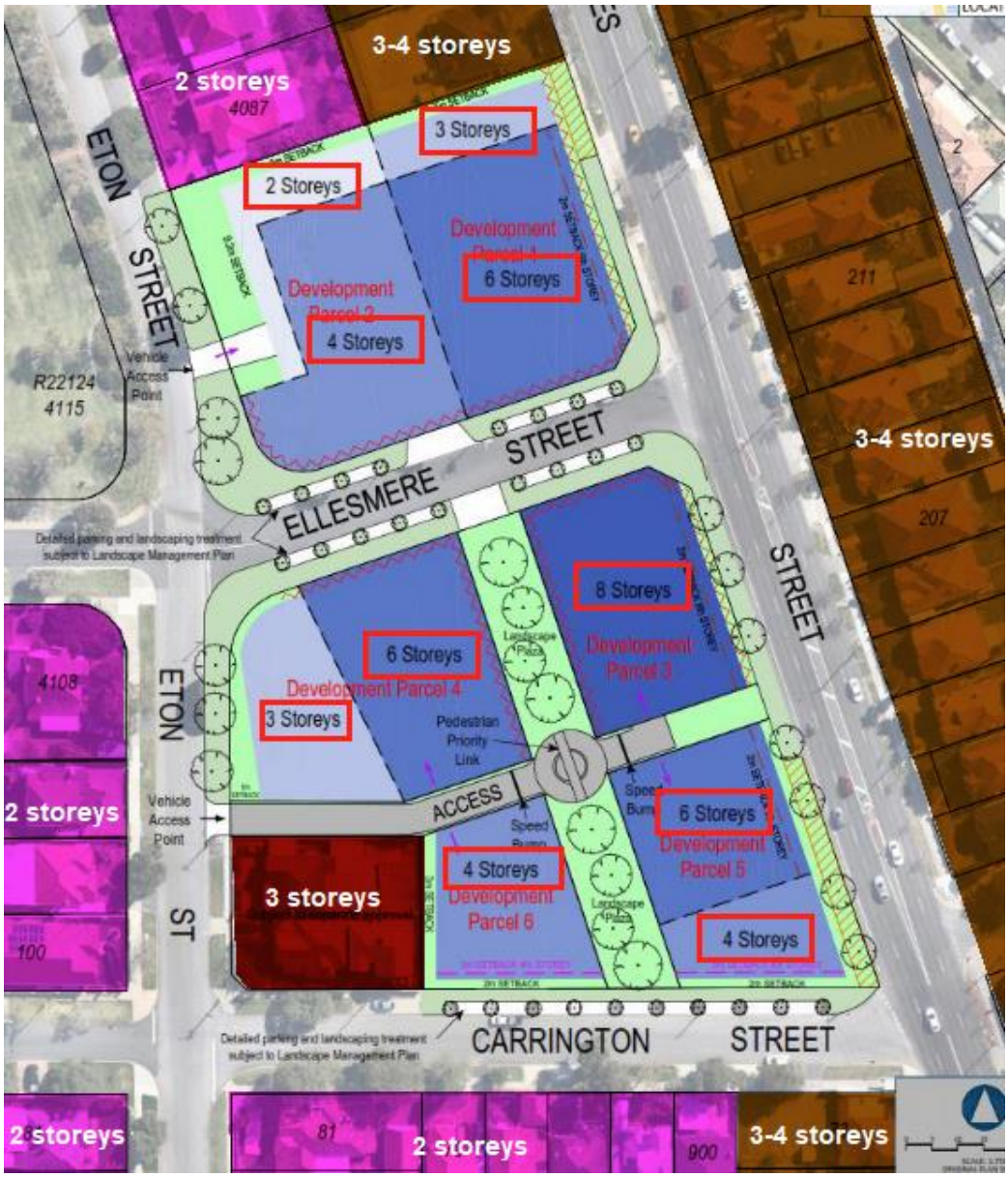


Figure 4 – Building Height relationship with surrounding properties under Built Form Policy

- Building Setback Transition to Adjoining Properties – In addition to the location of building height across the site, the LDP also includes building setbacks to provide for a transition to surrounding residential properties.

  This is set out below and supported by cross sections prepared by the applicant that demonstrate the use of setbacks to achieve a suitable transition, as shown in **Figure 5** (Eton Street to Charles Street) and **Figure 6** (Carrington Street through Ellesmere Street).

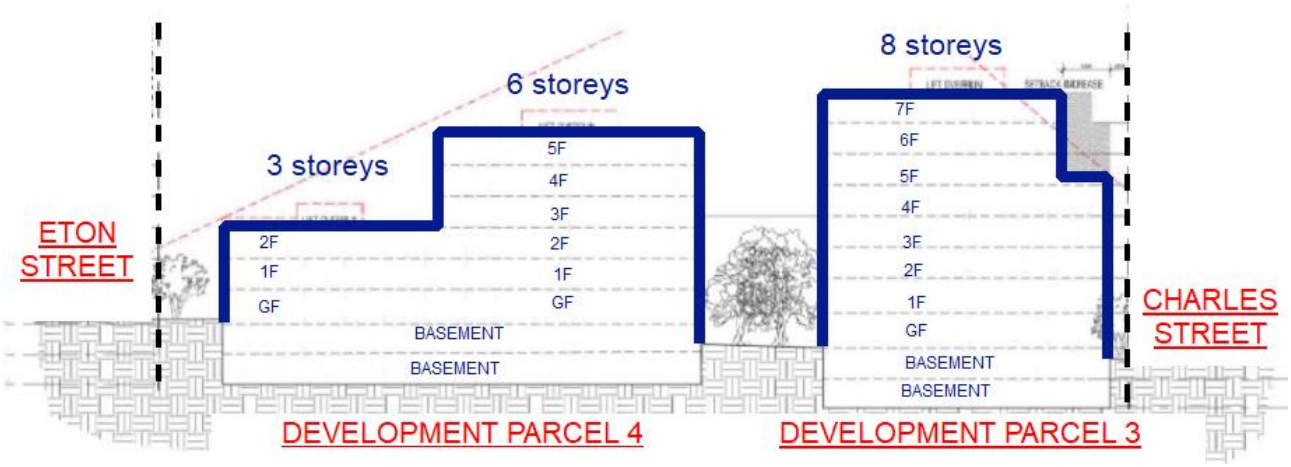


Figure 5 – Applicant Cross Section Eton Street to Charles Street

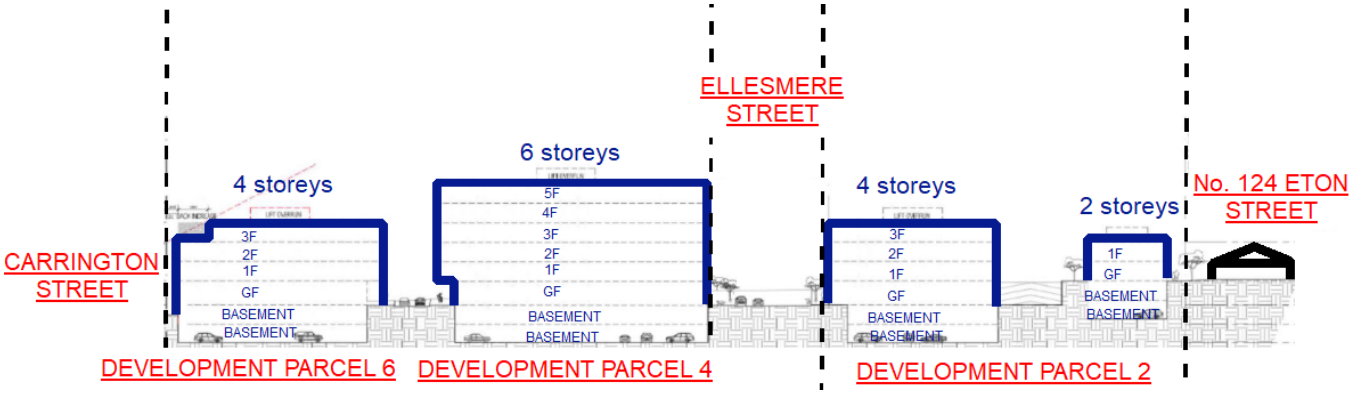


Figure 5 – Cross Section Carrington Street through Ellesmere Street

Northern Setbacks

Parcels 1 and 2 would provide for a 3 metres setback to the respective two and three storey portions of building and increases to 12 metres for the storeys above. The setback to the lower levels would be a departure to the standards of the Built Form Policy which identifies a setback of 3.8 metres to 4.5 metres, however landscaping is identified to be provided at the ground level which would assist to reduce the impact of building bulk. The 12 metre upper level setback would exceed the standards in the Built Form Policy and assist to reduce the bulk and scale on the adjoining properties.

Western & Southern Setbacks

To the west, Parcel 2 provides a setback of 9.2 metres to the ground and first floors, and 14 metres to the storeys above for the majority of the Eton Street frontage. These would reduce to a nil setback at the corner of Eton Street and Ellesmere Street. This setback would be consistent with the standards of the Built Form Policy and would provide for a suitable transition from the existing residential development to the north that is characterised by street setbacks which vary between 8.5 metres and 11 metres. The nil setback of Ellesmere Street would provide for active frontages associated with commercial uses.

On the southern side of Ellesmere Street, Parcel 4 provides for a setback from Eton Street to the first three storeys that would be up to 6 metres and would exceed the nil setback standard identified in the Built Form Policy. The upper levels would be setback up to 34 metres which also exceeds the nil setback standard of the Built Form Policy

Parcels 5 and 6 would achieve a similar outcome through the provision of a 2 metre setback for the first three storeys and 7 metres for the storeys above to Carrington Street. This would also exceed the nil setback standard of the Built Form Policy.

Both Eton Street and Carrington Street have a road reserve width of 20 metres which would further add to the separation from the lower density residential development to the west and south.

Parcel 6 directly abuts existing residential development to the west. Parcel 6 provides for a 3 metre setback to the western boundary. The setback would be a departure to the prescribed standard in the Built Form Policy which identifies a setback of 4.5 metres for the first three storeys and 6.5 metres above, however landscaping is indicated to be provided at the ground level which would assist to reduce the impact on building bulk.

- Building Articulation – The LDP proposes physical building articulation controls in relation to the location and setback of building height across the site. In addition to these any future development application would be required to be assessed against the Built Form Policy and R Codes Volume 2 in respect to other design elements including Façade Design, Public Domain Interface and Private Open Space.

  These elements would require that a future development provides for a façade design that orientates towards and enhances the public domain, provides visual interest through varying materials/finishes and design measures, and provides balconies that are integrated into the building design.

  These measures would further assist to reduce the perception of building bulk and scale from a redevelopment that could occur within the building envelope established by the LDP. This assessment at the DA stage would be informed by the City's DRP.

- Site Topography – The proposed location of the building heights across the subject site would respond to the existing topography of the site and adjoining roads. The subject site is relatively flat and would provide for basement parking which would be facilitated by excavation. Charles Street is also relatively flat and Eton Street slopes up from the south including along the boundaries of the subject site.

  The building heights would be located centrally within the subject site and stepping down to the site edges. This includes building heights of between two and four storeys fronting Eton Street and ensures that the tallest building height is not located at the highest point of this streetscape.

- Solar Access – The LDP does not propose to modify the acceptable outcomes related to overshadowing. Any future DA would need to demonstrate consistency with the relevant element objectives of the R Codes Volume 2, including that overshadowing to habitable rooms, open spaces and solar collectors of neighbouring properties is minimised during mid-winter.

  To inform the assessment of the element objectives, the corresponding acceptable outcomes assesses shadow at midday on 21 June which is when the shadow would fall to the south. The acceptable outcomes identify that overshadowing to the directly adjoining properties at No's. 110 and 112 Eton Street and 6 Carrington Street would not exceed 50 percent. This would reduce to 35 percent for the properties on the southern side of Carrington Street.

  As set out above the building heights identified within the LDP step down where there is an interface to existing residential development, with this being three storeys to No. 112 Eton Street and four storeys to No. 6 Carrington Street and the properties on the southern side. These heights are consistent with the existing height standards of the Built Form Policy which would assist in reducing shadowing impacts in accordance with the element objectives.

  The proposed building envelope of Parcel 4 would result in an improved solar outcome with less overshadowing impact on No. 112 Eton Street than what could occur under the Built Form Policy. This is because:

  - Parcel 3 would have a building height of three storeys directly to the north of the adjoining property, which would be less than the four storeys that is currently permitted by the Built form Policy; and
  - The LDP would also provide for the building to be setback 6 metres from Eton Street, which would be greater than the nil setback permitted by the Built Form Policy.

- WAPC Approval – In accordance with the R Codes Volume 1, the WAPC's approval would be required only for the proposed Clauses 3 (building height) and 5 (plot ratio/site area) for Parcel 2 only. Should Council approve the LDP, these standards would then subsequently be required to be approved by the WAPC.

Landscape Design

Clause 7 of the LDP proposes to augment deemed-to-comply standards of the R Codes Volume 1 and acceptable outcomes of the R Codes Volume 2 by outlining matters to be addressed in a future landscaping plan.

These matters would include:

- The location of deep soil, on-structure landscaping and tree planting on the site in accordance with Element 3.3 of the R Codes Volume 2;
- The selection of tree species consistent with the City's Tree Selection Tool;
- The provision of publicly accessible plaza spaces that are located on private property and secured through public benefit easement with a minimum area of:
  - Northern Plaza (between Development Parcels 3 and 4) – 600 square metres;
  - Southern Plaza (between Development Parcels 5 and 6) – 535 square metres; and
  - Eastern Plaza (between Development Parcels 3 and 5) – 130 square metres; and
- Provide for details related to street furniture, lighting, species selection, and the incorporation of water sensitive urban design principles related to the design of the plaza/s.

The LDP proposes to amend the deemed-to-comply standard C1.2.8 and acceptable outcome A4.12.1 of the R Codes Volume 2 in relation to landscape design.

The proposed landscaping design would be consistent with the design principles of Element 1.2 (Part C) of the R Codes Volume 1 and the objectives of Element 4.12 of the R Codes Volume 2 for the following reasons:

- Public Plazas – The proposed LDP would require three publicly accessible plaza areas to be provided across the subject site to a total area of 1,265 square metres. These areas would be located between Development Parcel 3 and 4 fronting Ellesmere Street, Development Parcel 3 and 5 fronting Charles Street, and Development Parcel 5 and 6 fronting Carrington Street.

  The provision of these plazas would provide:

  - A sense of space between the buildings with the assisting to reduce the perception of building massing and scale;
  - An attractive outlook for the future residents of the apartments and opportunities to integrate with ground floor uses to create opportunities for activation. This could include alfresco activity that is protected from the Charles Street environment; and
  - Opportunities for north-south pedestrian movement through the site linking Ellesmere Street and Carrington Street which would be enhanced through landscaping of the areas.

- Public Access – These areas would not be vested in the Crown as dedicated public open space (POS) and would be retained under private ownership. However public access would be secured through the provision of an easement as part of the future DA that would ensure unrestricted access to future occupants and visitors to the development as well as the general public at large.

  This would also mean that the maintenance of these spaces would remain the responsibility of the landowner and would not be required to be undertaken or managed by the City.

- POS Contribution – The public plazas would contribute towards a wider community benefit of publicly accessible open space in the area for use by residents of the development and the wider population.

  Relevant to the consideration of POS:

  - The WAPC's POS Policy which identifies that as a starting point 10 percent of land within a suburb should be provided for POS to provide for amenity and recreational opportunities for residents.
  - The City's POS Strategy identifies that North Perth has 6.6 percent POS. This is a shortfall of 3.4 percent across the entire suburb compared to the WAPC's POS Policy.
  - The total area of the plazas would be the equivalent to 9.8 percent of the site area (following road widening).

The WAPC's POS Policy identifies that a contribution of less than 10 percent can be provided where it can be demonstrated that sufficient open space is provided in a locality.

At its meeting on 15 November 2022 Council resolved to implement the WAPC's POS Policy from 1 July 2023. The LDP would be consistent with this because it provides for public plazas that would contribute to the amenity of residents and provide informal opportunities as incidental open space.

The POS Policy identifies that the contribution of POS can be in the form of physical space provided, a cash in lieu contribution, or both. The acceptability of POS would be considered through the future DA stage and implemented through the future subdivision stage.

At these stages the adequacy of the POS provision would be assessed against the POS Policy, noting that the applicable standard is 10 percent and any shortfall would be considered against the relevant objectives. These objectives are listed below.

- *To ensure that all residential development in the State is complemented by adequate, well-located areas of public open space that will enhance the amenity of the development and provide for the recreational needs of local residents.*
- *In appropriate cases, to facilitate the provision of land for community facilities - such as community centres, branch libraries and day-care centres - in conjunction with land ceded for public open space.*
- *To protect and conserve the margins of wetlands, water-courses and the foreshores adjacent to residential development.*

In relation to this there are POS areas that are in close proximity to the subject site that provide for recreational needs of residents. These include Ellesmere Park (classified as local open space) adjacent to the subject site, and Les Lilleyman Reserve (classified as neighbourhood open space) 130 metres to the west.

- Deep Soil & Tree Species – The proposed LDP outlines that landscaping areas and tree selection species would need to demonstrate consistency with the objectives of Element 3.2 of the R Codes Volume 2.

  A landscaping plan would be required to be submitted with a future DA and would assess the appropriateness of how these spaces would be designed and the species used. A condition of DA would be imposed to ensure landscaping is implemented in accordance with this.

  It is noted the relevant standards of the R Codes Volume 2 would prescribe for 1,314.9 square metres of deep soil, and 32 medium and large trees to be provided across the entirety of the site.

- WAPC Approval – Clause 7 would require the approval of the WAPC in accordance with the R Codes Volume 1 and 2. Should Council approve the LDP this standard would then subsequently be required to be approved by the WAPC.

Vehicle Access and Traffic Impacts

Clause 6 of the LDP proposes to amend the deemed-to-comply standards of the R Codes Volume 2 and acceptable outcomes of the Built Form Policy in relation to vehicle access:

The LDP proposes that:

- Internal roads and access points are in accordance with the LDP with a TIA to be provided in support of a future development DA. Vehicle access to Parcels 1 and 2 would be directly from Eton Street, while access to Parcels 3 – 6 would be from an internal road that is accessed from Eton Street;
- The development parcels are to incorporate basement parking; and
- Road widening is required for Charles Street in consultation with MRWA.

Accompanying the LDP the applicant has submitted a TIA in accordance with the WAPC's Transport Impact Assessment Guidelines (Transport Guidelines). This is included as **Attachment 4**.

The proposed vehicle access and traffic impacts would be consistent with the objectives of Element 3.8 of the R Codes Volume 2 for the following reasons:

- Design of Access Points –The LDP would result in a rationalisation of crossovers to the subject site. There are currently 10 crossovers from the adjoining roads. This would be consolidated into two access points from Eton Street.

  The access point to Parcels 1 and 2 would be 5.8 metres and the internal road from Eton Street would be 6 metres. These widths would have a positive impact on the streetscape by reducing the visual impact as a result of hardstand areas from access points and maximising opportunities for on-site and verge landscaping.

  The crossovers would be a minimum of approximately 20 metres from the surrounding intersections. This would provide for adequate sightlines and separation distances and would ensure that pedestrian and vehicle movement is safe.

- Location of Access Points – The LDP proposes vehicle access to be from Eton Street for Parcels 1-2 and Parcels 3-6, with vehicle trips being immediately distributed along Ellesmere Street, Carrington Street and Charles Street.

  This trip distribution is consistent with the MRWA road hierarchy and the City's Accessible City Strategy which identifies for lower order roads such as Eton Street to be used to provide access to abutting properties. Under this hierarchy Ellesmere Street is a higher order used to carry traffic between residential areas and distributor roads like Charles Street.

- Impact on Residential Area – The Transport Guidelines indicate that developments generating between 10 and 100 vehicle trips in the peak hour would have a moderate impact on the road network, with more than 100 vehicle trips having a high impact.

  The applicant's TIA identifies that the proposed LDP could result in an additional 227 peak hour vehicle trips onto the surrounding road network. These vehicle movements would be within the high impact threshold of the Transport Guidelines.

  Within the wider context to the north, south and west of the subject site, the surrounding locality includes areas that are zoned Residential. The increase in vehicle traffic would be acceptable because:

  - The overall increase in traffic would not exceed the capacity of the residential road network. The existing capacity of the road network based on 2023 data is provided below:

Road	Capacity	Current Volume	Percentage of Capacity
Ellesmere Street	6,000 vehicles	1,457 vehicles	24.2%
Eton Street (north)	3,000 vehicles	784 vehicles	26.1%
Eton Street (south)	3,000 vehicles	748 vehicles	24.9%
Carrington Street	3,000 vehicles	236 vehicles	7.8%

    Based on this data the surrounding network would currently be at around a quarter of its overall capacity. This would mean that there is adequate capacity to accommodate additional vehicles from a future redevelopment of the subject site without unreasonably impacting on the operation or amenity of surrounding residential streets.

  - Vehicle access points would be consolidated into two access points, both from Eton Street. The northern access point to Parcels 1 and 2 is expected to result in approximately 70 vehicle trips during the peak PM time. The access point to Parcels 3-6 would be expected to result in approximately 157 vehicle trips during the peak PM time. These trips comprise of both vehicles entering the subject site as well as those exiting.

    These vehicle trips would primarily be concentrated along Eton Street between Ellesmere Street and Carrington Street, as this is where the vehicle access points are located. As set out above, there is adequate capacity within Eton Street and the surrounding roads to accommodate these additional vehicles without having an adverse impact on the function of the road network.

- Within the wider area it would be reasonably anticipated that traffic generated from a future redevelopment would dissipate as vehicles move through the road network and thereby the net trips reaching other intersections are expected to reduce and have less of an impact.

- The applicant's TIA included an assessment of the new intersection being created by the central access to Parcels 3-6 with Eton Street. This analysis identifies that the intersection would perform at the highest Level of Service (LOS), being LOS A, in all directions and would experience minimal queuing or delays. The anticipated high LOS of this new intersection would further contribute to minimising impacts of additional traffic on the surrounding residential areas.

- Road Safety – Of the 22 vehicle crashes on the surrounding road network between 2018 and 2022, three of these occurred at the intersection of Eton Street and Ellesmere Street and four occurred at the intersection of Eton Street and Carrington Street. None of these resulted in any fatalities. The primary cause of these related to right angle crashes which is primarily driver behaviour related (such as running 'stop' signs).

  In 2023, MRWA approved for all local roads in North Perth to be reduced to 40km/h. This has now been implemented and applies to Eton Street and Carrington Street. This reduced speed limit would assist to improve vehicle safety in the area including at these intersections.

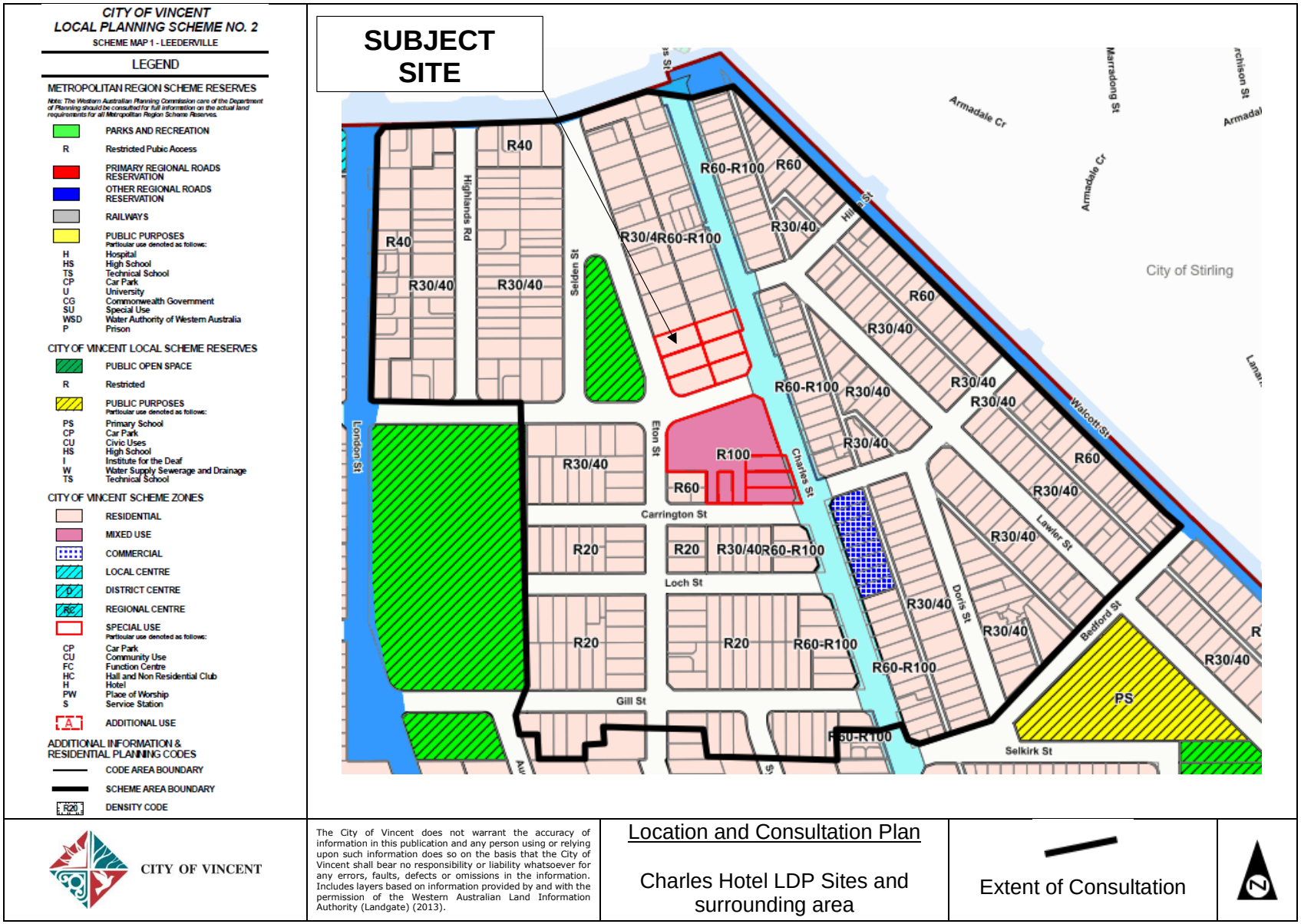
  The City will also continue monitoring the Ellesmere and Carrington Street intersections with Eton Street to determine if these qualify for a blackspot funding application to implement additional local area traffic management (LATM) measures if required.

- Future DA – The applicant's TIA modelled the anticipated traffic impacts from a redevelopment concept. This demonstrates that the impacts of additional traffic are likely to be acceptable and not adversely impact on the amenity of the area.

  A future DA would be required to provide further TIA to accompany the final details of the development. This TIA would need to adequately address traffic movements from the proposal, including:

  - Trip distribution rationale;
  - An analysis on the impact on the distribution of traffic through the local area including Ellesmere Street, Eton Street, Carrington Street and Charles Street within the regional context and any traffic management upgrades;
  - An updated SIDRA analysis projecting the performance of the intersection in 10 years in accordance with the Transport Guidelines; and
  - An assessment of the impact on the intersection at Wanneroo Road, Walcott Street and Green Street which is already experiencing high levels of congestion.

  This would be consistent with the WAPC's Transport Guidelines and the comments received by MRWA.


CITY OF VINCENT
LOCAL PLANNING SCHEME NO. 2
SCHEME MAP 1 - LEEDERVILLE
LEGEND
METROPOLITAN REGION SCHEME RESERVES
Note: The Western Australian Planning Commission care of the Department of Planning should be consulted for full information on the actual land requirements for all Metropolitan Region Scheme Reserves.
PARKS AND RECREATION
R Restricted Pubic Access
PRIMARY REGIONAL ROADS RESERVATION
OTHER REGIONAL ROADS RESERVATION
RAILWAYS
PUBLIC PURPOSES
Particular use denoted as follows:
H Hospital
HS High School
TS Technical School
CP Car Park
U University
CG Commonwealth Government
SU Special Use
WSD Water Authority of Western Australia
P Prison
CITY OF VINCENT LOCAL SCHEME RESERVES
PUBLIC OPEN SPACE
R Restricted
PUBLIC PURPOSES
Particular use denoted as follows:
PS Primary School
CP Car Park
CU Civic Uses
HS High School
I Institute for the Deaf
W Water Supply Sewerage and Drainage
TS Technical School
CITY OF VINCENT SCHEME ZONES
RESIDENTIAL
MIXED USE
COMMERCIAL
LOCAL CENTRE
DISTRICT CENTRE
REGIONAL CENTRE
SPECIAL USE
Particular use denoted as follows:
CP Car Park
CU Community Use
FC Function Centre
HC Hall and Non Residential Club
H Hotel
PW Place of Worship
S Service Station
A ADDITIONAL USE
ADDITIONAL INFORMATION & RESIDENTIAL PLANNING CODES
CODE AREA BOUNDARY
SCHEME AREA BOUNDARY
R20 DENSITY CODE
SUBJECT SITE
Armadale Cr
Marradong St
Armadale Cr
City of Stirling
Highlands Rd
Selden St
Eton St
London St
Charles St
Carrington St
Loch St
Gill St
Walcott St
Lawler St
Doris St
Bedford St
Selkirk St
R40
R60-R100
R60
R30/40
R30/4R60-R100
R100
R20
R30/40R60-R100
PS
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Location and Consultation Plan
Charles Hotel LDP Sites and surrounding area
Extent of Consultation
N

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Charles Hotel LDP Sites and surrounding area

Received 12 July 2024

LOCAL DEVELOPMENT PLAN – CHARLES HOTEL, NORTH PERTH

The following design objectives are to be read in addition to the relevant objectives of the R Codes Volume 1 and Volume 2, Built Form Policy, and/or other Local Planning Policies (as applicable). These design objectives are to be satisfied as part of the assessment of a Development Application, including where a variation to the Acceptable Outcomes of this Local Development Plan is proposed.

Objective: The purpose of this Local Development Plan is to guide the comprehensive redevelopment of the Charles Hotel site to accommodate a mixed-use commercial, residential and hotel precinct.

Design Objectives

Enhanced Environment

- To provide for a landscape plazas and public open spaces which are universally accessible to the public, provided with active frontages to encourage interaction and passive surveillance, and include soft and hard landscaping elements with access to sunlight to enhance amenity.
- To ensure that the development and supporting structures such as basements are appropriately designed and located to maximise the provision of in-ground deep soil areas and on-structure planting that is of a sufficient size and dimension to accommodate tree planting to increase the urban tree canopy and enhance the amenity levels of the built form and adjoining public realm areas.
- Provide universally accessible public spaces which incorporate soft and hard landscaping elements and have access to sunlight.
- To provide for a coordinated and integrated approach to the delivery of landscaping across each Development Parcel and the adjoining verges and public spaces through the provision of a comprehensive landscaping strategy.
- The preservation of significant vegetation that directly interacts with the public realm is encouraged (front setback areas, street verges).
- To achieve a development that considers the whole of life environmental impact of the building and incorporate measures to reduce this impact consistent with established sustainability rating frameworks and that:
    - Incentivises the provision of infrastructure to support electric vehicles and alternative modes of transport; and
    - Has a reduced reliance on supplied energy by providing renewable energy infrastructure, and adequate access to sunlight, natural ventilation, and shading devices.

Connected Community

- To provide spaces for residents and visitors that are vibrant, safe and active as a way of celebrating and connecting the local community.
- To provide for a variety of housing options to meet the needs of the community through a range of apartment sizes, types, and layouts.
- To deliver a publicly accessible open spaces that are designed to accommodate people of all abilities and to be safe and inviting through the provision of landscaping and activation.
- Deliver publicly accessible plaza spaces on the southern site that are designed to be safe and inviting through landscaping and activation and for the benefit of the local community.
- To provide for a range of complementary active uses on the ground floor that are designed to be flexible to adjust to changing community needs and minimise adverse impacts on surrounding residents. Provision of vehicular access that is designed and located to protect the safety of pedestrians and road users.
- On-street car parking to be encouraged generally in accordance with this Local Development Plan, to the specification and satisfaction of the City's Infrastructure and Engineering directorate.
- Development proposals are to provide sufficient car parking to cater for the demand generated by the applicable proposed land use.

Sensitive Design

- Development should sympathetically reference, and take cues from the materials, colours, and finishes of the surrounding built form, and incorporate the reuse of demolished materials into the built form and/or landscaping to reflect the history of the site where practical.
- The development is to be appropriately stepped down where it interfaces with adjoining and surrounding properties to achieve a moderation of building height across the site that is sympathetic and appropriately integrated with the lower density residential context.
- Building bulk and scale is to be broken down through the inclusion of various façade treatments such varied setbacks, horizontal and/or vertical treatments, major openings and balconies, on-structure planting, and a range of colours, materials and finishes, to minimise the visual impact of upper levels on the streetscape and surrounding properties.
- To promote the establishment of a landmark development of high architectural quality that would enhance the locality and focus higher density built form towards Charles Street and the intersection with Ellesmere Street.

Thriving Places

- To provide for a mixed-use development that accommodates residential and non-residential uses to contribute towards a sustainable increase in density, employment opportunities, vibrancy and activity within the area.
- To provide for public spaces that are supported by a legible pedestrian network and are integrated with the development.

Accessible City

- To provide for sufficient car parking to meet the demands of users the development while ensuring that additional traffic does not have an adverse impact on the safety or functionality of traffic flow within the surrounding road network.
- To provide for vehicular access and car parking (on-site and on-street) that is designed and located to be safe and functional for pedestrians and road users including necessary traffic management measures, and which is integrated in the built form and landscaping design to minimise visual impacts on the streetscape.

General Provisions:

a) Where this Local Development Plan (LDP) is inconsistent with the City's Local Planning Scheme, the local planning scheme prevails. Where this local development plan is inconsistent with a Local Planning Policy, Master Plan or Guidelines (e.g., Character Retention Area Guidelines), this Local Development Plan prevails.

b) In accordance with Clause 3.2.3 of State Planning Policy 7.3 Residential Design Codes Volume 1 (R Codes Volume 1) and Clause 1.2.2 of State Planning Policy 7.3 Residential Design Codes Volume 2 – Apartments (R Codes Volume 2), this LDP contains provisions that amend or replace:

- Deemed-to-Comply requirements set out in Part C of the R Codes Volume 1. The Design Principles of the R Codes Volume 1 remain and apply;
- Acceptable Outcomes set out in Part 2, 3 and 4 of the R Codes Volume 2. The Element Objectives of the R Codes Volume 2 remain and apply; and
- The Acceptable Outcomes set out in Volume 2 Sections 1, 3, 4 and 5 of the Built Form Policy. The Local Housing Objectives of the Built Form Policy remain and apply.

The provisions below detail which Deemed-to-Comply requirements of the R Codes Volume 1 and Acceptable Outcomes of the R Codes Volume 2 and the Built Form Policy have been amended or replaced by Acceptable Outcomes of this LDP. Refer to Table 3 for the summary of amendments and/or replacements.

c) Unless provided for below, the provisions of the R Codes Volume 1, R Codes Volume 2, and the Built Form Policy apply. Any State Planning Policy, Local Planning Policy or other legislation that is applicable to this LDP that is amended or replaced will continue to be applicable to the development that is the subject of the LDP.

d) Variations to the Acceptable Outcomes of this LDP may be approved through a Development Application, provided that the development achieves the objectives of this LDP and the relevant objectives of the R Codes Volume 1, R Codes Volume 2, Built Form Policy, Masterplan, Structure Plan and/or Local Planning Policy (as applicable).

Acceptable Outcomes

Land Use Permissibility

1 Permissible land uses are those provided for under the Mixed Use and Residential zones (as applicable) under the City of Vincent Local Planning Scheme No. 2.

2 In accordance with Clause 18(7) of LPS2 the preferred land uses for each development parcel are set out below. The preferred land uses would be required to demonstrate consistency with the City's Local Planning Scheme No.2 (as amended) and applicable local planning policies as part of a Development Application.

Table 1: Preferred Land Uses

	Development Parcels 1 & 2	Development Parcel 3	Development Parcel 4	Development Parcel 5	Development Parcel 6
Ground Floor	- Aged or dependent persons dwellings - Child Care Premises* - Consulting Rooms - Dwelling - Liquor Store – Small - Medical Centre - Office - Restaurant / café - Shop	- Hotel - Restaurant / café - Shop - Small bar - Tavern	- Consulting Rooms - Liquor Store – Small - Office - Restaurant / café - Shop - Dwelling	- Consulting Rooms - Dwelling - Office - Restaurant / café - Shop - Small bar	- Consulting Rooms - Dwelling - Serviced Apartment
First Floor	- Aged or dependent persons dwellings - Dwelling - Serviced Apartment	- Dwelling - Hotel - Office - Restaurant / café - Serviced Apartment - Small bar - Tavern	- Dwelling - Serviced Apartment	- Dwelling - Office - Serviced Apartment	- Dwelling - Office - Serviced Apartment
Second Floor					
Third Floor		- Dwelling - Hotel - Serviced Apartment		- Dwelling - Serviced Apartment	- Dwelling - Serviced Apartment
Fourth Floor					
Fifth Floor					
Sixth Floor					
Seventh Floor					

*Where a Child Care Premises is proposed, it is not to be directly adjacent Residential zoned land, in accordance with the City's Local Planning Policy: Child Care and Family Day Care.

Building Height

3 The following acceptable outcomes amends deemed-to-comply standard C3.2.1 of the R Codes Volume 1 and acceptable outcomes A3.1.1, A4.1.1 and A5.1.1 of the Built Form Policy. The remaining respective deemed-to-comply standards of the R Codes Volume 1 and acceptable outcomes of the Built Form Policy and the R Codes Volume 2 remain and apply.

Table 2: Building Heights

Development Parcel	Maximum Height (storeys)	Maximum Height (top of wall (concealed/skillion roof))
1	3/6 storeys*	11.2m/20.5m*
2	2/4 storeys*	8m/14.3m*
3	8 storeys	26.7m
4	3/6 storeys*	11.2m/20.5m*
5	4/6 storeys*	14.3m/20.5m*
6	4 storeys	14.3m

*refer to height locations shown on plan

Note – The building heights in Table 2 are subject to adequate sunlight (including overshadowing) and ventilation access being maintained the adjoining properties to be demonstration to the satisfaction of the approval authority at the development application stage.

Street Setbacks, Side and Rear Setbacks and Building Separation

The following acceptable outcomes amends the deemed-to-comply standard C3.4.1 of the R Codes Volume 1 and acceptable outcome A2.4,1 of the R Codes Volume 2 in relation to lot boundary setbacks, and acceptable outcomes A1.2.1, A4.2.1, A5.2.1, A5.2.2 and A5.2.3 of the Built Form Policy in relation to street setbacks. The remaining respective deemed-to-comply standards of the R Codes Volume 1 and acceptable outcomes of the R Codes Volume 2 remain and apply.

4 All setbacks are to be in accordance with the development footprint boundaries as shown in blue on the LDP. Where a greater setback is required, a notation is included on the LDP accordingly*.

*Refer to Local Development Plan map

Plot Ratio

The following acceptable outcomes amends the deemed-to-comply standard C.1.1.3 of the R Codes Volume 1 in relation to site area and acceptable outcome A 2.5.1 of the R Codes Volume 2.

5 No plot ratio is applicable. Building Development scale is established with the setbacks and height standards provided under this LDP.

Vehicle Access

The following acceptable outcomes amends acceptable outcome A1.6.1 and A1.6.2 of the Built Form Policy and augments the remaining acceptable outcomes of Clause 1.6 of the Built Form Policy and the acceptable outcomes of the R Codes Volume 2 in relation to vehicle access (Element 3.8). The remaining respective acceptable outcomes of the Built Form Policy and the R Codes Volume 2 remain and apply.

6 Vehicle access provisions

Vehicle access and parking provided in accordance with the following:

6.1 Internal roads and vehicle access points must prioritise pedestrian movement and are to be provided generally in accordance with this Local Development Plan and supported by a Transport Impact Statement/Assessment prepared by a qualified consultant submitted with a development application.

6.2 No direct vehicle access is permitted to the development from the public road network, unless otherwise as generally shown on the Local Development Plan.

6.3 The following acceptable outcomes augment clauses A1.6.3-1.6.11 and A4.5.1-A4.5.3 of Policy No. 7.1.1 – Built Form, and clauses A3.8.1-A3.8.7 of the R-Codes Volume 2: Development shall incorporate basement car parking accessible through Eton Street as generally indicated on this Local Development Plan.

6.4 Provision shall be made for the indicative widening of Charles Street as shown in this Local Development Plan, in consultation with Main Roads WA.

Landscape Design

The following acceptable outcome amends the deemed-to-comply standard C1.2.8 and acceptable outcome A4.12.1 of the R Codes Volume 2 in relation to landscape design. The remaining respective deemed-to-comply standards of the R Codes Volume 1 and acceptable outcomes of the R Codes Volume 2 remain and apply.

7 Landscaping for the development is to be provided in accordance with the following:

Landscaping Plan

A landscaping plan is to be prepared by a landscape architect and submitted with a development application which addresses the following the matters:

- The location of deep soil, on-structure landscaping and tree planting on the site in accordance with Element 3.3 of the R Codes Volume 2;
- The selection of tree species consistent with the City's Tree Selection Tool;

- The provision of publicly accessible plaza spaces that are located on private property and secured through public benefit easement with a minimum area of:
    - Northern Plaza (between Development Parcels 3 and 4) – 600m^2;
    - Southern Plaza (between Development Parcels 5 and 6) – 535m^2; and
    - Eastern Plaza (between Development Parcels 3 and 5) – 130m^2

The landscaping plan should provide for details related to street furniture, lighting, species selection, and the incorporation of water sensitive urban design principles related to the design of the plaza/s.

LOCAL DEVELOPMENT PLAN

VARIOUS LOTS CHARLES STREET.
CARRINGTON STREET AND ETON STREET
NORTH PERTH

CITY OF VINCENT

2 STOREYS -
3 STOREYS -
4 STOREYS -
6 STOREYS -
8 STOREYS -

COMMUNAL FACILITIES / LANDSCAPE PLAZA -
INDICATIVE ROAD WIDENING -
ACTIVE FRONTAGE -
INDICATIVE BASEMENT ACCESS -
7m UPPER STOREY SETBACK

ENDORSEMENT TABLE
Local Development Plan approved pursuant to Schedule 2, Part 6, cl. 52 of the Planning and Development (Local Planning Schemes) Regulations 2015

Authorised Officer.....

Date.....

Town Planners, Advocates and Subdivision Designers
ABN 24 044 036 646

12 July 2024

Our Ref: AGK CHA GE

A/Manager Strategic Planning & Specialist Planner
City of Vincent
PO Box 82
LEEDERVILLE WA 6902

ATTN: Mitchell Hoad

Dear Mitchell

RE: LOCAL DEVELOPMENT PLAN SUMMARY OF MODIFICATIONS – CHARLES HOTEL SITE

We prepare this covering submission to document the final modifications to the Local Development Plan (**LDP**) and supporting LDP text to address the final matters raised by the City.

The final LDP and supporting text submitted to the City marks the culmination of several years of engagement with the City and the Design Review Panel (**DRP**), to deliver an LDP that is befitting of the landmark nature of the site, whilst respecting the locality and protecting the amenity of nearby residences.

In summary, we note the following amendments contained within the document set submitted to the City of Vincent on 22 May 2024:

- Updated the LDP to show additional 5m upper floor street setbacks to development parcels 1, 3, 5 and 6;
- Updated the LDP to include additional annotations clarifying street and lot boundary setbacks, and the width of vehicle access points;
- Modification of the LDP supporting text to include all specific wording suggested by the City. This also included re-introducing specific provisions relating to landscaping at the request of the City and the DRP.
- Adjustment to the colour references on the LDP Plan for clarity.

We address the above points in detail in the proceeding section.

125 Hamersley Road Subiaco Western Australia 6008
T: (08) 9382 3000 e: reception@allerdingassoc.com
ABN 24 044 036 646

Final Modifications

LDP Plan

Building Height

The building parcels have always been predicated as being respectful to neighbours by stepping down heights toward single residential properties.

We met with the City on multiple occasions in late 2023 and early 2024 to discuss the remaining matters to be addressed on the application. It was conveyed by the City that it would be preferable for the upper floors of development parcels 1, 3 and 5 to have a greater setback from the street to reduce the line-of-sight visibility from Charles Street.

For this reason, the plans were modified to show an additional 5m setback to the upper floors of development parcels 1, 3 and 5. The upper floors now have a total 7m setback from the Charles Street boundary and are predominantly concealed from view by the floors below, as was the desire of the City in seeking the modification. A cross section was included with the document set submitted to the City demonstrating the pedestrian line of sight from the eastern side of Charles Street.

Further, although not requested by the City, the plans were also modified to introduce the same additional 5m setback to the upper floors along Carrington Street (parcels 5 and 6). This measure was implemented to further protect the amenity of residential properties to the southern side of Carrington Street.

Setback Annotations

In addition to providing additional upper floor setbacks, the City requested additional annotations on the LDP Plan to clearly identify each of the street and lot boundary setbacks. We note that the setbacks were identified within the development parcels and addressed by an accurate scale, however notwithstanding, the LDP Plan was updated as requested.

It was also requested that vehicle access widths be included on the LDP Plan, and the Plan was updated accordingly.

Removal of Reference to Indicative On-Street Parking and Landscaping

The City requested the removal of any reference to indicative on-street verge parking and verge landscaping, noting these matters would be considered at a development application stage. The LDP Plan was updated accordingly.

LDP Supporting Text

Landscaping Provisions

The City requested the re-introduction of specific landscaping provisions as Clause 7 of the LDP supporting text. It is noted that we had opted to include the landscaping provisions within the general design objectives, however the City sought greater assurance of coordinated landscaping outcomes and delivery of a landscaping plan through a provision of the text.

The LDP supporting text was therefore updated accordingly.

We advise the landscaping provisions contained within Clause 7 of the supporting text reflect the specific wording as requested by the City, and will deliver the following:

- A landscaping plan to be prepared by a landscape architect and submitted with a development application;
- Deep soil, on-structure landscaping and tree planting in accordance with the R-Codes Volume 2;
- Selection of tree species consistent with the City's Tree Selection Tool; and
- Commitment to the provision of publicly accessible plaza spaces located on private property and secured through a public benefit easement.

Design Objectives

The City requested the consolidation of the Design Objectives into individual headings that had been developed in consultation with the City through the application process. In addition, the City requested slight modification to the wording of certain design objectives. We advise that the LDP supporting text was updated to reflect all text modifications requested by the City.

Updates to Address R-Codes Volume 1 Amendments

The Residential Design Codes Volume 1 were updated in March 2024, therefore updated preambles were required for certain clauses contained within the LDP supporting text. We advise that the supporting text was updated to reflect the City's request accordingly.

Summary of Key Modifications

We also believe it is important to summarise the key updates to the LDP document that have occurred through engagement with the City to refine the proposal over several years.

The key updates are summarised as follows:

- Reducing the maximum height along the northern portion of the site to two (2) and (3) three storeys where it adjoins existing residential development along Charles Street and Eton Street. The lot boundary setback in this location was increased to 3m.

- Development Parcel 2 to the north and Development Parcel 4 to the south on Eton Street were provided with increased street setbacks to align with the existing character of the built form in these locations.

- Prior to the final modifications discussed in this letter, the upper-level setbacks to Development Parcels 5 and 6 on Carrington Street had already been increased to reduce bulk on elevations. Therefore, the final modifications were a further measure to reduce bulk, building upon prior adjustments.

- Likewise, prior to the final modifications discussed in this letter, the LDP plan was amended to show increased setbacks to the Charles Street boundary of Development Parcels 1, 3 and 5. Therefore, the final modifications were a further measure to reduce bulk along Charles Street, building upon prior adjustments.

- Modification to the LDP Plan to show a clear pedestrian priority zone through the internal vehicle access from Eton Street. This update was a direct response to comments from the DRP, demonstrating the pedestrian link from north to south through the Landscape Plaza. The link is intended to be focal point of the development, designed to encourage pedestrians to both occupy and move through the space comfortably as part of the overall community benefit of the link.

- Inclusion of specific objectives into the LDP text relating to achieving high-quality, meaningful sustainability outcomes, retention of significant vegetation in appropriate locations, further detail regarding community benefit, and also expanding on objectives relating to colours and materiality taking from the character of built form surrounding the site. We note that in consultation with the City, these objectives were refined to reflect specific wording to the satisfaction of the City, as outlined in the final modifications.

- To provide greater clarity regarding the visibility of upper floors, we prepared supporting graphical perspectives to demonstrate views from the surrounding lower density residential properties toward the landmark Development Parcel (Parcel 3). The perspectives demonstrated that the upper floors to Development Parcel 3 will not be visible from these residential properties.

- In response to the request of the City's Engineering Department, a Traffic Impact Assessment (**TIA**) Report has been prepared by an experienced Traffic Engineer to accompany the proposed LDP. The TIA concluded that based on the concept layout and potential development set out by the proposed LDP, the LDP was fully supported in terms of its traffic and road safety impact.

Response to DRP Chair comments 26 June 2024

DRP Chair Comment	Response
Context and Character The existing context and character of the locality will evolve over time. Although the proposal is not consistent with the existing context which is predominantly low-scale single residential, it would likely suit the future context as higher density development occurs along Charles Street. The proposed ground floor activation to Carrington Street is currently unclear and requires further detail. It is considered that commercial uses would be less successful than residential uses in providing streetscape activation based on the current residential context. It is recommended a new legend item be added to the LDP illustrating active residential use with direct pedestrian access from each unit to the streetscape. This interface doesn't currently have an active edge nominated on the LDP which is not supported. The LDP Preferred Land Uses table notes consulting rooms and offices on the ground floor of Parcels 1,2,4,5 & 6. This is not supported by the DRP as this commonly results in inactive facades with the blinds pulled down or frosted / mirror film on windows due to the privacy requirements in consulting rooms and offices. The applicant is encouraged to consider amending the Preferred Land Uses table in relation to ground floor levels to achieve more active streetscape interfaces.	Noted. The proposed LDP responds to the landmark site by providing a framework for appropriate future development of the site. The built form is focussed toward the intersection of Charles and Ellesmere Street, with a respectful transition to the existing surrounding residential development. The intent of the LDP is to focus commercial activity toward Ellesmere Street and transition toward a predominantly residential interface at Carrington Street. Whilst it is possible that some commercial activity could eventuate toward Carrington Street, activisation of this frontage would occur naturally. As noted by the DRP residential land uses are likely to be successful in providing streetscape activation. The LDP references several preferred (including discretionary) land uses on the ground floor of these development parcels to provide capacity for a range of commercial activity. Any future land uses at the ground floor level will be subject to assessment through a DA process where matters such as street interface, surveillance and privacy will be considered accordingly.
Landscape quality Re-introducing the landscaping provisions in the LDP text is supported. The central landscaped plaza is positive but should be further design tested to ensure cohesive pedestrian environment and a high quality space can be achieved offering a high level of amenity for residents as well as the surrounding community. The provision of this landscaping area should also be reinforced within the LDP to ensure a significant portion of the central plazas are not devoted to hard / paving surfaces.	Noted. Through continued engagement with City Officers, the landscaped plaza clearly designated on the LDP Plan is supported by acceptable outcomes recommended by the City. The acceptable outcomes require the submission of a landscaping plan by a qualified landscape architect, and delivery of landscaping outcomes to address not only the R-Codes Vol. 2 requirements, but also tree selection in accordance with the City's tree selection tool,

DRP Chair Comment	Response
	and incorporation of water sensitive urban design principles.
Nominating the extent of basement areas on the LDP is essential to ensure that adequate genuine deep soil areas can be provided on the sites. For instance the central landscape plaza should include significant genuine deep soil zone areas however this cannot be achieved if a basement carpark extends from Parcel 3 through to Parcel 4 and likewise from Parcel 5 through to Parcel 6.	The purpose of the LDP is to provide a statutory framework for future development capacity over the site. Future development of the individual development parcels and consideration of any basement car parking with deep soil planting would be subject to a development application process.
A broad illustrative Landscape Plan should be included to support the LDP which would assist in delivering an integrated and cohesive outcome across the site and in conjunction with the public realm including locations for tree planting.	As per the City's advice, this comment is best addressed through a future DA for appropriate contextual landscaping outcomes.
The LDP should include further cross-sections to each street showing footpaths and how verge landscaping can be integrated and would be of benefit. The width of Ellesmere Street may offer an opportunity for main-street style (centralised) tree planting to improve the public realm experience.	As per the City's advice, this comment is best addressed through a future DA.
The applicants are encouraged to consider undertaking a mature tree retention survey / plan to identify which current trees can be retained or relocated on the site. The proposal shows a green wall in the rear courtyard however doesn't provide any detail in relation to planter depth / volume, plant species or reticulation to ensure its viability.	As per the City's advice, this comment is best addressed through a future DA.
<u>Built form and scale</u> The upper-level setbacks are not clear, generally are quite small and should be clearly identified on the plan.	Noted. We have updated the LDP Plan accordingly.
The upper level Charles Street setbacks have been increased which is supported.	Noted.
<u>Sustainability</u> Consider including additional sustainability measures that could be delivered through future DAs within the objectives text. This could include initiatives such as water sensitive urban	As per the City's advice, this comment will be best addressed through a future DA. Notwithstanding, we advise that several additional acceptable outcomes were added to

DRP Chair Comment	Response
design, the provision of electric vehicle charging infrastructure or future developments achieving a 6-star Green Star rating.	the LDP text specifically addressing electric vehicle and renewable energy infrastructure.
Amenity All basement carparks are accessed from the rear of the site for Parcels 3, 4, 5 and 6 and via a Vehicle Access Point on Eton Street. The Parcel 2 basement driveway is also accessed from Eton St. The impact of traffic movements on the surrounding streets should be considered through the accompanying Traffic Impact Assessment. If the TIA identifies issues in relation to the proposed access points on Eton Street (for Parcels 3, 4, 5 and 6) an alternative may be to relocate this to Ellesmere Street which can be addressed as part of future DA's. The DRP advises that any future DA's are to address the overshadowing and internal amenity requirements of the R Codes Volume 2. As such cross-sections showing the overshadowing impacts on the existing dwellings fronting Carrington Street should be included illustrating that the R Codes Volume 2 requirements can be addressed.	As per the City's advice, this comment is best addressed through a future DA. Notwithstanding, a Traffic Impact Assessment (TIA) Report was prepared by an experienced Traffic Engineer to accompany the proposed LDP. The TIA concluded that based on the concept layout and potential development set out by the proposed LDP, the LDP was fully supported in terms of its traffic and road safety impact. In addition, further comments were provided by the Traffic Engineer to the City outlining that potential traffic impacts on local streets and intersections were considered low. The City's Engineering department was satisfied with the response provided. As per the City's advice, this comment is best addressed through a future DA.
Legibility Consideration should be given to pedestrian movement through the ground floor design on either side of the central landscaped plaza as this would maximize the level of activity and interactivity with the built form on either side of this space but also impacts on the amount of soft landscaping that will be included in these spaces as noted in the Landscape Principle. As outlined in Principle 1 – Context and Character any future DAs would need to ensure that the active streetscape requirements of the City's Built Form Policy are achieved. The design testing currently shows a number of blank inactive walls on at streetscape level and some ground level streetscape uses or active frontages are not defined.	Noted. This is addressed in the response to Landscaping. The relationship between pedestrian movement, landscaping and connectivity between ground floors on either side of the plaza will be adequately addressed through the preparation of a detailed landscaping plan, and future development applications. As per the City's advice, this comment can be addressed through a future DA.
Safety As outlined in Principle 3 – Built Form and Scale increased setbacks should be provided to the	Setbacks to Charles Street are provided in accordance with the R-Codes Vol. 2.

DRP Chair Comment	Response
ground floors of Development Parcels 1, 3 and 5 adjoining the road widening areas. Residential uses with direct pedestrian entries to the streetscape would be a good option here however an increased setback is required to ensure a safe transition to Charles Street.	Consideration of pedestrian entry points and safety of access would be a fundamental consideration through a future development application process.
The width of the access road between Development Parcels 3, 4, 5 and 6 appears inadequate to accommodate a footpath providing safe pedestrian movement through this area.	A 6m wide access is considered an appropriate width to provide adequate vehicle access. It is not intended for the vehicle access route to be a circulation area for pedestrians, noting there are various other points of access/egress for pedestrians, including the pedestrian priority zone through the landscape plaza.
A roundabout is indicated within the access road between Development Parcels 3, 4, 5 and 6 however this may not be the preferred treatment to maximise pedestrian / cyclist safety and movement. Consider alternative traffic calming measures which prioritise pedestrian safety and movement as part of future DAs.	As per the City's advice, this comment is best addressed through a future DA. Notwithstanding, a pedestrian priority zone is provided through the roundabout with traffic calming measures included.
<u>Community</u> Consideration should also be given to the community benefits that can be generated through provisions as outlined in Principle 5 – Sustainability. The DRP encourages meaningful engagement with the local community prior to future DAs being lodged.	As per the City's advice, this comment is best addressed through a future DA. However, the proposal includes community benefit through the creation of activated spaces to potentially accommodate a range of activities and amenities that will be secured by way of public easement at the time of a DA.
<u>Aesthetics</u> The DRP advises that any future DA's are to demonstrate the use of colours, finishes and materials consistent with the surrounding context through the submission of an Urban Design Study and surrounding Built Form Character Analysis.	As per the City's advice, this comment is best addressed through a future DA.
Consider providing a broad material palette in the LDP which would provide some guidance for future DA's and potentially generate a consistent architectural language and character throughout the various Development Parcels on the site. Terracotta, brick, shopfront awnings and tiles as well as referencing traditional shopfronts in a contemporary way would all be encouraged.	As per the City's advice, this comment is best addressed through a future DA.

Conclusion

The proposed LDP and supporting LDP text represent a considered approach to the future development of the Charles Hotel site.

The LDP and text have undergone a series of refinements in consultation with City Officers and the DRP for the delivery of a built form appropriate for the landmark status of the site, whilst also preserving the amenity of nearby residential properties and the locality.

We therefore look forward to the City's favourable recommendation of the application.

Should you require any further information, please do not hesitate to contact our office.

Yours sincerely
ALLERDING AND ASSOCIATES

JOHN WILLIAMSON
SENIOR TOWN PLANNER

Encl:

CC: Client

Allerding & Associates
Town Planners, Advocates and Subdivision Designers
ABN 24 044 036 646

9 December 2022

Our Ref: AGK CHA GE

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

Attention: Attention Mitchell Hoad – A/Manager Development and Design

Dear Mitchell

RE: PROPOSED LOCAL DEVELOPMENT PLAN (LDP)
CHARLES HOTEL SITE, CHARLES STREET NORTH PERTH

Following your recent correspondence, please find attached for your attention a copy of the amended and finalised LDP for the prospective redevelopment of the Charles Hotel site – **Attachment 1.**

Background

The LDP follows an extensive engagement process with the City of Vincent (**the City**) and the Community dating back to the review of the City of Vincent's Town Planning Scheme No 1 during which it was acknowledged that the Charles Hotel site is a strategic site, given both its current land use and the configuration and size of the lots and its position on a key transport network.

The zoning was then modified under Local Planning Scheme No. 2 (**LPS2**) to accommodate Mixed Use commercial development and increased residential density across the Site. The City of Vincent's Built Form Policy was then adopted which imposed blanket heights of 4 storeys which do not reflect the strategic significance of this site. This Local Development Plan has been prepared to show a comprehensive integrated development of the Site which responds to the strategic significance of the Site and the residential context in which it is located.

Community engagement was undertaken by MJA Studio, after which modified plans were prepared which redistributed the predominance of height along Charles Street and the eastern end of Ellesmere Street.

Community engagement, the Local Development Plan has been presented to two Design review panels coordinated by the City of Vincent. The Design Review Panels have suggested a number of improvements and MJA Studios have addressed their feedback and have amended the LDP where appropriate to include their suggestions.

125 Hamersley Road Subiaco Western Australia 6008
T: (08) 9382 3000 e: reception@allerdingassoc.com
ABN 24 044 036 646

Rationale for the LDP

The Charles Hotel site (**the Site**) is a large strategic site comprising the area depicted in Figure 1.

Figure 1: LDP Site

The Site is located along a corridor earmarked for higher density development in the City's Local Planning Strategy and LPS2, adjacent to the high frequency public transport corridor of Charles Street. In recognition of this, part of the Site is identified as a Transit Corridor Built Form Area under the City of Vincent's Policy No. 7.1.1 – Built Form (**Built Form Policy**).

The Site is close to the large public open spaces of Ellesmere Street and Les Lilleyman Reserves and has excellent road network connections and efficient public transport options.

For the above reasons, the Site is well suited to higher density Mixed Use development

Local Development Plan Provisions

The Site is divided into 6 parcels as depicted in the LDP plan map and Figure 2 below and contains the following objectives and provisions:

Figure 2: LDP Plan Map

Objectives.

The LDP aims to provide a built form area which respects the surrounding residential context while increasing the vibrancy and activation within the Site. The provision of carefully designed landscaping and universally accessible public spaces will encourage community interaction and the commercial tenancies will generate local employment. LDP objectives are listed within the first section of the document.

Land Use Permissibility

Permissible land uses correspond to those provided for under the Mixed Use and Residential zones under LPS. In addition, Table 1 of the LDP lists preferred land uses for each land parcel. The preferred land uses reflect the objective of street edge activation with more active frontages facing Ellesmere Street and Charles Street and the Landscape Plaza on Development Parcels 1 and 3.

Building Height

Table 2: Building Heights lists the acceptable outcome building heights which amend the applicable heights listed under the Built Form Policy. The proposed building heights are carefully considered noting that Development Parcel 3 facing Charles Street proposes 8 storeys while height is graduated to 6 storeys on Parcels 5 and 1. Parcel 1 further graduates to 3 storeys adjoining the existing residential development to the north of the Site while parcel 5 graduates down to 4 storeys adjoining Carrington Street and the existing residential development to the south of the Site. In this way, the proposed density is achieved via proposed building heights which are sensitive to the surrounding residential built form and context.

Setbacks

The applicable setbacks listed under the Built Form Policy are amended under Section 4 Setbacks. The proposed design incorporates setbacks to the upper levels of the development reducing the impression of bulk and scale and providing articulation to the built from. Further articulation is achieved via the use of light colours and planting on structure on the upper floors.

Plot Ratio

Element 4.12 of the R-Codes is amended such that no plot ratio is applicable under this LDP. Instead built form controls arc established with the setbacks and height standards provided under this LDP.

Tree Canopy and Deep Soil Areas

The LDP stipulates that a Landscape Plan be provided to address deep soil planting, areas of public open space and hard and soft landscaping within the Eton Street verges.

Vehicle Access

Vehicle access provisions are identified on the LDP, noting that:

- A transport impact assessment prepared by a qualified consultant must support each development application;
- All public vehicle access to the Site to be via the vehicle access points depicted in the LDP map.

- The Site will contain basement car parking accessible from Eton Street, which will facilitate the generous provision of deep soil planting and landscaping including a green spine as depicted in Figure 2.

The LDP is submitted to the City of Vincent as a sensitively developed and contextually appropriate built form, that we contend is a modest development in context with the strategic significance of the Site.

The amendments provided in the final LDP reflect the engagement that has occurred:

- The local community by MJA, which identified the distribution of height and land uses across the Site;
- The Officers of the City of Vincent;
- The feedback provided by City's Design Review Panel.

The City's support to the LDP is respectfully sought.

ALLERDING AND ASSOCIATES

STEVE ALLERDING
DIRECTOR

Charles Hotel Site

Specific response to
3 November 2021 DRP2
prepared by

MJASTUDIO

February 2022

Please note this report responds specifically to feedback from the 3 November 2021 Design Review Panel and, as such, should be read in conjunction with the submitted November 2021, 10 Principles Report.

This report does not constitute a detailed built form report, rather serving as support for the proposed Local Development Plan and its proposed controls for the subject sites.

DRP Comments 3 November 2021		
Design quality evaluation		
		Supported
		Pending further attention – refer to detailed comments provided
		Not supported
		Insufficient information for comments to be able to be provided.
Strengths of the Proposal		

Page 6 of 9

• The Panel previously encouraged the applicant to undertake built form design testing which has been provided • The communal ground level green spine has been extended through the site to Carrington Street which is supported		
Design Principles		
Principle 1 - **Context and character**		***Principle*** ***Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.***
	• Re-used demolished materials could be incorporated into the built form and/or landscaping to reflect the history of the site • Refer to additional items in the Aesthetics Principle	
Principle 2 - **Landscape quality**		***Principle*** ***Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.***
	• Native species, water-wise planting and additional landscaping targets should be integrated into the LDP • Locations for significant landscaping and mature tree canopy should be identified in the LDP to define the open space and reduce the urban heat island effect	
Principle 3 - **Built form and scale**		***Principle*** ***Good design ensures that the massing and height of development is appropriate to its setting and successfully negotiates between existing built form and the intended future character of the local area.***
	• The massing needs to be sufficiently articulated, sensitively designed and defined in the LDP to ensure the scale / bulk of the development integrates with the surrounding context and will generate a high level of amenity for all built form blocks on the site • The applicant is strongly encouraged to define setbacks to the upper level built form, especially along Charles Street to integrate with the intended future character of the transit corridor and to the higher built form blocks where they interface with the central communal spine • Review the heights abutting the south-west lots on Development Parcel 5 to ensure an appropriate interface is achieved. Three levels will be more responsive to the adjacent residential context • The LDP includes road widening areas facing Charles Street. If the road widening was to occur the built form would be very close to the adjusted boundary. The ground level setbacks in these areas need to be adjusted to maintain a setback from the future road widening	
Principle 4 - **Functionality and build quality**		***Principle*** ***Good design meets the needs of users efficiently and effectively, balancing functional requirements to perform well and deliver optimum benefit over the full life-cycle.***
	• Ensure that there is adequate separation between the built form and on-street parking along Ellesmere Street to maintain comfortable pedestrian movement and an interactive activated edge along this street	
Principle 5 - **Sustainability**		***Principle*** ***Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes.***
	• Establish a 'sustainability narrative' for the project • Consider establishing sustainability targets relative to the size of the project, and how these aspirations will be achieved and integrated into the LDP • Recommend engaging an ESD consultant to assist with assessing the feasibility and requirements for the ESD targets. These targets should be set high given the size of the project (5-star Green Star, or even Carbon Neutral). • Consider reuse of demolition materials from the site, perhaps in the landscaping • Reduced glazing and plenty of shading as shown in design testing is supported	

Page 7 of 9

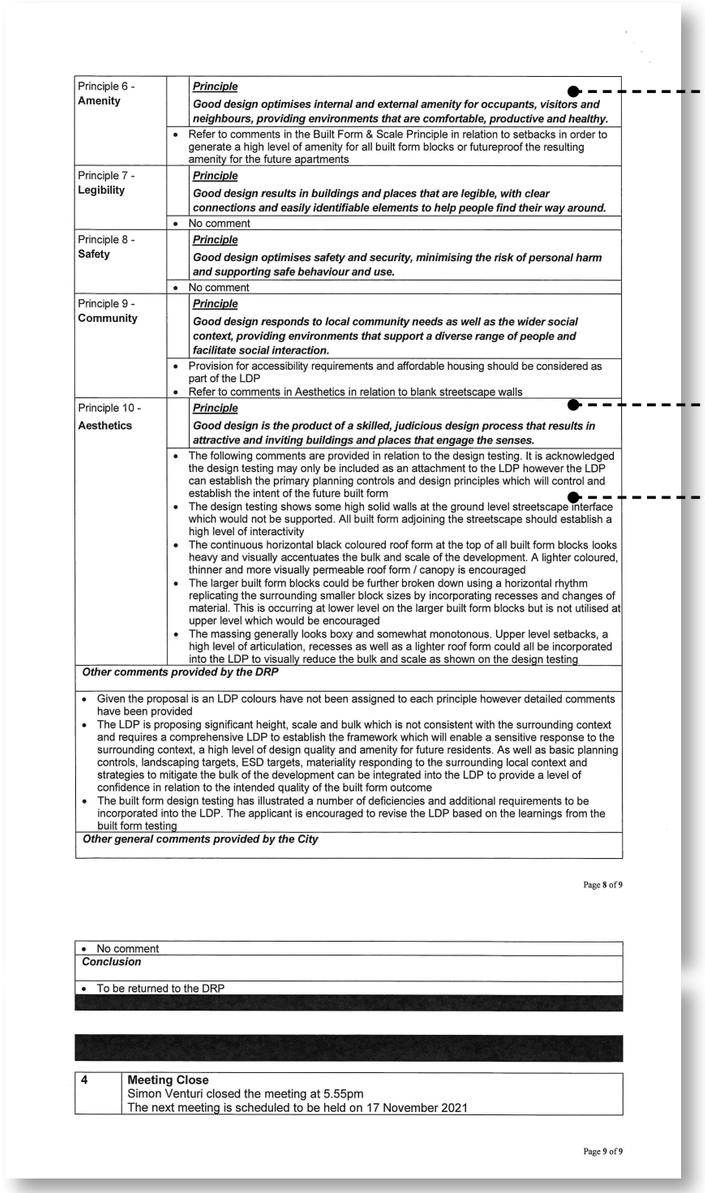
Context & Character
Re-used demolished materials should be incorporated into the new built and landscaping forms to reference the historic fabric and further enhance the proposed developments' ESD strategies.

Landscape
Landscaping will be vital to the success of any projects built on the site. The draft design indicates where landscaping is proposed, with significant proposed DSAs. Each development will require a fully integrated Landscape design.

Built Form & Scale
The theoretical design propositions have been further resolved to reflect the articulated, sensitive design called for in the DRP feedback including upper level built form setbacks.

Functionality & Build Quality
All future developments will adhere to the applicable standards and codes to fulfill the applicable functional requirements to benefit all.

Sustainability
All future projects on the site should be designed to a 5 Star Green Star, or equivalent, level.



Principle 6 - **Amenity**		***Principle*** ***Good design optimises internal and external amenity for occupants, visitors and neighbours, providing environments that are comfortable, productive and healthy.***
	•	Refer to comments in the Built Form & Scale Principle in relation to setbacks in order to generate a high level of amenity for all built form blocks or futureproof the resulting amenity for the future apartments
Principle 7 - **Legibility**		***Principle*** ***Good design results in buildings and places that are legible, with clear connections and easily identifiable elements to help people find their way around.***
	•	No comment
Principle 8 - **Safety**		***Principle*** ***Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use.***
	•	No comment
Principle 9 - **Community**		***Principle*** ***Good design responds to local community needs as well as the wider social context, providing environments that support a diverse range of people and facilitate social interaction.***
	•	Provision for accessibility requirements and affordable housing should be considered as part of the LDP
	•	Refer to comments in Aesthetics in relation to blank streetscape walls
Principle 10 - **Aesthetics**		***Principle*** ***Good design is the product of a skilled, judicious design process that results in attractive and inviting buildings and places that engage the senses.***
	•	The following comments are provided in relation to the design testing. It is acknowledged the design testing may only be included as an attachment to the LDP however the LDP can establish the primary planning controls and design principles which will control and establish the intent of the future built form
	•	The design testing shows some high solid walls at the ground level streetscape interface which would not be supported. All built form adjoining the streetscape should establish a high level of interactivity
	•	The continuous horizontal black coloured roof form at the top of all built form blocks looks heavy and visually accentuates the bulk and scale of the development. A lighter coloured, thinner and more visually permeable roof form / canopy is encouraged
	•	The larger built form blocks could be further broken down using a horizontal rhythm replicating the surrounding smaller block sizes by incorporating recesses and changes of material. This is occurring at lower level on the larger built form blocks but is not utilised at upper level which would be encouraged
	•	The massing generally looks boxy and somewhat monotonous. Upper level setbacks, a high level of articulation, recesses as well as a lighter roof form could all be incorporated into the LDP to visually reduce the bulk and scale as shown on the design testing
Other comments provided by the DRP		
	•	Given the proposal is an LDP colours have not been assigned to each principle however detailed comments have been provided
	•	The LDP is proposing significant height, scale and bulk which is not consistent with the surrounding context and requires a comprehensive LDP to establish the framework which will enable a sensitive response to the surrounding context, a high level of design quality and amenity for future residents. As well as basic planning controls, landscaping targets, ESD targets, materiality responding to the surrounding local context and strategies to mitigate the bulk of the development can be integrated into the LDP to provide a level of confidence in relation to the intended quality of the built form outcome
	•	The built form design testing has illustrated a number of deficiencies and additional requirements to be incorporated into the LDP. The applicant is encouraged to revise the LDP based on the learnings from the built form testing
Other general comments provided by the City		

Page 8 of 9

•	No comment
Conclusion	
•	To be returned to the DRP

4	**Meeting Close** Simon Venturi closed the meeting at 5.55pm The next meeting is scheduled to be held on 17 November 2021

Page 9 of 9

Amenity

The Draft LDP countenances the edge condition of the proposed parcels and delivers the mechanisms to integrate with the surrounding and adjacent context.

Community

Any proposed development must be accessible to all.

Aesthetics

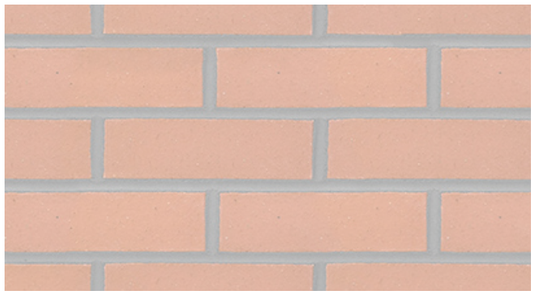
The design testing has been further refined to reflect the DRP comments including:

- higher levels of streetscape interactivity; and
- highly articulated, set-back forms, using the horizontal rhythm of the existing fabric, and lighter coloured and visually permeable upper levels to reduce perceived bulk and scale.

PRINCIPLE 1:

CONTEXT & CHARACTER

In addition to using forms and a palette of materials to reference the existing local fabric, there is opportunity to incorporate re-used demolished materials into the new built and landscaping forms to directly reference the historic Charles Hotel.

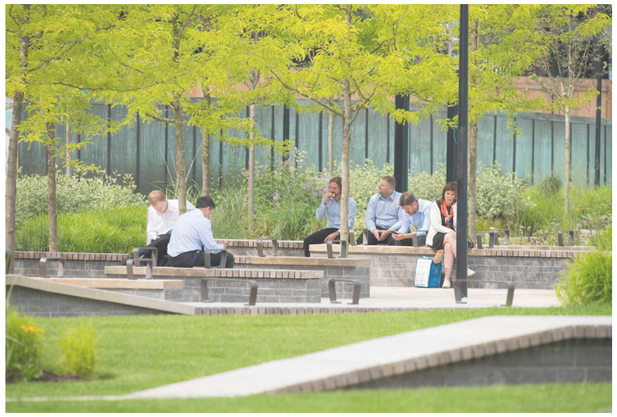


PRINCIPLE 2:

LANDSCAPE QUALITY

The use of **native species** and **water-wise planting** will be vital to the success of any projects built on the site.

Each site in the proposed LDP will require Development Approval from the City of Vincent, including a fully integrated Landscape design.



PRINCIPLE 2:

LANDSCAPE QUALITY

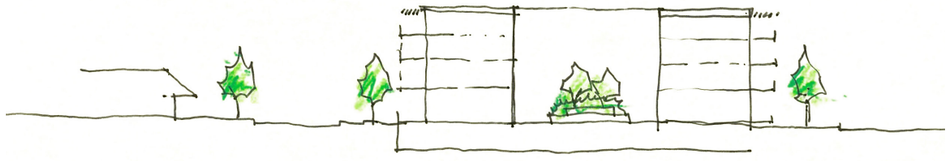
The draft LDP design has incorporated significant Deep Soil Areas in the design with 14% DSA on the northern site and 20% DSA on the southern 'hotel' site, allowing for the planting of large trees to provide significant canopy in addition to street trees and shade trees for each on-street car parking space.
All these strategies will reduce the urban heat island effect.

PRINCIPLE 3:

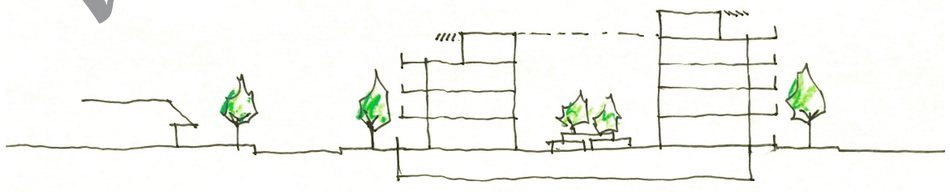
BUILT FORM+SCALE

The refinement of the draft design with further setbacks to the upper levels of the mass, maintains engagement with the ground plane.

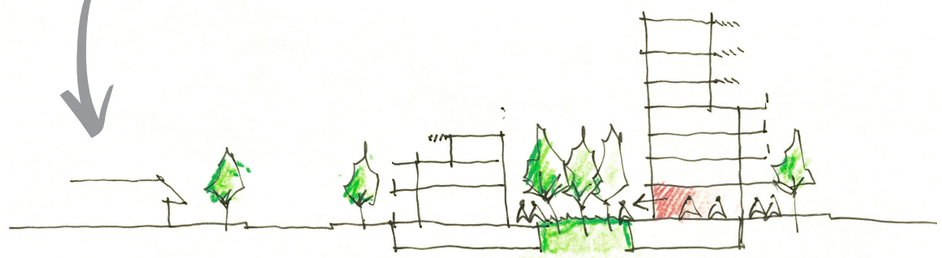
These diagrams, indicating possible massing as per the LDP controls, show:



...when a uniform height across the site...



... is set back on upper floors, bulk is reduced...



... and with basements contained to each building, increasing site-wide Deep Soil Areas, there is greater access to better ground plane amenity.

When the initial draft design, addressing Charles Street, introduces greater articulation, employing...

... the use of
lighter colours
and planting on
structure...

... coupled with
upper floor
setbacks of...

1m

2m

1m

2.5m

... there is a marked reduction in the perception of bulk and scale and better integration of any proposed development into its surrounding context.

PRINCIPLE 3:

BUILT FORM+SCALE

The Draft LDP nominates Parcel 5 as having a 4 storey permissible building height. The adjacent site, to the west, is zoned R60.

LOCAL DEVELOPMENT PLAN – CHARLES HOTEL, NORTH PERTH

Objective: The purpose of this Local Development Plan is to guide the comprehensive redevelopment of the Charles Hotel site to accommodate a mixed-use commercial, residential and hotel precinct.

General Provisions:

- The provisions of the City of Vincent Local Planning Scheme No. 2 and State Planning Policy 7.3 Residential Design Codes Volume 2 shall apply except where varied under this Local Development Plan.
- Compliance with the Local Development Plan provisions below are taken to satisfy the Acceptable Outcomes of State Planning Policy 7.3 Residential Design Codes Volume 2 as they relate to Elements 2.2 Building Height, 2.3 Street Setbacks, 2.4 Side and Rear Setbacks and 2.5 Plot Ratio.
- The provisions of the City of Vincent Planning Policy 7.1.1 Built Form Policy (as amended) do not apply to development under this Local Development Plan.
- The development provisions contained within this Local Development Plan are to be applied across the entire development site, rather than applying to independent Development Parcels.

State Planning Policy 7.3 Residential Design Codes Volume 2 Provisions:

Replacement Element 2.2 Building Height

- Permissible building heights for each site area are as shown in this Local Development Plan.

Replacement Element 2.3 Street Setbacks

- Minimum street setbacks are as detailed on this Local Development Plan.

Replacement Element 2.4 Side and Rear Setbacks

- Minimum side and rear setbacks are as detailed on this Local Development Plan.

Replacement Element 2.5 Plot Ratio

- Development permitted to achieve a plot ratio of 2.2.

City of Vincent Local Planning Scheme No. 2 Provisions

General

- No minimum development site area requirement applies to the land covered by this Local Development Plan.

Land Use Permissibility

- Permissible land uses are those provided for under the Mixed Use and Residential zones (as applicable) under the City of Vincent Local Planning Scheme No. 2.
- Preferred land uses for each development site are set out as follows:

	Development Parcel 1	Development Parcel 2	Development Parcel 3	Development Parcel 4	Development Parcel 5
Ground Floor	- Aged or dependent persons dwellings - Child Care Premises - Consulting Rooms - Dwelling - Liquor Store – Small - Medical Centre - Office - Restaurant / café - Shop	- Hotel - Liquor Store – Small - Liquor Store – Large - Restaurant / café - Shop - Small bar - Tavern	- Consulting Rooms - Liquor Store – Small - Office - Restaurant / café - Shop	- Consulting Rooms - Dwelling - Office - Restaurant / café - Shop - Small bar	- Consulting Rooms - Dwelling - Serviced Apartment
First Floor	- Aged or dependent persons dwellings - Dwelling - Serviced Apartment	- Dwelling - Hotel - Office - Restaurant / café - Serviced Apartment - Small bar - Tavern	- Dwelling - Serviced Apartment	- Dwelling - Office - Serviced Apartment	- Dwelling - Office - Serviced Apartment
Second Floor					
Third Floor		- Dwelling - Hotel - Serviced Apartment		- Dwelling - Serviced Apartment	- Dwelling - Serviced Apartment
Fourth Floor					
Fifth Floor					
Sixth Floor					
Seventh Floor					

Car Parking and Access

- On-street car parking to be provided generally in accordance with this Local Development Plan.
- Internal roads and vehicle access points are to be provided generally in accordance with this Local Development Plan. No direct vehicle access is permitted to the development from the public road network, unless otherwise as generally shown on the Local Development Plan.
- Development shall incorporate basement car parking where possible or located to minimises its appearance when viewed from the public road network.
- As part of any Development Application lodged pursuant to this Local Development Plan, a transport assessment shall be prepared to determine the potential transport impacts on the surrounding area and any transport infrastructure required to support the development.

Other Provisions:

- A Development Application lodged pursuant to this Local Development Plan shall be accompanied by a Landscape Plan that details measures associated with:
  - Deep soil areas are provided as a minimum of 12% of the overall site area. Deep soil areas are to be co-located with existing trees for retention and/or adjoining trees, or alternatively provided in a location that is conducive to tree growth and suitable for communal open space.
  - Planting areas with a minimum rootable soil zone of 1m are provided as a minimum of 3% of the overall site area.
  - Landscaping can be either provided as part of individual developments or within public open spaces or in a combination of both.
  - Areas of public open space are to be provided generally in accordance with this Local Development Plan.
  - Landscaping to be provided along frontages adjoining Ellesmere Street, Carrington Street and Eton Street.
- As part of any Development Application lodged pursuant to this Local Development Plan, a noise management plan shall be prepared by a suitably qualified professional acoustics engineer or consultant in accordance with State Planning Policy 5.4 Road and Rail Noise (as amended) to determine the actual noise levels across the site and demonstrate that the proposal can adequately mitigate the noise impacts through use of noise attenuation measures.
- Provision shall be made for the indicative widening of Charles Street as shown in this Local Development Plan.

LOCAL DEVELOPMENT PLAN

VARIOUS LOTS CHARLES STREET.
CARRINGTON STREET AND ETON STREET
NORTH PERTH

CITY OF VINCENT

2 STOREYS - 2
3 STOREYS - 3
4 STOREYS - 4
6 STOREYS - 6
8 STOREYS - 8

COMMUNAL FACILITIES / LANDSCAPE PLAZA -
INDICATIVE ROAD WIDENING -
ACTIVE FRONTAGE -
INDICATIVE BASEMENT ACCESS -

0 10 20 30 40m
SCALE: 1:1000
ORIGINAL PLAN SIZE: A4

ENDORSEMENT TABLE

Local Development Plan approved pursuant to Schedule 2, Part 6, cl. 52 of the Planning and Development (Local Planning Schemes) Regulations 2015

Authorised Officer.....

Date.....

Allerding & Associates

MJA

PRINCIPLE 3:

BUILT FORM+SCALE

This R60 site has a permissible height of 3 storeys.
With a nominated 3m setback between the R60 lot and Parcel 5 the design graduates the built form to achieve an appropriate interface between the R60 lot and the higher density of the Charles Street corridor.

PRINCIPLE 3:

BUILT FORM+SCALE

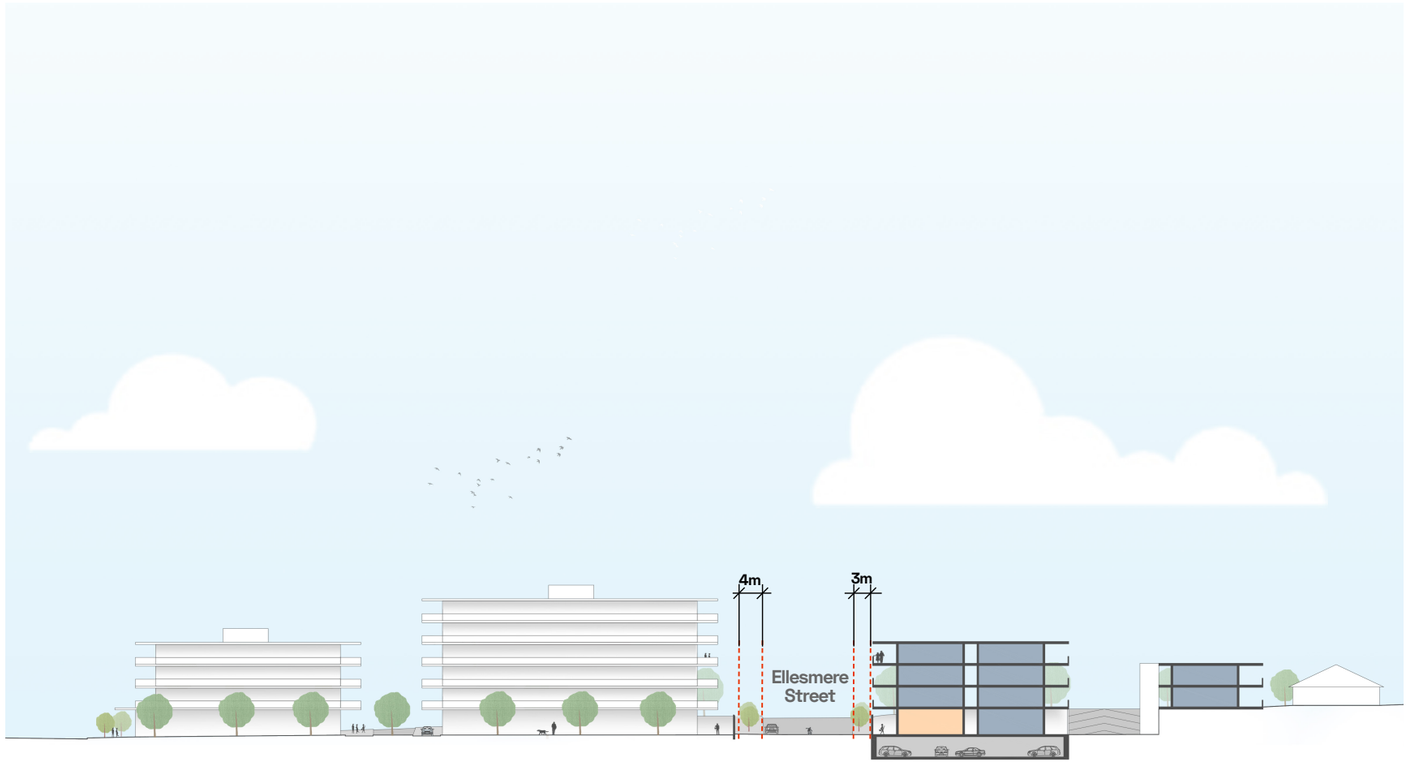
There is **adequate setback** from the indicative road widening on the Charles Street side of Development Parcel 4 with the building, on this parcel, set back 4 metres from this zone providing...

... opportunity for an
active ground plane
delivering high levels of
amenity.

PRINCIPLE 4:

FUNCTIONALITY AND BUILD QUALITY

Any proposed development will have to ensure adequate separation between built form and on-street parking along Ellesmere Street to...



Looking west up Ellesmere Street

... maintain
comfortable
pedestrian
movement and
an interactive,
activated edge
along this
street.

PRINCIPLE 5:

SUSTAINABILITY

To achieve the desired level of sustainability, any development on the site should adhere to a 5 Star Green Star (or equivalent) sustainability target.

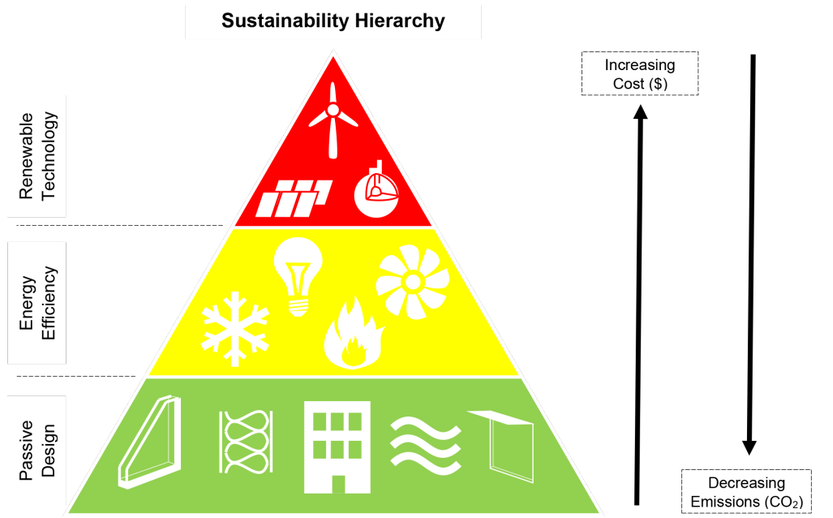


Diagram by Oliver Grimaldi

PRINCIPLE 6:

AMENITY

Providing higher levels of articulation in, and the setting back of, the upper storeys of the draft design provides higher levels of amenity...

PRINCIPLE 6:

AMENITY

... while the slope down Ellesmere street, from Eton Street to Charles Street, provides opportunity to embed any proposed designs on Development Parcels 1 and 3, ensuring...

Looking north across Ellesmere Street

... an appropriate interface between the residential scale to the west and the higher density corridor of Charles Street to the east.

PRINCIPLE 9:

COMMUNITY

As articulated in section 4.5 *Strategic Development Sites Outside Town Centre* in the City of Vincent Local Planning Strategy, these "*sites present an excellent opportunity to* ***incorporate affordable housing*** *and provide* ***a mix of dwelling types*** *within a predominantly single or grouped dwelling area, which will cater for the growing and diversifying population of the City.*"

PRINCIPLE 9:

COMMUNITY

In developing a varied and rich Activity Centre for the City of Vincent, these developments, across the 5 Development Parcels, provide an excellent opportunity for a diverse and universally accessible apartment and commercial mix.

PRINCIPLE 10:

AESTHETICS

Revisiting the design testing in support of the proposed LDP, incorporating feedback from the DRP2, has delivered draft built form propositions for the sites that:

+ establish high levels of interactivity on the street facing elevations through accentuating the horizontal rhythms of adjacent fabric;
+ introduces further articulation and setbacks of the upper floors, with a lighter coloured more visually permeable roof form reducing perceived bulk and scale; and...

PRINCIPLE 10:

AESTHETICS

+ presents a wonderful opportunity for a sculptural corner form on the corner of Ellesmere and Charles Streets.

Thank you.

Annexure 3

MJA Studio –
10 Principle Design Report Presentation

A new **Activity Centre** for North Perth

Charles Hotel Site

A 10 Principle Design Report presentation prepared by

MJASTUDIO

September 2021

We're excited that this large strategic site will serve as a **catalyst** to **regenerate** this part of Charles Street and provide the City of Vincent with a new **Activity Centre.**

PRINCIPLE 1_
CHARACTER &
CONTEXT

PRINCIPLE 1:

CONTEXT & CHARACTER

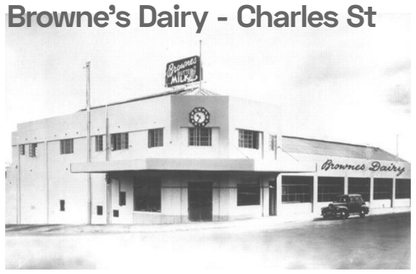
With Charles Street providing an important northern link in the 1870s the North Perth district was established in 1899.

The area's character, with its proximity to the CBD, became a mix of light industrial, and mercantile with residential development supporting these endevours. With an increase in population the The Charles Hotel was established.

However...

Yanchep Traders - Charles St 1955

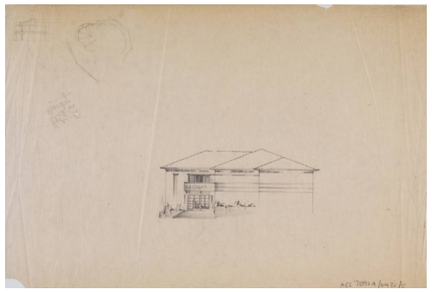
Browne's Dairy - Charles St



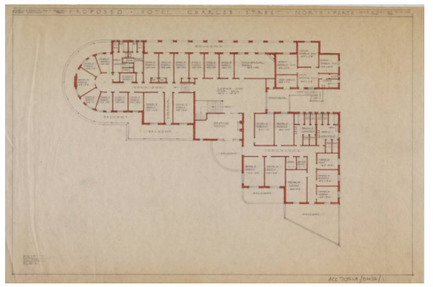
North Perth Hotel - Charles Street 1962

270 Charles Street 1910s

446 Charles Street - 1926



Proposed Charles Hotel by Krantz & Sheldon - 1937

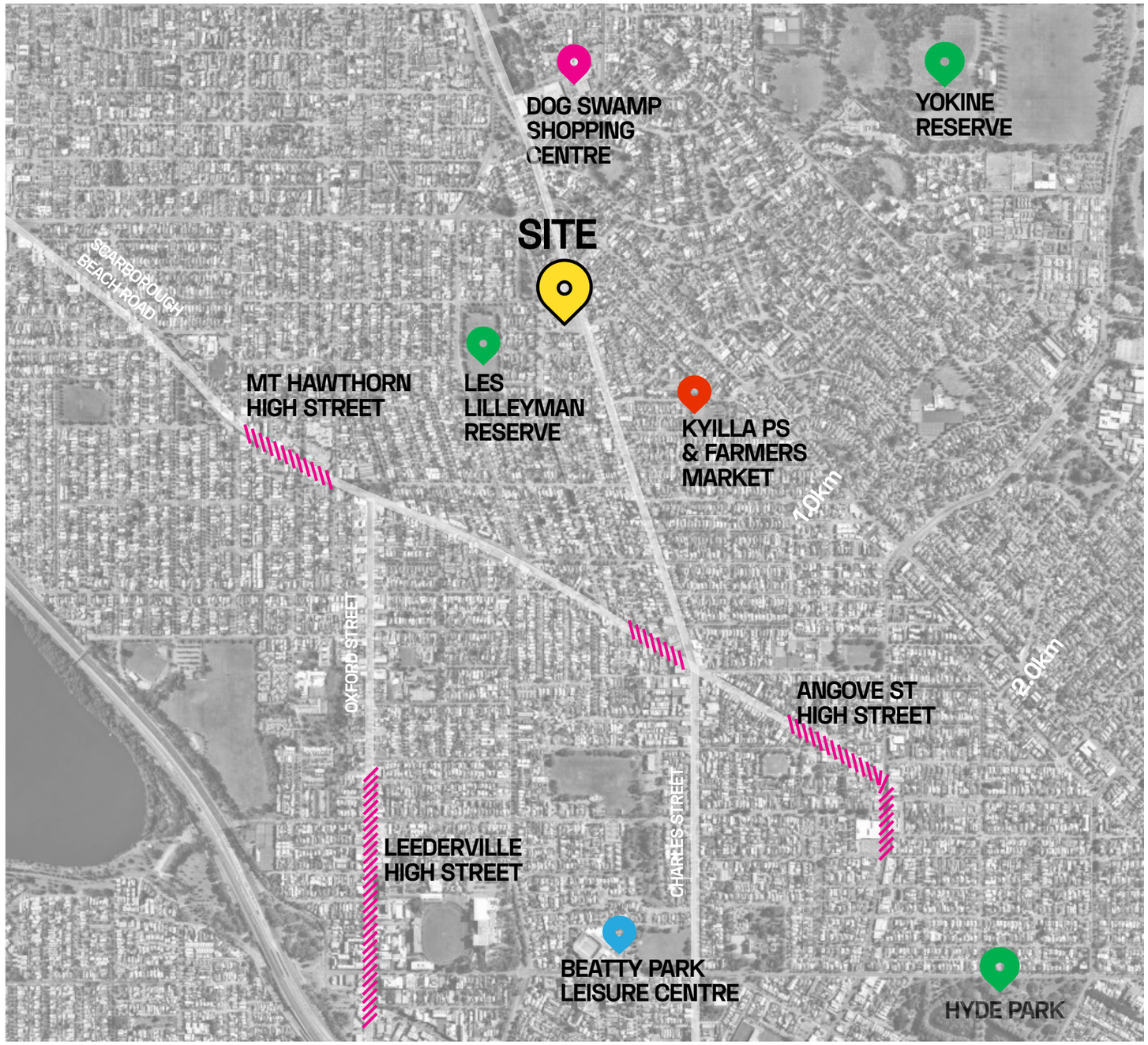


Hotel Charles - 1955

PRINCIPLE 1:

CONTEXT & CHARACTER

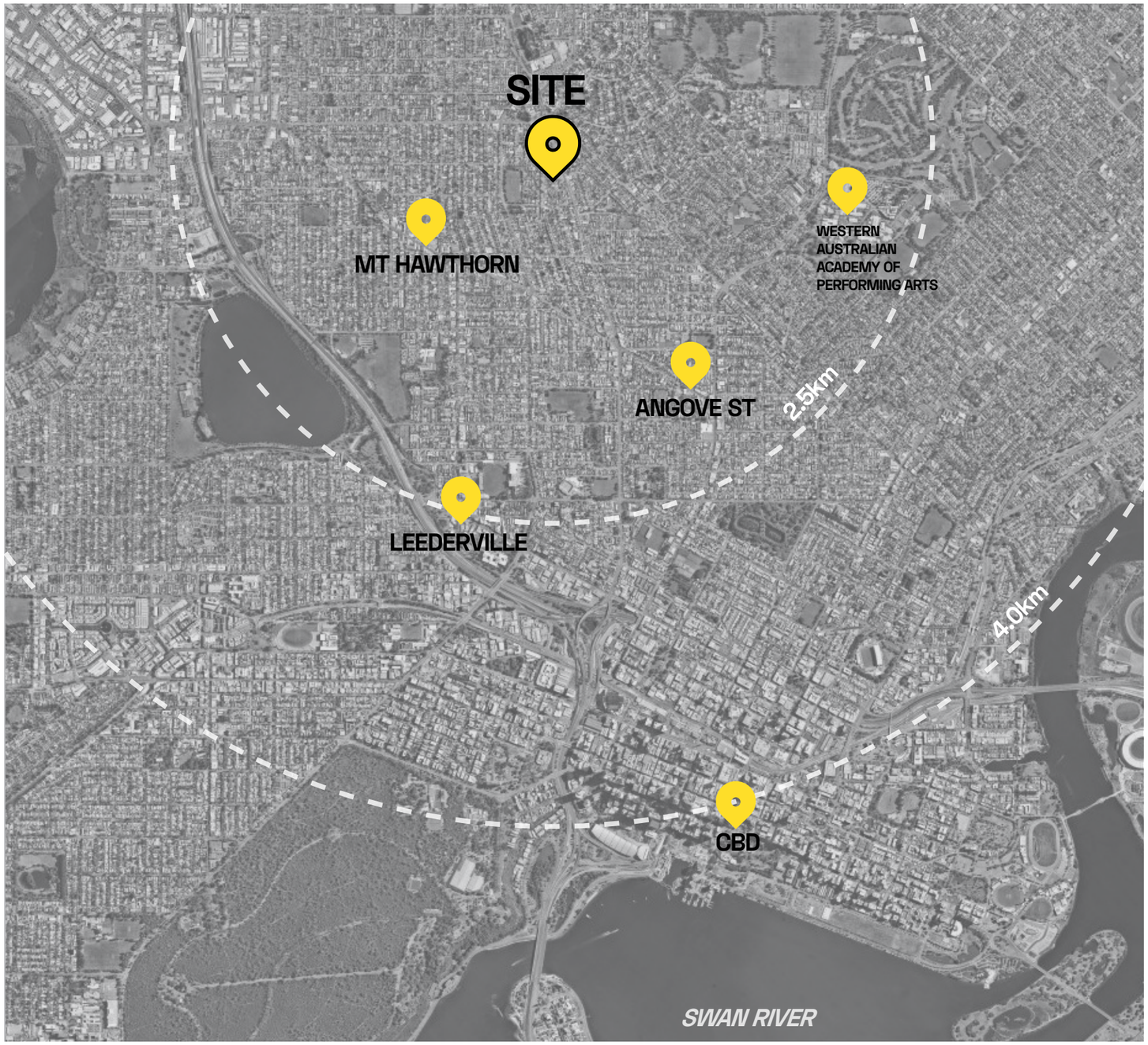
... as the site is a short walk or ride to restaurants, pubs, parks and shops...



PRINCIPLE 1:

CONTEXT & CHARACTER

... close to existing Vincent Activity Centres and WAAPA...



PRINCIPLE 1:

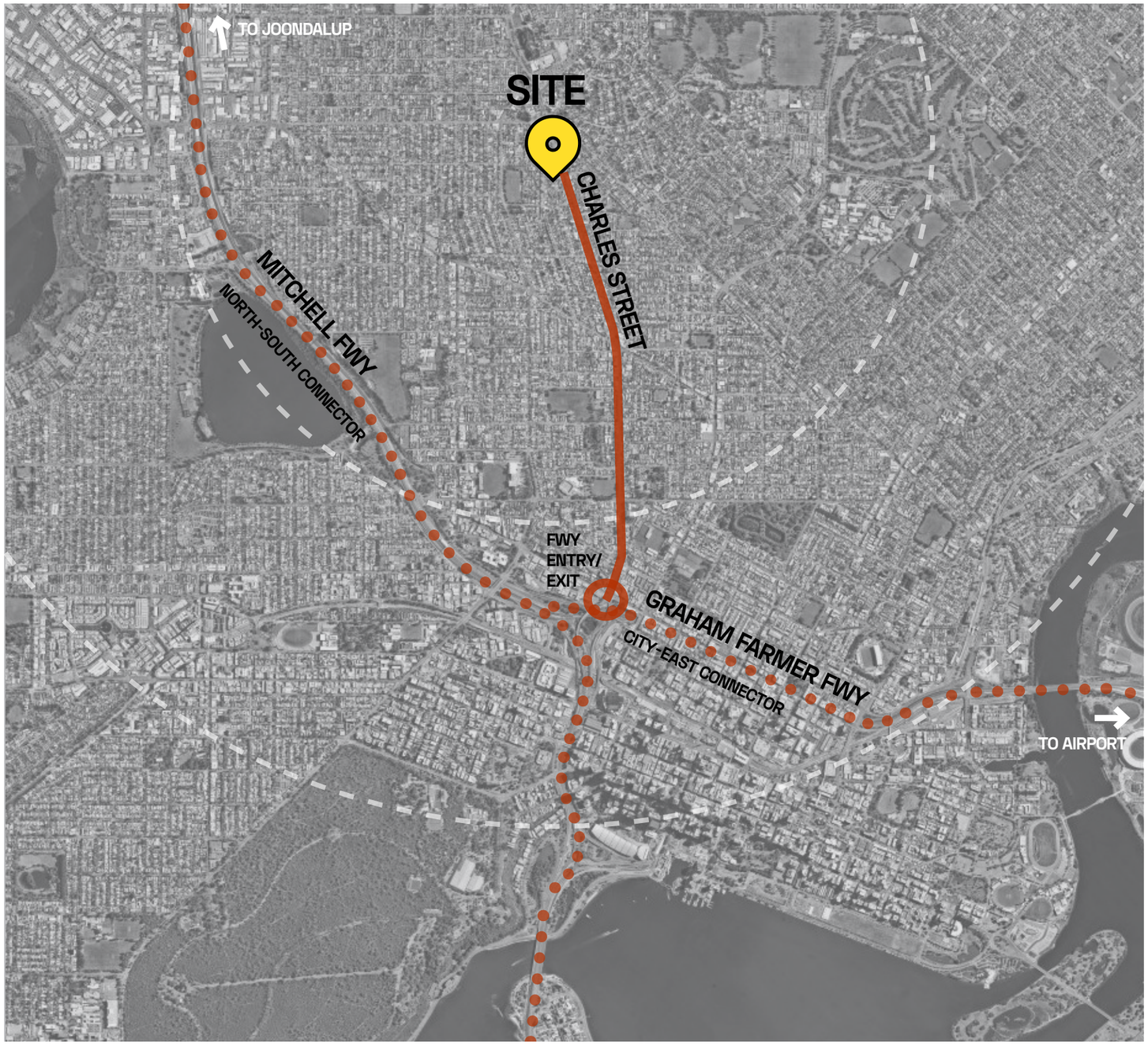
CONTEXT & CHARACTER

... has access to efficient public transport options, only a 10-15 minute bus journey to the City busport and train station...

PRINCIPLE 1:

CONTEXT & CHARACTER

... and has excellent vehicle access to all major centres - with the Freeway only 5 minutes drive, the character of this inner city neighbourhood is changing as density increases.

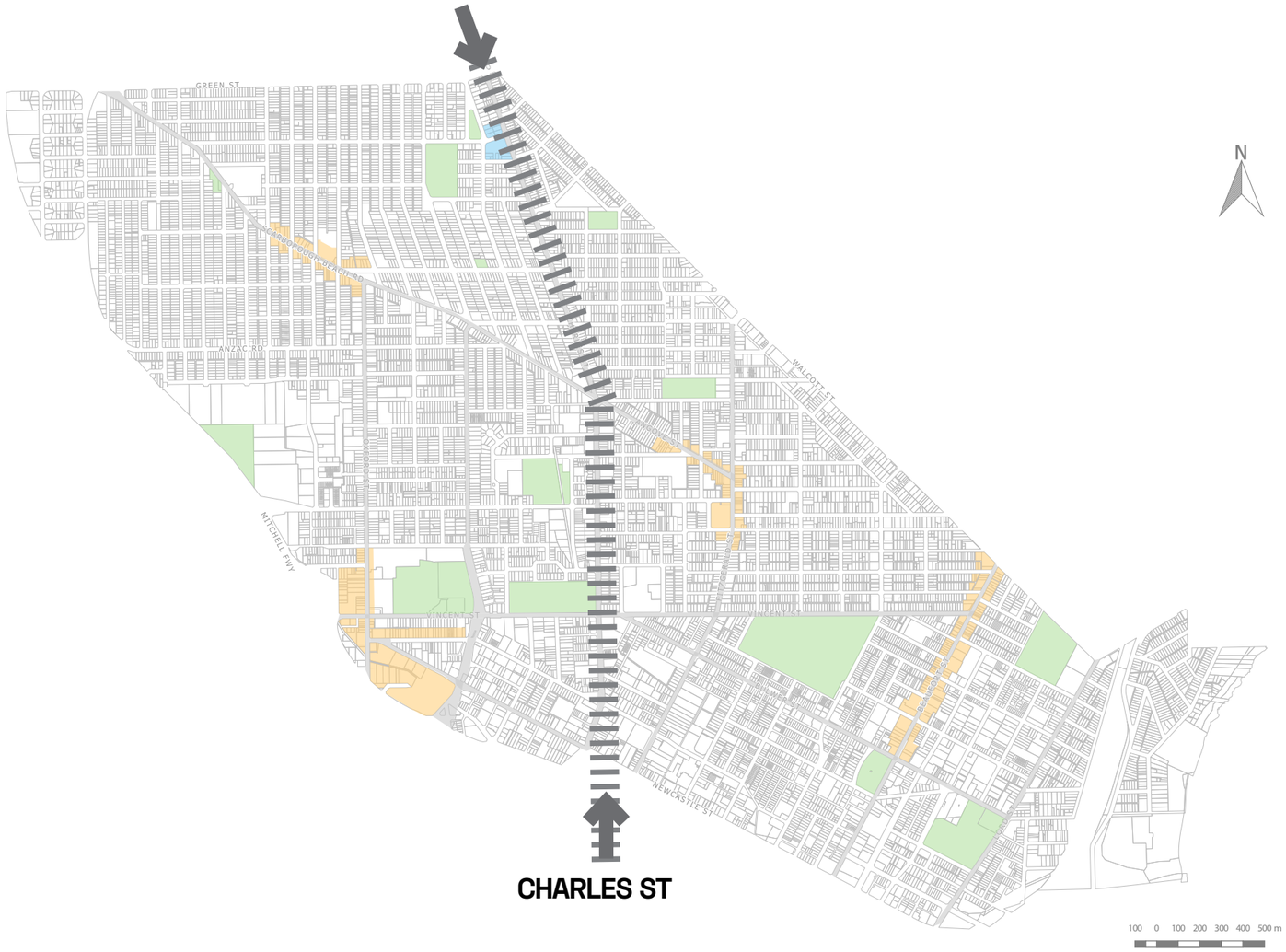


PRINCIPLE 1:

CONTEXT & CHARACTER

You can see that Charles St, in the context of a map of the City of Vincent, bisects the neighborhood...

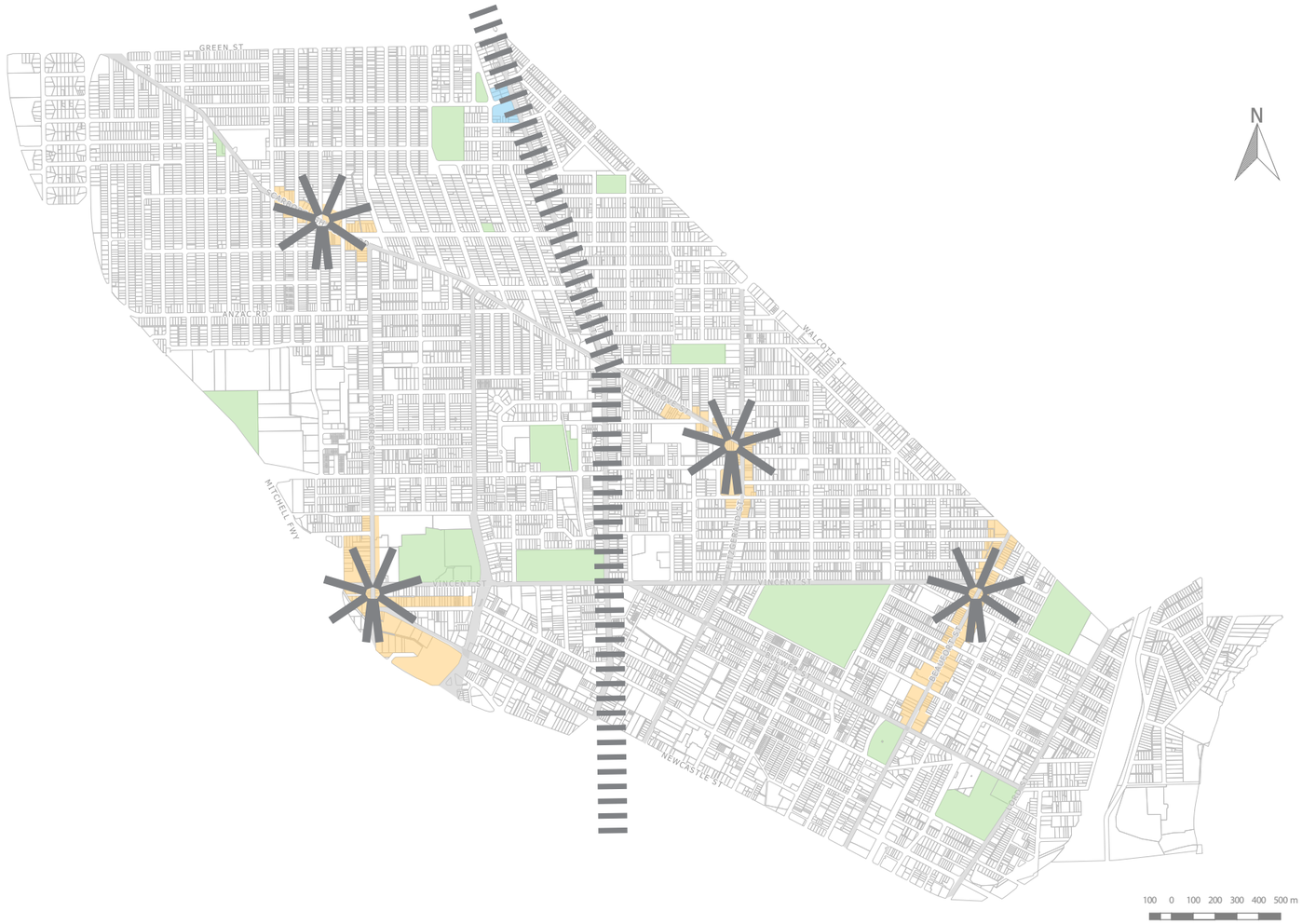
... clearly forming a major gateway...



PRINCIPLE 1:

CONTEXT & CHARACTER

... however, as none of Vincent's **Activity Centres** ever meet Charles St, this site offers...



PRINCIPLE 1:

CONTEXT & CHARACTER

... a **rare opportunity** to introduce thoughtful higher density aligned with **Imagine Vincent's** Vision Statement's aspiration for **quality, sustainable design** to create...

PRINCIPLE 1:

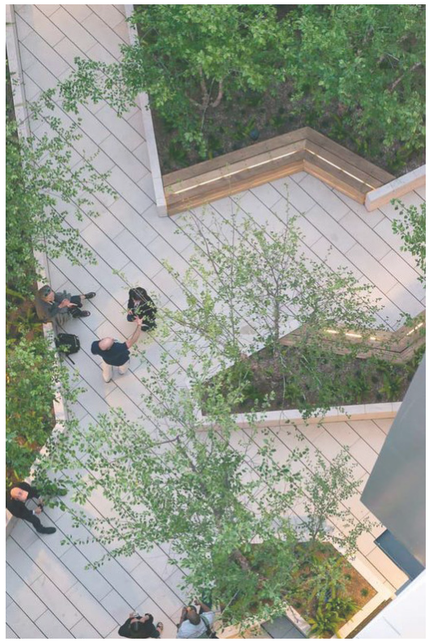
CONTEXT & CHARACTER

... a modern, vibrant **Activity Centre** for the North Ward residents of North Perth - a mini-Angove Street with **intergenerational** uses, **communal focal points** and spaces for **activation and celebration** within the local community.

PRINCIPLE 1:

CONTEXT & CHARACTER

Activated street edges for local retail, services, hospitality and pedestrian priority will create a buzz within the area and the broader community, while **high quality built form** set amidst the new **urban canopy** of landscaped spaces and retained trees will maximise the **amenity** of this new precinct.



PRINCIPLE 1:

CONTEXT & CHARACTER

The Charles Hotel Precinct (CPH) site is located along a corridor earmarked for higher density development in the TPS2, adjacent to the high frequency public transport corridor of Charles Street.

The site is close to the large Public Open Spaces of Ellesmere Street and Les Lilleyman Reserves.

PRINCIPLE 1:

CONTEXT & CHARACTER

The largely residential character of the contextual built form is largely face brick and render set amidst gardens and close to the amenity of large Public Open Space.

PRINCIPLE 1:

CONTEXT & CHARACTER

This provides a great opportunity to playfully reflect the neighbouring fabric.
Set on a plinth to mediate the changes in level, the prevalent face brick portion of the facades can serve as a site-wide datum, at a larger scale, with brick columns breaking up horizontals and the classic brick arch turned on its side and opened out.

PRINCIPLE 1:

CONTEXT & CHARACTER

In reflecting this strategy our initial thoughts are:

+Tactile materiality at Ground Level for warmth at the human scale

+Plinths to modulated the site level changes

+Garden setting for the activated ground plane

+Face brick tactile waistbands providing a datum across the sites

+Colonnaded face brick “arch” details

+Broad facades split into a series of vertical bays

+Shadow out the top floors

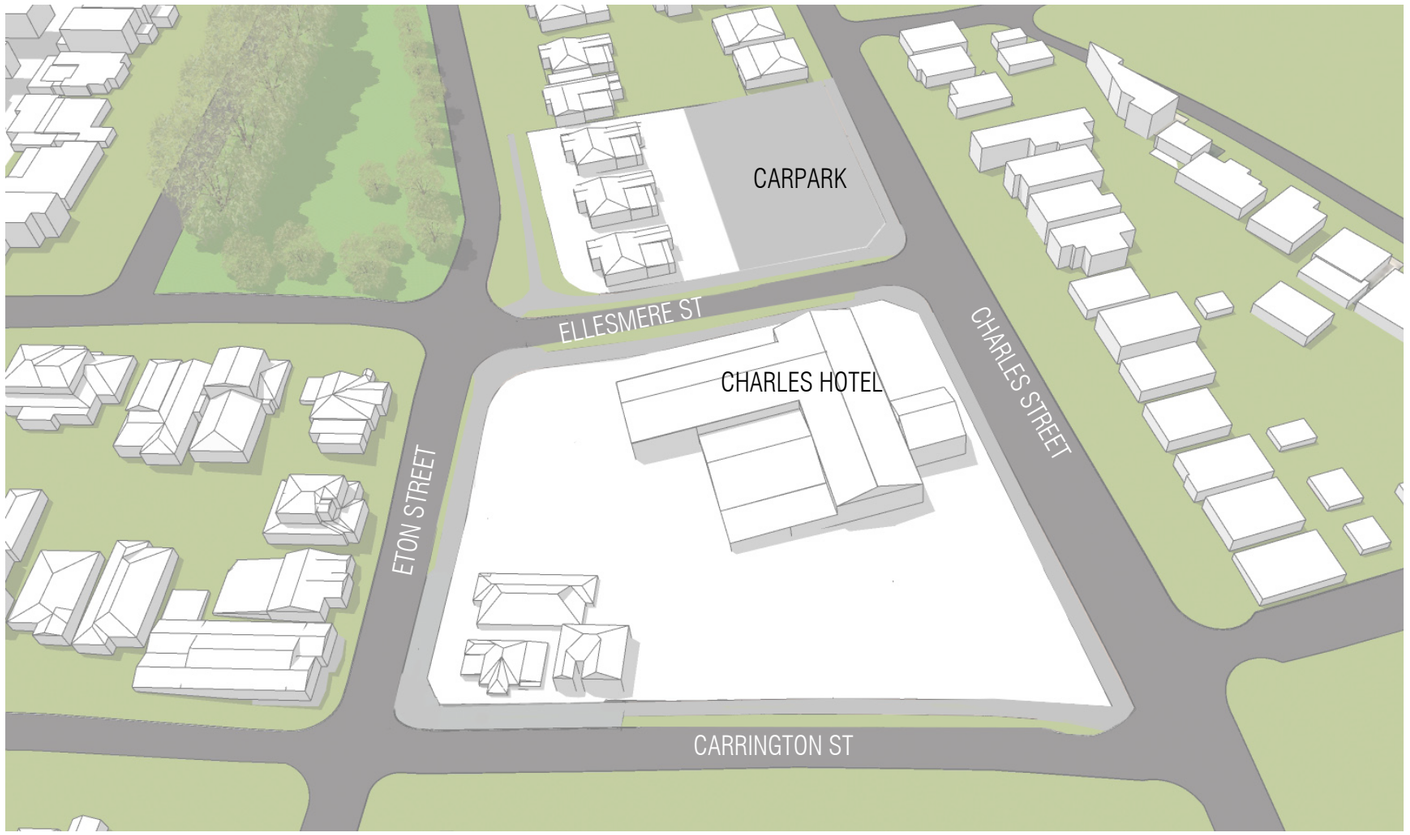
PRINCIPLE 2_

BUILT FORM AND SCALE

PRINCIPLE 2:

BUILT FORM+SCALE

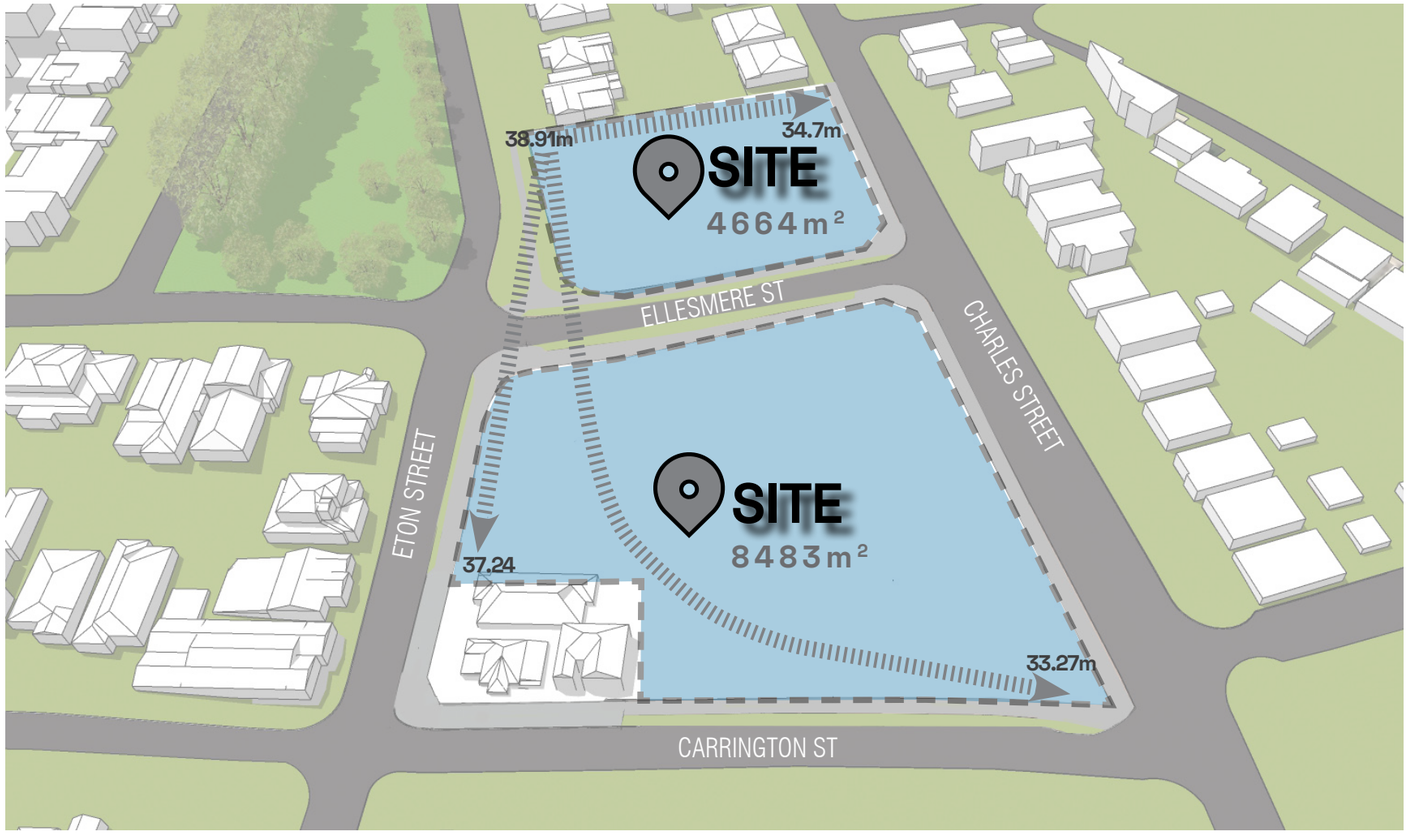
The existing hotel sits on the southern of the two sites. There is ample opportunity to consolidate and utilise this site.
Half of the northern site serves as a car park for the hotel while to the west there are three run-down houses.



PRINCIPLE 2:

BUILT FORM+SCALE

The 13,147m² sites slope from the north western side of the northern site 1.7m down Eton Street to the south west, 5.6m to the south west to the corner of Carrington and Charles Street and and 4.2m to the north west on Charles street.



PRINCIPLE 2:

BUILT FORM+SCALE

The Draft LDP by Allerding and Associates and MJA_studio countenances this sloping site set among R60-100 density along Charles Street and R30/40 to the west...

Allerding & Associates

MJA

LOCAL DEVELOPMENT PLAN – CHARLES HOTEL, NORTH PERTH

Objective: The purpose of this Local Development Plan is to guide the comprehensive redevelopment of the Charles Hotel site to accommodate a mixed-use commercial, residential and hotel precinct.

General Provisions:

- The provisions of the City of Vincent Local Planning Scheme No. 2 and State Planning Policy 7.3 Residential Design Codes Volume 2 shall apply except where varied under this Local Development Plan.
- Compliance with the Local Development Plan provisions below are taken to satisfy the Acceptable Outcomes of State Planning Policy 7.3 Residential Design Codes Volume 2 as they relate to Elements 2.2 Building Height, 2.3 Street Setbacks, 2.4 Side and Rear Setbacks and 2.5 Plot Ratio.
- The provisions of the City of Vincent Planning Policy 7.1.1 Built Form Policy (as amended) do not apply to development under this Local Development Plan.
- The development provisions contained within this Local Development Plan are to be applied across the entire development site, rather than applying to independent Development Parcels.

State Planning Policy 7.3 Residential Design Codes Volume 2 Provisions:

Replacement Element 2.2 Building Height

- Permissible building heights for each site area are as shown in this Local Development Plan.

Replacement Element 2.3 Street Setbacks

- Minimum street setbacks are as detailed on this Local Development Plan.

Replacement Element 2.4 Side and Rear Setbacks

- Minimum side and rear setbacks are as detailed on this Local Development Plan.

Replacement Element 2.5 Plot Ratio

- Development permitted to achieve a plot ratio of 2.2.

City of Vincent Local Planning Scheme No. 2 Provisions

General

- No minimum development site area requirement applies to the land covered by this Local Development Plan.

Land Use Permissibility

- Permissible land uses are those provided for under the Mixed Use and Residential zones (as applicable) under the City of Vincent Local Planning Scheme No. 2.
- Preferred land uses for each development site are set out as follows:

	Development Parcel 1	Development Parcel 2	Development Parcel 3	Development Parcel 4	Development Parcel 5
Ground Floor	- Aged or dependent persons dwellings - Child Care Premises - Consulting Rooms - Dwelling - Liquor Store – Small - Medical Centre - Office - Restaurant / café - Shop	- Hotel - Liquor Store – Small - Liquor Store – Large - Restaurant / café - Shop - Small bar - Tavern	- Consulting Rooms - Liquor Store – Small - Office - Restaurant / café - Shop	- Consulting Rooms - Dwelling - Office - Restaurant / café - Shop - Small bar	- Consulting Rooms - Dwelling - Serviced Apartment
First Floor	- Aged or dependent persons dwellings - Dwelling - Serviced Apartment	- Dwelling - Hotel - Office - Restaurant / café - Serviced Apartment - Small bar - Tavern	- Dwelling - Serviced Apartment	- Dwelling - Office - Serviced Apartment	- Dwelling - Office - Serviced Apartment
Second Floor					
Third Floor		- Dwelling - Hotel - Serviced Apartment		- Dwelling - Serviced Apartment	- Dwelling - Serviced Apartment
Fourth Floor					
Fifth Floor					
Sixth Floor					
Seventh Floor					

Car Parking and Access

- On-street car parking to be provided generally in accordance with this Local Development Plan.
- Internal roads and vehicle access points are to be provided generally in accordance with this Local Development Plan. No direct vehicle access is permitted to the development from the public road network, unless otherwise as generally shown on the Local Development Plan.
- Development shall incorporate basement car parking where possible or located to minimises its appearance when viewed from the public road network.
- As part of any Development Application lodged pursuant to this Local Development Plan, a transport assessment shall be prepared to determine the potential transport impacts on the surrounding area and any transport infrastructure required to support the development.

Other Provisions:

- A Development Application lodged pursuant to this Local Development Plan shall be accompanied by a Landscape Plan that details measures associated with:
  - Deep soil areas are provided as a minimum of 12% of the overall site area. Deep soil areas are to be co-located with existing trees for retention and/or adjoining trees, or alternatively provided in a location that is conducive to tree growth and suitable for communal open space.
  - Planting areas with a minimum rootable soil zone of 1m are provided as a minimum of 3% of the overall site area.
  - Landscaping can be either provided as part of individual developments or within public open spaces or in a combination of both.
  - Areas of public open space are to be provided generally in accordance with this Local Development Plan.
  - Landscaping to be provided along frontages adjoining Ellesmere Street, Carrington Street and Eton Street.
- As part of any Development Application lodged pursuant to this Local Development Plan, a noise management plan shall be prepared by a suitably qualified professional acoustics engineer or consultant in accordance with State Planning Policy 5.4 Road and Rail Noise (as amended) to determine the actual noise levels across the site and demonstrate that the proposal can adequately mitigate the noise impacts through use of noise attenuation measures.
- Provision shall be made for the indicative widening of Charles Street as shown in this Local Development Plan.

LOCAL DEVELOPMENT PLAN

VARIOUS LOTS CHARLES STREET.
CARRINGTON STREET AND ETON STREET
NORTH PERTH

CITY OF VINCENT

2 STOREYS - 2
3 STOREYS - 3
4 STOREYS - 4
6 STOREYS - 6
8 STOREYS - 8

COMMUNAL FACILITIES / LANDSCAPE PLAZA -
INDICATIVE ROAD WIDENING -
ACTIVE FRONTAGE -
INDICATIVE BASEMENT ACCESS -

0 10 20 30 40m
SCALE: 1:1000
ORIGINAL PLAN SIZE: A4

ENDORSEMENT TABLE

Local Development Plan approved pursuant to Schedule 2, Part 6, cl. 52 of the Planning and Development (Local Planning Schemes) Regulations 2015

Authorised Officer.....

Date.....

PRINCIPLE 2:

BUILT FORM+SCALE

... with the built form allowable envelope negotiating the residential character of the sites to the west and the desired higher density corridor of Charles Street to the east.
However, we believe that there is...

PRINCIPLE 2:

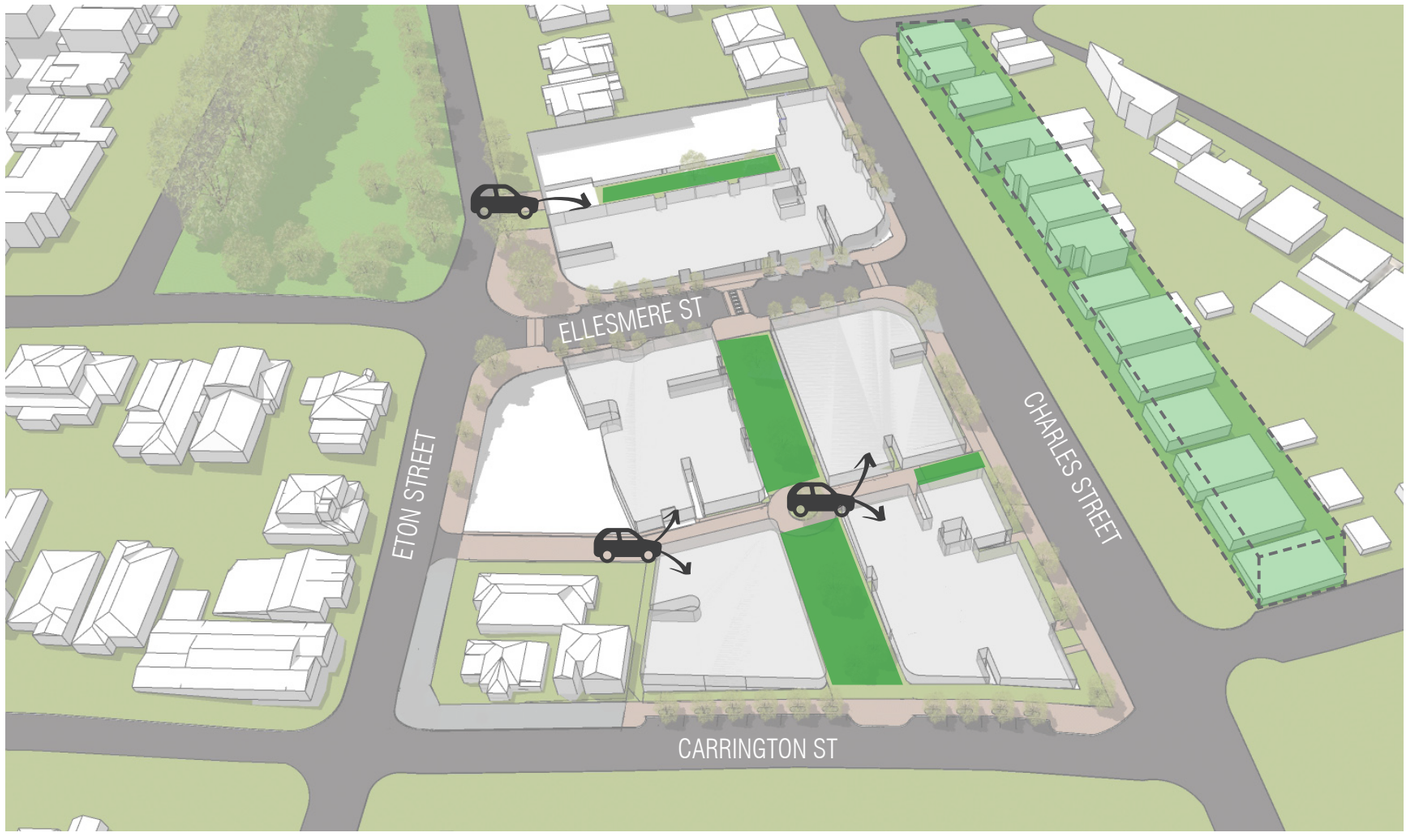
BUILT FORM+SCALE

... opportunity for a consolidated and consistent site-wide parking strategy and further opportunity for a landscaped, activated ground plane.

PRINCIPLE 2:

BUILT FORM+SCALE

Having basement parking and servicing of the buildings on the southern site, accessed by Eton Street, frees up further opportunity for a green spine to run the entire length of the consolidated site. Also basement parking for the northern site accessed by Eton Street will allow for a deep planting central green courtyard.



PRINCIPLE 2:

BUILT FORM+SCALE

Introducing traffic calming and a central pedestrian crossing in Ellesmere Street and parallel parking in Ellesmere and Carrington Streets, each with a pavement shade tree, engenders a more pedestrian friendly active ground plane.
There is also an opportunity for establishing a pedestrian crossing on Charles Street, encouraging others to enjoy this precinct.

PRINCIPLE 2:

BUILT FORM+SCALE

Using the prevalent contextual face brick language of the local fabric serves as a site-wide datum matching that of the proposed opposite and adjacent R60-100...

PRINCIPLE 2:

BUILT FORM+SCALE

... while the top floors of the development recede as shadow, reducing any notion of bulk.

PRINCIPLE 2:

BUILT FORM+SCALE

Sculpting and refining the form provides a result that is sensitive to historic context while providing an elegant and positive addition to the this future precinct.

PRINCIPLE 2:

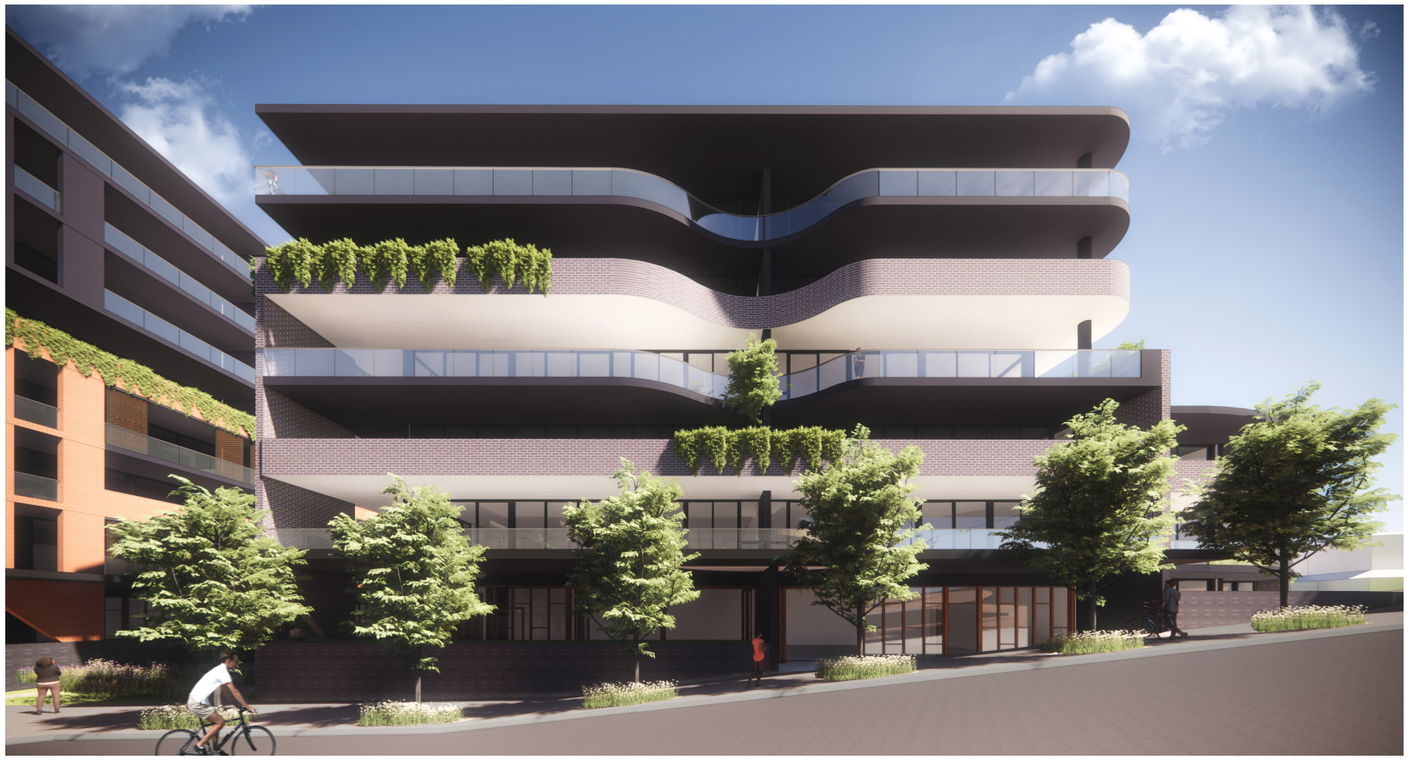
BUILT FORM+SCALE

Importantly the Draft LDP identifies that by using the natural slope of the site on Eton Street the transition from the neighbouring residential character of the street to the proposed development results in...

PRINCIPLE 2:

BUILT FORM+SCALE

... a scheme set within its surrounds, successfully negotiating this residential edge condition...



PRINCIPLE 2:

BUILT FORM+SCALE

... while delivering a new Activity Centre for the precinct.

PRINCIPLE 3_
LANDSCAPE QUALITY

PRINCIPLE 3:

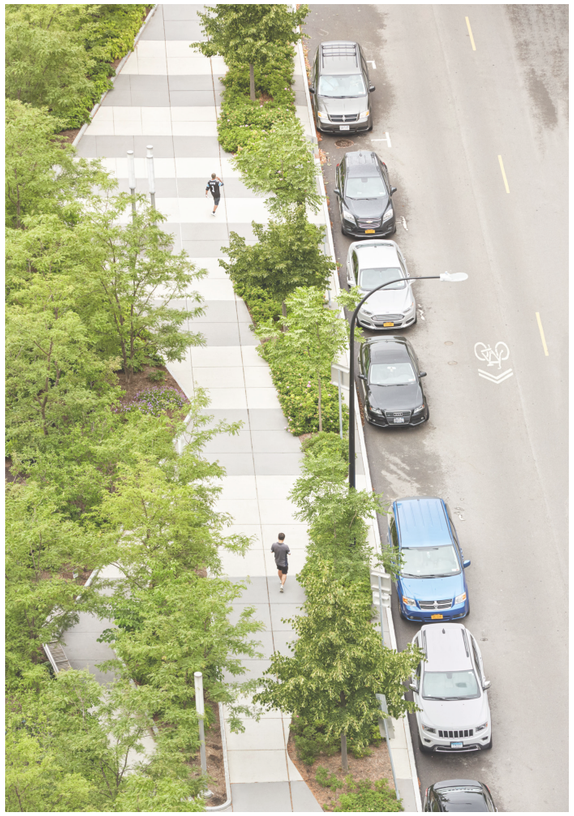
LANDSCAPE QUALITY

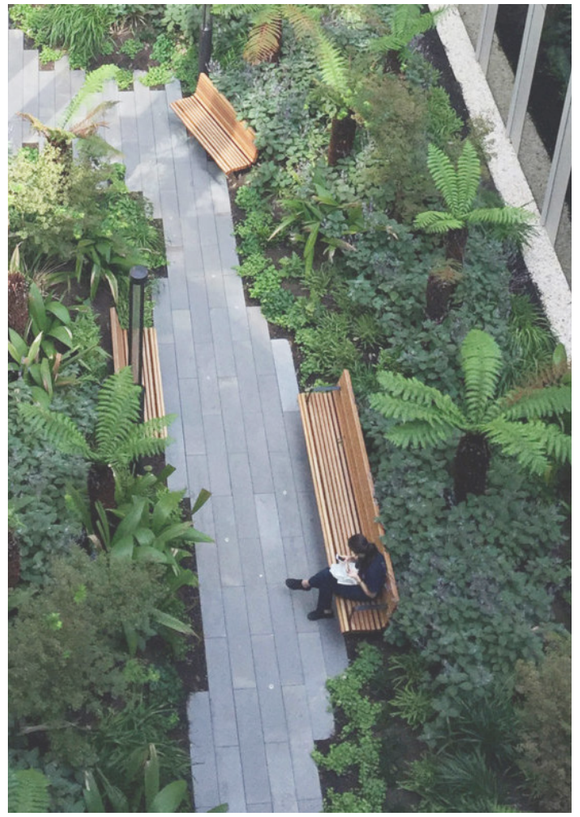
The central open space provides opportunity for the introduction of large trees.
Medium trees can be introduced in the central northern site's courtyard and as street trees, while small trees can be introduced as shade trees for the on-street parallel parking and as part of a larger landscaping strategy.

PRINCIPLE 3:

LANDSCAPE QUALITY

Landscape will buffer the noise and traffic of Charles Street, creating moments or repose in nature...





PRINCIPLE 3:

LANDSCAPE QUALITY

... and planting on structure provides further moments of delight and access to nature throughout the development.

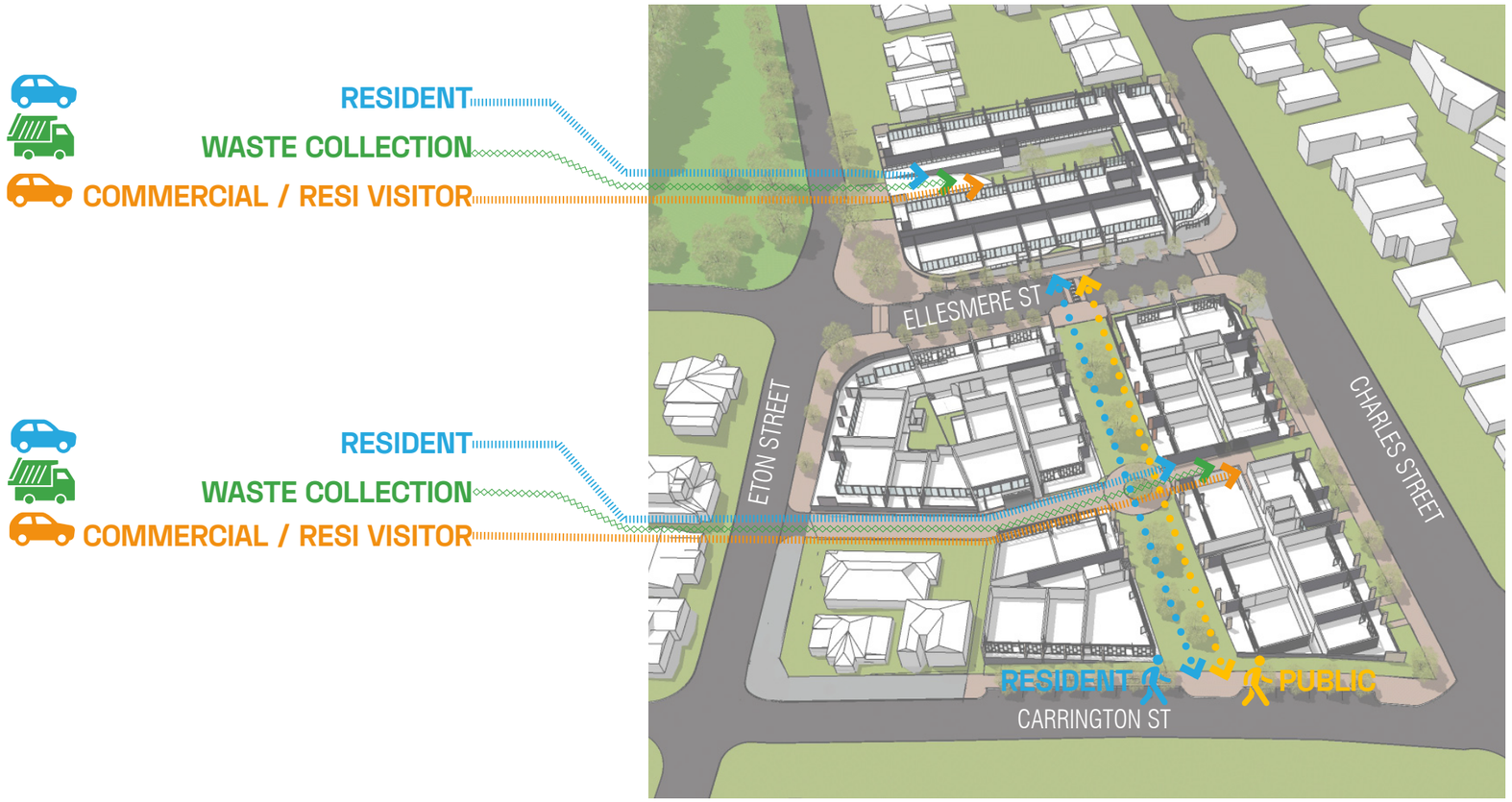
PRINCIPLE 4_

FUNCTIONALITY AND BUILD QUALITY

PRINCIPLE 4:

FUNCTIONALITY AND BUILD QUALITY

Having the site accessed and serviced from Eton Street frees up the central spine of the development for deep planting and green open space encouraging pedestrian access and further activating the ground floor.



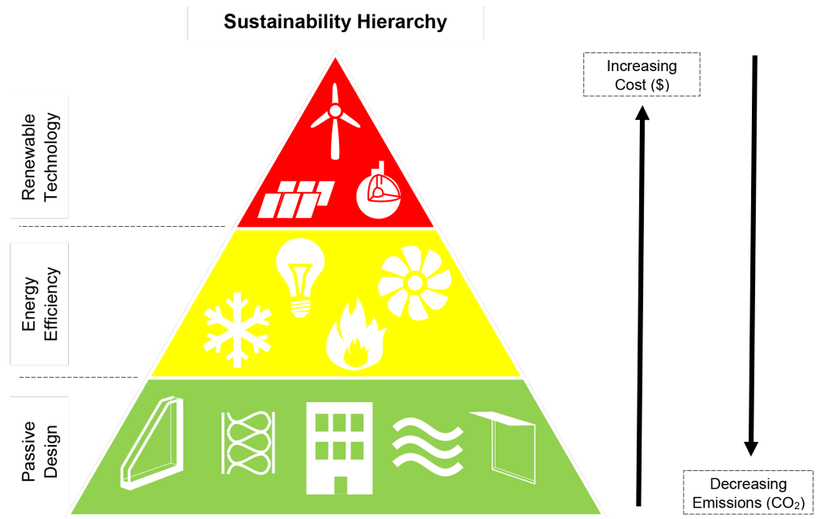
PRINCIPLE 5_
SUSTAINABILITY

PRINCIPLE 5:

SUSTAINABILITY

To achieve the desired level of sustainability several strategies are being employed:

+ An appropriate and adaptable apartment mix design will increase design life
+ Roof-top solar arrays
+ Water-wise planting to be used where possible
+ Operable screens employed on the eastern and western elevations to reduce glare and heat gain
+ Ground floor landscaping mitigating noise for Charles Street tenancies
+ Motion sensors to common lighting to reduce usage
+ Instantaneous hot water systems in all apartments
+ Low flow tap and shower fittings reduces usage
+ Permeable paving in Communal Open Space will reduce stormwater run off
+ Adequate bicycle parking to reduce reliance on private vehicle usage
+ Increased landscaping will assist in mitigation of Urban Heat Island effect
+ As the location is close to amenities and public transport there should be a reduce reliance on private vehicle usage



PRINCIPLE 5:

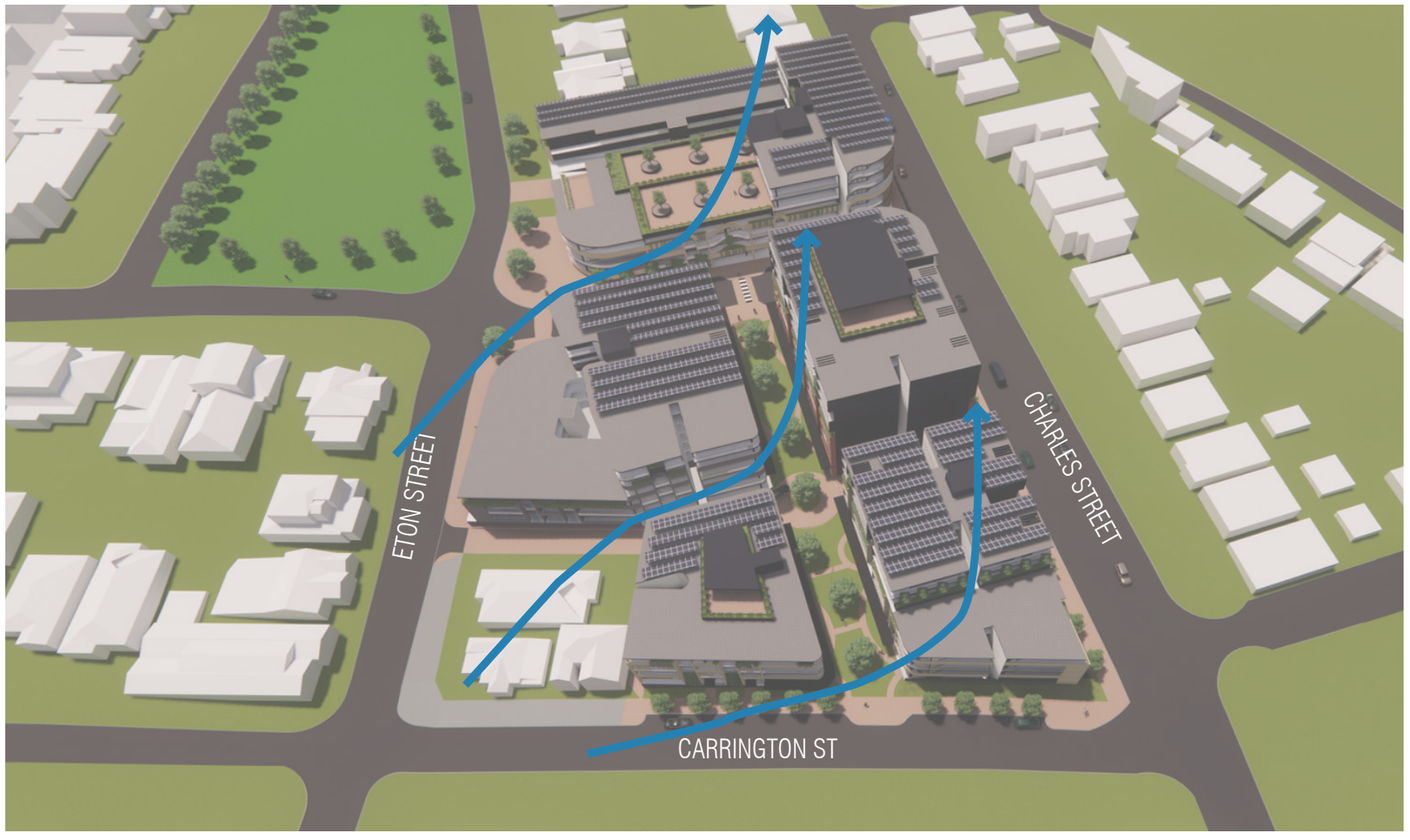
SUSTAINABILITY

Additionally as apartments have full height glazing, with ample access to natural light...

PRINCIPLE 5:

SUSTAINABILITY

... and ventilated corridors, with deep, wide balconies, there will be a reduced reliance on mechanical cooling and artificial lighting.



PRINCIPLE 6_

AMENITY

PRINCIPLE 6:

AMENITY

Providing large apartments with easy access to ventilation and natural light, deep, screened balconies, communal rooftop terraces with great views to the city, abundant planting on structure, large central green spaces and a coherent pedestrian, bicycle and traffic strategy, allows for ...

... high levels of amenity
for the future residents
of and visitors to this new
Activity Centre.

PRINCIPLE 7_

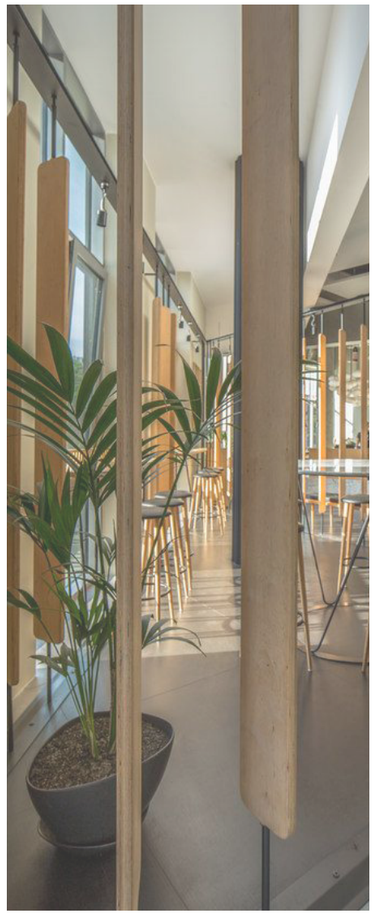
LEGIBILITY

PRINCIPLE 7:

LEGIBILITY

Clear, effective signage and communication leads to a better experience for all the buildings' users.
This can be achieved through:

+ Clear pedestrian and vehicular integrated signage at street level
+ Clear residential and strata signage to apartment entries and relevant areas
+ Sight lines considered at pedestrian & vehicle entries



PRINCIPLE 8_

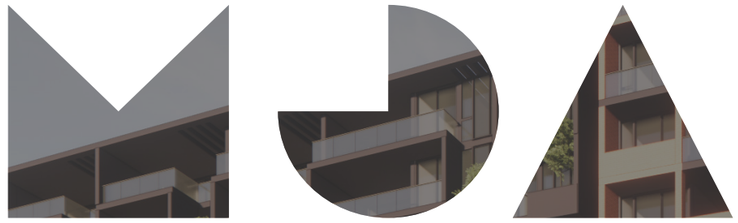
SAFETY

PRINCIPLE 8:

SAFETY

A safe and secure environment is achieved through:

+ Apartment balconies providing passive surveillance over the street and entries
+ Integrated lighting to publicly accessible areas
+ No entrapment spaces
+ Graffiti resistant surfaces where required
+ Well lit and secure resident car parking within building secure zone
+ Well lit and secure resident entry from car park Distinct pedestrian zones
+ Separate pedestrian and vehicular zones



PRINCIPLE 9_
COMMUNITY

PRINCIPLE 9:

COMMUNITY

With a diverse mix of commercial, health and hospitality ground floor tenancies...

Cafe

Shop

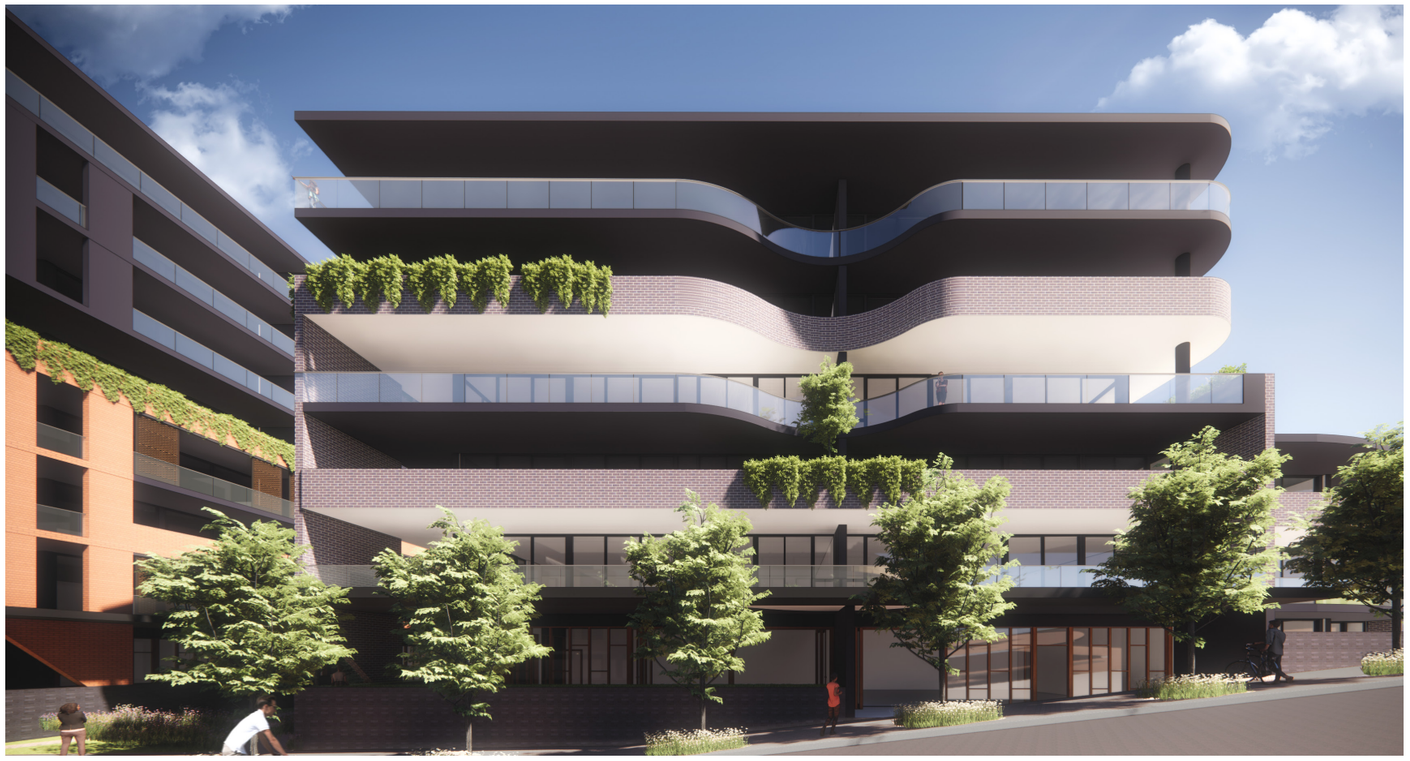
Health Studio

GP Consultancy

PRINCIPLE 9:

COMMUNITY

... and a well-mixed yield of apartments across all floors and sites...



PRINCIPLE 9:

COMMUNITY

PRINCIPLE 10_

AESTHETICS

PRINCIPLE 10:

AESTHETICS

The preceding pages demonstrate the design team's collective endeavour to create a project based of the Draft Local Development Plan that fits comfortably into its context, becomes a positive addition to the neighbourhood and serves as a new Activity Centre for the City... we hope you agree.

August 2023

Charles Hotel Site, North Perth

Prepared For:
Allerding & Associates

Transport Impact Assessment Report

T: +61 8 9274 7076
F: +61 8 9274 4854
E: Admin@dvcworld.com

6 Burgess St Midland WA 6056
PO Box 5060 Midland WA 6056
www.dvcworld.com

Client: Allerding & Associates
Project: Charles Hotel site, North Perth, TIA

DOCUMENT ISSUE AUTHORISATION

Issue	Rev	Date	Description	Prepared By	Checked By	Approved By
0	0	9/08/2023	Draft Report	SGY	DNV	DNV

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Donald Veal Consultants Pty Ltd

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1. INTRODUCTION

1.1 BACKGROUND

Allerding & Associates has commissioned Donald Veal Consultants to prepare this Transport Impact Assessment report to support a Local Development Plan for a proposed mix-use redevelopment of the Charles Hotel site in North Perth.

The site is to be redeveloped to include 6 development parcels, each potentially including a tower building of between 4 and 8 storeys in height. The likely land uses will be primarily residential, with some commercial or retail elements.

1.2 SCOPE OF THIS REPORT

The structure and scope of this Transport Assessment are in accordance with Volume 2 (Structure Plans) of the Western Australian Planning Commission's Transport Impact Assessment Guidelines (2016).

The intent of the report is to provide the approving authority with sufficient transport information to confirm that the proponent has adequately considered the transport aspects of the development and that it would not have an adverse transport impact on the surrounding area.

2. EXISTING SITE CONDITIONS

2.1 LOCATION

The development site is located to the west of Charles Street, and to the north and south of Ellesmere Street, in North Perth. The general locality is shown in **Figure 2.1**, with the site location shown in more detail in **Figure 2.2**.

Figure 2.1: General Locality Plan *Source: Metro Maps*

Figure 2.2: Site Location *Source: Metro Maps*

2.2 CURRENT LAND USES

The southern section of the subject site is currently occupied by the Charles Hotel, as well as a bottle shop. The northern section includes a number of residential dwellings. Certain areas are currently unoccupied or available for informal parking. See **Photos 1 to 5**.

Photo 1: The southern part of the site is currently occupied by The Charles Hotel.

Photo 2: A bottle shop is also located in the southern section.

Photo 3: The south eastern area is given over to grass.

Photo 4: The north western part of the site is partly under residential use at the present time.

Photo 5: The north eastern section is unoccupied, but used for informal parking.

Other land uses in the immediate vicinity are primarily residential, although some former dwellings along Charles Street, to the north and east of the site, are now occupied by small businesses, including health related uses, a photography studio and a coffee shop. To the south, again on Charles Street, there are larger business premises, including a plumbing centre, a car wash and an AutoMasters car service centre.

See **Photos 6 to 8**.

Photo 6: Nearby land uses are primarily residential.

Photo 7: There are also various small businesses in the vicinity.

Photo 8: Businesses along Charles Street include a car wash and an auto service centre.

2.3 ACCESS ARRANGEMENTS

The site has several existing access points, with crossovers on Ellesmere Street, Eton Street, Carrington Street and Charles Street. See **Photos 9 to 11**.

Photos 9 & 9a: Two of the four existing crossovers onto Carrington Street.

Photo 10: The Bottlemart has two crossovers onto Charles Street.

Photo 11: The Charles Hotel itself has two crossovers onto Ellesmere Street.

2.4 ADJACENT ROAD NETWORK

The road network adjacent the site consists primarily of Charles Street, Ellesmere Street, Eton Street and Carrington Street. *(Note: MRWA's Road Information Mapping system incorrectly labels Charles Street as Wanneroo Road).*

Charles Street runs north-south past the site, forming an eastern boundary, but does not provide access. Eton Street forms the western boundary to the site, with Carrington Street to the south. Ellesmere Street runs east west, bisecting the two parts of the site.

The classifications of the roads immediately adjacent the site as identified in MRWA's *Metropolitan Road Hierarchy*, are shown in **Figure 2.3**.

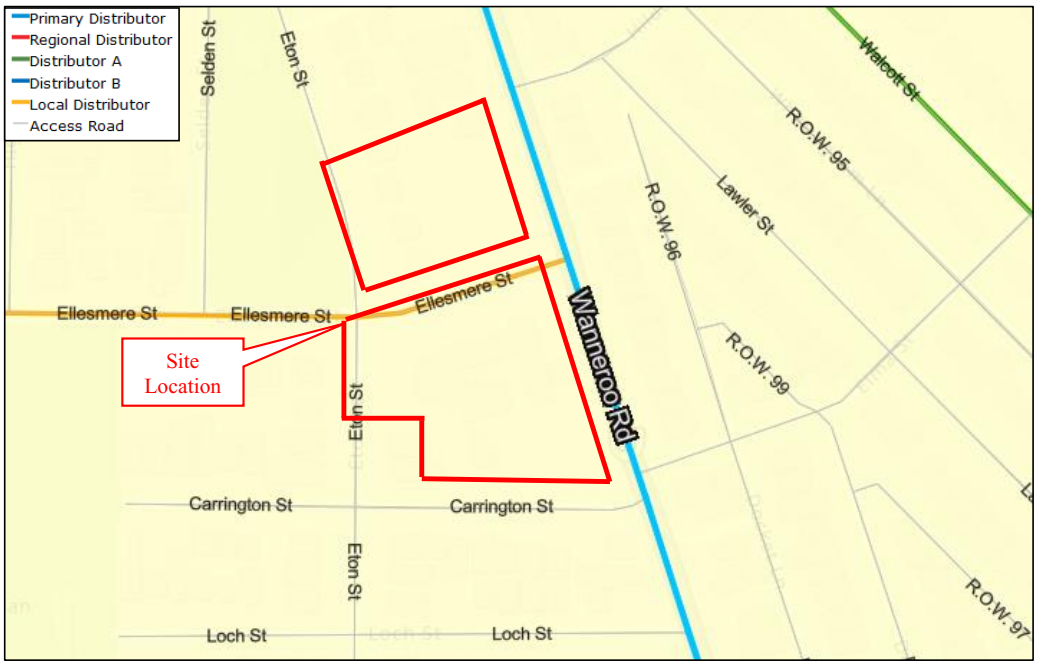


Figure 2.3: MRWA Functional Road Hierarchy

Whilst Eton Street and Carrington are classified as Access Roads, Ellesmere Street is a Local Distributor. All three are under the care and control of the City of Vincent. Charles Street, however, is a Primary Distributor Road and therefore under the jurisdiction of MRWA.

Charles Street has a posted speed limit of 70km/h past the site, whilst other roads adjacent to the site are subject to the urban default speed limit of 50km/h.

2.5 EXISTING TRAFFIC VOLUMES

MRWA's Traffic Map shows traffic count data from 2018/19 for Charles Street just north of the site. This indicates an AAWDT of just over 22,000 vehicles per day at that time. See **Figure 2.4**.

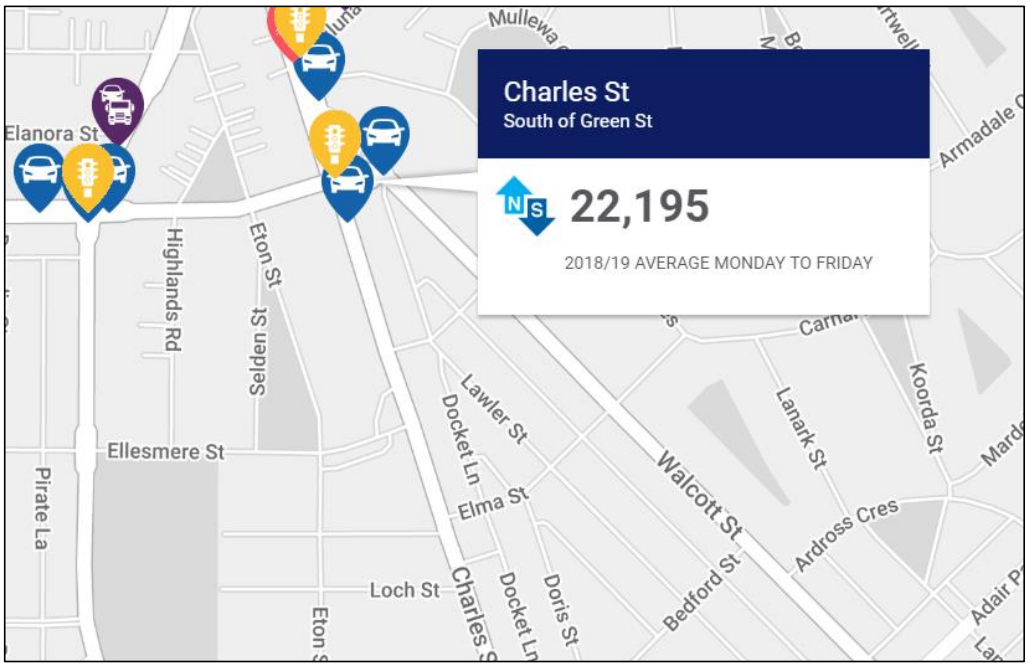


Figure 2.4: Daily traffic flows on Charles Street. ***Source: MRWA TrafficMap***

Additional count data for Ellesmere Street, Eton Street and Carrington Street was provided by the City as shown in **Table 2.1**.

Table 2.1:Traffic Count Data (2023) provided by City of Vincent

ROAD	DATE		Location	AWT 5 day	Avg Speed	85% Speed	% Heavy	Peak Vehicle / hr	
	Start	Finish						AM	PM
Carrington Street	22-Jun	28-Jun	Carrington St, Eton St - Charles St	235.5	36.5	44.46	4.3%	30	43
Ellesmere Street	22-Jun	28-Jun	Ellesmere St, Eton St - Charles St	1456.8	37.8	44.28	2.2%	177	145
Eton Street	22-Jun	28-Jun	Eton St, Ellesmere St - Green St	783.5	46.8	54.54	3.1%	105	110
Eton Street	22-Jun	28-Jun	Eton St, Ellesmere St - Carrington St	747.3	42.5	51.84	5.7%	91	118

2.6 CRASH HISTORY

The MRWA Crash Map system was interrogated for crash data on the roads in the vicinity of the site, for the latest five-year period from January 2018 to December 2022.

The crash data reveals that there have been 22 recorded crashes on the road sections immediately adjacent the site during this period.

These crashes resulted in five needing medical attention, while the other seventeen occasioned property damage only (10 major, 7 minor). See **Figures 2.5 & 2.6**.

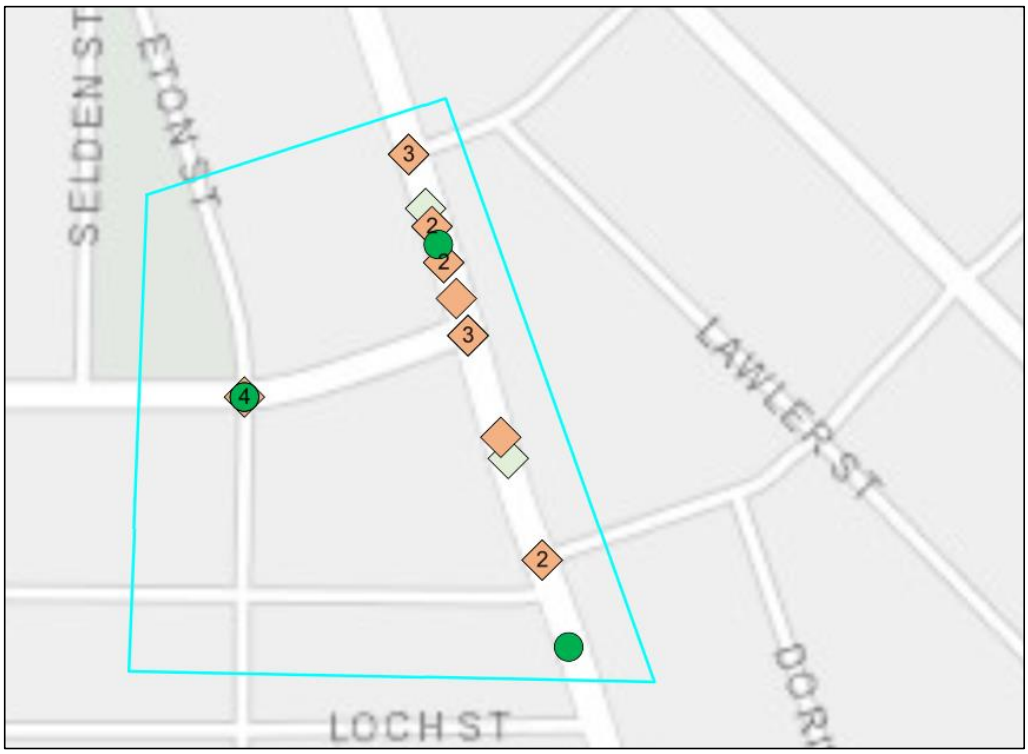


Figure 2.5: Twenty two crashes have been recorded on the roads adjacent the site in the last 5 years.

A closer look at the crashes shows that all four incidents at the intersection of Eton Street with Carrington Street have been right angle crashes, but that these have occurred on three different legs. Thus, there does not appear to be a specific geometrical issue as a root cause.

As can be seen in **Photo 12**, visibility appears good at the intersection. However, Eton Street is quite wide, with no centreline, cycle lanes or formal parking bays, which may lead to higher speeds. Survey data shows 85%ile speeds of just under 52 km/h on Eton Street between Ellesmere and Carrington (see **Table 2.1**).

It is suggested that a few simple measures, such as additional delineation, including a centreline, and potentially the marking of some formal on-street parking bays, may reduce the speeds of through vehicles on Eton Street.

Photo 12: There have been 4 right angle crashes at the Eton - Carrington intersection.

Similarly, there have been a number of crashes of certain types on Charles Street, but again with no real pattern. Whilst there have been 5 rear end crashes, these have been of different types, and in different locations. However, there have also been 7 sideswipe crashes, mostly involving drivers cutting in after overtaking. These have happened in various locations, and in both directions. These would appear to be more down to driver behaviour than any geometric or road design issue.

Two of the three crashes at the Charles Street / Ellesmere Street intersection have involved a vehicle travelling south to north impacting a vehicle turning right into the side street.

Photo 13: Intersection of Charles Street with Ellesmere Street.

Visibility is generally good for this manoeuvre, unless northbound vehicles in the right lane have masked others in the left lane. This is a common issue with right turns of this type.

Generally, the historical crash data does not indicate any specific issues, nor anything that might be exacerbated by the likely levels of additional traffic on these roads. However, crash data is constantly changing, and a detailed examination of the current patterns would need to be carried out at the time of any future DAs.

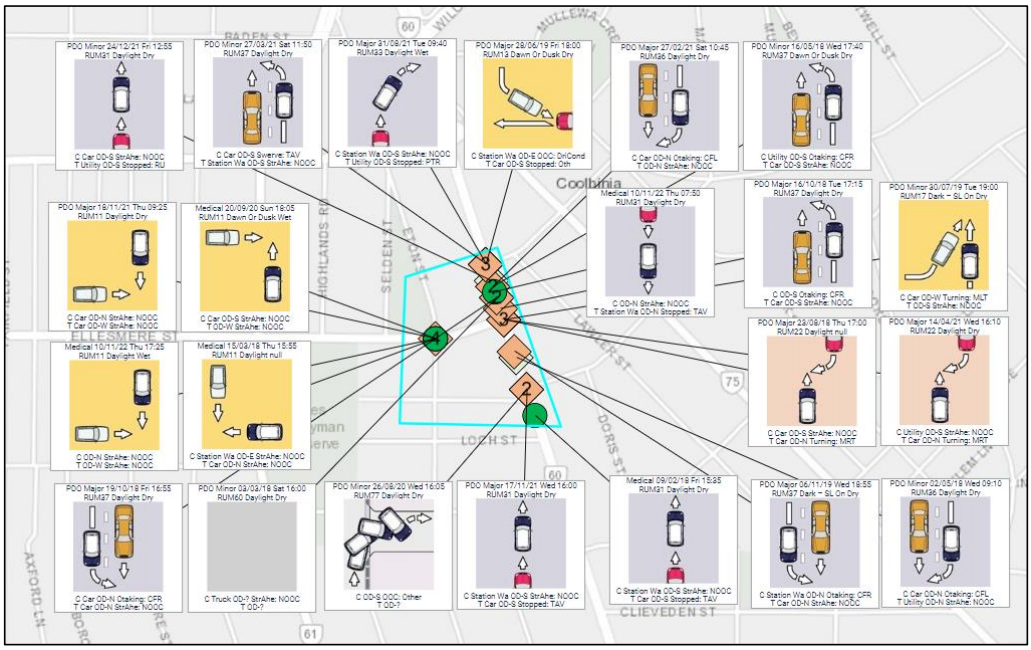


Figure 2.6: Crash history for the area around the site. *Source: CrashMap*

2.7 PLANNED CHANGES TO THE ROAD NETWORK

DVC is unaware of any planned changes to the road network in the immediate vicinity of the site.

However, it is noted that the site is impacted by Planning Control Area (PCA) 167 for Charles Street. Where a PCA is in place, approval for development is required from the Western Australian Planning Commission (WAPC), as well as under any relevant planning scheme, unless the PCA imposes requirements to the contrary.

3. PROPOSAL

3.1 PROPOSED DEVELOPMENT

The proposed development consists of six development parcels, each potentially including a tower block, ranging in height from 4 to 8 storeys. An early appraisal of the potential residential yield indicates that the towers will house approximately 216 residential units of 1-, 2-, 3- or 4-bedroom design, as well as small commercial units, mainly located in the ground floor areas.

Parking within the site will be located in basements beneath some of the towers, and will be accessed via ramps directly from the adjacent streets.

3.2 PARKING PROVISION

Whilst no details of the number of parking bays being provided are currently available, it is understood that the on-site parking will be provided within basement levels of the various towers.

Based on the current concept plans, the estimated residential yield is around 216 dwelling units, spread across the 6 development parcels. It is therefore expected that the residential element will require a total provision in the order of 200 bays for residents and around 30 visitor bays. This may vary as the layout is developed, with different ratios of 1-, 2- and 3-bedroom units, and how the total is spread across specific development parcels.

No assessment of the parking required for the commercial elements has been carried out at this time, as different land uses may generate vastly different levels of parking demand.

It is, however, envisaged that all parking requirements would be catered for within the site, although some visitor parking may be addressed through existing or future on-street parking availability.

A more detailed assessment of the parking demand and provision would need to be performed at the DA stage for each of the individual development parcels, at which time more specific details of the proposed land uses would be available.

3.3 PROPOSED ACCESS POINTS

Access points will be provided to the basement parking levels from both Eton Street, within the northern section of the site and from a proposed short access road within the southern section.

These access points can be seen in **Figure 3.1**.

Figure 3.1: Concept layout plan

4. TRAFFIC IMPACT

4.1 TRIP GENERATION AND DISTRIBUTION

Trip generation for the site has been estimated based on published trip rates from the RTA Guide to Traffic Generating Developments (2002).

At this stage, the layout of the development is still being finalised. The Land Use quantities shown in **Table 4.1** are therefore the current best-estimates based on the latest concept plans. No details as to the commercial units are yet available, and an overall estimated floor area and a generic trip rate have therefore been used.

It is noted that, due to a lack of actual data, no allowance has been made for the significant number of trips currently being generated by the existing land uses, including hotel, tavern, bottle shop or residential dwellings. This, combined with the fact that it is very unlikely that the 6 parcels will all be developed concurrently, makes the following analysis very much a worst-case scenario.

Table 4.1: Indicative peak period trip generation

Land Use	Quantity	PM Peak Hour Trip Rate	Total Peak Hour Trips
Medium Density Residential Units	66 x 1 bedroom	0.5 / unit	33
	68 x 2 bedroom	0.5 / unit	34
	80 x 3 bedroom	0.6 / unit	48
	2 x 4 bedroom	0.6 / unit	2
Commercial Units	3,382m^2	3/100m^2	100
			217 trips

Approximately 88 residential units will be contained within Parcels 1 & 2, to the north of Ellesmere Street, along with around 722m^2 of commercial development. Thus, it is expected that around 70 of the 217 PM peak hour trips will be generated from Parcels 1 & 2, to the north of Ellesmere Road, whilst the remaining 147 will be generated by the southern area, incorporating Parcels 3 to 6.

The in:out split for the residential trips is assumed to be 65:35 for the PM peak hour. The split for the commercial element is harder to predict, but has been taken as 40:60. Thus, the northern section of the development, consisting of development parcels 1 & 2, is likely to generate around 40 incoming trips and 30 outgoing trips in the PM peak hour. At the same time, the southern section, containing the four remaining parcels, will generate around 83 incoming trips and 74 outgoing trips.

These trips, which will enter and leave the basement parking areas via the relevant crossover, will be distributed onto the network using various routes, based on the surrounding land uses and the likely desire lines. For example, drivers needing to turn right into or from Charles Street may opt to do so at signalised intersections, rather than directly to or from Ellesmere Street or Carrington Street.

It is noted that there are many options for drivers to take, and the overall impact is likely to be spread over a number of roads and intersections. Choices will also evolve over time, as when one route becomes more difficult, drivers will change their route to minimise delays. An indication of the possible distribution of the PM peak hour trips around the site is shown in **Figure 4.1**.

Figure 4.1: PM Peak hour trip generation and distribution

4.2 INTERSECTION ANALYSIS

In accordance with the WAPC TIA Guidelines, the impact on local intersections should be assessed for both the proposed year of opening of the development, and for a future scenario, 10 years later.

In this case, the main intersections to be assessed would be those located on Charles Street, with Ellesmere Street and Carrington Street. However, as this report has been produced at the LDP application stage, insufficient details are available to determine the impact on the local intersections of each individual

development package. In addition, the years of assessment are difficult to identify, as there is no current timeframe for the development, and no indication as to the period over which each of the 6 development parcels might be sold or developed.

This will give only a very rough estimate of the impact, and makes no allowance for the staged development of the site, as each parcel may be developed under different timeframes. Detailed impacts on the performance of the local roads and intersections will be carried out at the individual DA stage for each parcel. This will also confirm whether any intersection upgrades would be triggered by the impact of specific parcels.

As a general assessment of the likely impact of the development overall, we can see from **Figure 4.1** that the number of turning movements is not likely to cause significant issues, although these numbers will need to be revisited at the DA stage, when details of the individual developments become available. It should be noted that the turning figures currently indicated are an indication of the likely movements associated with full development of all 6 parcels.

Given the potential for various routes to be employed, and the general spreading of the impact over these roads and intersections, the most significant impact appears likely to be at the new access on Eton Street, between Ellesmere Street and Carrington Street. However, with a current peak hour 2-way flow of only around 118 vehicles on this section of Eton Street, the indicated turning movements should be readily accommodated.

An indicative SIDRA analysis shows this to be the case. In order to provide some indication of future traffic flows, the peak hour flow on Eton Street has been growthed up by 2% per annum over 10 years.

Using a simple Give Way arrangement, and no turning lanes, the intersection performs well in this potential PM peak scenario, returning a Level of Service A for all movements, and no significant delays or queuing. The Movement Summary and intersection layout diagram are shown in **Figures 4.2 & 4.3**.

MOVEMENT SUMMARY

Site: 101 [Eton Street southern access (Site Folder: Charles Hotel)]

Output produced by SIDRA INTERSECTION Version: 9.1.3.210

Indicative PM peak
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Eton Street															
2	T1	All MCs	79	2.0	79	2.0	0.061	0.0	LOS A	0.2	1.3	0.15	0.21	0.15	57.9
3	R2	All MCs	32	0.0	32	0.0	0.061	6.3	LOS A	0.2	1.3	0.15	0.21	0.15	52.4
Approach			111	1.4	111	1.4	0.061	1.8	NA	0.2	1.3	0.15	0.21	0.15	56.8
East: Southern Access lane															
4	L2	All MCs	39	0.0	39	0.0	0.063	4.1	LOS A	0.2	1.6	0.21	0.54	0.21	49.6
6	R2	All MCs	40	0.0	40	0.0	0.063	4.6	LOS A	0.2	1.6	0.21	0.54	0.21	49.1
Approach			79	0.0	79	0.0	0.063	4.4	LOS A	0.2	1.6	0.21	0.54	0.21	49.3
North: Eton Street															
7	L2	All MCs	57	0.0	57	0.0	0.072	5.6	LOS A	0.0	0.0	0.00	0.25	0.00	29.6
8	T1	All MCs	79	2.0	79	2.0	0.072	0.0	LOS A	0.0	0.0	0.00	0.25	0.00	57.7
Approach			136	1.2	136	1.2	0.072	2.3	NA	0.0	0.0	0.00	0.25	0.00	45.4
All Vehicles			325	1.0	325	1.0	0.072	2.6	NA	0.2	1.6	0.10	0.30	0.10	49.9

Figure 4.2: PM peak hour movement summary

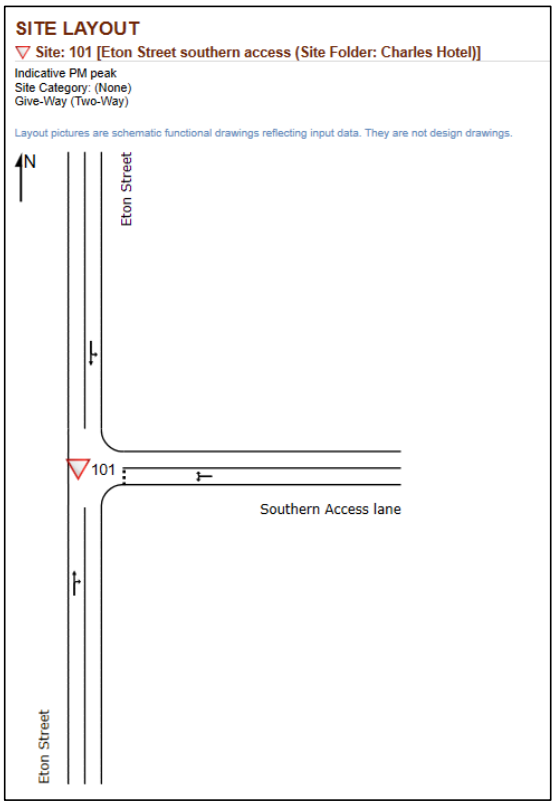


Figure 4.3: Indicative intersection layout

4.3 SERVICE VEHICLES

It is not expected that many service vehicle trips will be generated by the development, with only occasional delivery trucks and the weekly refuse collection vehicle visiting the site.

Details of any loading docks or bin storage areas will need to be addressed at the individual DA stage for each development parcel.

5. SUSTAINABLE TRANSPORT

5.1 PEDESTRIANS AND CYCLISTS

A footpath is provided along both sides of Charles Street, Carrington Street and Ellesmere Street, and on the western side of Eton Street, adjacent the site. However, the majority of footpaths and pedestrian crossings in this area do not meet current standards. Some sections of footpath are quite narrow, with broken concrete and encroaching vegetation. The pedestrian crossing ramps are generally poor and badly aligned, with no TGSIs. See **Photos 14 to 17**.

Photo 14: Typical pedestrian crossing over Charles Street.

Photo 15: Crossing at end of Ellesmere St does not align correctly and has poor pedestrian ramps.

Photo 16: Many of the footpaths are damaged.

Photo 17: Crossing facilities are poor along Eton Street.

On-road cycle lanes have been provided along Charles Street, south of Ellesmere Street.

See **Photo 18**.

Photo 18: On-road Cycle lane along Charles Street, looking north.

5.2 PUBLIC TRANSPORT

Several TransPerth bus routes run along Charles Street, including Service numbers 370, 384, 386, 387, 388, 389 and 970. A number of these services run between Warwick Station and the Perth Busport.

There are a number of bus stops within walking distance of the site.

See **Figure 5.1 and Photo 19**.

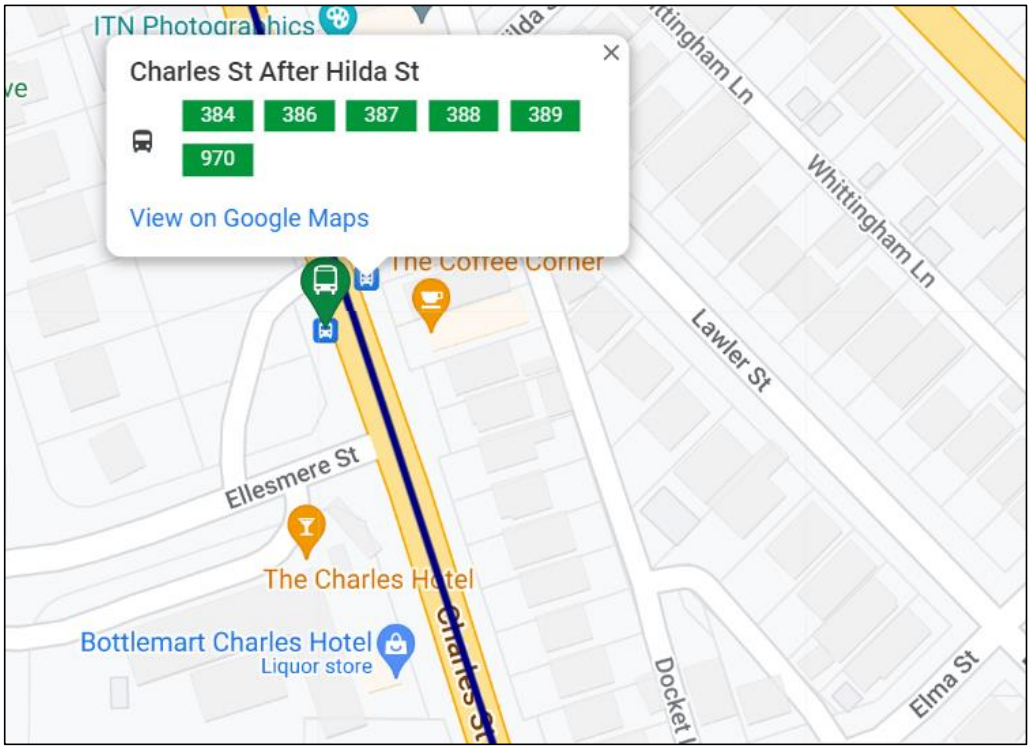


Figure 5.1: Nearest Public Transport facilities. ***Source: TransPerth***

Photo 19: Bus Stop and shelter just north of Ellesmere Street.

6. SUMMARY AND CONCLUSION

6.1 SUMMARY

Allerding & Associates has commissioned Donald Veal Consultants to prepare this Transport Impact Assessment report to support a Local Development Plan for the redevelopment of the Charles Hotel site in North Perth.

The road network adjacent the site consists primarily of Charles Street, Ellesmere Street, Eton Street and Carrington Street.

The southern section of the subject site is currently occupied by the Charles Hotel, as well as a bottle shop. The northern section includes a number of residential dwellings. Certain areas are currently unoccupied or available for informal parking. The site has several existing access points, with crossovers on Ellesmere Street, Eton Street, Carrington Street and Charles Street.

The proposed development consists of six development parcels, each potentially including a tower block, ranging in height from 4 to 8 storeys. An early appraisal of the potential residential yield indicates that the towers will house approximately 216 residential units of 1-, 2-, 3- or 4-bedroom design, as well as small commercial units, mainly located in the ground floor areas.

Access points will be provided to the basement parking levels from both Eton Street, within the northern section of the site and from a proposed short access road within the southern section. No access will be permitted from Charles Street.

Based on the initial concept layouts, and published trip generation rates, the fully developed site is expected to generate in the region of 217 PM peak hour trips. However, this is only an estimate, and may vary significantly depending upon the land uses incorporated into the final layouts for each development parcel.

A parcel-specific TIA would be required to support each individual Development Application, at that later stage. Sufficient details should then be available to assess the impact of each parcel, at the relevant timeframe.

The indicative overall trips expected for the full development do not appear likely to have a significant impact. Given the potential for various routes to be employed, and the general spreading of the traffic impact over the local roads and intersections, the most significant impact appears likely to be at the new access on Eton Street, between Ellesmere Street and Carrington Street. However, with a current peak hour 2-way flow of only around 118 vehicles on this section of Eton Street, the indicated turning movements should be readily accommodated.

An indicative SIDRA analysis of the southern access, based on the limited information currently available, shows this to be the case. In order to provide some indication of future traffic flows, the peak hour flow on Eton Street was growthed up by 2% per annum over 10 years. Using a simple Give Way arrangement, and no turning lanes, the intersection performed well in this potential PM peak scenario, returning a Level of Service A for all movements, and no significant delays or queuing.

To some extent it is envisaged that turning movements to and from Charles Street will be self-regulating, as right turning drivers will naturally gravitate to the easier locations, such as the signalised intersection with Walcott Street.

Parking within the site will be located in basements beneath some of the towers, and will be accessed via ramps. Based on the current concept plans, the estimated residential yield is around 216 dwelling units, spread across the 6 development parcels. It is therefore expected that the residential element will require a total provision in the order of 200 parking bays for residents and around 30 visitor bays. This may vary as the layout is developed, with different ratios of 1-, 2- and 3-bedroom units, and how the total is spread across specific development parcels.

No assessment of the parking required for the commercial elements has been carried out at this time, as different land uses may generate vastly different levels of parking demand.

It is, however, envisaged that all parking requirements would be catered for within the site, although some visitor parking may be addressed through existing or future on-street parking availability.

The pedestrian facilities in the vicinity of the development do not generally meet current standards, and some improvements may be considered necessary as part of any subsequent DA submissions.

Whilst there have been a number of crashes on the roads around the site over the last 5 year reporting period, there are no clear indications of patterns arising from geometric issues, and no obvious safety issues that need to be addressed. Clearly, any subsequent crashes should be reviewed at the time of DA submission.

6.2 CONCLUSION

Based on the concept layouts for the redevelopment of the Charles Hotel site, and taking note of the limited details currently available, we fully support the LDP in terms of its traffic and road safety impact and recommend its approval.

Summary of Submissions:

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

Comments Received in Support:	Administration Comment
General	
• The redevelopment of the Charles Hotel is much needed and would improve the amenity of the area. • The proposal would provide a focal point for the community through the provision of public open space and various uses and services. • The existing Charles Hotel is an underutilised eyesore and attracts anti-social behaviour to the area and redevelopment would assist in deterring this.	• The comments in support are noted.
• Where possible the existing Charles Hotel building should be retained and incorporated into any redevelopment of the site.	• The LDP does not propose for the existing building to be retained. It is noted that this is not the subject of any heritage listing that would prevent its demolition.
Building Height	
• The proposed building heights would be reasonable for an inner-city location on an arterial road, and the six and eight storey portions are appropriately separated from existing lower scale development.	• The comment in support is noted.
Setbacks	
• The proposed upper level setbacks would assist to ensure that the building massing is appropriate for the context.	• The comment in support is noted.
• The building setbacks on Development Parcels 1 and 2 should maximise the ability for the retention of mature trees on site.	• The proposed setbacks to Development Parcels 1 and 2 would provide for an opportunity for some existing trees to be maintained, although this would be subject to confirmation of the exact location through a site survey that would accompany a future DA. The LDP provides for an objective that encourages the retention of significant vegetation across the subject site. The removal of any mature trees would need to have regard to the relevant element objectives of the R Codes Volume 2 and be supported by an arborist report.
Landscaping	
• The proposed landscaped areas would assist to mitigate bulk and scale impacts and to reduce over-development of the site.	• The comment in support is noted.
• The future development should provide as many trees as possible to reduce the urban heat island effect and improve the pedestrian	• Any future DA would need to provide for on-site landscaping and tree planting in accordance with the relevant element objectives of the R

Comments Received in Support:	Administration Comment
environment to Charles Street.	Codes Volume 2.
Building Design • The future development should provide for awnings to Charles Street to improve pedestrian amenity.	 • Any future DA would need to provide for pedestrian awnings to Charles Street in accordance with the City's Built Form Policy.

Comments Received in Objection:	Administration Comment
LDP Purpose and Intent • The LDP is extremely broad and lacks clarity on what is proposed and does not commit to the provision of any community benefits. Further clarity is required to provide certainty to the community on the ultimate development outcome.	 • The WAPC's Framework for Local Development Plans document sets out that the purpose of a LDP is to coordinate development outcomes of a particular site, and is to generally address matters including vehicle access and building envelopes. The proposed LDP is consistent with this and would guide the future redevelopment of the subject site into a mixed use precinct commercial, residential and hotel precinct as outlined in its objective. There is no requirement for the LDP to include any community benefit standards.
• The proposed LDP is premature as there is no City strategy which identifies the sites as a centre of any scale. The proposal is to be considered in the context of broader activity centres.	• The City's Local Planning Strategy identifies the subject site as a strategic development site outside of the North Perth Town Centre that could accommodate greater development potential. The LDP would be consistent with this to provide for a mixed use development that provides an opportunity for a mix of dwelling types and compatible non-residential uses. The subject site is not within an activity centre and would be generally consistent with the provisions of 'out of centre' developments in accordance with SPP 4.2. The preferred land uses are consistent with those that are currently permissible under LPS2 and do not introduce new uses into the precinct. The subject site is highly accessible by public transport including high frequency bus routes. The subject site would be serviced by existing medium to high density residential development within a 400 metre catchment of the subject site identified along Charles Street. Any future DA would need to be considered against the provisions of SPP 4.2 and demonstrate that there would be no impacts on nearby centres once the final mix and floor area of land uses has been identified.
Land Use	

Comments Received in Objection:	Administration Comment
• There is enough Shops, Restaurant/Cafes, Medical Centres, Aged or Dependent Person's Dwellings and Liquor Stores located in the area and would be no need for any more. • The proposed land uses are wide ranging and could potentially result in the creation of a new commercial/retail centre that is not required given the proximity to other centres at Dog Swamp, Mount Hawthorn in addition to smaller facilities at the intersection of Scarborough Beach Road and Charles Street and along Fitzgerald Street. • The proposed land uses are too broad and should be refined so the community can better understand the possible impacts of such activities occurring.	• There are no restrictions on the number or proximity of these types of land uses under LPS2. Proliferation of uses is not a valid planning consideration. • The proposed preferred land uses identified in the LDP are all land uses that are currently capable of approval on the subject site under LPS2. Any future DA would need demonstrate that there would be no impacts on nearby centres once the final mix and floor area of land uses has been identified. • The LDP identifies preferred uses, but there are a range of land uses that could be contemplated on the site under LPS2. The preferred uses would still be required to be assessed as part of any future DA to demonstrate that they would be consistent with the respective zone objectives of LPS2, any applicable local planning policies, and relevant due regard matters of Clause 67 of the LPS Regulations. These would include compatibility of uses, impacts on amenity, and the impact of additional traffic, noise and car parking which would be informed by the final mix of land uses and specific operational matters of uses/tenancies.
<u>Density</u> *General* • There is enough apartments located in the area and would be no need for any more. • The proposed lack of plot ratio controls would be inconsistent with the R Codes Volume 2. • There is already enough Child Care Premises in the area.	• The State Government's overarching targets seek for the City to accommodate an additional 11,500 dwellings within its district by 2050. The City's Local Planning Strategy identifies for density to be located along urban corridors such as Charles Street as well as within town centres. The provision of apartments would also be consistent with the objectives of both the Residential and Mixed Use zones which seek to provide a mix of housing options. • The LDP proposes to vary the R Codes acceptable outcomes to not have a plot ratio control. This is consistent with the element objectives of the R Codes Volumes 2 because the LDP would provide for a building envelope that is managed by street and boundary setbacks and building heights which responds to the future scale of development along Charles Street. • There are no restrictions on the number or proximity of these types of land uses under LPS2. Proliferation of uses is not a valid planning

Comments Received in Objection:	Administration Comment
	consideration.
• The proposed increase in the population as a result of the development has not been identified and would increase demands on surrounding schools and public open space.	• The LDP would enable redevelopment that would accommodate new residents into the area that would assist to support existing businesses to respond to market demands in the future. The Department of Education would be responsible for ensuring that there is adequate capacity within existing government schools within the catchment area of the subject site. The LDP proposes the provision of publicly accessible areas that could be used by the community. The adequacy of the provision of POS consistent with the WAPC's POS Policy would be considered at the future DA and subdivision stages.
Development Parcels • The proposed Shop and Liquor Store – Small on Development Parcels 2 and 4 would not be consistent with the existing uses of the site. These would be better to be consolidated with the Hotel on Development Parcel 3 where it could located with other similar uses.	*Development Parcels* • Liquor Store – Small is a land use that is currently permissible on each of the Development Parcels under LPS2. The preferred uses of the LDP identify this use on Development Parcels 1, 2 and 4, with the final location to be identified as part of a future DA. This would not prevent Liquor Store – Small being proposed on Development Parcel 3.
<u>Building Height</u> *General* • The proposed building heights would be out of scale with the existing character of the area which is predominantly two storeys.	*General* • While existing buildings in the area are generally between one and two storeys, the City's Built Form Policy identifies a height standard of up to four storeys on portions of the subject site and along Charles Street, and between two and three storeys along Eton, Ellesmere and Carrington Streets. The proposed building heights would not be out of scale with the desired future scale that is identified by the Local Planning Strategy. The tallest portions, being 6 and 8 storeys would be located centrally within the subject site along Ellesmere Street, with building heights transitioning down to be consistent with the current Built Form Policy height standards where there is an interface with residential properties to the north, south and west.
• The proposed building heights would be inconsistent with the City's Built Form Policy and the R Codes Volume 2.	• The proposed building heights would be consistent with the element objectives of the R Codes by locating the tallest portions centrally within the site and then stepping down to be consistent with the existing Built Form Policy heights to achieve a suitable transition to surrounding residential properties. This moderation of building height across the subject site as well as the use of upper level setbacks would assist to

Comments Received in Objection:	Administration Comment
	mitigate impacts from building bulk and scale.
• The proposed building heights would impact on the visual privacy and access to sunlight for surrounding residents. The extent of overlooking and overshadowing from the proposed development has not been demonstrated by the applicant.	• Any future DA would need to demonstrate consistency with the relevant element objectives of the R Codes Volume 2 in relation to overshadowing and visual privacy. The moderation of building height across the subject site and use of setbacks would assist to reduce impacts from overshadowing on the immediately adjoining properties at No's. 110 and 112 Eton Street and No. 6 Carrington Street.
• The proposed building heights does not adequately respond to the context of Charles Street or transition to the existing residential dwellings.	• The tallest portion of building height are located centrally within the site and step down to be consistent with the current Built Form Policy height standards at the boundary to ensure that an appropriate transition is achieved to residential properties. The LDP provides for upper level setbacks to ensure that when viewed from Charles Street the maximum height would generally appear as five storeys When viewed further away the storeys above would be articulated through major openings, balconies and facade treatments to reduce the visual impact consistent with the R Codes Volume 2 and the vision identified by the Local Planning Strategy.
• The proposed building heights would restrict views of the City.	• The R Codes Volume 2 does not provide for views of significance as a relevant planning consideration related to building height. The LDP provides for building heights to be varied and modulated across the subject site. This would not disproportionately views across the subject site from the surrounding area, and would provide for a greater scale of development that aligns with the aspirations of the City's Local Planning Strategy.
Development Parcels • The proposed height six storey height of Development Parcels 1, 4 and 5 would be out of scale with the existing locality .	*Development Parcels* • The LDP provides for upper level setbacks to Development Parcels 1, and 5 to ensure that when viewed from Charles Street the maximum height would generally appear as 5 storeys. The additional storeys would need be appropriately treated and articulated to reduce the visual impact on the broader consistent with the R Codes Volume 2. Similarly the six storey portion of Development Parcel 4 would be setback up to 34 metres from the boundary to reduce the visibility and impact of the additional height. The proposed building height would provide for a greater scale of development that aligns with the aspirations of the City's Local Planning Strategy.

Comments Received in Objection:	Administration Comment
• The proposed four storey height of Development Parcel 2 would be inconsistent with the residential streetscape and should be between two and four storeys.	• The 4 storey portion is located to Ellesmere Street with the building height stepping down to two storeys adjacent to the adjoining property. This is consistent with the existing Built Form Policy standard and ensures that an appropriate transition is achieve to lower scale development.
• The proposed eight storey height of Development Parcel 3 would be out of character with existing development along Charles Street, and would result in overshadowing to the properties to the east of Charles Street and on the corner of Carrington and Eton Street as well as overlooking.	• The LDP provides for upper level setbacks to Development Parcel 3 to ensure that when viewed from Charles Street the maximum height would generally appear as 5 storeys, with floors above to be articulated consistent with the R Codes Volume 2 to reduce the visual impact on the surrounding area. The R Codes Volume 2 assesses overshadowing a midday on 30 June when the shadow would be cast to the south, and any future DA would need to demonstrate that adequate access to sunlight and visual privacy is provided to surrounding properties. The eight storey portion would be located approximately 25 metres from properties on the eastern side of Charles Street, 80 metres from properties on the western side of Charles Street, and 60 metres from properties on the southern side of Carrington Street. This separation would assist to mitigate impacts from overlooking and overshadowing.
<u>Setbacks</u> *General* • The proposed setbacks would be insufficient to offset impacts on adjoining properties.	*General* • The proposed setbacks of the LDP would generally be consistent with or exceed the current standards to the Built Form Policy to mitigate impacts from building bulk and scale. The exception to this is the lower levels of Development Parcels 1 and 2 to the north, and all levels of Development Parcel 6 to the west which propose departures to the Built Form Policy. In these instances landscaping is proposed within the 3 metre setback area to assist with reducing the impact of building bulk.
• The proposed setbacks would be inconsistent with the City's Built Form Policy and the R Codes Volume 2.	• As set out above, the proposed setbacks are generally consistent with or larger than the current Built Form Policy standards. The proposed setbacks assist to provide a suitable transition to surrounding properties and are consistent with the element objectives of the R Codes Volume 2.
• The proposed setbacks to Ellesmere Street is out of keeping with the existing character and would be imposing on the streetscape.	• The proposed nil setbacks to Ellesmere Street would provide the opportunity for ground floor tenancies with active frontages. This would

Comments Received in Objection:	Administration Comment
Development Parcels • The proposed street setbacks to **Development Parcel 2** are inconsistent with the established residential streetscape of Eton Street	provide for a clear transition between the public and private realm and would support the provision of surveillance from adjacent tenancies consistent with the element objectives of the R Codes Volume 2. *Development Parcels* • The LDP proposes a 9.2 metre setback to Eton Street for the majority of the frontage, reducing to a nil setback at the corner of Ellesmere Street. This setback would be consistent with the standards of the Built Form Policy and would provide for a suitable transition from the existing residential development to the north that is characterised by street setbacks which vary between 8.5 metres and 11 metres.
<u>Vehicle Access</u> *General* • No vehicle access is provided from Charles Street which would have a greater impact on the surrounding residential area. There are existing access points available from Charles Street and these should be utilised along with Ellesmere Street to reduce the impacts on the surrounding streets. *Development Parcels* • Eton Street access points to **Development Parcels 2 and 3-6** would be too close to the intersection with Ellesmere Street which has had a number of accidents, and would have reduced visibility due to the topography of the road.	*General* • Vehicle access from Charles Street would be inconsistent with Development Control Policy 5.1 – Regional Roads (Vehicle Access) which seeks to rationalise existing access points and not provide for new access points to provide for efficient traffic movement along regional roads. The proposed access points from Eton Street would be consistent with the MRWA road hierarchy and the City's Accessible City Strategy which identifies for lower order roads such as Eton Street to be used to provide access to abutting properties. Under this hierarchy Ellesmere Street is a higher order used to carry traffic between residential areas and distributor roads like Charles Street. *Development Parcels* • The access points to Development Parcels 2 and 3-6 would be setback approximately 20 metres and 35 metres from the intersection with Ellesmere Street. This would provide adequate separation to ensure that vehicle and pedestrian movement is safe in conjunction with recent reduced speed limits of 40km/h.
<u>Car Parking</u> • The development should provide for adequate on-site car parking for the residential and non-residential uses to reduce the demand for on-street parking on surrounding streets.	• A future DA would need to demonstrate that adequate on-site car parking is provided to meet the needs of any redevelopment in accordance with the relevant element objectives of the R Codes Volume 2 and the City's Non-Residential Development Parking Policy.
<u>Traffic</u>	

Comments Received in Objection:	Administration Comment
• The traffic demands of the future development have not been considered in the LDP. The development would result in increased traffic into the residential area and around Ellesmere Park and impact on the safety of pedestrians.	• Following community consultation, the applicant provided a TIA to consider the impact of additional traffic movements in the area. The TIA found that the additional 227 vehicles in the peak hour would be within the existing capacity of the road network and would not impact on the amenity or safety of the area. It is also noted that any future DA would need to be supported by a further traffic assessment that responds to the redevelopment proposal including the exact number of dwellings and types of land uses proposed.
• The development would increase existing traffic congestion along Charles Street and result in additional rat running through the surrounding residential streets.	• The TIA identified that additional vehicle movements along Charles Street would be within its overall capacity and would not be expected to impact on the safety or functionality for vehicles. The additional traffic would be within the capacity of surrounding roads and would and would not be expected to have a significant impact on the residential area. Traffic would dissipate through the road network and would not impact on the performance of intersections within the residential area to the west of the subject site. The City would continue to monitor impacts on surrounding intersections to determine if future local area traffic management measures are required.
• The increased traffic from Ellesmere Street and Carrington Street would not be able to safely access Charles Street given the existing levels of congestion.	• The TIA identifies that 110 of the peak hour trips would access Charles Street across the intersections with Ellesmere Street and Carrington Street. The TIA did not raise any safety issues regarding the increased usage, noting that of the 15 crashes that occurred on Charles Street between 2018 and 2022 there were no fatalities and the primary cause was related to driver behaviour rather than road design.
• As a result of increased traffic, the northern portion of Eton Street should be modified to be a cul-de-sac to encourage vehicles to utilise Carrington Street to access Charles Street.	• The City would continue to monitor impacts on surrounding intersections to determine if future local area traffic management measures are required.
• Child Care Premises have particular impacts during peak pick up and drop off periods, and would exacerbate existing traffic and parking issues.	• A future DA would need to consider the traffic impacts result from a Child Care Premises should it be proposed, which would be informed by greater detail as to the number of children, staff, and operating hours.
<u>Landscaping</u>	
• The proposed LDP does not identify for the retention of any existing tree	• The LDP provides for an objective that encourages the retention of

Comments Received in Objection:	Administration Comment
canopy on the site which would be consistent with the City's policies and assist to mitigate bulk and scale impacts of the future building.	significant vegetation across the subject site. The removal of any mature trees would need to have regard to the relevant element objectives of the R Codes Volume 2 and be supported by an arborist report. Any future DA would also need to provide for on-site landscaping and tree planting in accordance with the relevant element objectives of the R Codes Volume 2 that would assist to mitigate building bulk and scale.
<u>Noise</u> • The increased number of residents would result in an increase of noise to the area.	• Any future DA would need to be accompanied by an acoustic report that includes an assessment of noise generated by the development and any attenuation or management measures required to meet the assigned levels of the *Environmental Protection (Noise) Regulations 1997*.
<u>Other</u> • The proposal would impact on property values. • The intended construction timeframe and impacts to surrounding residents would need to be managed.	• Property values are not a relevant planning consideration. • The applicant has not provided any indicative timeframe for when a DA for the redevelopment of the subject site would be lodged once an LDP is approved. Any future construction activities would be supported by a Construction Management Plan in accordance with the City's Policy No. 7.5.23 – Construction Management Plans that would outline measures to ensure that works are undertaken with minimal impact on surrounding residents.

Comments Received Expressing Concern:	Administration Comment
<u>Building Height</u> • The proposed building heights are out of scale with the existing area and should be reduced to better reflect this.	• The proposed building heights would be consistent with the element objectives of the R Codes by locating the tallest portions centrally within the site and then stepping down to be consistent with the existing Built Form Policy heights to achieve a suitable transition to surrounding residential properties. This moderation of building height across the subject site as well as the use of upper level setbacks would assist to mitigate impacts from building bulk and scale.
• The proposed building heights would result in a loss of visual privacy for the surrounding properties.	• Any future DA would need to demonstrate consistency with the relevant element objectives of the R Codes Volume 2 in relation to overshadowing and visual privacy. The moderation of building height across the subject site and use of setbacks would assist to reduce impacts from

Comments Received Expressing Concern:	Administration Comment
	overshadowing and overlooking.
Setbacks • Greater side setbacks should be provided to enable greater canopy coverage to be achieved on the site.	• The proposed setbacks to Development Parcels 1 and 2 would provide for an opportunity for some existing trees to be maintained, although this would be subject to confirmation of the exact location through a site survey that would accompany a future DA. Any future DA would need to provide for on-site landscaping and tree planting in accordance with the relevant element objectives of the R Codes Volume 2.
Vehicle Access • Access to the site would be better provided from Charles Street via a slip lane and could be constructed during the future widening works. • Access to underground parking should be provided directly from the street to maximise opportunities for green canopy across the site.	Vehicle Access • Access from Charles Street would be inconsistent with DC 5.1 which seeks to rationalise and remove access points from regional roads. • The LDP proposed to consolidate access to Development Parcels 3-6 to be from one crossover and an internal road than by a number of separate crossovers. This maximises opportunities for verge planting to improve the public realm.
Car Parking • There would be the potential for increased demand for on-street parking on the surrounding residential streets. Adequate parking should be provided to cater to the demands of a future development.	• Any future DA would need to demonstrate that adequate on-site car parking is provided to reduce impacts on existing on-street parking.
Traffic • Increased traffic in the area would result from the proposed development, including along Eton Street and Ellesmere Street and would impact on the safety of this intersection.	• The applicant's TIA has identified that the additional vehicle movements would be within the capacity of the surrounding road network and would not be expected to impact on vehicle or pedestrian safety. The City will also continue monitoring the Ellesmere and Carrington Street intersections with Eton Street to determine if local area traffic management measures are required.
Landscaping • The future development should be required to have a condition of approval to provide mature trees which can reach a height at maturity that is equivalent to the height of the buildings to add more green canopy to the area.	• Any future DA would need to be supported by a detailed landscaping plan in accordance with the LDP. This would need to provide details on proposed tree species including their height at maturity. A condition would be imposed for landscaping and trees to be implemented in accordance with an approved landscaping plan through a future DA.

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

Attachment 2
Response to submissions

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.

Comments Received from Government Agencies	Applicant Comment
DPLH	
• The DPLH confirmed that the clauses related to Landscape Design and On-Street Parking would require the approval of the WAPC. The City's approach to this would be that should the LDP be approved Council, a condition would be included in respect to these clauses being approved by the WAPC.	• Noted.
• The DPLH also noted that there are various zonings and density ranges applicable to the site under LPS2, and a review of this may be considered should the LDP be approved. Having spoken with our Policy and Place team there are no immediate plans to review the zoning and density of the site, but this may be something you wish to consider separately.	• Noted.
MRWA	
• MRWA has advised that it is unable to provide a recommendation at this point in time, based on the information currently provided. Please provide the following items:	• Noted.
• A Transport Impact Assessment (TIA) prepared in accordance with Transport Impact Assessment Guidelines (August 2016) and electronic SIDRA Intersection files (.sip) in Version 9.	• A TIA has been prepared and is included in the updated document set.
• A Transport Noise Assessment prepared in accordance with State Planning Policy 5.4 – Road and Rail Noise, and the associated WAPC Guidelines.	• This is provided as a request of the LDP before development takes places which is the appropriate time to assess.
• Please provide the above information at your earliest convenience, noting that Main Roads will require 30 days to review this information once the additional information is received.	• Noted.
• As stated above, Main Roads is not in a position to support the subject proposal until the above information has been received or reviewed.	• Noted.
PTA	

Comments Received from Government Agencies	Applicant Comment
• Please note that bus stop 12607 Charles Street after Ellesmere Street is located adjacent the proposed development. This bus stop is confirmed in its long term position and has been upgraded to meet national disability standards.	• Noted.
• Should construction activity or any proposed landscaping in the verge impact bus stop infrastructure then the PTA should be contacted to discuss whether there are any specific requirements or conflict. It should be noted that any associated costs related to bus stop infrastructure impacts will need to be borne by the developer.	• Noted.
• A bus shelter is also present at this bus stop location. This is currently positioned to the rear of the existing footpath. This bus shelter is owned by oOhmedia and has been provided under contract to the City of Vincent. If this is impacted then discussions with oOhmedia and the City of Vincent should be initiated by the developer.	• Noted.
Comments Received in Support:	**Applicant Comment**
<u>General</u> • The redevelopment of the Charles Hotel is much needed and would improve the amenity of the area. • The proposal would provide a focal point for the community through the provision of public open space and various uses and services. • The existing Charles Hotel is an underutilised eyesore and attracts anti-social behaviour to the area and redevelopment would assist in deterring this. • Where possible the existing Charles Hotel building should be retained and incorporated into any redevelopment of the site.	• Noted.
<u>Building Height</u> • The proposed building heights would be reasonable for an inner-city location on an arterial road, and the six and eight storey portions are appropriately separated from existing lower scale development.	• Noted.
<u>Setbacks</u> • The proposed upper level setbacks would assist to ensure that the building massing is appropriate for the context.	• Noted.

Comments Received from Government Agencies	Applicant Comment
• The building setbacks on Development Parcels 1 and 2 should maximise the ability for the retention of mature trees on site.	• Noted.
<u>Landscaping</u> • The proposed landscaped areas would assist to mitigate bulk and scale impacts and to reduce over-development of the site. • The future development should provide as many trees as possible to reduce the urban heat island effect and improve the pedestrian environment to Charles Street.	 • Noted. • Noted.
<u>Building Design</u> • The future development should provide for awnings to Charles Street to improve pedestrian amenity.	 • Noted.

Comments Received in Objection:	Applicant Comment
<u>LDP Purpose and Intent</u> • The LDP is extremely broad and lacks clarity on what is proposed and does not commit to the provision of any community benefits. Further clarity is required to provide certainty to the community on the ultimate development outcome.	 • The purpose of this LDP is to provide a site-specific development framework to guide future development. In this respect, the LDP proposes specific built form envelopes over multiple development parcels, lot boundary setbacks, and designates access locations and communal open space. This provides a clear outline of the manner in which future development will occur. In respect of community benefit, the LDP will facilitate a much-needed upgrade of the site which will deliver quality built form outcomes, a variety of land uses promoting activity in the locality, and extensive landscaping. The community benefits will be realised through subsequent development applications.
• The proposed LDP is premature as there is no City strategy which identifies the sites as a centre of any scale. The proposal is to be considered in the context of broader activity centres.	• The subject site is specially considered by the City's Local Planning Strategy, identified as a 'Strategic Development Site'.
<u>Land Use</u> • There is enough Shops, Restaurant/Cafes, Medical Centres, Aged or Dependent Person's Dwellings and Liquor Stores located in the area and would be no need for any more. • The proposed land uses are wide ranging and could potentially result in	 • The Local Planning specifically identifies the site as a 'Mixed Use Area', where the objective under the LPS is: *To provide for a variety of built form that facilitates a positive interaction between a mix of land uses and residential densities.*

Comments Received in Objection:	Applicant Comment
the creation of a new commercial/retail centre that is not required given the proximity to other centres at Dog Swamp, Mount Hawthorn in addition to smaller facilities at the intersection of Scarborough Beach Road and Charles Street and along Fitzgerald Street. • The proposed land uses are too broad and should be refined so the community can better understand the possible impacts of such activities occurring.	Therefore, providing a framework that enables a variety of land uses in conjunction with residential is appropriate for the site and consistent with the LPS. • It is appropriate to allow for a range of land uses in a mixed-use area that would in any case be subject to assessment on their merits through a development application process.
<u>Density</u> *General* • There is enough apartments located in the area and would be no need for any more. • The proposed lack of plot ratio controls would be inconsistent with the R Codes Volume 2. • There is already enough Child Care Premises in the area. • The proposed increase in the population as a result of the development has not been identified, and would increase demands on surrounding schools and public open space. *Development Parcels* • The proposed Shop and Liquor Store – Small on **Development Parcels**	<u>Density</u> *General* • The site is specifically earmarked for high-density mixed-use development under the LPS. It is well established that higher density development and range of housing options are necessary to handle the anticipated population growth in the City. • The R-Codes Volume 2 allow variation of certain elements which includes Plot Ratio. In order to establish bulk and scale control, the LDP uses a building envelope model that provides a far more transparent method of identifying how development and massing will occur on the site. It is proposed that the stepping of building heights away from lower density residential lots and generous lot boundary setbacks will adequately address plot ratio. • There is no proposal for a Childcare Centre. A range of prospective suitable uses have been identified for the respective development parcels to demonstrate preferred intent. Any future application for a Childcare Centre would be subject to a standard development application process where the proposal is considered on its merits. • The LPS establishes the increased demand for higher density development in strategic locations and the need to provide a diversity of housing type. This site has been designated specifically for that purpose, as a high-density, mixed-use area. Notwithstanding, the minor population increase resulting from the proposed development is not considered to adversely impact surrounding schools or public open space and is characteristic of all developing areas with increased densities. • There is no proposal for a Shop and Liquor Store. A range of

Comments Received in Objection:	Applicant Comment
2 and 4 would not be consistent with the existing uses of the site. These would be better to be consolidated with the Hotel on **Development Parcel 3** where it could located with other similar uses.	prospective suitable uses have been identified for the respective development parcels to demonstrate preferred intent. Any application for a shop and liquor store within a mixed-use zone would need to be contemplated in the normal way if proposed under a DA.
Building Height *General* • The proposed building heights would be out of scale with the existing character of the area which is predominantly two storeys.	Building Height *General* • The built form proposed as part of the LDP considered massing in the context of the site and its surrounds. Where an interface exists to lower density, single residential property, the proposed development scale is 2-3 storeys (north adjacent to Eton Street), 3 storeys (west adjacent to Eton Street) and 4 storeys (south adjacent to Carrington Street). It is then proposed to step the built form to 6-8 storeys toward the juncture of Charles and Ellesmere Street which is essentially internal to the LDP area, and is separated from the nearest residential property to the east by Charles Street, a four-lane Primary Distributor Road as per the City of Vincent Road Allocation. It is noted that the land adjacent along Charles Street is also density coded at R60/100 and earmarked for multiple storey development.
• The proposed building heights would be inconsistent with the City's Built Form Policy and the R Codes Volume 2.	• The Charles Hotel site, comprising a total land area of 13,150m2, is recognised by the Local Planning Strategy as one of only two strategic development sites within Town (outside of the Town Centre). This reflects the significance of the site in the broader context of the Local Government area. Importantly, the development plot proposed at 8 storeys is only at the intersection of Charles Street, a Primary Distributor Road, and will serve as a landmark development on the site. This is juxtaposed by development as low as two and three storeys adjoining lower density development. The site provides a fantastic opportunity to establish well considered high-density development to assist in supporting the City's growing population, whilst also contributing to diversity of housing type.
• The proposed building heights would impact on the visual privacy and access to sunlight for surrounding residents. The extent of overlooking	• Although development to the north of the subject site is unlikely to impact in terms of overshadowing, a 3m setback and maximum of 2-3

Comments Received in Objection:	Applicant Comment
and overshadowing from the proposed development has not been demonstrated by the applicant.	storeys is proposed adjacent to the existing residential properties. • To the south, adjacent to Carrington Street, development is proposed a maximum height of 4 storeys. Given the setback of the development footprint to the existing residential boundaries to the south is approximately 22m, it is not considered that the proposed building height has an adverse impact on these properties as the shadow will be cast over Carrington Street. Central to the subject site, as the built form is stepped to between 6-8 storeys, the shadow cast by the development to the south will be generally contained within the subject site and not impact any adjacent properties. Visual privacy standards apply under the R-Codes Volume 2 at the development application stage.
• The proposed building heights does not adequately respond to the context of Charles Street or transition to the existing residential dwellings.	• The built form proposed as part of the LDP considered massing in the context of the site and its surrounds. Where an interface exists to lower density, single residential property, the proposed development scale is 2-3 storeys (north adjacent to Eton Street), 3 storeys (west adjacent to Eton Street) and 4 storeys (south adjacent to Carrington Street). It is then proposed to step the built form to 6-8 storeys toward the juncture of Charles and Ellesmere Street which is essentially internal to the LDP area, and is separated from the nearest residential property to the east by Charles Street, a four-lane Primary Distributor Road as per the City of Vincent Road Allocation. It is noted that the land adjacent along Charles Street is also density coded at R60/100 and earmarked for multiple storey development.
• The proposed building heights would restrict views of the City.	• Protecting views of the Perth CBD is not a relevant planning consideration. Notwithstanding, the only properties potentially affected in this regard are the lower density existing dwellings to the north of the subject site. If any development above two storeys was constructed on the subject site, views to the CBD from these dwellings would be restricted.
Development Parcels • The proposed height six storey height of **Development Parcels 1, 4 and 5** would be out of scale with the existing locality.	• The built form proposed as part of the LDP considered massing in the context of the site and its surrounds. Where an interface exists to lower density, single residential property, the proposed development scale is 2-3 storeys (north adjacent to Eton Street), 3 storeys (west adjacent to

Comments Received in Objection:	Applicant Comment
	Eton Street) and 4 storeys (south adjacent to Carrington Street). It is then proposed to step the built form to 6-8 storeys toward the juncture of Charles and Ellesmere Street which is essentially internal to the LDP area, and is separated from the nearest residential property to the east by Charles Street, a four-lane Primary Distributor Road as per the City of Vincent Road Allocation. It is noted that the land adjacent along Charles Street is also density coded at R60/100 and earmarked for multiple storey development.
• The proposed four storey height of **Development Parcel 2** would be inconsistent with the residential streetscape and should be between two and four storeys.	• The development proposed within Parcel 2 is between two and four storeys.
• The proposed eight storey height of **Development Parcel 3** would be out of character with existing development along Charles Street, and would result in overshadowing to the properties to the east of Charles Street and on the corner of Carrington and Eton Street as well as overlooking.	• It is proposed to step the built form to 6-8 storeys toward the juncture of Charles and Ellesmere Street which is essentially internal to the LDP area, and is separated from the nearest residential property to the east by Charles Street, a four-lane Primary Distributor Road as per the City of Vincent Road Allocation. The total separation is approximately 22m (to the front lot boundary) and 30m (to the dwellings). Given that these properties are to the east of development parcel 3, the impact of overshadowing and overlooking to these properties is considered negligible. It is noted that the land adjacent along Charles Street is also density coded at R60/100 and earmarked for multiple storey development.
<u>Setbacks</u> *General* • The proposed setbacks would be insufficient to offset impacts on adjoining properties.	<u>Setbacks</u> *General* • Parcel 2 to the north and parcel 4 to the south on Eaton Street are set back to align with the existing character of the built form. The LDP has been further modified following consultation to reflect this. Additionally, upper-level setbacks on Parcels 5 and 6 on Carrington Street have been modified to reduce bulk on elevations.
• The proposed setbacks would be inconsistent with the City's Built Form Policy and the R Codes Volume 2.	• The LDP plan has been amended to show a minimum 2m setback to the Charles Street boundary of Development Parcels 1, 3 and 5. This is consistent with the minimum street setback requirements of the R-Codes Volume 2.

Comments Received in Objection:	Applicant Comment
• The proposed setbacks to Ellesmere Street is out of keeping with the existing character and would be imposing on the streetscape. *Development Parcels* • The proposed street setbacks to **Development Parcel 2** are inconsistent with the established residential streetscape of Eton Street	• Ellesmere street is central to the overall development site and development has been appropriately stepped down towards the residential properties to the west. It is common and appropriate for mixed use development to utilise nil setbacks to benefit from street activation, which is the intent in this instance. • Parcel 2 to the north and parcel 4 to the south on Eaton Street are set back to align with the existing character of the built form. The LDP has been further modified following consultation to reflect this.
<u>Vehicle Access</u> *General* • No vehicle access is provided from Charles Street which would have a greater impact on the surrounding residential area. There are existing access points available from Charles Street and these should be utilised along with Ellesmere Street to reduce the impacts on the surrounding streets. *Development Parcels* • Eton Street access points to **Development Parcels 2 and 3-6** would be too close to the intersection with Ellesmere Street which has had a number of accidents, and would have reduced visibility due to the topography of the road.	<u>Vehicle Access</u> *General* • Charles Street is a Primary Distributor Road that carries a substantial amount of traffic. Egressing directly onto Charles Street will cause issues from both a safety and functionality perspective and is unlikely to be supported by MRWA. The TIA submitted with this proposal outlines the suitability of the local road network in dealing with additional traffic. • The access points on Eaton Street are set back 30m and 45m from the nearest intersection respectively. This is considered an appropriate setback to ensure vehicles can egress safely. No issues relating to visibility were identified in the TIA.
<u>Car Parking</u> • The development should provide for adequate on-site car parking for the residential and non-residential uses to reduce the demand for on-street parking on surrounding streets.	<u>Car Parking</u> • Noted. Adequate parking has been provided in a basement configuration. Some on street parking has been identified adjacent to the commercial mixed-use component on Ellesmere Street. This is a standard requirement for a development application.
<u>Traffic</u> • The traffic demands of the future development have not been considered in the LDP. The development would result in increased traffic into the residential area and around Ellesmere Park and impact	<u>Traffic</u> • A TIA has been prepared with the LDP which concludes that the traffic likely generated by the proposed development can be accommodated within the locality. Additionally, any development application would be

Comments Received in Objection:	Applicant Comment
on the safety of pedestrians. • The development would increase existing traffic congestion along Charles Street and result in additional rat running through the surrounding residential streets. • The increased traffic from Ellesmere Street and Carrington Street would not be able to safely access Charles Street given the existing levels of congestion. • As a result of increased traffic, the northern portion of Eton Street should be modified to be a cul-de-sac to encourage vehicles to utilise Carrington Street to access Charles Street. • Child Care Premises have particular impacts during peak pick up and drop off periods, and would exacerbate existing traffic and parking issues.	subject to a traffic assessment that would include consideration of pedestrian safety. • A TIA has been prepared with the LDP which concludes that the traffic likely generated by the proposed development can be accommodated within the locality. • A TIA has been prepared with the LDP which concludes that the traffic likely generated by the proposed development can be accommodated within the locality. • Modification of the external road network is not typically considered through an LDP. Notwithstanding, the TIA prepared with this document outlines the suitability of the road network to accommodate the additional traffic. It also finds that vehicle movements will be adequately divided between the various local roads. • Should a child care centre be proposed in future, it would be subject to a development application process which would consider traffic and car parking.
<u>Landscaping</u> • The proposed LDP does not identify for the retention of any existing tree canopy on the site which would be consistent with the City's policies and assist to mitigate bulk and scale impacts of the future building.	<u>Landscaping</u> • The existing Charles Hotel site is significantly underdeveloped, comprising mainly of large open car parks, containing only a few small trees and large areas of bituminised surface. The LDP proposes substantial communal open space which includes mature tree planting and high-quality landscaped areas. Future development in line with the LDP would substantially improve the visual appearance of the existing site with respect to landscaping and enhance the streetscape and increase activity within the area.
<u>Noise</u> • The increased number of residents would result in an increase of noise to the area.	<u>Noise</u> • At present, the Charles Hotel is able to conduct live music and events. The introduction of residential mixed-use development is likely to have a lesser impact. In any event, development of the site in accordance with LDP would comply with the relevant maximum noise levels permitted.
<u>Other</u>	<u>Other</u>

Comments Received in Objection:	Applicant Comment
• The proposal would impact on property values. • The intended construction timeframe and impacts to surrounding residents would need to be managed.	• Property values are not a relevant planning consideration. Notwithstanding, it is considered that the introduction of a mixed use development will make a positive contribution to the area. • Preparation of an LDP does not consider the potential future construction timeframes. This would be subject to an application for development approval being submitted.

Comments Received Expressing Concern:	Applicant Comment
<u>Building Height</u> • The proposed building heights are out of scale with the existing area and should be reduced to better reflect this. • The proposed building heights would result in a loss of visual privacy for the surrounding properties.	<u>Building Height</u> • The built form proposed as part of the LDP considered massing in the context of the site and its surrounds. Where an interface exists to lower density, single residential property, the proposed development scale is 2-3 storeys (north adjacent to Eton Street), 3 storeys (west adjacent to Eton Street) and 4 storeys (south adjacent to Carrington Street). It is then proposed to step the built form to 6-8 storeys toward the juncture of Charles and Ellesmere Street which is essentially internal to the LDP area, and is separated from the nearest residential property to the east by Charles Street, a four-lane Primary Distributor Road as per the City of Vincent Road Allocation. It is noted that the land adjacent along Charles Street is also density coded at R60/100 and earmarked for multiple storey development. • Any future development of the site in accordance with the LDP would be subject to assessment against the visual privacy element objectives of the R-Codes Volume 2.
<u>Setbacks</u> • Greater side setbacks should be provided to enable greater canopy coverage to be achieved on the site.	<u>Setbacks</u> • Parcel 2 to the north and parcel 4 to the south on Eaton Street are set back to align with the existing character of the built form. The LDP has been further modified following consultation to reflect this. Additionally, upper-level setbacks on Parcels 5 and 6 on Carrington Street have been modified to reduce bulk on elevations. The LDP plan has also been amended to show a minimum 2m setback to the Charles Street boundary of Development Parcels 1, 3 and 5. This is consistent with the minimum street setback requirements of the R-Codes Volume 2.

Comments Received Expressing Concern:	Applicant Comment
	Development will in any event be required to undertake a Landscape Management Plan and allocate deep root soil to provide landscaping opportunities identified within the present configuration of open bituminised car parking. Landscaping will provide a much improved outcome.
<u>Vehicle Access</u> • Access to the site would be better provided from Charles Street via a slip lane and could be constructed during the future widening works. • Access to underground parking should be provided directly from the street to maximise opportunities for green canopy across the site.	<u>Vehicle Access</u> • Charles Street is a Primary Distributor Road that carries a substantial amount of traffic. Egressing directly onto Charles Street will cause issues from both a safety and functionality perspective, and is unlikely to be supported by MRWA. The TIA submitted with this proposal outlines the suitability of the local road network in dealing with additional traffic. • Substantial landscaping is provided over the LDP, including verge planting and a designated landscaped plaza.
<u>Car Parking</u> • There would be the potential for increased demand for on-street parking on the surrounding residential streets. Adequate parking should be provided to cater to the demands of a future development.	<u>Car Parking</u> • Adequate parking has been provided in a basement configuration. Some on street parking has been identified adjacent to the commercial mixed-use component on Ellesmere Street. This is a standard requirement for a development application.
<u>Traffic</u> • Increased traffic in the area would result from the proposed development, including along Eton Street and Ellesmere Street and would impact on the safety of this intersection.	<u>Traffic</u> • A TIA has been prepared with the LDP which concludes that the traffic likely generated by the proposed development can be accommodated within the locality.
<u>Landscaping</u> • The future development should be required to have a condition of approval to provide mature trees which can reach a height at maturity that is equivalent to the height of the buildings to add more green canopy to the area.	<u>Landscaping</u> • The LDP proposes substantial communal open space which includes mature tree planting and high-quality landscaped areas. Future development in line with the LDP would substantially improve the existing site with respect to landscaping and enhance the streetscape.

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

DRP Chair Comments (26 June 2024)		
Design quality evaluation		
		Supported
		Pending further attention – refer to detailed comments provided
		Not supported
		Can be addressed through the future Development Approval application / stage.
Design Principles		
Principle 1 - **Context and character**		***Principle*** ***Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.***
		• The existing context and character of the locality will evolve over time. Although the proposal is not consistent with the existing context which is predominantly low-scale single residential, it would likely suit the future context as higher density development occurs along Charles Street. • The proposed ground floor activation to Carrington Street is currently unclear and requires further detail. It is considered that commercial uses would be less successful than residential uses in providing streetscape activation based on the current residential context. It is recommended a new legend item be added to the LDP illustrating active residential use with direct pedestrian access from each unit to the streetscape. This interface doesn't currently have an active edge nominated on the LDP which is not supported. • The LDP Preferred Land Uses table notes consulting rooms and offices on the ground floor of Parcels 1,2,4,5 & 6. This is not supported by the DRP as this commonly results in inactive facades with the blinds pulled down or frosted / mirror film on windows due to the privacy requirements in consulting rooms and offices. The applicant is encouraged to consider amending the Preferred Land Uses table in relation to ground floor levels to achieve more active streetscape interfaces. Not addressed.
Principle 2 - **Landscape quality**		***Principle*** ***Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.***

		• Re-introducing the landscaping provisions in the LDP text is supported. • The central landscaped plaza is positive but should be further design tested to ensure cohesive pedestrian environment and a high quality space can be achieved offering a high level of amenity for residents as well as the surrounding community. The provision of this landscaping area should also be reinforced within the LDP to ensure a significant portion of the central plazas are not devoted to hard / paving surfaces. Not addressed. • Nominating the extent of basement areas on the LDP is essential to ensure that adequate genuine deep soil areas can be provided on the sites. For instance the central landscape plaza should include significant genuine deep soil zone areas however this cannot be achieved if a basement carpark extends from Parcel 3 through to Parcel 4 and likewise from Parcel 5 through to Parcel 6. Not addressed. *Comments that can be addressed through future DA* • A broad illustrative Landscape Plan should be included to support the LDP which would assist in delivering an integrated and cohesive outcome across the site and in conjunction with the public realm including locations for tree planting. • The LDP should include further cross-sections to each street showing footpaths and how verge landscaping can be integrated and would be of benefit. The width of Ellesmere Street may offer an opportunity for main-street style (centralised) tree planting to improve the public realm experience. • The applicants are encouraged to consider undertaking a mature tree retention survey / plan to identify which current trees can be retained or relocated on the site. The proposal shows a green wall in the rear courtyard however doesn't provide any detail in relation to planter depth / volume, plant species or reticulation to ensure its viability.
Principle 3 - **Built form and scale**		***Principle*** ***Good design ensures that the massing and height of development is appropriate to its setting and successfully negotiates between existing built form and the intended future character of the local area.***
		• The upper-level setbacks are not clear, generally are quite small and should be clearly identified on the plan. • The upper level Charles Street setbacks have been increased which is supported.
Principle 4 - **Functionality and build quality**		***Principle*** ***Good design meets the needs of users efficiently and effectively, balancing functional requirements to perform well and deliver optimum benefit over the full life-cycle.***
		N/A
Principle 5 - **Sustainability**		***Principle*** ***Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes.***
		Comments that can be addressed through future DA • Consider including additional sustainability measures that could be delivered through future DAs within the objectives text. This could include initiatives such as water sensitive urban design, the provision of electric vehicle charging infrastructure or future developments achieving a 6-star Green Star rating.
Principle 6 - **Amenity**		***Principle*** ***Good design optimises internal and external amenity for occupants, visitors and neighbours, providing environments that are comfortable, productive and healthy.***

	Comments that can be addressed through future DA • All basement carparks are accessed from the rear of the site for Parcels 3, 4, 5 and 6 and via a Vehicle Access Point on Eton Street. The Parcel 2 basement driveway is also accessed from Eton St. The impact of traffic movements on the surrounding streets should be considered through the accompanying Traffic Impact Assessment. If the TIA identifies issues in relation to the proposed access points on Eton Street (for Parcels 3, 4, 5 and 6) an alternative may be to relocate this to Ellesmere Street which can be addressed as part of future DA's. • The DRP advises that any future DA's are to address the overshadowing and internal amenity requirements of the R Codes Volume 2. As such cross-sections showing the overshadowing impacts on the existing dwellings fronting Carrington Street should be included illustrating that the R Codes Volume 2 requirements can be addressed.
Principle 7 - **Legibility**	***Principle*** ***Good design results in buildings and places that are legible, with clear connections and easily identifiable elements to help people find their way around.***
	• Consideration should be given to pedestrian movement through the ground floor design on either side of the central landscaped plaza as this would maximize the level of activity and interactivity with the built form on either side of this space but also impacts on the amount of soft landscaping that will be included in these spaces as noted in the Landscape Principle. Not addressed. *Comments that can be addressed through future DA* • As outlined in Principle 1 – Context and Character any future DAs would need to ensure that the active streetscape requirements of the City's Built Form Policy are achieved. The design testing currently shows a number of blank inactive walls on at streetscape level and some ground level streetscape uses or active frontages are not defined.
Principle 8 - **Safety**	***Principle*** ***Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use.***
	• As outlined in Principle 3 – Built Form and Scale increased setbacks should be provided to the ground floors of Development Parcels 1, 3 and 5 adjoining the road widening areas. Residential uses with direct pedestrian entries to the streetscape would be a good option here however an increased setback is required to ensure a safe transition to Charles Street. Not addressed. • The width of the access road between Development Parcels 3, 4, 5 and 6 appears inadequate to accommodate a footpath providing safe pedestrian movement through this area. Not addressed. *Comments that can be addressed through future DA* • A roundabout is indicated within the access road between Development Parcels 3, 4, 5 and 6 however this may not be the preferred treatment to maximise pedestrian / cyclist safety and movement. Consider alternative traffic calming measures which prioritise pedestrian safety and movement as part of future DAs.
Principle 9 - **Community**	***Principle*** ***Good design responds to local community needs as well as the wider social context, providing environments that support a diverse range of people and facilitate social interaction.***

	Comments that can be addressed through future DA • Consideration should also be given to the community benefits that can be generated through provisions as outlined in Principle 5 – Sustainability. The DRP encourages meaningful engagement with the local community prior to future DAs being lodged.
Principle 10 - **Aesthetics**	***Principle*** ***Good design is the product of a skilled, judicious design process that results in attractive and inviting buildings and places that engage the senses.***
	Comments that can be addressed through future DA • The DRP advises that any future DA's are to demonstrate the use of colours, finishes and materials consistent with the surrounding context through the submission of an Urban Design Study and surrounding Built Form Character Analysis. • Consider providing a broad material palette in the LDP which would provide some guidance for future DA's and potentially generate a consistent architectural language and character throughout the various Development Parcels on the site. Terracotta, brick, shopfront awnings and tiles as well as referencing traditional shopfronts in a contemporary way would all be encouraged.

MINUTES

CITY OF VINCENT

DESIGN REVIEW PANEL
Wednesday 29 November 2023 at 3:45pm
Venue: Committee Room
City of Vincent
Administration and Civic Centre
244 Vincent Street Leederville

Meeting Attendees	
Design Review Panel Members	• Simon Venturi - Chairperson • Munira Mackay • Marc Beattie • Damien Pericles
City of Vincent Officers	• Mitchell Hoad – Specialist Planner
Applicants	Item 3.1 • Steve Allerding (Allerding and Associates) • John Williamson (Allerding and Associates) • Chris Angelkov (Landowner) • Jonathan Spears (MJA Studios)

Meeting Minutes	
1	**Welcome and Declaration of Meeting Opening** Simon Venturi declared the meeting open at 3:45pm
2	**Apologies** N/A
3	**Meeting Business**
3.1	**Item 3.1** Address: No's. 501-513 Charles Street, 118-122 Eton Street and 4 Carrington Street, North Perth Proposal: Local Development Plan Applicant: Allerding and Associates Reason for Referral: Lodged Application – Previously Referred To consider amendments to the proposal made in response to the comments of the Design Review Panel (DRP) on 9 December 2020 and 3 November 2021

DRP Comments 29 November 2023		
Design quality evaluation		
		Supported
		Pending further attention – refer to detailed comments provided
		Not supported
		Insufficient information for comments to be able to be provided. Can be addressed through the future Development Approval application / stage.
Strengths of the Proposal		

• The general approach to locating height centrally within the site as well as along Charles Street and stepping down to the adjoining lower density residential context is supported. • The proposed Eton Street setback to Parcels 2 and 4 provides a good opportunity for street facing deep soil areas. • The reference to the use of recycled materials in the objectives of the LDP is supported. • All parking for Development Parcels is located in basements as noted on the LDP text which is supported.		
Design Principles		
Principle 1 - **Context and character**		***Principle*** ***Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.***
		• The existing context and character of the locality will evolve over time. Although the proposal is not consistent with the existing context which is predominantly low-scale single residential, it would likely suit the future context as higher density development occurs along Charles Street. • The proposed ground floor activation to Carrington Street is currently unclear and requires further detail. It is considered that commercial uses would be less successful than residential uses in providing streetscape activation based on the current residential context. It is recommended a new legend item be added to the LDP illustrating active residential use with direct pedestrian access from each unit to the streetscape. • The proposed setbacks to Parcel 2 and 4 align well with the primary street setback and adjoining single residential character of the adjoining properties on Eton Street. The applicant is encouraged to nominate the setback distance in this location. • The setbacks of the upper floors on Parcels 1, 3, 4 and 5 should be reviewed to reduce the visibility of the 6 and 8 storey upper level masses when viewed from Charles Street and the east west running roads through the development. This will also improve the overall perception of the bulk and scale of the development. This is further addressed in Principle 3 – Built Form and Scale. • The LDP Preferred Land Uses table notes consulting rooms and offices on the ground floor of Parcels 1,2,4,5 & 6. This is not supported by the DRP as this commonly results in inactive facades with the blinds pulled down or frosted / mirror film on windows due to the privacy requirements in consulting rooms and offices. The applicant is encouraged to consider amending the Preferred Land Uses table in relation to ground floor levels to achieve more active streetscape interfaces.
Principle 2 - **Landscape quality**		***Principle*** ***Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.***

		• The landscape provisions included in the previous version of the LDP have been deleted and should be re-introduced providing a level of confidence in relation to the soft landscaping that will be delivered on the site which is one form of community benefit that can potentially justify any increased density and height proposed on the site. • The LDP site boundaries are not clear – recommend including on drawing. • A high proportion of the green landscaped areas shown on the LDP are located outside the property boundaries on verge areas. It is recommended this be shown as a different coloured green. • The current LDP appears to provide limited landscaping areas and deep soil zones within the sites apart from in the central landscaped plaza. Provide a metric on the quantity and location of DSA in the LDP and if required, consider increasing the amount of deep soil zones and landscaped areas within the property boundaries to align with state and local policy requirements. • A broad illustrative Landscape Plan should be included to support the LDP which would assist in delivering an integrated and cohesive outcome across the site and in conjunction with the public realm including locations for tree planting. • The central landscaped plaza is positive but should be further design tested to ensure cohesive pedestrian environment and a high quality space can be achieved offering a high level of amenity for residents as well as the surrounding community. The provision of this landscaping area should also be reinforced within the LDP text. • The LDP should include further cross-sections to each street showing footpaths and how verge landscaping can be integrated and would be of benefit. The width of Ellesmere Street may offer an opportunity for main-street style (centralised) tree planting to improve the public realm experience. • Nominating the extent of basement areas on the LDP is essential to ensure that adequate genuine deep soil areas can be provided on the sites. For instance the central landscape plaza should include significant genuine deep soil zone areas however this cannot be achieved if a basement carpark extends from Parcel 3 through to Parcel 4 and likewise from Parcel 5 through to Parcel 6. • Consider undertaking a mature tree retention survey / plan to identify which current trees can be retained or relocated on the site.
Principle 3 - **Built form and scale**		***Principle*** ***Good design ensures that the massing and height of development is appropriate to its setting and successfully negotiates between existing built form and the intended future character of the local area.***

	• The upper-level setbacks are not clear, generally are quite small and should be clearly identified on the plan. • To reduce the perception of building bulk and scale, visibility of the height and quality of Ellesmere Street, larger and more consistent setbacks for the upper levels facing Charles Street on Parcels 1, 3 and 5 and facing both sides of Ellesmere Street for Development Parcels 1, 3 and 4 should be considered. The current design testing does not illustrate that an appropriate outcome for the treatment of the upper floors will be achieved. Update the design testing to reflect the potential outcome and consider increasing the upper level setbacks. For instance a 4-5m upper level setback to Parcels 1, 3 and 5 would more appropriately conceal / minimise the visibility of the upper levels from Charles Street. • The LDP should include more sections through the site extending into the adjoining residential context in order to illustrate the transitions at the edges of the site, the quality of the internal east west running streets through the site and the visibility of the upper levels on the streetscapes. • The ground floor setbacks to Parcels 1 and 5 adjoining the Charles Street road widening appear minimal and would result in a poor outcome if this land was reclaimed in the future. Some of these areas may have ground floor residential dwellings with direct pedestrian access to the streetscape which would be very tight. An increased setback should be provided to improve the interface to the Charles Street transit corridor as well as safety and amenity of future occupants on these interfaces.
Principle 4 - **Functionality and build quality**	***Principle*** ***Good design meets the needs of users efficiently and effectively, balancing functional requirements to perform well and deliver optimum benefit over the full life-cycle.***
	• On-street parking is shown to Carrington and Ellesmere Streets. Consider including indicative streetscape interface sections showing what can be delivered including the footpaths in order to maximise the contribution and quality of the landscaped verges as outlined in Principle 2 – Landscape Quality. • The design testing indicated a connected roof deck between Parcels 1 and 2 which may present an issue at Building Permit stage from a compliance perspective if these are Parcels are developed by separate owners.
Principle 5 - **Sustainability**	***Principle*** ***Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes.***
	• Consider including additional sustainability measures that could be delivered through future DAs within the objectives text. This could include initiatives such as water sensitive urban design, the provision of electric vehicle charging infrastructure or future developments achieving a 6-star Green Star rating.
Principle 6 - **Amenity**	***Principle*** ***Good design optimises internal and external amenity for occupants, visitors and neighbours, providing environments that are comfortable, productive and healthy.***

	• All basement carparks are accessed from the rear of the site for Parcels 3, 4, 5 and 6 and via a Vehicle Access Point on Eton Street. The Parcel 2 basement driveway is also accessed from Eton St. The impact of traffic movements on the surrounding streets should be considered through the accompanying Traffic Impact Assessment. If the TIA identifies issues in relation to the proposed access points on Eton Street (for Parcels 3, 4, 5 and 6) an alternative may be to relocate this to Ellesmere Street. • The DRP advises that any future DA's are to address the overshadowing and internal amenity requirements of the R Codes Volume 2. As such cross-sections showing the overshadowing impacts on the existing dwellings fronting Carrington Street should be included illustrating that the R Codes Volume 2 requirements can be addressed.
Principle 7 - **Legibility**	***Principle*** ***Good design results in buildings and places that are legible, with clear connections and easily identifiable elements to help people find their way around.***
	• As outlined in Principle 1 – Context and Character any future DAs would need to ensure that the active streetscape requirements of the City's Built Form Policy are achieved. The design testing currently shows a number of blank inactive walls on at streetscape level and some ground level streetscape uses are not defined. • Consideration should be given to pedestrian movement through the ground floor design on either side of the central landscaped plaza as this would maximize the level of activity and interactivity with the built form on either side of this space.
Principle 8 - **Safety**	***Principle*** ***Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use.***
	• As outlined in Principle 3 – Built Form and Scale increased setbacks should be provided to the ground floors of Development Parcels 1, 3 and 5 adjoining the road widening areas. Residential uses with direct pedestrian entries to the streetscape would be a good option here however an increased setback is required to ensure a safe transition to Charles Street. • A roundabout is indicated within the access road between Development Parcels 3, 4, 5 and 6 however this may not be the preferred treatment to maximise pedestrian / cyclist safety and movement. Consider alternative traffic calming measures which prioritise pedestrian safety and movement as part of future DAs. • The width of the access road between Development Parcels 3, 4, 5 and 6 appears inadequate to accommodate a footpath providing safe pedestrian movement through this area.
Principle 9 - **Community**	***Principle*** ***Good design responds to local community needs as well as the wider social context, providing environments that support a diverse range of people and facilitate social interaction.***

	• The provision of the central landscaped plaza is a positive element of the LDP that is supported by the DRP and would generate a community benefit for the local community. As outlined in Principle 2 – Landscape Quality, the previous provisions that were included in the LDP to ensure its delivery should be reintroduced, opportunities for the identification of existing mature trees that could be retained in this space should be explored and basement areas should be defined in the LDP to ensure this space will have significant areas of genuine deep soil zone. • Consideration should also be given to the community benefits that can be generated through provisions as outlined in Principle 5 – Sustainability. • The DRP encourages meaningful engagement with the local community prior to future DAs being lodged.
Principle 10 - **Aesthetics**	***Principle*** ***Good design is the product of a skilled, judicious design process that results in attractive and inviting buildings and places that engage the senses.***
	• The DRP advises that any future DA's are to demonstrate the use of colours, finishes and materials consistent with the surrounding context through the submission of an Urban Design Study and surrounding Built Form Character Analysis. • Consider providing a broad material palette in the LDP which would provide some guidance for future DA's and potentially generate a consistent architectural language and character throughout the various Development Parcels on the site. Terracotta, brick, shopfront awnings and tiles as well as referencing traditional shopfronts in a contemporary way would all be encouraged.
Other comments provided by the DRP	
The DRP's advice is not planning advice and the DRP's support for the above principles will not fetter the final recommendation in respect to the proposed Local Development Plan. This is particularly relevant to the building height proposed which does not achieve the acceptable outcomes of the City's Built Form Policy and is required to be assessed against the relevant objectives of the planning framework. This should be discussed separately with the City following the receipt of the DRP Minutes. The DRP's role is to provide architectural advice to the City of Vincent to inform the City's assessment and determination of planning applications. The previous DRP comments from December 2020 and November 2021 were largely provided in relation to the supporting design testing information that was submitted at that time. The comments provided from this meeting have been focused on the acceptability of the proposed LDP and its objectives and provisions. The tallest building would be centrally located within the subject site and the building height achieves a gradation to the surrounding residential properties and residential streetscapes. To support this the LDP should: • Address the visibility of the additional upper floors to reduce the perceived bulk and scale of the proposed buildings, ensuring that it would be consistent with the desired future scale • Illustrate the interfaces to the site's edges and the public realm as well as deep soil areas and community benefits to support the provision of additional height centrally within the site • Include sections through the site and surrounding context, as these would be helpful to guide future development	
Other general comments provided by the City	

The City has reviewed the amended LDP and the supporting justification provided following community consultation. Generally the LDP has responded positively to the City's feedback. The key matters to be addressed in relation to the LDP relates to: • Building height and setbacks, and achieving an appropriate transition to the streetscape and adjoining/surrounding residential properties which minimises the impacts of building bulk and scale consistent with the intent of the Local Planning Strategy. • The reintroduction of provisions related to the delivery of the landscaped plaza areas which would provide for an important piece of infrastructure in the redevelopment of the site/ The City recommends further discussions in order to address these matters, the DRP's feedback and the outcomes of community consultation within a revised LDP.
Conclusion
The general approach in relation to locating height centrally within the site as well as along Charles Street and stepping down to the adjoining lower density residential context is supported. Colours have only been included in the Principles applicable to an LDP. The applicant is encouraged to further develop and amend the LDP in the areas noted above in order to achieve DRP support. In particular further developing the Landscape Principle as a 'community benefit' including defining basement areas / true deep soil zones, defining as well as increasing the upper level setbacks to the higher built form masses, illustrating the transition down to the surrounding lower density single residential context through sections, increasing the setbacks adjoining the road widening areas, reconsidering land uses at the ground level streetscape interfaces, further illustrating the quality of the east west running roads and the central landscape plaza space are encouraged. To be returned to the DRP.

PREVIOUS DRP MINUTES

DRP Comments 9 December 2020		
Design quality evaluation		
		Supported
		Pending further attention – refer to detailed comments provided
		Not supported
		Insufficient information for comments to be able to be provided.
Strengths of the Proposal		
• The potential future massing on the site has been largely considered in relation to the existing adjoining context • The built form design testing as presented strengthens the proposed LDP's planning controls / framework by illustrating a potential outcome that will be achieved however this needs to be revised as per the amended LDP		
Design Principles		
Principle 1 - **Context and character**		***Principle*** ***Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.***
	• The site represents a good opportunity for an activity node given its location • Further analysis of the character of the locality and built form testing should be integrated into the LDP to illustrate the intended built form outcome for the area. Consider three-dimensional representations of the proposed massing and building envelopes including massing studies, sections and streetscape elevations along Charles Street	
Principle 2 - **Landscape quality**		***Principle*** ***Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.***
	• The landscapes plaza / POS is a great asset. Consider extending this further down to Carrington Street to provide a consolidated public domain pedestrian link through the site. Reconsider whether vehicle access can be provided from the east-west road from Eton Street and including an additional landscaped communal plaza extending north-south from Carrington Street	

Principle 3 - **Built form and scale**		***Principle*** ***Good design ensures that the massing and height of development is appropriate to its setting and successfully negotiates between existing built form and the intended future character of the local area.***
	• Consider revisiting the built form testing in light of the revised LDP to further understand its impact on the potential built form outcome • The landscaped plaza presents a good opportunity for the activation of ground floor tenancies adjoining this • Rational for the four storey height on Development Parcel 4 is unclear given it is next to existing two storey sites. Lower heights are used elsewhere where similar interfaces occur • In general the tapering height strategy is supported with the eight storey sites located centrally and heights tapering towards the surrounding lower height contexts • Cross sections would assist to describe the public domain interfaces where greater setbacks are required • While height is supported in principle the built form needs to be further explored to consider whether setbacks are appropriate and how the building massing would be broken up. A streetscape elevation along Charles Street acknowledging the future intended character should be integrated into the LDP	
Principle 4 - **Functionality and build quality**		***Principle*** ***Good design meets the needs of users efficiently and effectively, balancing functional requirements to perform well and deliver optimum benefit over the full life-cycle.***
	• Parallel and perpendicular parking along Ellesmere Street isn't conducive to a good active pedestrian interface with the adjacent built form • Consider providing cross sections of the site to understand how the pedestrian environment relates to the built form including building edges and footpaths • At first viewing there was a thought the limited range of site uses included in the LDP may not provide the diversity to support an active community on the site. The notion of an 'intergenerational village' as presented in the design testing however (which does not presently form part of the LDP) significantly strengthens the intended future sense of community on the site. Consider including 'work from home' housing typologies and flexible / dividable multi-generational housing typologies to further strengthen this concept	
Principle 5 - **Sustainability**		***Principle*** ***Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes.***
	• Nil	
Principle 6 - **Amenity**		***Principle*** ***Good design optimises internal and external amenity for occupants, visitors and neighbours, providing environments that are comfortable, productive and healthy.***
	• Nil	
Principle 7 - **Legibility**		***Principle*** ***Good design results in buildings and places that are legible, with clear connections and easily identifiable elements to help people find their way around.***
	• Nil	
Principle 8 - **Safety**		***Principle*** ***Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use.***
	• Nil	
Principle 9 - **Community**		***Principle*** ***Good design responds to local community needs as well as the wider social context, providing environments that support a diverse range of people and facilitate social interaction.***
	• Consider the pedestrian routes along and across Charles Street as a development of this scale will generate a lot of activity, attraction and trip generation • Consider how vehicle movement will impact on local residential areas along Eton Street. The proposed development presents a significant change of traffic intensity	
Principle 10 - **Aesthetics**		***Principle*** ***Good design is the product of a skilled, judicious design process that results in attractive and inviting buildings and places that engage the senses.***
	• Nil	
Other comments provided by the DRP		

• Given the nature of project the DRP has not assigned a colour to each Design Principle. The DRP's comments against each applicable Design Principle have been included however
Other general comments provided by the City
• Once lodged the LDP should be accompanied by justification against the relevant objectives to assist with determining the acceptability. Consideration of how the LDP works in the greater context of the area, and provide a visual sense of the intended outcome that will be achieved. In considering greater density consider what community benefits could be provided and the provisions included to secure these through the LDP as established by the R Codes Volume 2
Conclusion
• To be returned to DRP with further supporting information. The DRP considers the design testing presented, which does not currently form part of the LDP, to be essentially in understanding the potential built form outcome generated by the LDP. The applicant is strongly encouraged to update the design testing presented, which was created prior to revisions in the LDP. Including 3d massing representations, sections through the site, streetscape elevations along Charles Street and investigations relating to the public realm areas and streetscape interfaces which will support the proposed density would be highly beneficial. Further information relating to setbacks at various heights on each site is also required.

DRP Comments 3 November 2021		
Design quality evaluation		
		Supported
		Pending further attention – refer to detailed comments provided
		Not supported
		Insufficient information for comments to be able to be provided.
Strengths of the Proposal		
• The Panel previously encouraged the applicant to undertake built form design testing which has been provided • The communal ground level green spine has been extended through the site to Carrington Street which is supported		
Design Principles		
Principle 1 - **Context and character**		***Principle*** ***Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.***
	• Re-used demolished materials could be incorporated into the built form and/or landscaping to reflect the history of the site • Refer to additional items in the Aesthetics Principle	
Principle 2 - **Landscape quality**		***Principle*** ***Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.***
	• Native species, water-wise planting and additional landscaping targets should be integrated into the LDP • Locations for significant landscaping and mature tree canopy should be identified in the LDP to define the open space and reduce the urban heat island effect	
Principle 3 - **Built form and scale**		***Principle*** ***Good design ensures that the massing and height of development is appropriate to its setting and successfully negotiates between existing built form and the intended future character of the local area.***

		• The massing needs to be sufficiently articulated, sensitively designed and defined in the LDP to ensure the scale / bulk of the development integrates with the surrounding context and will generate a high level of amenity for all built form blocks on the site • The applicant is strongly encouraged to define setbacks to the upper level built form, especially along Charles Street to integrate with the intended future character of the transit corridor and to the higher built form blocks where they interface with the central communal spine • Review the heights abutting the south-west lots on Development Parcel 5 to ensure an appropriate interface is achieved. Three levels will be more responsive to the adjacent residential context • The LDP includes road widening areas facing Charles Street. If the road widening was to occur the built form would be very close to the adjusted boundary. The ground level setbacks in these areas need to be adjusted to maintain a setback from the future road widening
Principle 4 - **Functionality and build quality**		***Principle*** ***Good design meets the needs of users efficiently and effectively, balancing functional requirements to perform well and deliver optimum benefit over the full life-cycle.***
	• Ensure that there is adequate separation between the built form and on-street parking along Ellesmere Street to maintain comfortable pedestrian movement and an interactive activated edge along this street	
Principle 5 - **Sustainability**		***Principle*** ***Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes.***
	• Establish a 'sustainability narrative' for the project • Consider establishing sustainability targets relative to the size of the project, and how these aspirations will be achieved and integrated into the LDP • Recommend engaging an ESD consultant to assist with assessing the feasibility and requirements for the ESD targets. These targets should be set high given the size of the project (5-star Green Star, or even Carbon Neutral). • Consider reuse of demolition materials from the site, perhaps in the landscaping • Reduced glazing and plenty of shading as shown in design testing is supported	
Principle 6 - **Amenity**		***Principle*** ***Good design optimises internal and external amenity for occupants, visitors and neighbours, providing environments that are comfortable, productive and healthy.***
	• Refer to comments in the Built Form & Scale Principle in relation to setbacks in order to generate a high level of amenity for all built form blocks or futureproof the resulting amenity for the future apartments	
Principle 7 - **Legibility**		***Principle*** ***Good design results in buildings and places that are legible, with clear connections and easily identifiable elements to help people find their way around.***
	• No comment	
Principle 8 - **Safety**		***Principle*** ***Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use.***
	• No comment	
Principle 9 - **Community**		***Principle*** ***Good design responds to local community needs as well as the wider social context, providing environments that support a diverse range of people and facilitate social interaction.***
	• Provision for accessibility requirements and affordable housing should be considered as part of the LDP • Refer to comments in Aesthetics in relation to blank streetscape walls	
Principle 10 - **Aesthetics**		***Principle*** ***Good design is the product of a skilled, judicious design process that results in attractive and inviting buildings and places that engage the senses.***

	• The following comments are provided in relation to the design testing. It is acknowledged the design testing may only be included as an attachment to the LDP however the LDP can establish the primary planning controls and design principles which will control and establish the intent of the future built form • The design testing shows some high solid walls at the ground level streetscape interface which would not be supported. All built form adjoining the streetscape should establish a high level of interactivity • The continuous horizontal black coloured roof form at the top of all built form blocks looks heavy and visually accentuates the bulk and scale of the development. A lighter coloured, thinner and more visually permeable roof form / canopy is encouraged • The larger built form blocks could be further broken down using a horizontal rhythm replicating the surrounding smaller block sizes by incorporating recesses and changes of material. This is occurring at lower level on the larger built form blocks but is not utilised at upper level which would be encouraged • The massing generally looks boxy and somewhat monotonous. Upper level setbacks, a high level of articulation, recesses as well as a lighter roof form could all be incorporated into the LDP to visually reduce the bulk and scale as shown on the design testing
Other comments provided by the DRP	
• Given the proposal is an LDP colours have not been assigned to each principle however detailed comments have been provided • The LDP is proposing significant height, scale and bulk which is not consistent with the surrounding context and requires a comprehensive LDP to establish the framework which will enable a sensitive response to the surrounding context, a high level of design quality and amenity for future residents. As well as basic planning controls, landscaping targets, ESD targets, materiality responding to the surrounding local context and strategies to mitigate the bulk of the development can be integrated into the LDP to provide a level of confidence in relation to the intended quality of the built form outcome • The built form design testing has illustrated a number of deficiencies and additional requirements to be incorporated into the LDP. The applicant is encouraged to revise the LDP based on the learnings from the built form testing	
Other general comments provided by the City	
• No comment	
Conclusion	
• To be returned to the DRP	

4	**Meeting Close** Simon Venturi closed the meeting at 5:00pm. The next meeting is scheduled to be held on 13 December 2023.

5.4 ANNUAL REVIEW 2023/24 - ACCESSIBLE CITY STRATEGY, THRIVING PLACES STRATEGY AND ARTS PLAN

Attachments:

1. **Accessible City Strategy - Annual Review III**
2. **Thriving Places Strategy - Annual Review I**
3. **Arts Plan - Annual Review I**

RECOMMENDATION:

That Council RECEIVES the Accessible City Strategy – Annual Review III; the Thriving Places Strategy – Annual Review I; and the Arts Plan – Annual Review 1.

PURPOSE OF REPORT:

To provide an update on the Accessible City Strategy, Thriving Places Strategy and Arts Plan including the status of each action and how this action will be implemented in the future.

DELEGATION:

The annual review of Accessible City Strategy, Thriving Places Strategy and Arts Plan implementation is presented in line with Council's values:

- *We are Engaging: Listening, understanding and communicating is the key to our success.*
- *We are Accountable: We work openly and transparently to earn out community's trust.*
- *We are Making a Difference: Our work improves our community and the lives our residents.*

Council sets the strategic direction of the organisation, these strategies form a document adopted by council which embeds the Council and Community's expectations and it is important that the progress of these frameworks are reported.

BACKGROUND:

Accessible City Strategy

The Accessible City Strategy (ACS) is a strategic framework to manage and invest in the City's transport network and bolster economic, environmental, and social goals for a safer, greener, and more connected city.

The vision of the ACS is:

"The City of Vincent puts people first. Getting round is safe, easy environmentally friendly and enjoyable".

This vision is supported by the following four objectives:

- Create a safe transport environment.
- Ensure easy accessibility and connectivity into and around Vincent.
- Promote environmentally friendly transport modes and initiatives.
- Make it enjoyable to get around the local area.

Within the Implementation Framework are 39 actions that seek to achieve the vision and objectives of the ACS. Administration have provided update on the status of each action and how this action will be implemented at **Attachment 1**.

Thriving Places Strategy

The Thriving Places Strategy 2023-2028 (TPS) adopted 22 August 2023 is a targeted place-based economic development strategy that aims to focus the City's efforts to achieve broader social, cultural and economic outcomes through building on and leveraging local assets and delivering a process that encourages everyone to participate in shaping Vincent's places and spaces.

The vision of the TPS is:

"Thriving places are integral to our identity, economy and appeal. We want to create, enhance and promote great places and spaces for everyone to enjoy".

This vision is supported by the following Thriving Places outcomes:

- We are recognised as a City that supports local and small business;
- Our town centres and gathering spaces are safe, easy to use and attractive places where pedestrians have priority;
- We encourage innovation in business, social enterprise and imaginative uses of space, both public and private;
- Efficiently managed and maintained City assets in the public realm;
- Art, history, and our community's living cultures are evident in the public realm.

Within the Implementation Framework are 27 actions that seek to achieve the vision and outcomes of the TPS. Administration has provided an update on the status of each action and how this action will be implemented at **Attachment 2**.

Arts Plan

The Arts Plan 2023-2028 (Arts Plan) adopted 22 August 2023 guides the City's activity and investment in the arts sector, percent for art contributions and cash-in-lieu expenditure and informs the arts policies. This includes:

- Arts commissions, projects, events and programming;
- Internal processes such as approvals, collection management and maintenance;
- Sponsorship of initiatives, projects and awards;
- Co-funding or grant funding initiatives; and
- Partnerships and collaborations.

The vision of the Arts Plan is:

"Embed creativity in everything we do to make City of Vincent the Arts capital of Perth".

This vision is supported by the following objectives:

- Our arts and culture flourishes and is celebrated;
- Arts and culture help us build relationships and connections with each other and the City;
- We work towards injecting creativity into all our public spaces, to showcase art and culture and deliver thriving places;
- Our places move us to discover and connect to a culturally rich Vincent that is accessible to people of all abilities;
- We cultivate a sense of belonging, pride and identity through creative insight and reflection;
- We attract artists to the community and support them to explore and grow their practice;
- We are focused on growing Vincent's creative economy through innovation and support for our emerging creative talent;
- We support bold, inspirational and sustainable thinking that draws on the expertise of our creative community.

Within the Implementation Framework are 30 actions that seek to achieve the vision and outcomes of the Arts Plan. Administration provides update on the status of each action and how this action will be implemented at **Attachment 3**.

DETAILS:

The Annual Reviews are attached:

- **Attachment 1** Accessible City Strategy – Annual Review III;
- **Attachment 2** Thriving Places Strategy – Annual Review I; and

- **Attachment 3** Arts Plan – Annual Review I.

The below table summarises the status of actions as of 30 June 2024:

Strategy and Plan	Total Actions	Completed	In progress	Scheduled for future years
Accessible City Strategy	39	7	20	7
Thriving Places Strategy	27	2	22	3
Arts Plan	30	0	10	20

Accessible City Strategy Highlights:

- Main Roads approval secured for speed reduction of all local roads from 50km/h to 40km/h.
- Bike Plan 2023-2028 adopted 23 July 2023.
- Draft Link & Place Guidelines developed by Hames Sharley, Arup and UDLA as a consultant team. The guidelines use the link and place framework to guide future streetscape improvements and incorporate an appropriate level of pedestrian amenity along local roads to improve the pedestrian environment.
- The City and Studio Found have undertaken a detailed design of the wayfinding signage to be installed in the City's town centres to improve pedestrian movement through these high pedestrian environments.
- The City commenced an e-scooter share system trial in November 2023 with Beam launching in February 2024. The trial will extend until December 2024.

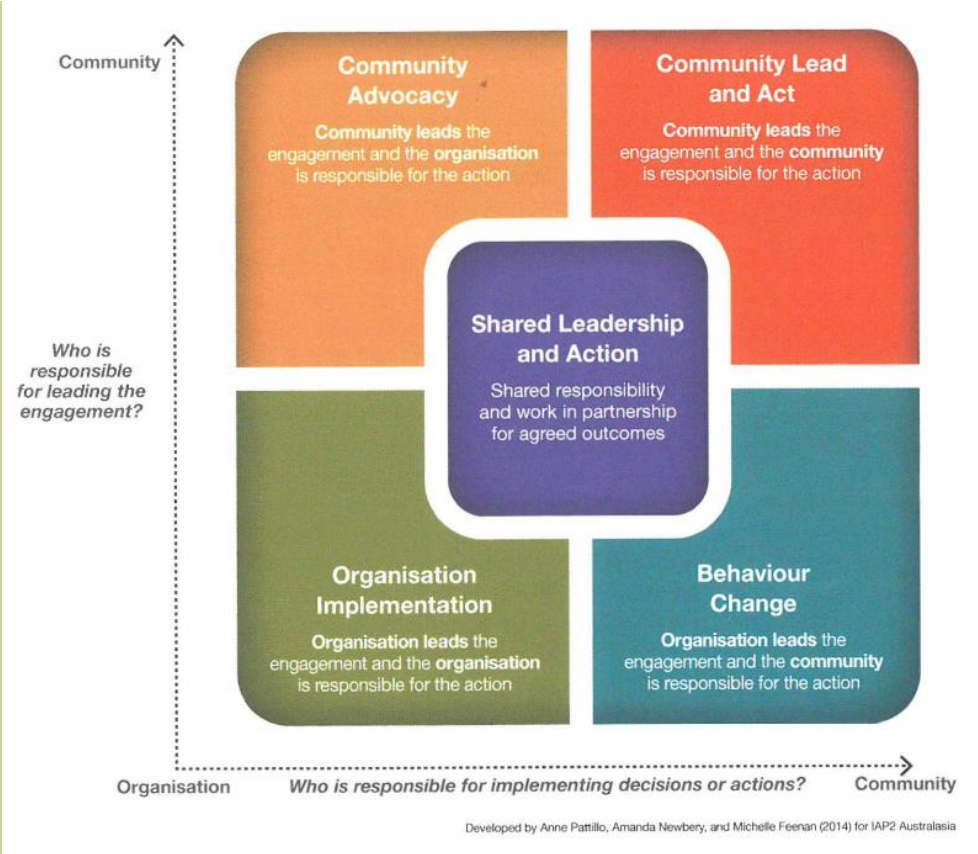
Thriving Places Strategy Highlights:

- Small Business Program final reporting submitted 30 April 2024 with the City having completed 93% of commenced tasks.
- Inaugural round of Business Enhancement Grant program opened in October 2023 with 65 applications received during the application period. 26 applications were approved with funding of $115,000 granted.
- Business e-news published monthly with more than 1,095 subscribers.
- The City has provided new cycle parking facilities to local businesses on request. New racks were installed on Scarborough Beach Road and Blake Street in March 2023, in North Claisebrook in May 2024 and along Fitzgerald Street in June 2023.
- An RAC grant for $80,000 was used to activate the View Street and Rosemount Car Parks for a series of events collectively named Shortcut Lane in May 2024.

Arts Plan Highlights:

- Partnered with RTRFM to promote the arts and culture activities and opportunities in Vincent. This included six advertising campaigns including production of 30 second announcement and tailored programming of spots, e-news features and click through web banner and one live outside broadcast.
- Supported 19 community events with $274,000 funding provided.
- Coordinated the 'Whadjuk Tale' collaborative mural in Kaadajiny Lane in Mount Lawley. This involved a lighting artist and five mural artists collaborating on the mural which stretches more than 30 metres long across two walls and the asphalted laneway.
- Relaunched mural co-funding providing funding to:
    - Electric Lane mural by Luke O'Donohoe in Leederville;
    - A Whadjuk Tale collaborative mural by J.D. Penangke, Kambarni, Jarni Creative, Jack Bromell, Honeys Mural Co and Christian;
    - Lovelady in Kaadadjiny Lane;
    - Quince mural by Amok Island at Teeter Bakery;
    - Beatty Park mural by Peche.

CONSULTATION/ADVERTISING:



Organisation Implementation

Engagement is used to both inform the community about the proposed policy, project or propositions, and to provide some input to the shape or execution of the policy, project or proposition.

Tension: People feel forced leading to an unresponsive process.
Mitigation: Increasing the level of influence, and implementing a transparent, robust process.

When would we do this?

You are expected to by community

How do we measure success?

A robust process to engage with the community and stakeholders

Behavioural Change

Pursuit and achievement of the purpose of the engagement cannot be achieved without the action of stakeholder, partners, communities and/or individuals.

Tension: There is no collective "why"/feeling forced/judged, undesirable impact/cost to make the change.
Mitigation: To build the collective before the change becomes a requirement.

When would we do this?

The engagement leader/host organisation is responsible for identifying the problem and potential contributions for behavioural change
How do we measure success?

Identify which audiences need to change behaviour

Extensive engagement with the community was completed during the development of the Arts Plans, Thriving Places Strategy and Accessible City Strategy.

Consultation in not undertaken on the Annual Reviews as the purpose is of this report is to provide an update on the status of each action and how this action will be implemented in the future on an annual basis.

Where required consultation is undertaken on specific projects within our Plans and Strategies as required by the City's Community and Stakeholder Engagement Policy.

LEGAL/POLICY:

The Integrated Planning and Reporting Framework outlined by the *Local Government (Administration) Regulations 1996* requires the City to adopt a Strategic Community Plan (SCP) and a Corporate Business Plan (CBP) to be supported by the Annual Budget and a range of informing strategies. The Accessible City Strategy, Thriving Places Strategy and Arts Plan are outlines as deliverables in the City's CBP.

RISK MANAGEMENT IMPLICATIONS

Low: It is low risk for Council to receive the Annual Review of the Accessible City Strategy, Thriving Places Strategy and Arts Plan. The annual update provides an update on the implementation of Council's adopted strategies. These updates provide an indication on the timing of implementation and potential budget impacts associated with delivering Council's adopted plans.

STRATEGIC IMPLICATIONS:

This is in keeping with the City's *Strategic Community Plan 2022-2032*:

Enhanced Environment

Our urban forest/canopy is maintained and increased.
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.
We have embraced emerging transport technologies.

Connected and Healthy Community

We have enhanced opportunities for our community to build relationships and connections with each other and the City.

Thriving Places

We are recognised as a City that supports local and small business.
Our town centres and gathering spaces are safe, easy to use and attractive places where pedestrians have priority.
We encourage innovation in business, social enterprise and imaginative uses of space, both public and private.
Efficiently managed and maintained City assets in the public realm.
Art, history and our community's living cultures are evident in the public realm.

Sensitive Design

More people living in and working in or enjoying our town centres.

Innovative and Accountable

We deliver our services, projects and programs in the most inclusive, efficient, effective and sustainable way possible.
We engage with our community so they are involved in what we are doing and how we are meeting our goals.
Our decision-making process is consistent and transparent, and decisions are aligned to our strategic direction.
We embrace good ideas or innovative approaches to our work to get better outcomes for Vincent and our community.

SUSTAINABILITY IMPLICATIONS:

This is in keeping with the following key sustainability outcomes of the *City's Sustainable Environment Strategy 2019-2024.*

Sustainable Transport
Urban Greening and Biodiversity

PUBLIC HEALTH IMPLICATIONS:

This is in keeping with the following priority health outcomes of the City's *Public Health Plan 2020-2025*:

Increased mental health and wellbeing

Increased physical activity

FINANCIAL/BUDGET IMPLICATIONS:

The implementation of actions within the Accessible City Strategy, Thriving Places Strategy and Arts Plan are supported through allocations within the City's existing operating budgets.

COMMENTS:

The Accessible City Strategy, Thriving Places Strategy and Arts Plan guide the allocation of funding and resources and direct the City's service units to deliver a range of initiatives and enable the City to effectively support and coordinate change.

The preparation, implementation and review of the Strategies and Plans allows the progress of existing actions to be monitored, reported, and updated, and new actions to be included as they are identified.

ACCESSIBLE CITY STRATEGY – IMPLEMENTATION FRAMEWORK

Plan	Action	Funding Allocation (as estimated at time of ACS adoption)	Responsible Team(s)	Status	Timing						Status – April 2023	Status – August 2024
					21/22	22/23	23/24	24/25	25/26	26+		
Table 1. Create a safe transport environment.												
1.1 Create active, sustainable transport networks that are safe and legible.	1.1.1: Review Vincent's Bike Network Plan taking into consideration relevant State Planning Policy to ensure the provision of a dense network of cycling routes to support cycling as a safe alternative transport mode to private vehicles. The review of the Bike Network Plan will consider: • Appropriate network links to destinations within the City; • Implementing a wayfinding strategy to support the Bike network; • Providing infrastructure consistent with current standard; • Focus on improving network crossings. Including the provision of toucan crossings at intersections and safe mid-block crossings; • Provide access to and through all areas of open space within the City; • Where possible, consider the introduction of segregated cycle lanes along activity corridors; • Consider the introduction of parallel route connections to activity and transit corridors where there are corridor constraints and segregated cycle lanes are not feasible; • Advocate for slow vehicle speeds where on-street cycle lanes are unable to be segregated; • Extend existing infrastructure to fill network gaps; and • Ensure sufficient connection exists to and within with transit nodes.	$60,000	Engineering	Completed	•	•					Between December 2022 and February 2023, community engagement to inform the development of the Bike Plan (previously the Cycling Plan and the Bike Network Plan) occurred. The draft Bike Plan incorporating community feedback was presented to administration by Flyt Transport Consultancy in March 2023. Following internal review, the draft Bike Plan was presented to Council Workshop in April 2023. The draft Bike Plan is to be presented to June Ordinary Council Meeting for adoption.	Council adopted the Bike Plan 2023-2028 at its 23 July 2023 Ordinary Council Meeting.
	1.1.2: Implementation of the Bike Network Plan.	$1,000,000 p.a.	Engineering	On Track		•	•	•	•	•	Implementation of the Bike Plan will commence following adoption. A range of funding sources will be considered, and all initiatives will be subject to budget approval through the budget review process.	The City is currently progressing a detailed design for the Norfolk Neighbourhood Safe Active Street. PJA Consultants were awarded the contract for the 100% design in December 2023 and further community consultation is being planned in the 2024/25.
	1.1.3: Develop and implement a consistent wayfinding and signage strategy across the City. This should consider parking, cycling and pedestrian transport modes, and provide appropriate localised details for each town centre and activity and transit corridors.	$50,000	Urban Design & Strategic Projects	On Track	•	•					The Wayfinding and Signage Plan was adopted by Council at its 15 November 2022 (Item 9.4) Ordinary Meeting. Following adoption, $198,000 from the cash-in-lieu for carparking reserve as approved by Council in the 2022/23 financial budget was allocated to the implementation of the Wayfinding Signage Plan.	The City and Studio Found have undertaken detailed design of the wayfinding signs to be installed in the City's town centres. In 2024/25, the City will undertake procurement to fabricate and install the Wayfinding Signage in the City's town centres.
		$500,000	Engineering	On Track		•	•	•	•	•		

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											The City has progressed this action by developing an RFQ for a consultant. The RFQ is currently out for advertising and a consultant is due to be appointed in May 2022.	
1.2 Ensure pedestrian and cycling routes (including schools) are of a high quality and safe for all users.	1.2.1: Develop a high quality, safe pedestrian path network which supports all mobility levels and is accessible to all. This includes: • Undertaking an audit of network crossings including intersections, mid-block crossings and high traffic crossovers. Priority should be given to areas surrounding schools, key routes to town centres and mixed-use areas, activity corridors, and transit nodes; • Identifying midblock crossing opportunities. Provision should be made for crossings for clocks over 150m long; • At intersections, ensure pedestrian priority traffic lights are in place and allow sufficient time for crossings; and • Use planning requirements to manage streetscape development and temporary obstructions.	$250,000 p.a.	Engineering	Not Started			•	•	•	•	This project has been delayed due to resourcing. Resourcing will be considered during the 2023/24 financial year budget process and the action progressed accordingly. This will involve the development of project scope with input from the asset management business team.	This project has been delayed due to resourcing. Resourcing will be considered during the 2024/25 financial year budget process and the action progressed accordingly. This will involve the development of project scope with input from the asset management business team.
	1.2.2: Upgrade and improve paths based on the condition assessment undertaken every 3 years. Ensure a high-quality pedestrian environment which is accessible to all is maintained throughout Vincent.	$200,000 p.a.	Engineering	On Track		•	•			•	A full road and footpath condition survey was completed by a qualified and independent management consultant in early 2023. Data is currently being analysed. This will inform the associated program of proposed works.	The program of works is currently being developed. The full road and footpath condition survey has been completed and translated into a heat map. This will inform the program of works which is still under development.
	1.2.3: Promote compact roundabout geometry through the conversion of existing roundabouts and new roundabouts (where deemed appropriate) in the City to reduce vehicle speeds; • Support only compact alignment on new and upgraded roundabouts; and • Retrofit existing roundabout alignments to compact alignment with priority given to those located close to schools.	$20,000 – 50,000 per location / $100,000 p.a.	Engineering	On Track	•	•					The ‘mini’ roundabout follow-up data collection inclusive of traffic accidents, traffic speeds and volumes to ascertain their effectiveness as an appropriate treatment will be completed before June 2023. Based on results, the treatment could be included in future traffic calming measures and recommendations may be made to modify existing (full sized) roundabouts.	The City are currently liaising with Main Roads WA in regards to the monitoring and evaluation of the ‘mini’ roundabouts.
	1.2.4: Develop and implement a comprehensive program to support students and staff using education facilities to travel using sustainable and active transport modes which are safe and have a high level of amenity. • Ensure safe crossing opportunities close to schools, specifically along key routes and near school entrances;	$100,000 p.a.	Engineering	Not Started			•	•	•		Resourcing for the delivery of this action is currently being assessed. Once determined, the action progressed accordingly. This will involve the development of project scope with input from the asset management business team.	Resourcing for the delivery of this action is currently being assessed. Once determined, the action progressed accordingly. This will involve the development of project scope with input from the asset management business team.

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	• Ensure access to schools is provided at-grade where possible; • Support safe desireline paths; • Use traffic management techniques (including the development of Safe Active Streets) to reduce traffic speeds and volumes on streets surrounding schools; • Work with schools to support active travel through resources and programs, including route maps and education programs; • Encourage bicycle and scooter parking to be located in accessible, safe areas close to school entrances; • Locate school drop-off points away from entrances; and • Conduct access and safety audits for key pedestrian and cycling routes to schools, including assessing kerb alignments and cuts; surface conditions; eye-level hazards; shade; orientation, etc.											
	1.2.5: Work with schools (students, parents and staff) and the Department of Transport to support active travel through resources and programs, including route maps and education programs. Encourage schools to join the Your Move program so that journey to school data can be collected and appropriate mode shift targets created.	$50,000 p.a.	Engineering	On Track	•	•	•	•	•	•	The City continues to support the Department of Transport in its delivery of the 'Your Move' program to schools within the City. Further initiatives of the program are likely to resume following the assessment of current resourcing capacity.	The City continues to support the Department of Transport in its delivery of the 'Your Move' program to schools within the City. Further initiatives of the program are likely to resume following the assessment of current resourcing capacity.
	1.2.6: In collaboration with the DoT and PTA develop a high quality and safe pedestrian environment between Claisebrook Station and Perth Oval.	$500,000	Urban Design & Strategic Projects	On Track	•	•	•	•	•		Flyt Transport Consultancy are progressing the PTA Station Access Strategy project and the City has engaged with the PTA as a key stakeholder. The draft North Claisebrook Planning Framework (NCPF) informed by the ACS, proposes actions to improve pedestrian and cycling accessibility throughout the precinct. The NCPF will be presented to Council in May 2023 before being advertised for public comment.	Council adopted the North Claisebrook Planning Framework at its 23 August 2023 OCM. The Place Plan includes an action that supports this initiative. The City are advocating to Main Roads WA and PTA for a signalised crossing on Lord Street in proximity to the intersections of Lord Street and Edward Street or Lord Street and Brewer Street
			Engineering	On Track		•	•				This project has not been progressed in line with the 2023 FIFA Women's World cup due to limited resourcing and funding opportunities. Further action will be progressed as per the draft NCPF.	Traffic management (slower speeds and lane reductions) is now in place on Lord Street for all major events at Perth Rectangular Stadium.
Table 2. Ensure Consistent Accessibility into, around and beyond Vincent												
2.1 Advocate for connected and	2.1.1: Advocate for additional public transport infrastructure along corridors including:	$20,000 p.a.	Urban Design &	On Track	•	•	•	•	•	•	The City continues to advocate for additional transport infrastructure along corridors. Advocacy includes the City's	The City continues to advocate for additional transport infrastructure along corridors. Advocacy includes the City's

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reliable public transport.	• Modifying road layouts to introduce bus-priority infrastructure along corridors where it is not existing; • Extending existing bus-priority along Charles St; and Investigate the introduction of other public transport modes including trams, light rail and trackless trams.		Strategic Projects								position on the Wanneroo Road Urban Corridor and METRONET Mid-Tier Transport Planning working groups. Further to the above, at its 15 November 2022 (Item 9.6) Ordinary Meeting, Council endorsed the City's submission in opposition to Main Roads WA's Charles Street "duck-and-dive". This submission led to the project being abandoned and Charles Street retains the opportunity to become a future high frequency public transport corridor.	position on the Wanneroo Road Urban Corridor and METRONET Mid-Tier Transport Planning working groups.
	2.1.2: Using the Link and Place framework, incorporate an appropriate level of pedestrian amenity along bus priority routes.	$1,000,000 +	Engineering	Not Started			•	•	•	•	Project to commence following the completion of the Link and Place guidelines in the 2023/24 financial year.	The City procured Hames Sharley, Arup and UDLA as a consultant team to draft the development of the Link & Place Guidelines. The draft Guidelines are now complete. In 2024/25, Administration will review the Guidelines from an operational perspective and produce a condensed version for publication on the City's website. Administration will also determine how to align the Guidelines into existing street renewal projects.
	2.1.3: Advocate for and support improved east-west public transit connectivity. • Prepare a business case to put to the PTA for a Vincent circular service to connect the City's town centres; and Advocate to PTA for additional bus routes which provide east-west links.	$50,000	Engineering	On Track	•	•	•	•	•	•	The City continues to seek opportunities to advocate for improved east-west public transit connectivity through the Wanneroo Road Urban Corridor and METRONET Mid-Tier Transport Planning working groups.	The City continues to seek opportunities to advocate for improved east-west public transit connectivity through the Wanneroo Road Urban Corridor and METRONET Mid-Tier Transport Planning working groups.
2.2 Reallocate road and verge space, including on street parking, throughout Vincent to prioritise vulnerable users according to user hierarchy and road hierarchy.	2.2.1: Develop a set of link and place guidelines to guide future streetscape improvements.	$100,000	Urban Design & Strategic Projects	Completed		•	•				The City has progressed this action by developing an RFQ for a consultant. The RFQ is currently out for advertising and a consultant is due to be appointed in May 2023. It is anticipated that the guidelines will be finalised in the 2023/24 financial year.	The City procured Hames Sharley, Arup and UDLA as a consultant team to draft the development of the Link & Place Guidelines. The draft Guidelines are now complete. In 2024/25, Administration will review the Guidelines from an operational perspective and produce a condensed version for publication on the City's website. Administration will also determine how to align the Guidelines into existing street renewal projects.
	2.2.2: Advocate for the use of the Perth Parking Management Area (PPMA) funds for Vincent public transport services, transport studies, and transport infrastructure improvements or a reduction in the levy paid.	$10,000	Urban Design & Strategic Projects	On Track	•	•	•	•	•	•	In February 2023, the State Government announced its intention to review the PPMA to expand the range of projects and the area that Levy funds could be applied to.	The City continues to advocate to the State Government for the use of PPMA funds for balanced transport initiatives within the PPMA boundary.

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											As a key stakeholder, the City will engage with the State Government during this review to advocate for the inclusion of transport and public realm initiatives within the City (outside areas included in the PPMA) for funding consideration. The City continues to advocate to the State Government for the use of PPMA funds for balanced transport initiatives within the PPMA boundary. The draft NCPF and West Perth Planning Framework (WPPF) propose actions to support this initiative.	Council adopted the North Claisebrook Planning Framework and the Pickle District Planning Framework at its 23 August 2023 OCM. Both Planning Frameworks include actions that support this initiative.
2.3 Be a leader in adaptability and technology.	2.3.1: Be aware of emerging transport technologies and the benefits they can provide, as well as the negative impacts and how these might be mitigated.	$50,000	Urban Design & Strategic Projects	On Track	•	•	•	•	•	•	The City continues to monitor emerging technologies and their effect on the transport network. The City recently opened Expressions of Interest (EOI) for its E-Scooter share system trial, with roll-out expected in September 2023. The City also continues its partnership with the Mid Tier Transport Consortium and forms part of the METRONET Mid-Tier Transport Planning working group.	The City continues to monitor emerging technologies and their effect on the transport network and its partnership with the Mid Tier Transport Consortium and forms part of the METRONET Mid-Tier Transport Planning working group. The E-Scooter share system trial commenced in 2023/24 with Neuron Mobility launching in November 2023 and Beam launching in February 2024. The trial will conclude in December 2024 with the possibility for an extension.
	2.3.2: Require car parking configurations be adaptable to alternative uses for future development.	$5,000	Urban Design & Strategic Projects	Completed	•	•					At its 14 March 2023 (Item 9.4) Ordinary Meeting, Council approved to advertise The review of Local Planning Policy No. 7.7.1 - Non-Residential Development Parking Requirements (LPP 7.7.1). The review has not considered the adaptable reuse of car parking configurations. This is to be captured in the review of Local Planning Policy 7.7.1 – Built Form Policy taking place in the 2023/24 financial year and is accounted for in State Planning Policy 7.3 R-Codes Volume 2 – Apartments.	Project complete in 2022/23
	2.3.3: Ensure all new and existing high-density residential development has access to EV charging bays: • Amend LPP 7.7.1 to require EV parking bays for new developments; • Support the retrofit of existing private car parking to provide EV bays; and Provide EV charging bays in public lots.	$5,000 (resource) $50,000 p.a. (infrastructure)	Urban Design & Strategic Projects	Completed	•	•	•	•	•	•	At its 14 March 2023 (Item 9.4) Ordinary Meeting, Council approved to advertise the review of Local Planning Policy No. 7.7.1 - Non-Residential Development Parking Requirements (LPP 7.7.1).	Council adopted Local Planning Policy No. 7.7.1 - Non-Residential Development Parking Requirements (LPP 7.7.1) at its 20 June 2023 (Item 9.3) Ordinary Meeting. LPP 7.7.1 includes the following objective:

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											Draft LPP 7.7.1 now includes the following objective: *To support a shift towards active and sustainable transport modes through the consideration of: the capability to provide electric charging bays from the outset or in the future through the provision of necessary provisions.* Advertising was undertaken for a period of at least 21 days and closed on 21 April 2023. Following this, feedback will be assessed and presented to Council.	*To support a shift towards active and sustainable transport modes through the consideration of:* • *the capability to provide electric charging bays from the outset or in the future through the provision of necessary provisions.*
	2.3.4: Explore supporting the provision of increased bicycle and scooter usage by investigating concepts such as locating bike share docks, e-cargo, e-bikes and e-scooters within town centres and mixed-use areas. One option is to locate bike share docks or e-bike chargers within existing car parking bays.	$20,000	Engineering	Complete	•	•					The City of Perth declined to proceed with a joint e-scooter initiative with the Inner City Group of Councils. Following this decision, the City has commenced the EOI for its own e-scooter share system trial. Roll-out of the program is expected in September 2023.	The E-Scooter share system trial commenced in 2023/24 with Neuron Mobility launching in November 2023 and Beam launching in February 2024. The trial will conclude in December 2024 with the possibility for an extension.
	2.3.5: Ensure there is adequate policy to support the introduction of car sharing within Vincent.	$5,000	Urban Design & Strategic Projects	On Track	•	•					Following the review of LPP 7.7.1, the Car Sharing Policy (CSP) is to remain as a separate policy and shall include options for other modes of transport (i.e. bikes and scooters). The review will be informed by the City's Active Transport Officer and the Inner City Working Group.	Council adopted Local Planning Policy No. 7.7.1 - Non-Residential Development Parking Requirements (LPP 7.7.1) at its 20 June 2023 (Item 9.3) Ordinary Meeting. LPP 7.7.1 includes the following objective: *To support a shift towards active and sustainable transport modes through the consideration of:* • *vehicle sharing initiatives (i.e. communal vehicles that can be booked and returned).* The Car Sharing Policy is scheduled for review in 2025/26.
Table 3. Promote environmentally friendly and healthy transport modes and initiatives												
3.1 Reduce carbon emissions caused by the transport network.	3.1.1: Advocate for the introduction of State and Federal economic incentives to improve mode shift.	$50,000	Urban Design & Strategic Projects	Not Started		•	•				The City continues to provide comment and advocate to the State and Federal Government on initiatives that support this action. Administration has not yet proposed proactive advocacy of economic incentives, further detail of the timing of this will be included as the action is progressed.	The City continues to provide comment and advocate to the State and Federal Government on initiatives that support this action. Administration has not yet proposed proactive advocacy of economic incentives, further detail of the timing of this will be included as the action is progressed.

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3.2 Prioritise and encourage the use of active and sustainable transport modes.	3.2.1: Engage with the Department of Transport to develop and implement the next phase of the Travelsmart program.	$20,000	Engineering	Not Started			•	•			Project to commence 2023/24.	This project has been delayed due to resourcing. Resourcing will be considered during the 2023/24 financial year.
	3.2.2: Ensure appropriate end of trip facilities are provided within town centres, mixed use centres and major parks in accordance with LPP7.7.1.	$20,000 p.a.	Urban Design & Strategic Projects	Completed	•	•					At its 14 March 2023 (Item 9.4) Ordinary Meeting, Council approved to advertise the review of Local Planning Policy No. 7.7.1 - Non-Residential Development Parking Requirements (LPP 7.7.1). The review has included an update to the End of Trip Facility Requirements and will ensure that where required, end of trip facilities are provided within town centres, mixed use centres. Advertising was undertaken for a period of at least 21 days and closed on 21 April 2023. Following this, feedback will be assessed and presented to Council	Council adopted Local Planning Policy No. 7.7.1 - Non-Residential Development Parking Requirements (LPP 7.7.1) at its 20 June 2023 (Item 9.3) Ordinary Meeting. LPP 7.7.1 includes the following objective: *To support a shift towards active and sustainable transport modes through the consideration of:* • *the number and location of parking for other active modes (e.g. bicycles or scooters) that are convenient and adequate enough to meet the demand of the development during the hours of operation* *end of trip facilities provided to support active transport modes*
3.3 Manage car parking (including supply and pricing) to improve efficiency and support mode shift.	3.3.1: Establish a business plan for the management of parking within Vincent with a view of the following: • Prepare precinct management plans, with priority given to precincts already at capacity; and • Expand paid parking using the demand responsive pricing methodology.	$50,000	Parking	On Track	•	•					An initial RFQ was advertised in mid 2022, however the submissions received were deemed inadequate. A further RFQ was advertised. A consultant was appointed November 2022, and the project has commenced including site visits to the City's town centres in February 2023. The City will review the consultant's findings and recommendations and these will be presented to Council.	The consultant completed the Parking Precinct Management Plans in November 2023. The City will review the consultant's findings and recommendations and these will be presented to Council in 2024/25.
	3.3.2: Ensure precinct plans provide the right amount of parking, in the right locations to support reduced car dependence.	$50,000	Urban Design & Strategic Projects	Completed		•					In July 2022, the City commenced the preparation of precinct planning frameworks for North Perth, West Perth and North Claisebrook. The draft planning frameworks will be presented to May 2023 Ordinary Council Meeting for approval to advertise. To support the WPPF, a transport study will be undertaken, funded through the PPL. The City is investigating whether a similar transport study can be undertaken for	Council adopted the North Claisebrook Planning Framework and the Pickle District Planning Framework at its 23 August 2023 Ordinary Council Meeting. Both Planning Frameworks manage residential car parking through the Residential Design Codes and need by adhering to established policies like the Perth Parking Policy and the Residential Design Codes. Parking spaces are to be accessed via a right of way or secondary street, with on-site parking situated

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											the portion of North Claisebrook included in the PPMA.	beneath or behind buildings. Mixed-use developments must clearly signpost residential and commercial bays, and public car parks should have adequate signage for easy navigation. These strategies aim to balance urban development with practical parking solutions.
	3.3.3: Develop, document, and implement a transparent process for the assessment of resident and ratepayer concerns relating to traffic volume, speed and parking matters.	$50,000	Engineering	On Track	•	•					The draft warrant system has been further developed and forms part of the new Local Area Traffic Management (LATM). This policy is to be presented to Council mid 2023.	The Warrant Assessment process has been conducted reviews at over 200 sites since March 2024. Many sites require additional traffic data. To reflect changes after the implementation of the 40km/h speed changes on local roads, the City will be undertaking approximately 200 traffic counts at 200 locations in the 2024/25 financial year.
	3.3.4: Better manage the supply of on street parking through the implementation of various restrictions by: • Limiting roadside residential parking, confining parking to the property; • Restricting parking to 3P or less within 2 blocks of train stations or transit nodes, with residential permit exemptions; • Restricting parking to 3P or less within 1 block of high frequency transit corridors, with residential permit exemptions; and Restricting parking to 2P or less within 2 blocks of town centres or mixed use areas with residential permit exemptions.	$150,000	Parking	Completed	•						Procurement for the manufacture of signage was undertaken in late 2022. Manufacture of the signs and powder coating of the poles was completed in early 2023. Letters advising residents of the changes were sent in late January 2023. Signs were installed in February and March 2023.	Project completed in 2022/23.
	3.3.5: Liaise with owners of large-scale private car parks adjacent to activity and transit corridors to transfer management to Local Government.	$10,000	Governance	On Track			•				Project to commence 2023/24.	As part of the broader Leederville Car Park Redevelopment project, the City have requested to partner with the Water Corporation to make their private car park at 629 Newcastle Street, Leederville a publicly accessible car park outside of core business hours.
	3.3.6: Undertake a strategic review of all City land holdings to investigate the viability of sites to consolidate publicly accessible parking.	$100,000	Governance	On Track	•	•	•				Council resolved to seek EOI for the redevelopment of the Leederville car park sites. Eight submissions were received throughout the stage one advertising period from 27 June to 8 August 2022. The evaluation panel shortlisted three submissions who received the highest score against the selection criteria. At its 18 October 2022 (Item 9.7) Ordinary Meeting, Council endorsed the three submissions for progression	Council resolved to proceed with the Major Land Transaction for the sale of Leederville Car Parks as included in the Business Plan at its 12 November 2023 Ordinary Council Meeting.

ACCESSIBLE CITY STRATEGY – IMPLEMENTATION FRAMEWORK

Plan	Action	Funding Allocation (as estimated at time of ACS adoption)	Responsible Team(s)	Status	Timing						Status – April 2023	Status – August 2024
					21/22	22/23	23/24	24/25	25/26	26+		
											to stage two of the redevelopment proposals process. Shortlisted proponents were invited to submit detailed proposals from 14 December 2022 to 28 February 2023. Stage 2 submissions received from the shortlisted proponents on 28 February 2023. The Evaluation Panel met to assess submissions on 15 March 2023.	
3.4 Use residential and mixed-use density to support transit.	3.4.1: Use planning policy to encourage people to use public and active modes of transport by developing diverse housing types within the City which don't require the number of car parking bays currently mandated by the R-codes particularly along transit corridors and within transit nodes to support public transport uptake.	$20,000	Urban Design & Strategic Projects	On track	•	•	•				Following initial delays due to resourcing, the review of the City's Local Planning Strategy has recommenced. This review will seek to address this action and is to be presented to Council in the 2024/25 financial year.	The City's Local Planning Strategy is currently being reviewed and will seek to address this action. It is to be presented to Council in the 2024/25 financial year.
	3.4.2: In the next planning scheme review consider the location and design of transit stops to support high-capacity services. Consider proximity to transit stops when determining residential density. When identifying future transit odes, the following should be considered: • Density of existing development; • Transit interchange opportunities; • Pedestrian amenity; • Cycling connectivity; and Distance between other nodes.	$50,000	Urban Design & Strategic Projects	On Track		•	•				Following initial delays due to resourcing, the review of the City's Local Planning Strategy has recommenced. This review will seek to address this action and is to be presented to Council in the 2024/25 financial year.	The City's Local Planning Strategy is currently being reviewed and will seek to address this action. It is to be presented to Council in the 2024/25 financial year.
3.5 Obtain relevant date to inform decisions and monitor progress.	3.5.1: Repeat parking surveys at 3-5year intervals on a rolling basis across the City. A schedule of priority areas based on the data collected has been produced, with surveys recommended to start in Leederville Town Centres and surrounding area.	$50,000 p.a.	Parking	On Track		•			•		Targeted parking surveys were recently undertaken by the City's officers to inform the review of the Precinct parking Management Plans. These results are currently being reviewed and will inform Action 3.3.1. The City is currently investigating alternate methods for the collection of regular car parking data and will progress to a City wide review in the 2023/24 financial year.	The City has installed Licence Plate Recognition technology on four Ranger vehicles. The City is mapping out the parking locations in 2024 and will commence parking surveys in the 3Q of 2024/25.
Table 4. Make it and enjoyable place for people (pedestrians, cyclists and active transport users) to get around the local area												
4.1 Increase pedestrian amenity on residential streets.	4.1.1: Work with the State Government and Inner-City Group of Councils to implement a 40km/h zone in all residential areas of the City of Vincent by 2023.	$50,000 p.a. (resource) $200,0000 (infrastructure)	Engineering	Complete	•	•					The City has submitted a request to MRWA to permanently change the speed limit from 50kmph to 40kmph for: 1. A 40 Km/hr zone for the area of the mini-roundabout pilot programme - bounded by	In 2023, Main Roads WA approved a speed reduction from 50km/h to 40km/h on all local access roads in Vincent. The City commenced the installation of 750 new 40km/h speed signs in June 2024.

ACCESSIBLE CITY STRATEGY – IMPLEMENTATION FRAMEWORK

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					21/22	22/23	23/24	24/25	25/26	26+		
											Raglan Road, Hyde, Vincent and Fitzgerald Streets in North Perth/Mt Lawley. 2. A 40 Km/hr Zone for the area bounded by Charles, Fitzgerald, Angove and Vincent Streets, associated with the North Perth Traffic Calming item of July 2022. At its February 2023 (Item 10.1) Ordinary Meeting, Council supported the City's recommendation to reduce all remaining Local Roads in the City to 40kmph permanently.	
	4.1.2: Through consultation with key stakeholders develop the City's residential streets in line with the principles of Safe Active Streets with slow design speeds to promote safety and amenity. The aspirational long term vision is that residential streets will have Safe Active geometry, relevant to their location, context and function. Priority should be given to the following: • Streets identified as part of the WABN (DoT); • Cycling local routes; • Streets surrounding schools; • Any residential streets that have been earmarked for resurfacing projects; and • Any residential streets where reallocation of road space is proposed.	$1,000,000 p.a.	Engineering	On Track	•	•	•	•	•	•	The Norfolk Neighbourhood Safe Active Street draft concept design will conclude in 2022/23 financial year with subsequent funding for detailed design and construction to be applied for though the DoT. Further Safe Active Streets will be identified through the draft Bike Plan.	The City is currently progressing a detailed design for the Norfolk Neighbourhood Safe Active Street. PJA consultants were awarded the contract for the 100% design in December 2023 and further community consultation is being planned in the 2024/25.
	4.1.3: Continue to support Play Streets within the City.	$10,000 p.a.	Community Development	On hold		•	•	•	•	•	The City has indefinitely paused its Play Streets initiative. Recent changes from the WA Police now require professional Traffic Guidance Schemes (TGS) to accompany all road closures, making the Play Streets initiative unfeasible in its current form. A review of the program may be considered in the future. The City continues to encourage its Open Streets Events for one-off events and provides Community Support Open Streets Grants to eligible applicants.	The City has indefinitely paused its Play Streets initiative. Recent changes from the WA Police now require professional Traffic Guidance Schemes (TGS) to accompany all road closures, making the Play Streets initiative unfeasible in its current form. A review of the program may be considered in the future. The City continues to encourage its Open Streets Events for one-off events and provides Community Support Open Streets Grants to eligible applicants.
	4.1.4: Improve streetscapes to enhance pedestrian experience and safety as per the link and place guidelines, including the provision of additional street trees, native verges, lighting, street furniture, pedestrian crossings etc.	$400,000 p.a.	Engineering	Not Started				•	•	•	Project to commence 2024/25 financial year, informed by the outcomes of the Link and Place Guidelines.	Project to commence 2024/25 financial year, informed by the outcomes of the Link and Place Guidelines.

ACCESSIBLE CITY STRATEGY – IMPLEMENTATION FRAMEWORK

Plan	Action	Funding Allocation (as estimated at time of ACS adoption)	Responsible Team(s)	Status	Timing						Status – April 2023	Status – August 2024
					21/22	22/23	23/24	24/25	25/26	26+		
4.2 Increase pedestrian amenity in town centres.	4.2.1: Place plans should identify methods to improve pedestrian and cycling safety in the public realm making town centres safe and accessible to all.	$10,000	Urban Design & Strategic Projects	On Track	•	•	•	•	•	•	The William Street Place Plan was deferred to prioritise the Claisebrook Place Plan, as part of the development of the precinct planning frameworks for North Perth, West Perth and North Claisebrook. The draft planning frameworks will be presented to May 2023 Ordinary Council Meeting for approval to advertise. These plans include actions that aim to improve the pedestrian and cyclist connectivity within the relevant precincts. Following the finalisation and adoption of the North Perth, West Perth and North Claisebrook planning frameworks, the City will commence the development of the William Street planning framework as well as planning frameworks for Mount Hawthorn and Beaufort Street. The Place Plans will be embedded within these planning frameworks.	Council adopted the Pickle District Place Plan and North Claisebrook Place Plan as part of their respective Planning Frameworks at its 23 August 2023 Ordinary Council Meeting. The City are currently working on new Place Plans for the Mt Hawthorn Town Centre, North Perth Town Centre and William Street Town Centre and major reviews of the Beaufort Street Town Centre and Leederville Town Centre. These Place Plans are expected to be presented to Council in the 2024/25 financial year.
	4.2.2: Support the vitality of town centres and mixed-use areas for pedestrians by investigating the viability of parking bays for loading and unloading activities at the periphery of the town centres and mixed-use areas as well as other alternate methods.	$20,000 per centre	Urban Design & Strategic Projects	Not Started				•	•	•	Project to commence 2024/25.	Project to commence 2024/25.

Thriving Places Strategy – Implementation Annual Update

Plan	Action	Funding Allocation (as estimated at time of TPS adoption)	Responsible Team(s)	Status	Timing					2023/24 Annual Review Update (August 2024)
					23/24	24/25	25/26	26/27	27/28	
Focus Area 1: Enable										
1.1 Support initiatives that enhance, restore and activate places and spaces.	1.1.1: Implement a new Business Enhancement Grant program to support small businesses and commercial property owners to make small-scale enhancements.	$125,000 ($25k p.a)	Urban Design & Strategic Projects	On Track	•	•	•	•	•	The inaugural round of the Business Enhancement Grant program opened in October 2023 with 65 applications being received during the application period. 26 applications were approved for a total value of $114,402.48. The 26 projects had a total project cost of approximately $466,945.04, meaning for every $1 of City of Vincent funding, the applicant would spend $3+ of their own money to improve the town centres. At the closure of the 2023/24 round, 21 of the 26 successful applicants completed their projects totalling $86,839.29 of total grant funding.
	1.1.2: Investigate streamlining the administration of all grant funding through a centralised accessible process and online platform.	$7,500 p.a.	Community Development	On Track	•	•	•	•	•	The City has subscribed to the SmartyGrants platform to administer our grant funding. To date, the program has been effectively utilised to manage and oversee the administration the Business Enhancement Grant, Community Development Grant and Event Sponsorship programs. The Town Team Funding, Heritage Assistance Fund and Mural Co-funding Program will be transferred onto the SmartyGrants platform in 2024/25.
1.2 Empower Vincent's small business community to build long-term sustainability and resilience.	1.2.1: Partner with external groups or individuals to deliver networking, engagement and education opportunities for local businesses.	Nil	Urban Design & Strategic Projects	On Track	•	•				The Perth Inner City Group – Economic Development Peer Group have identified leveraging existing business workshops as a key task. The Peer Group will be partnering with Healthy Mind Menu to host networking/information sessions for hospitality businesses in August/September 2024 ahead of Mental Health Month in October. The Peer Group have also agreed that training sessions hosted by member local governments will extend invitations to businesses in the other four Perth Inner City Group LGs and will advertise the training sessions through online business newsletters. The City of Subiaco are hosting a series of workshops in 2024 facilitated by Business Station, and invites have been extended to City of Vincent, Town of Victoria Park, City of South Perth and City of Perth businesses.
	1.2.2: Promote the monthly business e-newsletter to reach new audiences and communicate opportunities and business news	Nil	Communications and Engagement	On Track	•	•	•	•	•	Business E-News is published monthly, and previous editions can be viewed at Vincent.wa.gov.au/business/grow/business-news. There are currently 1,095 subscribers.
1.3 Continue to improve approval processes and assistance for small businesses.	1.3.1: Action the recommended reforms and improvements identified in the Small Business Friendly Approvals Program.	Nil	Governance	Completed	•					Small Business Program final reporting submitted 30 April 2024 with the City having completed 93% of commenced tasks. Focus for the last 6 months has been around the City's Events process with consolidated information developed for the City's

Thriving Places Strategy – Implementation Annual Update

Plan	Action	Funding Allocation (as estimated at time of TPS adoption)	Responsible Team(s)	Status	Timing					2023/24 Annual Review Update (August 2024)
					23/24	24/25	25/26	26/27	27/28	
										website, improved application form and infographic prepared capturing various elements of an event that may require approval.
1.4 Stimulate town centre visitation to progressively grow a customer base and encourage repeat visitation.	1.4.1: Expand the 'shop local' brand to be a yearlong program of seasonal initiatives. Key focus areas: • Provide information to the Vincent community about the benefits of shopping and dining locally. • Showcase unique attributes of each town centre and experiences on offer. • Align graphic design and messaging with the Wayfinding Signage Plan and town centre branding to match online engagement with on-site experience. • Grow City of Vincent followers on social media to capture a broader audience.	$10,000 p.a	Communications and Engagement	On Track		•	•	•	•	Project planning and working group meetings have commenced to create an expanded calendar of "shop local" programming for 2025/26. Continued to grow City of Vincent Instagram and Facebook communities. Total followers now 5000 and 13,800 respectively. Ran a campaign to encourage sign-up to City of Vincent e-news (total subscribers now 10,200). Met with local media organisations to explore paid partnerships to support local businesses. Secured a partnership opportunity for December 2024 to promote the Shop Local brand at Christmas.
Focus Area 2 - Advance										
2.1 Support local businesses and commercial property owners to adapt to climate change and implement sustainable practices.	2.1.1: Promote the benefits of adopting renewable energy technology on commercial properties through local case studies.	$1,000	Sustainability and Innovation	On Track		•				The marketing materials for the Solar Power Purchase Agreement have been prepared to gather interest from business and property owners in an online workshop. This workshop will communicate the benefits of solar for their business. The timeframe for the release of these marketing materials and workshops has not been determined.
	2.1.2: Assist businesses to promote the benefits and incentivise the use of active transport for its workers and customers.	Nil	Urban Design & Strategic Projects	On Track		•				The City has provided new cycle parking facilities to local businesses on request. New racks were installed on Scarborough Beach Road and Blake Street in March 2023, in North Claisebrook in May 2024 and along Fitzgerald Street in June 2023.
	2.1.3: Consider parking maximums in Precinct Planning Frameworks to encourage a reduction in private vehicle ownership	Nil	Urban Design & Strategic Projects	On Track	•	•	•	•	•	The Pickle District and North Claisebrook Planning Framework were adopted in August 2023. The planning frameworks refer to the City's Non-Residential Parking Policy and includes maximum parking standards for commercial uses. Residential parking continues to be governed by the *State Planning Policy 7.3: Residential Design Codes* and *Perth Parking Policy 2014*. Administration will continue to pursue parking maximums in the development of new Town Centre Planning Frameworks.
2.2 Assist Vincent businesses to improve cyber security awareness and capability.	2.2.1: Undertake research to better understand current cyber security approaches and tools that may assist Vincent businesses.	Nil	Information & Communications Technology	On Track	•					Edith Cowan University have completed their "Cyber Check Me" initiative which was being used by a small number of Councils to survey and support local business cyber security needs. The "Centre for Securing Digital Futures" – information has been requested on any relevant services or support that could help Vincent. Response has not yet been received.

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					23/24	24/25	25/26	26/27	27/28	
	2.2.2: Develop a cyber-security maturity assessment survey for Vincent businesses to support them to better understand risks.	$30,000	Information & Communications Technology	Completed		•				Vincent have developed a draft survey (available here) based on the Australian Cyber Security Centre (ACSC) Small Business Cyber Security Checklist.
	2.2.3: Provide businesses with information and support to improve their cyber security resilience and resistance to threats.	$5,000	Information & Communications Technology	On Track		•	•	•	•	A basic survey score will be constructed from the above survey, with an automated response directing towards resources based on maturity level: 1. "Your organisation is beginning to understand cyber security" – links to ACSC's Small Business Cyber Security Checklist 2. "Your organisation has some cyber security, but would benefit from more" – links to ACSC's Small Business Cyber Security Guide 3. "Your organisation demonstrates cyber maturity awareness and might value additional mitigation strategies" – links to ACSC's Essential 8 Potentially the City can offer a workshop for any business needing more basic support and understanding to help them begin their journey. Need to consider how this can be delivered and sustained with available resources; and whether to involve third-parties (cyber experts / service providers). The need for a government-endorsed framework for small/medium sized businesses is becoming clear: 1. City of Vincent will not be able to sustain cyber security support to local businesses. 2. ACSC's Essential 8, is likely to be overly complex for the majority of Vincent businesses who will not have the resources to understand or implement its recommendations. A report to the City's EMC will be prepared.
2.3 Work with stakeholders on strategic projects that support the creation of local jobs, improve housing diversity and boost Vincent's liveability	2.3.1: Progress key strategic projects that provide increased, diverse housing in Vincent.	Nil	Urban Design & Strategic Projects	On Track	•	•	•	•	•	In 2023/24, the City worked on planning frameworks for the North Perth, Beaufort Street, William Street and Mt Hawthorn Town Centres. The planning frameworks seek to plan for a variety of housing products in close proximity to Town Centre amenities of business and open space. Requirements for housing typologies are governed by the *State Planning Policy 7.3: Residential Design Codes* and seek a variety of apartment sizes in new development. The City is also undertaking a review of the Local Planning Strategy and Scheme which will outline the need for a variety of housing options for the community now and into the future.
	2.3.2: Encourage external providers and developers to provide a greater variety of business models, industry mix, and workforce diversity across emerging town centres and places.	Nil	Urban Design & Strategic Projects	On Track	•	•	•	•	•	The Town Centre Planning Frameworks provide for a variety of land uses. There are few land uses which are not permitted allowing a variety of businesses to be contemplated. The preparation of the Local Planning Strategy and Scheme will also consider the land uses and their permissibility in the different zones of the City.

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Plan	Action	Funding Allocation (as estimated at time of TPS adoption)	Responsible Team(s)	Status	Timing					2023/24 Annual Review Update (August 2024)
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	2.3.3: Focus on delivering a refined Advocacy Agenda that identifies investment opportunities and/or legislative changes needed to support long-term resident and worker growth.	Nil	CEO	On Track	•	•	•	•	•	The City publishes an Advocacy Approach and corresponding pages on the City's website which explain our key focus areas. The Advocacy Agenda has been presented to Council again for priority setting and captured in Council's adopted CBP: • Beatty Park 2062 • Leederville Oval Redevelopment • Robertson Park Development Plan Implementation • 40km/h speed zone expansion • Relocation of Claisebrook Concrete Batching Plants • East Perth Power Station • Leederville Station upgrade.
	2.3.4: Continue to partner with other LGAs through the Perth Inner City Group on initiatives for infrastructure & transport; planning, economic development and culture; corporate and business services; and community and social services.	$10,000	CEO	On Track	•	•	•	•	•	The PICG formed in 2019 as a voluntary partnership between the Cities of Perth, South Perth, Subiaco, Vincent, and the Town of Victoria Park. Since January 2024, there has been a series of successful initiatives including: • Meeting of the Mayors: Quarterly meetings in April and preparation for June 2024. • CEO Executive Committee: Monthly get togethers including a strategy session in February 2024. Activation of the Marketing and Communications Working Group who have met quarterly since January 2024. • Infrastructure and Transport Subcommittee: Monthly meetings including a strategy session in March 2024. • Planning and Economic Development Subcommittee: Quarterly meetings in February and May 2024. Activation of Peer Groups including Planning Group and Economic Development Group who meet quarterly. • Corporate and Business Services Subcommittee: Quarterly meetings in March and May 2024. Activation of Peer Groups including Finance, ICT, IPR and Governance who have each meet once since January 2024. • Community and Social Services Subcommittee: Tri-yearly meeting in February 2024. Activation of the Homelessness Working Group who have meet three times since January 2024.
2.4 Continue to seek funding to support the delivery of place-based projects and trialling new initiatives.	2.4.1: Apply for funding partnerships and grants to deliver small-scale initiatives or projects aligned with town centre place plans.	Nil	Urban Design & Strategic Projects	On Track	•	•	•	•	•	The City regularly reviews grant websites to identify future grant opportunities. An RAC grant for $80,000 was used to activate the View Street and Rosemount Car Parks for a series of events collectively named Shortcut Lane in May 2024.
	2.4.2: Investigate the feasibility of implementing different funding approaches to support ongoing delivery of place-based programs and projects.	Nil	Urban Design & Strategic Projects	Not Started		•				Project scheduled to commence in 2024/25.

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					23/24	24/25	25/26	26/27	27/28	
2.5 Work towards making the Vincent a Smart City following the City's Smart Cities Positioning Statement.	2.5.1: Develop a Smart Cities Plan identifying actions to build skills, systems, processes, and infrastructure for moving towards developing Vincent as a smart city. Initial focus areas will include: • digitisation of services to the community asset and data management processes.	Nil	Information & Communications Technology	On Track	•	•	•	•	•	Digitisation of services is progressing with CRM platform upgrade and expansion of business teams with electronic workflows. This will continue to develop in 2024 with a public interface and mobile application for lodging requests to Vincent. The mobile application is in final phases of integration with the City's request management system.
Focus Area 3: Attract										
3.1 Collect, measure and communicate the performance of Vincent's town centres.	3.1.1: Continue to collect and analyse a diverse range of data to monitor Vincent's town centres over time	$110,000 p.a.	Urban Design & Strategic Projects	On Track	•	•	•	•	•	The City subscribes to five products within the .id suite including Community Profile, Economic Profile, Social Atlas, Population Forecast and Housing Monitor. This data assists with service delivery across the organisation and strategic planning including the town centre planning frameworks, Local Planning Strategy and Community Infrastructure Plan. The City completed nine place audits in 2023/24. 36 place audits have been completed since 2021/22 providing detailed demographic, movement, and behavioural data about how people are using the City's parks and streets. Place audits are used to inform project design and monitoring results. The City uses economic spend data to monitor the local economy as well as the impact of investing in events, activations and infrastructure.
	3.1.2: Share the place performance of the town centres through an annual State of Vincent snapshot report.	Nil	Urban Design & Strategic Projects	Not Started	•	•	•	•	•	Project will commence in 2024/25.
3.2 Prioritise and encourage the use of active and sustainable transport modes.	3.2.1: Leverage special events to boost visitation and bring economic and social benefits to the town centres.	Nil	Communications and Engagement	On Track	•	•	•	•	•	In 2023/24, the City ran the Events and Festivals Sponsorship funding program for events to be held in 2024/25. Events to be funded include: • RTRFM Neon Picnic • Revelation Perth International Film Festival • Reclink Perth Community Cup • St Patricks Day Festival • Good Sammy's Circular • Jazz Picnic in the Park • The Pickle District After Dark 5 • Beaufort Street Network's Beaufort Beats 2024 • Dogtober • Beaufort Street Christmas Festival • Mt Hawthorn Streets and Laneways Festival • The Provedore Market • Washing Lane "WAY" Activation • Colombian Association of WA Night of Lights • Hyde Park Festival • Mt Hawthorn Mural Festival • Leederville Connect's events calendar

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					23/24	24/25	25/26	26/27	27/28	
										• The Leederville Precinct's Leedy Artfest • Remida WA's The Magnificent World of Temporary Creations • Two Perth Festival events All events communications will encourage the use of active and sustainable transport.
3.3 Embed art and our rich culture in Vincent's streets, places and spaces.	3.3.1: Develop and implement an Arts Plan that outlines approaches to support the arts scene and grow Vincent's creative community and economy.	$140,000	Urban Design & Strategic Projects	Complete	•	•	•	•	•	Arts Plan adopted 22 august 2023. Refer to Arts Plan annual update.
Focus Area 4 – Improve										
4.1 Target minor public realm improvements that align with the Accessible City Strategy, Link and Place Guidelines and Capital Works Program.	4.1.1: Continue to plan and implement the Minor Streetscape Improvement Program targeting the town centres and prioritising pedestrians	$35,000 p.a	Engineering	Not Started	•	•	•	•	•	Project on hold in 2023/24. In 2024/25, Administration will develop the Minor Streetscape Improvement Program for implementation in all town centres.
	4.1.2: Develop a toolkit of urban design principles and methods to streamline implementation of best-practice minor streetscape and pedestrian improvements in town centres through the Link and Place Guidelines.	$40,000	Urban Design & Strategic Projects	On Track		•				The City commenced the drafting of the Link & Place Guidelines in 2023/24. The guidelines are expected to be finalised and published on the City's website in 2024/25.
4.2 Foster safe, desirable and active places that are easy to access.	4.2.1: Develop and deliver an updated Safer Vincent Plan that includes collaborative approaches and supports moving towards a vibrant 24-hour city. • Continue to focus on improving safety through community engagement and collaborating with government and other organisations to deliver prevention approaches. • Inform and empower the community to initiate action through providing relevant information about crime prevention and graffiti reporting	$45,000	Ranger Services	On Track	•	•	•	•	•	The City hosted a Community Safety Forum for the Highgate precinct (including parts of the suburbs of Perth, East Perth and Mt Lawley) on Monday 6 May 2024 at the Claisebrook Design Community. The WA Police Force, Department of Communities, Neighbourhood Watch WA and local community services attended the event to promote discussion and collaboration with the goal to improving safety in the Highgate precinct. The City are hosting a Community Safety Form for the suburbs of North Perth and West Perth on Wednesday 7 August 2024 at Dorrien Gardens (Perth Soccer Club).
	4.2.2: Continue to advocate and support businesses to activate streets and contribute to the public realm in alignment with the Vibrant Public Spaces Policy and planning, building and health guidelines.	Nil	Urban Design & Strategic Projects	On Track	•	•	•	•	•	There are currently 24 approved Vibrant Public Spaces in the City of Vincent, including: • Street Furniture: 1 • City Parklet: 4 • Affixed Eating Area Furniture: 6 • Parklet: 5 • Eatlet: 8 Administration will continue to engage with businesses who express an interest in hosting a Vibrant Public Space and encourage businesses to apply through the 2024/25 Business Enhancement Grant Program.

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										Two Vibrant Public Spaces were supported through the 2023/24 Business Enhancement Grant Program and have been installed: Powell's Fromagerie affixed eating area furniture in Leederville and Hank's Corner parklet in North Perth. In addition, five affixed eating area furniture applications, for Gigi's Bowls, Sonny's Bar, Antep Mangal, Challis Cafe and The Garden, and an application for an eatlet at Vinyl Cafe were approved in 2023/24.
4.3 Encourage private contribution towards future social infrastructure and public realm enhancements.	4.3.1: Identify place-specific community benefits or localised opportunities in town centres and precincts that private investment can support through private development.	Nil	Urban Design & Strategic Projects	On Track	•	•	•	•	•	The Pickle District & North Claisebrook Planning Framework have been adopted and include Development Incentives for Community Benefit. These Frameworks will be the basis for upcoming planning frameworks. The City is undertaking a Community Needs Analysis for Leederville to understand the key final benefits to include in the Leederville Precinct Structure Plan.

ARTS PLAN 2023/24 to 2027/28 – IMPLEMENTATION FRAMEWORK

Action and Proposed Update	Responsible Team(s)	Support Team(s)	Status	Timing					2023/24 Annual Review Update (August 2024)
				23/24	24/25	25/26	26/27	27/28	
CONNECTED COMMUNITY									
1.1 Undertake a cultural audit of creatives and arts organisations in City of Vincent	S&D	C&B	Not Started		✓	✓			Project scheduled to begin in 2024/25.
1.2 Establish a database of creatives and arts organisations that can be accessed by the public.	S&D	C&B	Not Started			✓	✓		Project scheduled to begin in 2025/26.
1.3 Partner with RTRFM to promote arts and culture activities and opportunities in Vincent.	S&D	C&B	On Track	✓	✓	✓	✓	✓	The City signed a Sponsorship Agreement with RTRFM for the 12-month period between September 2023 and August 2024. The sponsorship agreements includes the following benefits: • 6x advertising campaigns including production of 30 second announcement and tailored programming of spots, e-news features and click through web banners • 1x live outside broadcast The City have used two advertising campaigns in 2023/24 to seek applications for Vincent Film Project and raise awareness of the community engagement activities for the Town Centre Planning Frameworks. The additional four campaigns will be used before the end of the agreement. The live outside broadcast took place at a City-run event held in the Shortcut Lane event series.
1.4 Support creative events through the Events & Festivals Sponsorship and Town Team Grant programs.	C&B	S&D	On Track	✓	✓	✓	✓	✓	The Marketing team successfully ran the Event Sponsorship 2023/24 program, awarding $274,000 funding to 19 community events including $80,000 towards Perth Festival.
VIBRANT AND THRIVING									
2.1 Explore opportunities for heritage and interpretation through the Arts in our public places.	S&D/LHC	I&E	Not Started			✓	✓	✓	Project scheduled to begin in 2025/26.
2.2 Ensure public art and arts opportunities are accessible to people of all abilities.	S&D	I&E/C&B	Not Started		✓	✓			Project scheduled to begin in 2024/25.

ARTS PLAN 2023/24 to 2027/28 – IMPLEMENTATION FRAMEWORK

Action and Proposed Update	Responsible Team(s)	Support Team(s)	Status	Timing					2023/24 Annual Review Update (August 2024)
				23/24	24/25	25/26	26/27	27/28	
2.3 Explore opportunities to celebrate Noongar culture and language through the arts in public places.	S&D	C&B	On Track	✓	✓	✓	✓	✓	The City coordinated the 'Whadjuk Tale' collaborative mural in Kaadadjiny Lane in the Beaufort Street Town Centre as part of the Laneway Revitalisation project. This project involved a lighting artist and five mural artists collaborating on the mural which stretches more than 30 metres long across two walls and the asphalted laneway. The artists provided feedback that the collaboration between Aboriginal and non-Aboriginal artists allowed for the sharing and exchange of stories and culture, increasing understanding and appreciation of each other's cultures. The artwork is an homage to Boodjamooling, or Hyde Park, which is at the end of the laneway. A number of Noongar words appear in the artwork, including 'Boodjamooling' and 'Whadjuk Tale'.
2.4 Commission a significant Noongar artwork in a prominent City location.	S&D	C&B/I&E	Not Started		✓				Project scheduled to begin in 2024/25.
PLACE AND IDENTITY									
3.1 Develop and implement processes to improve exposure and promotion of City run and supported arts activities.	C&B		On Track	✓	✓				The City's sponsorship agreement with RTRFM has proved a valuable resource to reach the Perth arts community and arts consumers, as well as Vincent residents. This has been focused on City run activities thus far.
3.2 Re-design and implement changes to the City's arts webpages.	C&B		Not Started		✓	✓			Project scheduled to begin in 2024/25.
3.3 Undertake a full audit of the City's art collection.	S&D		Not Started		✓	✓			Project scheduled to begin in 2024/25.
3.4 Investigate and implement new system for art collection record keeping and maintenance schedule.	S&D		Not Started				✓	✓	Project scheduled to begin in 2026/27.
4.1 Review and relaunch the Mural Co-Funding Program	S&D		On Track	✓	✓				In 2023/24, the City provided financial support to the following murals through funding: • Electric Lane mural by Luke O'Donohoe in Leederville • A Whadjuk Tale collaborative mural by J.D. Penangke, Kambarni, Jarni Creative, Jack Bromell, Honeys Mural Co and Christian Lovelady in Kaadadjiny Lane (partially funded in 2023/24) • Quince mural by Amok Island at Teeter Bakery • Beatty Park mural by Peche In addition, the City reviewed the outcomes of the mural co-funding program from previous years. The Mural Co-Funding Program will be relaunched as a competitive grant program on the SmartyGrants online platform in 2Q of 2024/25.

ARTS PLAN 2023/24 to 2027/28 – IMPLEMENTATION FRAMEWORK

Action and Proposed Update	Responsible Team(s)	Support Team(s)	Status	Timing					2023/24 Annual Review Update (August 2024)
				23/24	24/25	25/26	26/27	27/28	
4.2 Relaunch the Lightbox Gallery program.	S&D		On Track	✓					New lightboxes were fabricated in 2023/24 with installation scheduled for August 2024. The installation program is scheduled for September 2024.
4.3 Explore avenues to screen the collection of short films commissioned through the City of Vincent Film Project in public and to the wider community.	S&D		On Track		✓	✓	✓	✓	Project scheduled to begin in 2024/25. City of Vincent short films were successfully screened to the public as part of the event programming for the Shortcut Lane project, in the View Street carpark in May 2024.
PLACE AND IDENTITY									
5.1 Develop a living document that maps out prioritised public art opportunities.	S&D		On Track	✓	✓				The document has been developed and is Appendix 1 of the Local Planning Policy Percent for Art. In 2024/25 a consultant will be engaged to work up a Public Art Opportunities Paper which will build upon the living document and provide further detail.
5.2 Explore opportunities to integrate arts outcomes into public open spaces.	S&D		Not Started		✓	✓			Project scheduled to begin in 2024/25.
5.3 Integrate artistic opportunities into the implementation of the Wayfinding Signage Plan.	S&D		On Track	✓	✓	✓	✓	✓	The City and Studio Found have undertaken detailed design of the wayfinding signs to be installed in the City's town centres. Opportunities to incorporate art have been considered. In 2024/25, the City will undertake procurement to fabricate and install the Wayfinding Signage in the City's town centres.
5.4 Explore opportunities for artist talks on public artworks in Vincent.	S&D		Not Started				✓	✓	Project scheduled to begin in 2026/27.
5.5 Develop and implement the Public Infrastructure Mural Program.	S&D		Not Started			✓	✓	✓	Project scheduled to begin in 2025/26.
6.1 Investigate reduced-fee and alternative length of time options for creatives to hire Vincent spaces.	S&D		Not Started		✓	✓			Project scheduled to begin in 2024/25.
6.2 Explore opportunities to increase the supply of cultural infrastructure in Vincent through planning frameworks.	S&D		Not Started		✓	✓	✓	✓	Project scheduled to begin in 2024/25.
6.3 Advocate to DLGSC to assist in supporting delivery of arts spaces with funding opportunities.	S&D		Not Started		✓	✓	✓	✓	Project scheduled to begin in 2024/25.
INNOVATION AND CREATIVE ECONOMY									

ARTS PLAN 2023/24 to 2027/28 – IMPLEMENTATION FRAMEWORK

Action and Proposed Update	Responsible Team(s)	Support Team(s)	Status	Timing					2023/24 Annual Review Update (August 2024)
				23/24	24/25	25/26	26/27	27/28	
7.1 Support early career filmmakers through the City of Vincent Film Project.	S&D		On Track	✓	✓	✓	✓	✓	The City received 14 submissions for the 2023/24 edition of the Vincent Film Project. The following three successful applicants have produced short films: - Luna, Starring by Ailish Beahan and Caitlin Kirk - Steel Coping by Zoe Davis and Mason Smit - Becoming Aurelio by Chantel Concei and Kate Downie The short films premiered at the Revelation Perth International Film Festival on Sunday 14 July 2024.
7.2 Facilitate or promote skill development opportunities for creatives to build upon their capacities.	S&D		Not Started			✓			Project scheduled to begin in 2025/26.
7.3 Investigate the opportunity to provide a Legal Laneway in Vincent for street artists.	S&D		Not Started		✓	✓	✓		Project scheduled to begin in 2024/25.
7.4 Investigate a grant program for local arts and culture initiatives.	S&D		Not Started				✓	✓	Project scheduled to begin in 2026/27.
8.1 Ensure support of wide variety of different art forms and initiatives.	S&D		Not Started		✓	✓	✓	✓	Project scheduled to begin in 2024/25.
8.2 Support existing creative organisations and initiatives in Vincent that align with objectives of the Arts Plan.	S&D		Not Started		✓	✓	✓	✓	Project scheduled to begin in 2024/25. In 2023/24 two awards were sponsored in the WA Screen Culture Awards, as well as the Woman Scream Poetry Event by WA Poets Inc.
8.3 Explore partnership opportunities to deliver a large scale, temporary art installation.	S&D/C&B		Not Started			✓	✓	✓	Project scheduled to begin in 2025/26.

Community & Business Services (C&B), Strategy & Development (S&D), Infrastructure & Environment (I&E), Information & Communications Technology (ICT), Office of the CEO (CEO)

5.5 ANNUAL REVIEW 2023/24 - PLACE PLANS

Attachments:

1. **Leederville Town Centre Place Plan - Annual Review III**
2. **Beaufort Street Town Centre Place Plan - Annual Review III**
3. **North Claisebrook Place Plan - Annual Review I**
4. **Pickle District Place Plan - Annual Review I**

RECOMMENDATION:

That Council RECEIVES the Leederville Town Centre Place Plan – Annual Review III; Beaufort Street Town Centre Place Plan – Annual Review III; North Claisebrook Place Plan – Annual Review I; and Pickle District Place Plan – Annual Review I.

PURPOSE OF REPORT:

To provide an update on the City's Place Plans including the status of each action and how this action will be implemented in the future.

DELEGATION:

The annual review of Place Plan implementation is presented in line with Council's values:

We are Engaging: Listening, understanding and communicating is the key to our success.
We are Accountable: We work openly and transparently to earn out community's trust.
We are Making a Difference: Our work improves our community and the lives our residents.

Council sets the strategic direction of the organisation, the place plans form a document adopted by council which embeds the Council and Community's expectations and it is important that the progress of these frameworks are reported.

BACKGROUND:

Council at its meeting 23 August 2016 (Item 9.1.5), endorsed Administration's approach to Place Management and the preparation of a Place Plan for each of the City's town centres.

Place Plans

Place Plans are place-based strategic action plans that guide the allocation of funding and resources in Vincent's town centres and emerging precincts. They enable Vincent to effectively support and coordinate change that improves our places to become more liveable, sustainable, walkable and economically viable.

Investing in this approach aligns with the direction of Vincent's Local Planning Strategy which focuses future population growth in our town centres, emerging precincts and urban corridors.

Six Place Plans were developed as standalone documents with a lifespan of four Financial Years. The below table lists the adoption and closure dates of these six Place Plans.

Town Centre	Date of Adoption	Date of Closure
Vincent Town Centre Place Plan (VTCPP)	1 May 2018	23 August 2022
North Perth Town Centre Place Plan (NPTCPP)	1 May 2018	23 August 2022
Mt Hawthorn Town Centre Place Plan (MHTCPP)	17 September 2019	25 July 2023
Pickle District Place Plan (PDPP)	14 September 2021	22 August 2023
Leederville Town Centre Place Plan (LTCPP)	14 September 2021	*30 June 2025*
Beaufort Street Town Centre Place Plan (BSTCPP)	14 September 2021	*30 June 2025*

More recently the City has undertaken a new approach to develop Place Plans in conjunction with Town Centre Planning Frameworks. As Planning Policies are updated every five years, Place Plans now have a lifespan of five Financial Years. The below table lists the adoption and projected closure dates of the two most recently adopted Place Plans.

Town Centre	Date of Adoption	Date of Closure
Pickle District Place Plan (PDPP)	22 August 2023	*30 June 2028*
North Claisebrook Place Plan (NCPP)	22 August 2023	*30 June 2028*

Administration are developing four new Place Plans as part of the following Town Centre Planning Framework projects (North Perth TC, Mt Hawthorn TC, Beaufort Street TC, William Street TC).

In addition, the Leederville Town Centre Place Plan is in its last year of operation. During the 2024/25 FY, Administration will undertake a Major Review and develop a new Place Plan with a five-year lifespan. This will align with the priority projects identified in the Leederville Community Needs Analysis project.

Place Plan Actions

Actions within each Place Plan align with the Vincent's informing strategies and plans and are drafted at the conclusion of a thorough process with Administration analysing and applying information from the following three sources: Town Team Action Plans, Best Practice and Town Centre Data. Development of the plans is informed by community consultation and Council endorse the Place Plans.

Actions are explained using a three-step process:

- Action
- Rationale
- Delivery including details on:
    - Timeframe: Represents when the action is likely to be commenced. This is subject to change and dependent on resourcing and funding opportunities as per the Integrated Planning and Reporting Framework.
    - Lead: Outlines who is responsible for the delivery and/or funding of the action. This can be the City, the community and/or private (developer through Development Incentives for Community Benefit).
    - Budget: Estimates are included for the delivery of each action.
    - Budget Source: Outlines potential funding sources including FTE resourcing costs, internal funding through capital and/or operational expenditure, and/or external funding opportunities through private development, community benefit, cash-in-lieu payments.

DETAILS:

The Place Plan Annual Reviews are attached as per the below:

- **Attachment 1:** Leederville Town Centre Place Plan – Annual Review III;
- **Attachment 2:** Beaufort Street Town Centre Place Plan – Annual Review III;
- **Attachment 3:** North Claisebrook Place Plan – Annual Review I;
- **Attachment 4:** Pickle District Place Plan – Annual Review I.

The below table summarises the status of actions within the respective place plans as at 30 June 2024:

Place Plan	Total Actions	Completed	In progress	Scheduled for future years
Leederville Town Centre Place Plan	28	5	20	3
Beaufort Street Town Centre Place Plan	19	6	13	0
North Claisebrook Place Plan	19	2	9	8
Pickle District Place Plan	19	1	9	9

Emerging issues and landmark developments

Every year, Administration complete an Annual Review on the status of the actions within each Place Plan and present this to Council.

Every five years, Administration undertake a Major Review of the actions within the current Place Plan to inform the development of a new Place Plan with a five-year lifespan. The new Place Plan also considers Vincent's new or updated informing strategies and plans, Town Team Action Plans, best practice, all relevant town centre data and community consultation.

In the five-year period between the development of Place Plans, there is the potential for emerging issues or landmark developments to arise that aren't specifically referenced in the Place Plan.

In 2023/24, these emerging issues and landmark development include:

- North Claisebrook Place Plan
    - **Concrete Batching Plant relocation** – Vincent is working toward the relocation of two privately-owned concrete batching plants at 71 Edward Street and 120 Claisebrook Road in North Claisebrook. At its meeting on 27 June 2024, the Western Australian Planning Commission approved a time limited extension for both plants until 31 December 2027.

      Due to the constant movement, dust and noise of the concrete trucks in this precinct, Vincent has not prioritised investment in improving the walkability and quality of the public realm in North Claisebrook. This approach can now be revisited in light of the time-limited extension.

    - **East Perth Power Station** – DevelopmentWA are undertaking planning for this multi-purpose site to deliver a pedestrian-friendly precinct supported by well-established connections to major arterial roads, rail and bus networks and cycleways and support residential, employment, community and tourism growth.

      Vincent will advocate for any redevelopment of the East Perth Power Station to consider access to and from the North Claisebrook precinct.

- Pickle District Place Plan
    - **Bunnings** – At its 1 November 2022 meeting, the Metro Inner-North Joint Development Assessment Panel approved a development featuring a Bunnings, food and beverage hub, child care centre and gallery space.

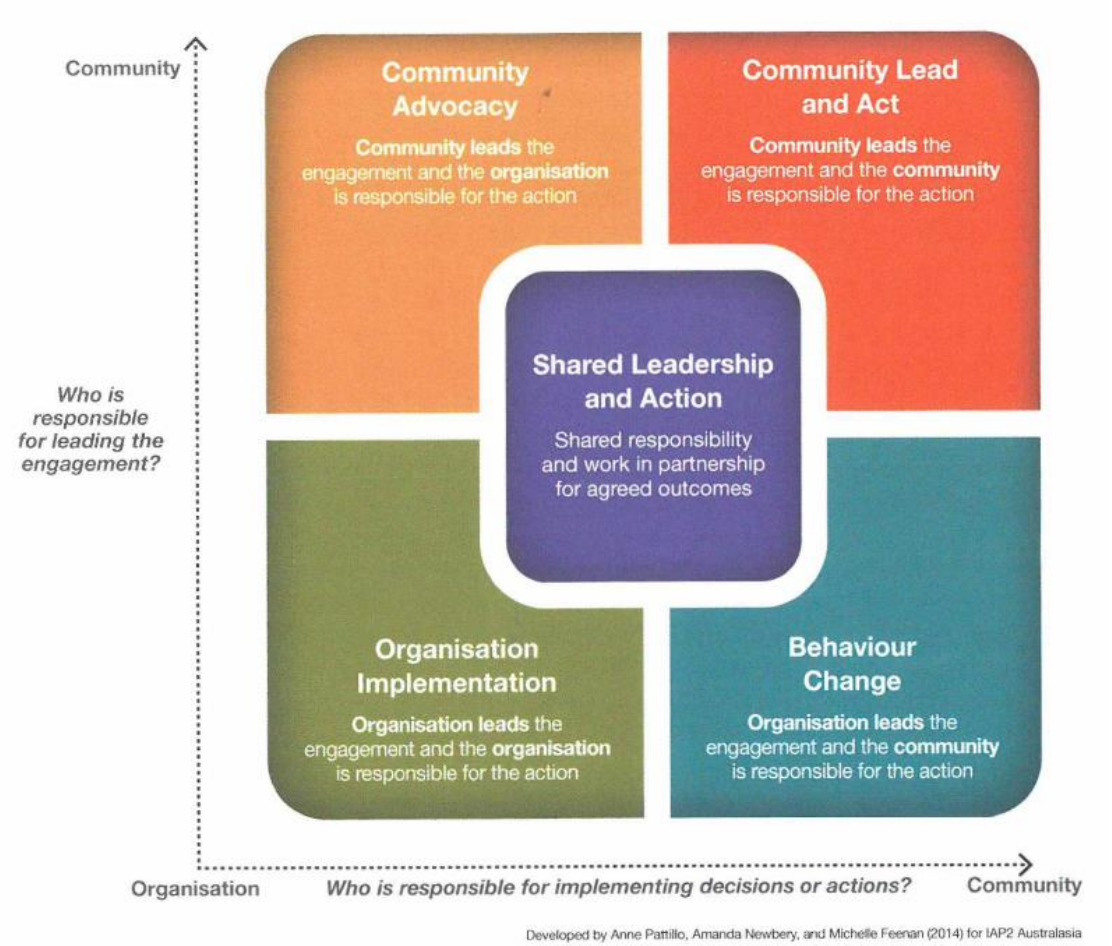
      Vincent has subsequently paused all planned improvements to the public realm and walkability on the Newcastle Street, Cleaver Street or Old Aberdeen Place frontages as we await more information regarding the development of this site and its interaction with the public realm.

      If the development proceeds, it is likely to significantly change the traffic volumes on Newcastle Street and local roads within the Pickle District.

    - **Sydney Charles Quarter** – At its 7 November 2023 meeting, the Metro Inner-North Joint Development Assessment Panel approved the refurbishment of the existing Old Pickle Factory and a mixed-use development featuring a seven-storey hotel, a six-storey office, five-storey building with build-to-rent apartments, gym, small bar, restaurant/cafe, supermarket, medical centre, public art and public open spaces.

      With a large increase in residents and commercial activity on this site in the future, Vincent will need to consider pedestrian safety at the intersection of Newcastle Street and Charles Street; and the interface of the development with Old Aberdeen Place and the shared path adjacent to Graham Farmer Freeway.

CONSULTATION/ADVERTISING:



Organisation Implementation

Engagement is used to both inform the community about the proposed policy, project or propositions, and to provide some input to the shape or execution of the policy, project or proposition.

Tension: People feel forced leading to an unresponsive process.
Mitigation: Increasing the level of influence, and implementing a transparent, robust process.

When would we do this
Your organisation has the legitimacy to lead and implement

How do we measure success?
Communicate how community and stakeholder input has influenced the decision-making or implementation

Behavioural Change

Communities/stakeholders/partners/individuals take responsibility for the action.

Tension: There is no collective "why"/feeling forced/judged, undesirable impact/cost to make the change.
Mitigation: To build the collective before the change becomes a requirement.

When would we do this?

Pursuit and achievement of the object of engagment cannot be achieved without the action of stakeholder, partners, communities or individuals

How do we measure success?

Target populations must participate in devleoping behaviour, change programs/materials, implementing and actively monitoring and adjusting

During the development of the Place Plans, extensive engagement with the community including the business owners, commercial land owners and the Town Teams was undertaken.

There is no further consultation on the Annual Reviews as the purpose is of this report is to provide an update on the status of each action and how this action will be implemented in the future on an annual basis.

Community Consultation on specific projects occurs within each Place Plan as required by the City's Community and Stakeholder Engagement Policy.

LEGAL/POLICY:

The Integrated Planning and Reporting Framework outlined by the *Local Government (Administration) Regulations 1996* requires the City to adopt a Strategic Community Plan (SCP) and a Corporate Business Plan (CBP) to be supported by the Annual Budget and a range of informing strategies. The Place Plans are outlined as deliverables in the City's CBP.

RISK MANAGEMENT IMPLICATIONS

Low: It is low risk for Council to receive the Annual Review of the Place Plans. The Place plans identify the actions committed to by Council the adoption of the plans, the status of implementation and the timing and potential budget requirements associated with delivering the approved plans.

STRATEGIC IMPLICATIONS:

This is in keeping with the City's *Strategic Community Plan 2022-2032*:

Enhanced Environment

Our urban forest/canopy is maintained and increased.
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.
We have embraced emerging transport technologies.

Connected and Healthy Community

We have enhanced opportunities for our community to build relationships and connections with each other and the City.

Thriving Places

We are recognised as a City that supports local and small business.
Our town centres and gathering spaces are safe, easy to use and attractive places where pedestrians have priority.
We encourage innovation in business, social enterprise and imaginative uses of space, both public and private.
Efficiently managed and maintained City assets in the public realm.
Art, history and our community's living cultures are evident in the public realm.

Sensitive Design

Our built form is attractive and diverse, in line with our growing and changing community.
Our planning framework supports quality design, sustainable urban built form and is responsive to our community and local context.
More people living in and working in or enjoying our town centres.

Innovative and Accountable

We deliver our services, projects and programs in the most inclusive, efficient, effective and sustainable way possible.
We engage with our community so they are involved in what we are doing and how we are meeting our goals.
We embrace good ideas or innovative approaches to our work to get better outcomes for Vincent and our community.

SUSTAINABILITY IMPLICATIONS:

This is in keeping with the following key sustainability outcomes of the *City's Sustainable Environment Strategy 2019-2024.*

Sustainable Transport
Urban Greening and Biodiversity

PUBLIC HEALTH IMPLICATIONS:

This is in keeping with the following priority health outcomes of the City's *Public Health Plan 2020-2025*:

Increased mental health and wellbeing

FINANCIAL/BUDGET IMPLICATIONS:

The implementation of actions within the Place Plans are supported through allocations within the City's existing operating budgets.

COMMENTS:

The Place Plans are 'place based' strategic action plans that guide the allocation of funding and resources in the City's town centres and places. The Place Plans direct the City's service units to deliver a range of place-based initiatives and enable the City to effectively support and coordinate change.

The preparation, implementation and review of the Place Plans aligns with the City's adopted approach to Place Management and allows the progress of existing actions to be monitored, reported, and updated, and new actions to be included as they are identified.

The ongoing review of the Place Plans will ensure that the City's town centres and places keep pace with emerging trends and community aspirations.

VOLUME 4: LEEDERVILLE TOWN CENTRE PLACE PLAN – IMPLEMENTATION FRAMEWORK

Action and Proposed Update	Responsible Team(s)	Support Team(s)	Status	Timing				2022/23 Annual Review Update (July 2023)	2023/24 Annual Review Update (August 2024)
				21/22	22/23	23/24	24/25		
Priority Area 1: ENHANCED ENVIRONMENT									
1.1 Develop a concept plan to enhance the community use, connectivity, and vibrancy of Oxford Street Reserve.	S&D	I&E	On Track			✓	✓	The draft Leederville Precinct Structure Plan, endorsed by Council 14 September 2021, outlined the requirement for the Oxford Street Reserve public open space area to be expanded into a portion of the Frame Court car park. At its Meeting on 21 June 2022, Council approved requesting proposals for redevelopment concepts relating to The Avenue and Frame Court car parks, including this portion of land to be created as public open space. At its Meeting on 9 May 2023, Council approved a preferred proponent for the City to enter into negotiations with in order to draft a Heads of Agreement in relation to their proposal. The key terms of the Heads of Agreement and the associated Business Plan will be presented to Council at its Meeting in July. Action 1.1 to commence 2023/24 following WAPC approval of the Leederville Precinct Structure Plan and progression of the negotiations between the City and the preferred proponent for the redevelopment of the Frame Court car park. Following the lighting audit of Leederville in August 2022, additional lights have been installed on the gazebo in Oxford Street Reserve to brighten up the space and increase feelings of safety and ambience.	Project on hold. Action will progress as part of the negotiations between the City and Hesperia for the redevelopment of the Frame Court car park.
1.2 Investigate Black Spot funding for a safer pedestrian crossing environment on Leederville Parade.	I&E		Completed	✓				Action completed 2021/22.	Action completed 2021/22.
1.3 Undertake the beautification and eco-zoning of Lot 210 Leederville Parade.	I&E	S&D	Completed	✓				Action completed 2021/22.	Action completed 2021/22.
1.4 Support the potential installation of a fast-charging electric vehicle station in the Avenue Car Park.	CEO	I&E	Completed	✓				Action completed 2021/22.	Action completed 2021/22.
Priority Area 2: ACCESSIBLE CITY									
2.1 Advocate to the Public Transport Authority for a Leederville Station upgrade.	I&E/S&D		On Track	✓	✓	✓	✓	The City continues to advocate for the upgrade of Leederville Station through the City's Advocacy Agenda. The City will continue to advocate to and work with the PTA to have a secure cycle parking cage installed. The City will continue to work with the PTA to communicate upcoming projects occurring in Leederville (Redevelopment Proposal relating to The Avenue and Frame Court car parks and the Oxford Street Reserve Concept Plan) and draw attention to the opportunity to integrate any Leederville Station upgrades into design concepts for the area.	The City met representatives from the Public Transport Authority (PTA) and the Town of Cambridge in July 2024 to discuss the challenges with the current pedestrian access to the Leederville train station and the redevelopment of the major car parks in Leederville. The City continues to advocate for the upgrade of Leederville Station through the City's Advocacy Agenda.
2.2 Advocate to the Public Transport Authority for bus route 15 to be rerouted	I&E/S&D		On Track	✓	✓	✓	✓	The City will continue to advocate to PTA to have Bus Route 15 re-routed around the perimeter of the Town Centre.	The City will continue to advocate to PTA to have Bus Route 15 re-routed around the perimeter of the Town Centre. Should the new route include the use of Frame Court, this should not occur until after

VOLUME 4: LEEDERVILLE TOWN CENTRE PLACE PLAN – IMPLEMENTATION FRAMEWORK

Action and Proposed Update	Responsible Team(s)	Support Team(s)	Status	Timing				2022/23 Annual Review Update (July 2023)	2023/24 Annual Review Update (August 2024)
				21/22	22/23	23/24	24/25		
around the perimeter of the Town Centre.									the redevelopment of the Frame Court car park to avoid conflicts with construction vehicles.
2.3 Prepare a plan to improve the pedestrian and cyclist environment crossing Loftus Street.	I&E	S&D	On Track		✓	✓		Administration have reviewed potential crossing points on Loftus Street between Vincent Street and Newcastle Street. It has been concluded that a pedestrian bridge would be required to cross the six lanes of traffic. Budget for this is likely to cost between 5 and 10 million dollars. Improvements to pedestrian refuge island crossing points will proceed to detailed design at the location near Emmerson Street. The Bike Plan also lists a number of actions which will lead to an improved crossing environment.	There has been no progress made to improve the crossing of Loftus Street between Leederville Parade and Vincent Street Engineering are currently designing a pedestrian refuge island crossing point to facilitate crossing between Emmerson Street, North Perth and Vincent Library / Community Centre.
2.4 Collaborate with the Town of Cambridge and Main Roads to plan upgrades to the Lake Monger connection.	I&E/S&D	C&B	On Track			✓	✓	Between December 2022 and February 2023, community engagement to inform the development of the Bike Plan (previously the Cycle Plan and the Bike Network Plan) occurred. The draft Bike Plan incorporating community feedback was presented to Administration by Flyt Transport Consultancy in March 2023. Following internal review, the draft Bike Plan was presented to Council Workshop in April 2023. The draft Bike Plan is to be presented to July Ordinary Council Meeting for adoption. The Lake Monger connection will be considered under action item 17 of the draft Bike Plan 2023-2028.	Project on hold in 2023/24 as improvements to the Leederville Train Station have been the priority for collaboration with the Town of Cambridge. In 2024/25, the City will collaborate with the Town of Cambridge in advocating to Main Roads WA to scope potential upgrades to the Mitchell Freeway underpass.
2.5 Plan improvements to the Oxford Street and Vincent Street cycling and pedestrian environment.	I&E	S&D	On Track		✓	✓	✓	Oxford Street and Vincent Street will be considered under action items 8 through 18 of the draft Bike Plan 2023-2028.	Council adopted the Bike Plan 2023-2028 at their 25 July 2023 Ordinary Council Meeting. Action items 8 through to 18 relate to the Leederville Town Centre and surrounds. Action 16 for the continuation of on-street bike lanes on Oxford St (between Richmond and Vincent) has begun and will continue into 2024/25. The other actions have not yet started.
2.6 Develop and implement the Wayfinding Plan.	S&D	I&E/LC	On Track	✓	✓	✓	✓	The Wayfinding and Signage Plan was adopted by Council at its 15 November 2022 (Item 9.4) Ordinary Meeting. Following adoption, $198,000 from the cash-in-lieu for carparking reserve as approved by Council in the 2022/23 FY budget was allocated to the implementation of the Wayfinding Signage Plan. On 9 June 2023, the City appointed Studio Found to undertake Stage One of implementation focusing on connection within the town centres. Stage One will be completed in 2023/24.	The City and Studio Found have undertaken detailed design of the wayfinding signs to be installed in the City's town centres. In 2024/25, the City will undertake procurement to fabricate and install the Wayfinding Signage in the City's town centres.
2.7 Investigate the feasibility and impact of designated pick-up points for on-demand transport and third party delivery partners and plan design solutions to deter parking in the Leederville Village Square median.	S&D	I&E	On Track		✓	✓		Administration has developed a multi-point plan to on-demand transport and delivery partners including changing the restrictions on particular bays from 1 hour ticketed parking to 15 minute non-ticketed parking, producing a marketing/education campaign, installing a suspended artwork in the Leederville Village Square median and installing parking sensors. The City will continue to implement the plan in 2023/24.	In 2023/24, the City were intending to install the Arts Rebound: Leederville Town Centre Artwork and 8 functional bollards in the median strip of Leederville Village Square to restrict illegal parking. This is now scheduled for installation in August 2024 due to delays in Western Power installing an unmetered power outlet and design changes were required to accommodate the additional clearance of Transperth's new electric bus fleet.

VOLUME 4: LEEDERVILLE TOWN CENTRE PLACE PLAN – IMPLEMENTATION FRAMEWORK

Action and Proposed Update	Responsible Team(s)	Support Team(s)	Status	Timing				2022/23 Annual Review Update (July 2023)	2023/24 Annual Review Update (August 2024)
				21/22	22/23	23/24	24/25		
									Additional changes including changes to nearby parking bays have been identified in the City's Precinct Parking Management Plan which will implemented in 2024/25.
Priority Area 3: CONNECTED COMMUNITY									
3.1 Seek opportunities to collaborate with YMCAHQ, Foyer Oxford, and TAFE to activate the Town Centre.	C&B	S&D	On Track	✓	✓	✓	✓	The City continues to work with Y HQ, Foyer Oxford and TAFE to identify opportunities for collaboration. In July 2022, the Y HQ received $50K for the first year of a 3 year recurring funding commitment by the City to facilitate and deliver a number of youth programs, including gigs, lifestyle workshops and outdoor paint workshops. The City will continue to build on the current relationships and foster new ones in order to collaborate and activate the Town Centre.	The City continues to work with Y HQ, Foyer Oxford and TAFE to identify opportunities for collaboration. The Y HQ received $50K of funding in 2022/23 and again in 2023/24 through the Collaborative Grants funding stream as part of a three-year funding agreement. The funding is used to facilitate and deliver a number of youth programs, including the Youth Squad, gigs, employability and mental health workshops, and outdoor paint workshops. Opportunities to activate this area may be identified through the Leederville Car Park Redevelopment. To be explored in 24/25 as the redevelopment progresses.
3.2 Manage the Town Team Grant Program.	S&D	I&E/C&B	On Track	✓	✓	✓	✓	Leederville Connect applied for and were successful in obtaining the entire $10,000 budget for the 22/23 financial year. The grant will be used for: • Indigenous yarning circle project; • Website redevelopment; and • Insurances. The City will continue to work with the town team in managing the Town Team Grant Program.	In 2023/24, Leederville Connect successfully applied for $10,000 in Town Team Grant funding for: • Urban Food Project – Stage 1 workshop • Software, marketing and socials • Public Liability Insurance The City will continue to work with the town team in managing the Town Team Grant Program.
Priority Area 4: THRIVING PLACES									
4.1 Support Leederville Connect to investigate locations for event furniture and fixtures storage space in the Town Centre.	S&D/LC	CEO	On Track	✓	✓			Leederville Connect has purchased event furniture and festoon lighting through the 2021/22 Town Team Grant Program. The furniture and festoon lighting is currently stored by the Leederville Connect Chair. The City will continue to work with Leederville Connect to investigate storage location opportunities.	Furniture and festoon lighting is currently stored by the Chairperson of Leederville Connect. The City will work with Leederville Connect to investigate storage location opportunities when the need arises.
4.2 Identify locations for power points in Leederville Village Square.	I&E	S&D/LC	On Track		✓	✓		Administration will continue to investigate locations and opportunities for the installation of power points. Costings will be estimated and presented to Council for consideration.	In August 2024, an unmetered power outlet is being installed in Leederville Village Square to illuminate the Arts Rebound: Leederville Town Centre Artwork. The City will investigate if this unmetered power outlet has additional capacity to be used as a power source for events in Leederville Village Square.
4.3 Undertake a lighting audit and prepare and implement a Lighting Improvement Plan.	S&D	I&E	On Track	✓	✓	✓	✓	Administration have progressed several opportunities for lighting improvements identified through the August 2022 lighting audit. Quotes were sought for up-lighting of gumtrees along Oxford Street between Leederville Parade and Vincent Street, inclusion of lights in gazebo adjacent to Oxford Street Reserve, and installation of LED strip lighting to the circular benches in Leederville Village Square. The gazebo lighting and under-bench lighting have now been installed. The up-lighting of gumtrees will be considered for implementation in future years.	Action completed in 2022/23. Further lighting projects including uplighting the gumtrees in the Oxford Street median will be considered in the Major Review of the Leederville Town Centre Place Plan.
4.4 Undertake a streetscape audit and prepare and	S&D	I&E/LC	On Track		✓	✓	✓	A streetscape audit of the Leederville Town Centre was completed in August 2022. The streetscape improvement plan is currently being developed for implementation in 2023/24 and 2024/25.	Project on hold in 2023/24 as negotiations progressed between the City and Hesperia regarding the Leederville Car Parks redevelopment project.

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implement a Streetscape Improvement Plan.									In 2024/25, Administration will develop the Minor Streetscape Improvement Program for implementation in all town centres including Leederville.
4.5 Negotiate the formalisation of the main drain pedestrian corridor with the Water Corporation for implementation in appropriate stages.	S&D	CEO	On Hold	✓	✓	✓	✓	Negotiations with Water Corporation continue for the formalisation of the main drain pedestrian corridor. The City has produced a staging and concept plan for the pedestrian corridor. Water Corporation has provided consent for the City to undertake the Stage 1A and 1B upgrades. Budget for implementation was not supported for inclusion in the 2023/24 annual budget. A detailed scope of work will be developed and an application for approval to work near Water Corporation assets will be lodged before proceeding to implementation, pending future budget approval.	Project on hold in 2023/24 as negotiations progressed between the City and Hesperia regarding the Leederville Car Parks redevelopment project as upgrades to the pedestrian corridor will occur during this project.
4.6 Collaborate with developers to deliver laneway beautification elements in Electric Lane	I&E/S&D		Completed	✓				Electric Lane has been used for various events since opening including two Open Streets events in March 2022 and March 2023.	Action completed 2021/22.
4.7a Request the Minister of Lands acquire the right of way linking Oxford Street to the strata lots at 663 Newcastle Street	CEO	S&D	On Track	✓	✓			Administration will present to Council in 2023/24 to recommend requesting the Minister for Lands acquire the right of way.	Project on hold in 2023/24 as negotiations progressed between the City and Hesperia regarding the Leederville Car Parks redevelopment project and its resultant impact on the strata body of 663 Newcastle Street, Leederville. In 2024/25, the City will progress with acquiring the right-of-way including communication with the Minister of Lands.
4.7b Collaborate with the strata to plan improvements to the right of way	S&D	I&E/LC	On Track	✓	✓	✓	✓	Administration continues to collaborate with the strata company of 663 Newcastle Street to identify and plan for improvements in the right of way.	Administration has met with representatives from the Council of Owners for 663 Newcastle twice in 2023/24 to discuss potential redesigns of car park and right-of-way. Collaboration will continue in 2024/25 in conjunction with the redevelopment of the Frame Court Car Park.
4.8 Seek and assess redevelopment concepts relating to The Avenue Car Park and Frame Court Car Park to create thriving, connected and sustainable mixed-use areas in the heart of Leederville.	S&D	CEO	On Track		✓	✓	✓	At its Meeting on 21 June 2022, Council approved requesting proposals for redevelopment concepts relating to The Avenue and Frame Court car parks. Eight submissions were received throughout the stage one advertising period from 27 June 2022 to 8 August 2022. The evaluation panel shortlisted three submissions who received the highest score against the selection criteria. At its Meeting on 18 October 2022, Council endorsed the three submissions for progression to stage two of the redevelopment proposals process. At its Meeting on 13 December 2022, Council approved the Stage 2 Request for Detailed Proposals materials, for the second stage of the redevelopment proposals process. Shortlisted proponents were invited to submit detailed proposals from 14 December 2022 to 28 February 2023. At its Meeting on 9 May 2023, Council approved a preferred proponent for the City to enter into negotiations with in order to draft a Heads of Agreement in relation to their proposal.	Council At its Meeting 12 November 2023, resolved to proceed with the Major Land Transaction included in the Business Plan. At this same Meeting, Council authorised the Mayor and Chief Executive Officer to enter into, sign and seal the associated transaction documents. The Major Land Transaction documents executed by the Mayor, Chief Executive Officer and Hesperia on 24 January 2024.

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								The key terms of the Heads of Agreement and the associated Business Plan will be presented to Council at its Meeting in July.	
Priority Area 5: SENSITIVE DESIGN									
5.1 Prepare a Precinct Centre Structure Plan in collaboration with Leederville Connect	S&D	LC	On Track	✓				On 14 September 2021 (Item 9.7) at its Ordinary Meeting, Council adopted the Leederville Precinct Structure Plan. The Structure Plan remains with the Western Australian Planning Commission for approval.	On 14 September 2021 (Item 9.7) at its Ordinary Meeting, Council adopted the Leederville Precinct Structure Plan. In 2023/24, the Department of Planning, Lands and Heritage requested the City make a number of modifications to the Precinct Structure Plan. This includes the development of a Community Needs Analysis to inform a list of project priorities that can be delivered by developers where they are proposing heights greater than what the PSP deems acceptable. At the conclusion of the Community Needs Analysis project and all other modifications, the City will be required to advertise the modified Precinct Structure Plan and resubmit to the Western Australian Planning Commission for final determination.
5.2 Develop a streetscape style guide	S&D	I&E/LC	Not Started		✓	✓		The streetscape improvement plan is currently being developed for implementation in 2023/24 and 2024/25.	Project on hold in 2023/24. In 2024/25, Administration will develop the Minor Streetscape Improvement Program for implementation in all town centres including Leederville. This will investigate the feasibility of having a bespoke streetscape style and palette for the Leederville Town Centre.
Priority Area 6: INNOVATIVE & ACCOUNTABLE									
6.1 Undertake community consultation to review the use of Leederville Village Square and inform the future of the space	S&D	C&B	On Track		✓			Community consultation on the use of Leederville Village Square was completed in January 2023. Opportunities for the space have been identified and will be implemented in 2023/24 and 2024/25. Opportunities include: • Engaging with a traffic management and/or event consultant to investigate improvements to the space, the application process and event requirements for community-held events. • Exploring opportunities to increase collaboration between event hosts, town teams, businesses and community groups in Leederville to prevent conflict at event times and foster a business community vibe. • Investigate opportunities to highlight businesses that remain open during event days. • Explore opportunities to support and promote service-based businesses in Leederville. • Explore opportunities to connect the Leederville Town Centre with Leederville Oval on football games days. Investigate the use of the existing collapsible bollards for events and the potential replacement of a more appropriate type of collapsible bollard.	Implementation of the findings from the community consultation will be investigated in 2024/25 and the Planning has begun for further investigation and implementation in 2024/25 of the recommended actions/opportunities from the consultation findings report.
6.2 Install LED street lights along Oxford Street	I&E		Completed		✓			LED street lights have been installed at the corner of Vincent Street and Oxford Street, and some locations on Oxford Street and Newcastle Street.	The southern end of Oxford Street (within the Leederville town centre) has previously been undergrounded and falls outside of the scope of the Vincent Underground Power Project.

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								Oxford Street is part of the Perth/Highgate underground project. The Perth/Highgate project area is expected to start construction mid-2025 and be completed in late 2026. Through this project, existing streetlights will be removed and replaced with LEDs meeting current Western Power standards for safety and amenity. Western Power advises that this will result in higher light levels and a better quality of light for most areas.	Further lighting projects will be considered in the Major Review of the Leederville Town Centre Place Plan.
6.3 Plan public toilet improvements	I&E	S&D	Not started		✓	✓		Improvements to the existing toilets and new toilet facilities will be investigated through the Redevelopment Proposal in relation to The Avenue and Frame Court car park.	Improvements to the existing toilets and new toilet facilities will be investigated through the Redevelopment Proposal in relation to The Avenue and Frame Court car park.
6.4 Develop and deliver a smoke-free town centres project with involvement from the community, health partners, and local businesses.	S&D	C&B	On Track	✓	✓	✓	✓	On 22 November 2022, The City launched the 'Fresh Air - You're Welcome: Smoke-Free Town Centres Project' at Mary Street Piazza, Beaufort Street. Engagement activities have included street engagements, pop-up events and public awareness campaigns. The City is also working directly with local youth services to educate young people and staff about the project and the risks of smoking and vaping. The 'Fresh Air – You're Welcome' slogan has been included on a variety of smoke-free signage placed within our Town Centres and has been received well by our community. These show where smoking and vaping is prohibited. The project has engaged with ten local pharmacies, promoting their smoking cessation services to the community. Administration are also working closely with local businesses to provide direct advice to manage the transition of the footpath outside their business becoming smoke-free. A smoking behaviour audit was carried out in November 2022 to provide baseline data on smoking and vaping observations and cigarette butt counts. The audit will be repeated in November 2023. The City has maintained strong partnerships with North Metropolitan Health Service, Cancer Council WA and Australian Council on Smoking and Health. These relationships have ensured ongoing support for the project with the City being recognised for its Public Health Leadership in the smoke-free space.	The City is the first Western Australian Local Government to implement smoke and vape-free environments within its Town Centres, showing Public Health leadership and best practice in health and wellbeing. The project is part of the City's Public Health Plan 2020 – 2025 and aims to reduce environmental smoke from cigarettes and e-cigarettes (vapes) in our Town Centres. In November 2022, the project saw parts of North Perth, Mount Hawthorn, Leederville, William Street and Beaufort Street become smoke and vape-free. Project Highlights: • Achieved a 42% reduction in people smoking cigarettes in our Town Centres, in just 12 months. • Education first approach engaging with 3360 residents and visitors at workshops, town centre campaigns, events and reaching over 11,000 people through online campaigns. • Widespread support from 88 per cent of community and businesses, a year into the project. • Delivered five vaping education workshops to Year six students at Highgate and Kyilla Primary Schools. • Collaboration with 20 businesses, nine pharmacies and seven community services. • Engaged with The Y, Foyer Oxford and Freedom Centre to build capacity and knowledge about vaping, enabling them to educate and support young people. • Successfully received two Heathway grants, which supported the delivery of the project. Recognised as an award worthy project, having been shortlisted for five awards, presented at six conferences and coverage in 11 local news articles.

Community & Business Services (C&B), Strategy & Development (S&D), Infrastructure & Environment (I&E), Information & Communications Technology (ICT), Office of the CEO (CEO)

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Priority Area 1: ENHANCED ENVIRONMENT									
1.1 Support the potential installation of a fast-charging electric vehicle station in the Beaufort Street Town Centre.	CEO	I&E	Completed	✓	✓			The two fast chargers were expected to be installed in Chelmsford Road Car Park in 2022/23. Due to Western Power delays installation is estimated to occur in October 2023. The original licensing and lease terms remain unchanged.	Two fast chargers were installed in the Chelmsford Road Car Park and became operational on the 29th of January 2024.
1.2 Develop and implement a trial installation of a Containers for Change attachment for existing Beaufort Street Town Centre bins.	S&D	I&E	Completed	✓				Action completed in 2021/22.	Action completed in 2021/22.
1.3 Engage with local business and property owners directly to communicate the benefits of solar and support further actions being undertaken.	CEO	S&D	On Track			✓	✓	Project to commence in 2023/24.	Administration have developed marketing materials for the Solar Power Purchase Agreement project to gather interest from business and property owners in an online workshop. This workshop will communicate the benefits of solar for their business. The timeframe for the release of these marketing materials and workshops has not been determined.
Priority Area 2: ACCESSIBLE CITY									
2.1 Plan improvements to Long Term Cycling Network.	I&E	S&D	On Track		✓			Between December 2022 and February 2023, community engagement to inform the development of the Bike Plan (previously the Cycle Plan and the Bike Network Plan) occurred. The draft Bike Plan 2023- 2028 incorporating community feedback was presented to Administration by Flyt Transport Consultancy in March 2023. Following internal review, the draft Bike Plan was presented to Council Workshop in April 2023. The draft Bike Plan 2023-2028 is to be presented to July Ordinary Council Meeting for adoption. Implementation of the Bike Plan 2023-2028 will commence following adoption.	Council adopted the Bike Plan 2023-2028 25 July 2023. The City is currently progressing a detailed design for the Norfolk Neighbourhood Safe Active Street, approximately 800m to the west of the Beaufort Street Town Centre. PJA consultants were awarded the contract for the 100% design in December 2023 and further community consultation is being planned in the coming months.
2.2 Undertake a streetscape audit and deliver the Beaufort Street Streetscape Improvement Plan.	S&D	I&E	On Track	✓	✓	✓	✓	Improvement 1 and 2 of the BISSIP will be addressed in 2023/24 following the development of the Link and Place Guidelines, the adoption of the Thriving Places Strategy (TPS) and implementation of Action 4.1.1 of the TPS. Administration have progressed Improvement 4, consulting with various businesses within the Town Centre to assist with the implementation of Vibrant Public Spaces. On 26 April 2023, Challis Café at 539 Beaufort Street received approval for the installation of seven bench tables as Affixed Eating Area Furniture.	The actions identified in the Beaufort Street Streetscape Improvement Plan will be incorporated into the Major Review of the Beaufort Street Town Centre Place Plan and considered in the development of the new Place Plan as part of the Beaufort Street Town Centre Planning Framework project. Improvement 4 continues to be implemented as administration assists businesses within the Town Centre to assist with the implementation of Vibrant Public Spaces. On 22 September 2023, Antep Mangal at 602-610 Beaufort Street Mt Lawley received approval for the installation of four bench tables/seats and three

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								Discussions with Tom's Providore at 290 Beaufort Street occurred between March and April 2023 to determine whether additional furniture and shading could be implemented under the Vibrant Public Space Policy or under an Outdoor Eating Area Permit. On 16 May 2023, Administration met with Modus Coffee to discuss a potential Barlee Street parklet upgrade including lighting. Administration will continue to explore opportunities for further Vibrant Public Spaces. Improvement 9 was completed prior to the Grosvenor Road Trial. The City constructed a raised continuous footpath at the intersection of Grosvenor Road and Beaufort Street, to provide better amenities for pedestrians. The Grosvenor Road works commenced 22 August and concluded on 20 September 2022. Improvement 16, the design and delivery of streetscape improvements between Harold Street and Mary Street will commence in the 2023/24.	concrete planter boxes as Affixed Eating Area Furniture. Tom's Providore have recently lodged an application for affixed eating area furniture which is currently being assessed by administration. Shading does not form part of this application.
2.3 Trial a pedestrian space and shared street at Grosvenor Road.	S&D	I&E	Completed	✓	✓	✓		In November 2022, the City in conjunction with RAC through the RAC reconnect program undertook the Grosvenor Road Trial project. The trial aimed to demonstrate how a pedestrian space could be accommodated at the eastern end of Grosvenor Road. The trial tested two options: a one-way shared street and expanded footpath; and a public plaza closed to cars. The trial demonstrated that a high percentage of the community supported a public plaza at the location, however, further assessment and engagement for how a plaza could be best achieved was recommended. As part of the project's next steps, on 6 June 2023, the City appointed traffic and placemaking consultant PJA to investigate the feasibility of the options trialled as follows: • Option 1: A shared street, with the possibility for a section of road to be closed to vehicles at various times. • Option 2: A one way street, with the option to expand the northern or southern footpath. • Option 3: A public plaza, closed to vehicles. The consultant will undertake a high-level investigation of the three options for the Grosvenor Road site and how these options will	The consultant delivered the Options Analysis report in November 2023 which included analysis on: • Each options' impacts on the Raglan Road and Chelmsford Road car parks and possible car park integration and/or reconfiguration; • Loading zone reconfiguration and/or relocation to improve safety and traffic flow; • A north-south pedestrian link being integrated into the reconfigured car parks; • How each option and high-level car park design will affect the surrounding traffic flow on local streets between William Street and Beaufort Street, and Chelmsford Road and Walcott Street; and • The high-level cost implications of each options. On presentation of this report, Administration made the decision to not continue with this project as: • Indicative construction cost of the options ranged between $2.74 million and $3.67 million; • The City's Long Term Financial Plan (LTFP) does not include funding for such a project and the return on investment for such a project has not yet been investigated. It was intended that the options for public space improvements be considered further as part of the Beaufort Street Planning Framework and Beaufort Street traffic study, both currently underway.

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								impact the Raglan Road and Chelmsford Road car parks and surrounding streets. The consultant will deliver an Options Analysis report in August 2023. Following this, each option will be presented to Council and the project progressed based on feedback received.	This approach would ensure this, and other relevant projects are delivered holistically across the Town Centre, provide better opportunities for grant funding, and allow the return on investment for the community to be investigated further in this context.
2.4 Advocate to Main Roads to formalise 40km/h along Beaufort Street.	I&E	S&D	On Track	✓	✓	✓	✓	Beaufort Street is a District Distributer A road and is not included in the current overall submission to MRWA in slowing speeds to 40km/h. There are currently sections of Beaufort Street which are posted at 40km/h. A formal application to have the entire length of Beaufort Street slowed to 40km/h will occur following the implementation of the speed reduction on all Local Roads as part of the 40km/h project.	MRWA has now given approval for the speed to be permanently reduced on all local access roads within the City of Vincent. The 40km/h speed limits will apply to local access roads only. Distributor roads and main corridors such as Beaufort Street will not be affected. A formal application to MRWA to have the entire length of Beaufort Street slowed to 40km/h will form part of a new Place Plan action in the Beaufort Street Planning Framework (BSPF) in 2024/25.
2.5 Design and deliver streetscape improvements between Harold Street and Mary Street to formalise ride share drop-off/pick-up zones and improve safety at night.	I&E	S&D	On Track	✓	✓	✓		Streetscape improvements between Harold Street and Mary Street will be delivered over a two year period with design occurring in 2023/24 and implementation in 2024/25. Initial stages will involve consultation with the community and key stakeholders on the design and function of the space. Additionally, the City is undertaking a Beaufort Street and Harold Street Black Spot project to improve safety at this intersection. The intent of this Black Spot project is to mitigate the severity of accidents by installing half seagull islands on both east and west approaches of Harold Street and extend the median along Beaufort Street between the staggered T intersections to prevent right turn movements. The project will be funded through the Australian Government's Black Spot Program, which aims to reduce crashes and save lives on Australian roads by funding works at high-risk locations. Public consultation opened March 2023 and closed in May 2023. Following community consultation, feedback was summarised and a recommendation will be presented to Council. Should Council endorse the proposal, a detailed design will be developed.	The City is currently negotiating with the owners of The Beaufort to formalise ride share drop off / pick up zones on Beaufort Street. This action will progress in 2024/25.
2.6 Develop and implement the Wayfinding Plan.	S&D		On Track	✓	✓	✓	✓	The Wayfinding and Signage Plan was adopted by Council at its 15 November 2022 (Item 9.4) Ordinary Meeting. Following adoption, $198,000 from the cash-in-lieu for carparking reserve as approved by Council in the 2022/23 FY budget was allocated	The City and Studio Found have undertaken detailed design of the wayfinding signs to be installed in the City's town centres. In 2024/25, the City will undertake procurement to fabricate and install the Wayfinding Signage in the City's town centres.

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								to the implementation of the Wayfinding Signage Plan. On 9 June 2023, the City appointed Studio Found to undertake Stage One of implementation focusing on connection within the town centres. Stage One will be completed in 2023/24.	
Priority Area 3: CONNECTED COMMUNITY									
3.1 Manage the Town Team Grant Program.	S&D	C&B	On Track	✓	✓	✓	✓	Beaufort Street Network received $10,000 in 2021/22 for the following projects to be delivered by June 2023: • Social Media Strategy & Implementation • Public Liability Insurance & Xero Accounting Power Cable Covers	In June 2024, Beaufort Street Network successfully applied for $10,000 in Town Team Grant funding for: • Social Media Strategy & Implementation • Public Liability Insurance • Domain hosting and accounting software The City will continue to work with the town team in managing the Town Team Grant Program.
Priority Area 4: THRIVING PLACES									
4.1 Partner with Beaufort Street Network to prepare and implement a Lighting Plan.	S&D	C&B	On Track		✓	✓		On 6 April 2023, Administration undertook a lighting audit with the Beaufort Street Network. The purpose of the lighting audit was to identify issues and opportunities along Beaufort Street and its side streets. Following the audit, Administration prepared an observation and opportunities booklet. The opportunities relate to BSSIP Improvement 3, suggesting lighting at road intersections and pedestrian 'pause points' will improve safety and amenity. These observations will inform the development of the BSPF in 2023/24.	The City held a Pedestrian and Lighting Audit on Wednesday 5 June 2024 as part of the community engagement program for the Beaufort Street Town Centre Planning Framework. Outcomes from the recent audit, the lighting audit undertaken with the Beaufort Street Network in April 2023 and the detailed design of the Vincent Underground Power Project will be considered in the development of the new Place Plan as part of the Beaufort Street Town Centre Planning Framework.
4.2 Implement festoon lighting improvements in Mary Street Piazza	I&E	S&D	Completed	✓				Action completed in 2021/22.	Action completed in 2021/22.
4.3 Investigate and deliver mural maintenance and renewal.	S&D	C&B	Completed	✓	✓	✓	✓	A renewal program for Beaufort Street's Lois Lane and Kaadadjiny Lane was delivered in 2022/23. The project included urban design and public art upgrades. The urban design component comprised of laneway resurfacing, public furniture, landscaping, planting and standard lighting. The public art component comprised of mural artwork with simple integrated lighting, new composition of the lightbox gallery in Kaadadjiny Lane, and a community participation art project. In February, the City appointed Blank Walls to manage the public art component of the project. Blank Walls managed several mural artists, including a dedicated floor mural artist, and a lighting artist to revitalise the laneways.	Action completed in 2022/23.

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								To celebrate the end of this project, the City of Vincent, in collaboration with Blank Walls, hosted a Laneway Launch Event on 30 June. This event included a community painting workshop, RTRFM live broadcast and live DJ, artists talks and a Welcome to Country.	
Priority Area 5: SENSITIVE DESIGN									
5.1 Develop a Beaufort Street Town Centre Streetscape Palette.	S&D	C&B	On Track		✓			The Streetscape Palette is currently being developed following the findings of the streetscape audit. The Streetscape Palette will be completed in the 2023/24 and inform the development of the BSPF.	Project on hold in 2023/24. In 2024/25, Administration will develop the Minor Streetscape Improvement Program for implementation in all town centres including Beaufort Street. This will investigate the feasibility of having a bespoke streetscape style and palette for the Beaufort Street Town Centre.
Priority Area 6: INNOVATIVE AND ACCOUNTABLE									
6.1 Work collaboratively with the City of Stirling.	S&D	I&E/C&B	On Track	✓	✓	✓	✓	The City of Vincent and City of Stirling engage and discuss Beaufort Street projects and assist with the delivery of communications and community engagement. Both are active in supporting the local town team, the Beaufort Street Network and regularly attend meetings. In April 2023, the City of Vincent met with the City of Stirling to discuss the available funding for a lighting installation at the Beaufort/Walcott intersection. Both parties will continue to work together to advocate for, design and deliver the best outcome for the Beaufort Street area.	The City of Stirling advised Administration that the lighting installation across the intersection of the Beaufort and Walcott Street was not feasible and that they will instead install it north of Walcott Street. The City have extended invitations to officers and residents within the walkable catchment of the town centre to participate in community and stakeholder engagement of the Beaufort Street Town Centre Planning Framework.
6.2 Plan and implement Beaufort Street median lighting renewal and improvement work.	I&E	S&D	On Track	✓	✓	✓		Replacement of the Beaufort Street Art Deco Street lights between Walcott Street and Chelmsford Road was completed on 18 June 2023. The Beaufort Street area that falls south of Broome Street is part of the Perth/Highgate underground project. The Perth/Highgate project area is expected to start construction mid-2025 and be completed in late 2026. Through this project, existing streetlights will be removed and replaced with LEDs meeting current Western Power standards for safety and amenity. Western Power advises that this will result in higher light levels and a better quality of light for most areas.	Replacement of the Beaufort Street Art Deco Street lights between Walcott Street and Chelmsford Road was completed on 18 June 2023. The Vincent Underground Power Project has been delayed. The Beaufort Street area that falls south of Broome Street is part of the Perth/Highgate underground project. The Perth/Highgate project area is now expected to start construction late 2026/early 2027 and be completed in 14 months by early 2028. Through this project, existing streetlights will be removed and replaced with LEDs meeting current Western Power standards for safety and amenity. Western Power advises that this will result in higher light levels and a better quality of light for most areas.
6.3 Investigate options to repair, replace or improve medians along Beaufort Street.	I&E	S&D	On Track		✓	✓		Administration will continue to investigate and implement initiatives as recommended in the BSSIP.	This action will be incorporated into the Major Review of the Beaufort Street Town Centre Place Plan and considered in the development of the new Place Plan as part of the Beaufort Street Town Centre Planning Framework project.
6.4 Develop and deliver a smoke-free town centres project with involvement	S&D	C&B	On Track	✓	✓	✓	✓	On 22 November 2022, The City launched the 'Fresh Air - You're Welcome: Smoke-Free Town	The second smoking behaviour audit was carried out in November 2023 to provide data on smoking and vaping observations and cigarette butt counts a year

VOLUME 5: BEAUFORT STREET TOWN CENTRE PLACE PLAN – IMPLEMENTATION FRAMEWORK

Action and Proposed Update	Responsible Team(s)	Support Team(s)	Status	Timing				2022/23 Annual Review Update (July 2023)	2023/24 Annual Review Update (August 2024)
				21/22	22/23	23/24	24/25		
from the community, health partners, and local business.								Centres Project' at Mary Street Piazza, Beaufort Street. Engagement activities have included street engagements, pop-up events and public awareness campaigns. The City is also working directly with local youth services to educate young people and staff about the project and the risks of smoking and vaping. The 'Fresh Air – You're Welcome' slogan has been included on a variety of smoke-free signage placed within our Town Centres and has been received well by our community. These show where smoking and vaping is prohibited. The project has engaged with ten local pharmacies, promoting their smoking cessation services to the community. Administration are also working closely with local businesses to provide direct advice to manage the transition of the footpath outside their business becoming smoke-free. A smoking behaviour audit was carried out in November 2022 to provide baseline data on smoking and vaping observations and cigarette butt counts. The audit will be repeated in November 2023. The City has maintained strong partnerships with North Metropolitan Health Service, Cancer Council WA and Australian Council on Smoking and Health. These relationships have ensured ongoing support for the project with the City being recognised for its Public Health Leadership in the smoke-free space.	into the Fresh Air - You're Welcome: the Smoke-Free Town Centres project. Project highlights include: • Achieved a 42% reduction in people smoking cigarettes in our Town Centres, in just 12 months. • Education first approach engaging with 3360 residents and visitors at workshops, town centre campaigns, events and reaching over 11,000 people through online campaigns. • Widespread support from 88 per cent of community and businesses, a year into the project. • Delivered five vaping education workshops to Year six students at Highgate and Kyilla Primary Schools. • Collaboration with 20 businesses, nine pharmacies and seven community services. • Engaged with The Y, Foyer Oxford and Freedom Centre to build capacity and knowledge about vaping, enabling them to educate and support young people. • Successfully received two Heathway grants, which supported the delivery of the project. Recognised as an award worthy project, having been shortlisted for five awards, presented at six conferences and coverage in 11 local news articles.
6.5 Investigate options for the future of Barlee Street Car Park including the relocation of the Beaufort Street sign and removal of other improvements on the property.	CEO	S&D/I&E	Completed					Action completed in 2021/22.	

Community & Business Services (C&B), Strategy & Development (S&D), Infrastructure & Environment (I&E), Information & Communications Technology (ICT), Office of the CEO (CEO)

NORTH CLAISEBROOK PLACE PLAN – IMPLEMENTATION FRAMEWORK

Action and Proposed Update	Responsible Team(s)	Status	Support Team(s)	Timing					2023/24 Annual Review Update (August 2024)
				23/24	24/25	25/26	26/27	27/28	
ENHANCED ENVIRONMENT									
5.1.1 Encourage uptake in business community solar.	S&D	On Track	C&B	✓					Administration have developed marketing materials for the Solar Power Purchase Agreement project to gather interest from business and property owners in an online workshop. This workshop will communicate the benefits of solar for their business. The timeframe for the release of these marketing materials and workshops has not been determined.
5.1.2 Undertake an audit of Gladstone Street Reserve to determine and deliver future amenity upgrades.	I&E	Completed	S&D	✓	✓	✓			The playground at Gladstone Street Reserve was upgraded in 2023. The City removed shrubs from Gladstone Street Reserve as a result of a CPTED audit.
5.1.3 Improve amenity in surrounding parks and reserves for dog exercise areas.	I&E	Not Started	S&D		✓	✓			Project scheduled to begin in 2024/25.
5.1.4 Investigate and plan a green link between Cheriton Street and Caversham Street to be delivered by developers in partnership with the City of Vincent and/or other agencies.	S&D	Not Started	I&E			✓	✓		Project scheduled to begin in 2025/26.
ACCESSIBLE CITY									
5.2.1 Prepare a plan to improve the pedestrian environment crossing Lord Street.	S&D	Not Started			✓	✓			Project scheduled to begin in 2024/25.
5.2.2 Prepare a plan to improve the pedestrian environment surrounding Gladstone Street Reserve to be delivered by developers in partnership with the City.	S&D	Not Started	I&E		✓	✓	✓	✓	Project scheduled to begin in 2024/25.
5.2.3 Advocate for improved connectivity between North Claisebrook and East Perth.	S&D	Not Started			✓	✓	✓	✓	Project scheduled to begin in 2024/25.
5.2.4 Improve the cycling environment within the North Claisebrook precinct.	S&D	On Track	I&E	✓	✓	✓			Three bike racks were installed outside Teeter Bakery on the intersection of Claisebrook Road and Murchison Terrace.

NORTH CLAISEBROOK PLACE PLAN – IMPLEMENTATION FRAMEWORK

Action and Proposed Update	Responsible Team(s)	Status	Support Team(s)	Timing					2023/24 Annual Review Update (August 2024)
				23/24	24/25	25/26	26/27	27/28	
5.2.5 Implement Vincent Wayfinding Signage Plan and investigate other branding opportunities.	S&D	On Track	I&E	✓	✓	✓			The City and Studio Found have undertaken detailed design of the wayfinding signs to be installed in the City's town centres and the Pickle District. In 2024/25, the City will undertake procurement to fabricate and install the Wayfinding Signage in the City's town centres. At the time of this projects inception, work on the North Claisebrook Planning Framework and Place Plan had not commenced and therefore North Claisebrook is not included as a destination in the Vincent Wayfinding Signage Plan. Administration will seek funding to include North Claisebrook as a variation to this plan in the coming Financial Years.
CONNECTED AND HEALTHY COMMUNITY									
5.3.1 Seek opportunities to collaborate with existing and emerging not-for-profits (NFPs) and community groups in North Claisebrook to deliver community events that activate the village.	C&B	On Track	S&D	✓	✓	✓	✓	✓	In 2023/24, Administration re-engaged with the Claisebrook Collective in regards to the proposed extension of the batching plants. Administration will continue to develop this relationship. No events were held in the North Claisebrook village in 2023/24.
5.3.2 Seek opportunities to collaborate with existing and emerging creative enterprises in North Claisebrook to foster the developing arts identity of the area.	C&B	On Track	S&D	✓	✓	✓	✓	✓	Teeter Bakery received mural co-funding for a grant with Amok Island.
THRIVING PLACES									
5.4.1 Undertake a street and lighting audit to identify upgrades and develop an implementation program to be delivered by developers in partnership with the City of Vincent.	S&D	Not Started	I&E	✓	✓	✓	✓		Project on hold in 2023/24. Will commence in 2024/25.
5.4.2 Support the implementation of the Vibrant Public Spaces Policy.	S&D	On Track	I&E	✓	✓	✓	✓	✓	Zero Vibrant Public Space applications were submitted in the North Claisebrook area in 2023/24. Support was given to Teeter Bakery to gain an Outdoor Eating Area Permit.
SENSITIVE DESIGN									
5.5.1 Develop a streetscape palette to guide future public realm upgrades delivered by Vincent and/or developers.	S&D	Not Started	I&E		✓	✓			Project scheduled to begin in 2024/25.

NORTH CLAISEBROOK PLACE PLAN – IMPLEMENTATION FRAMEWORK

Action and Proposed Update	Responsible Team(s)	Status	Support Team(s)	Timing					2023/24 Annual Review Update (August 2024)
				23/24	24/25	25/26	26/27	27/28	
5.5.1 Celebrate the unique character of North Claisebrook.	S&D	On Track		✓	✓	✓	✓	✓	Character intent statements were included in the North Claisebrook Planning Framework. In 2024/25, Administration will develop the Minor Streetscape Improvement Program for implementation in all town centres including Leederville. This will investigate the feasibility of having a bespoke streetscape style and palette for the North Claisebrook.
INNOVATIVE AND ACCOUNTABLE									
5.6.1 Investigate opportunities for Place Improvement Funding	S&D	Not Started	C&D		✓	✓	✓	✓	Project to commence in 2024/25
5.6.2 Investigate opportunities for Business Enhancement Grants.	S&D	On Track		✓	✓	✓	✓	✓	The inaugural round of the Business Enhancement Grants was held in 2023/24. One successful application was completed in North Claisebrook: 1. Enclave – removal of graffiti, repainted all exterior walls, installation of planter boxes
5.6.3 Seek funding opportunities from the Perth Parking Levy	S&D	On Track		✓	✓	✓	✓	✓	The City will continue to advocate for funding opportunities from the Perth Parking Levy.

Community & Business Services (C&B), Strategy & Development (S&D), Infrastructure & Environment (I&E), Information & Communications Technology (ICT), Office of the CEO (CEO)

PICKLE DISTRICT PLACE PLAN – IMPLEMENTATION FRAMEWORK

Action and Proposed Update	Responsible Team(s)	Support Team(s)	Status	Timing					2023/24 Annual Review Update (August 2024)
				23/24	24/25	25/26	26/27	27/28	
ENHANCED ENVIRONMENT									
5.1.1 Design and implement improvements to the Pickle Park.	S&D	I&E	Completed	✓	✓				Administration worked with The Pickle District to design and implement upgrades to Pickle Park (southern verge of Old Aberdeen Place), including: • Levelling of block to increase usability; • Compacted gravel pathways, areas with picnic benches, and 'event area' at request of town team; • Picnic benches, painted in colours at town team request; • Relocation of sculpture walk poles to more purposeful and linked locations; and • New planting and mulch. The City led the project in collaboration with The Pickle District. The project was funded through a combination of Town Team Grant funding, a $15,000 grant from the RAC acquired by The Pickle District Town Team and in-kind support from the City. Since completion of the upgrades in July 2023 the nearby businesses have reported use of Pickle Park by the public and staff. The town team has also held two events where the space has been well used by patrons, enhancing the overall experience of the event.
5.1.2 Encourage uptake in business community solar with distribution of promotional video.	S&D	C&B	On Track	✓					Administration have developed marketing materials for the Solar Power Purchase Agreement project to gather interest from business and property owners in an online workshop. This workshop will communicate the benefits of solar for their business. The timeframe for the release of these marketing materials and workshops has not been determined.
5.1.3 Increase usability of Sutherland Reserve.	S&D	I&E	Not Started			✓	✓	✓	Project scheduled to begin in 2025/26.
5.1.4 Improve urban canopy.	S&D	I&E	Not Started				✓	✓	Project scheduled to begin in 2026/27.
ACCESSIBLE CITY									
5.2.1 Develop and implement main street upgrades.	S&D	I&E	Not Started			✓	✓	✓	Project scheduled to begin in 2025/26.
5.2.2 Investigate pedestrian and cyclist connection between Loftus Street and Drummond Place.	S&D	I&E	On Track	✓	✓	✓	✓	✓	The City submitted a proposal for 'Improved access to and from the Pickle District for walking and riding' entered as part of 2023/24 State budget submission put forward by DoT as package of initiatives for the Perth Parking Management Area (PPMA). This was ultimately unsuccessful and Administration will continue to work with Vincent on opportunities in the future.

PICKLE DISTRICT PLACE PLAN – IMPLEMENTATION FRAMEWORK

Action and Proposed Update	Responsible Team(s)	Support Team(s)	Status	Timing					2023/24 Annual Review Update (August 2024)
				23/24	24/25	25/26	26/27	27/28	
5.2.3 Develop and implement a plan to improve pedestrian experience.	S&D	I&E	Not Started			✓	✓		Project scheduled to begin in 2025/26.
5.2.4 Investigate feasibility of Drummond Pass underpass.	S&D	I&E	Not Started		✓	✓	✓	✓	Project scheduled to begin in 2024/25.
5.2.5 Implement Vincent Wayfinding Signage Plan.	I&E	S&D	On Track	✓	✓	✓			The City and Studio Found have undertaken detailed design of the wayfinding signs to be installed in the City's town centres. In 2024/25, the City will undertake procurement to fabricate and install the Wayfinding Signage in the City's town centres.
CONNECTED & HEALTHY COMMUNITY									
5.3.1 Support local Town Team and community to deliver activation and community initiatives in the Pickle District.	C&B		On Track	✓	✓	✓	✓	✓	2023/24 Town Team Grant application has been approved for the commission of public artworks that function as bike racks. The bespoke bike racks will re-purpose original turnstiles from HBF Park site and will be installed at Pickle Park. Project to be completed by June 2025.
THRIVING PLACES									
5.4.1 Collaborate with The Pickle District Town Team to implement art for artlets.	S&D	I&E	On Track	✓	✓	✓			The Pickle District have 'Pickle Poles' artwork has acquired approval from Main Roads and the install details are being finalised. Anticipated project completion August 2024. Will investigate commission of additional artwork.
5.4.2 Explore opportunities for pedestrian laneways between Douglas Street and Cleaver Street.	S&D	I&E	Not Started		✓	✓	✓	✓	Project scheduled to begin in 2024/25.
5.4.3 Implement Pickle District gateways~~.~~	S&D	I&E	Not Started			✓	✓	✓	Project scheduled to begin in 2025/26.
5.4.4 Retain creative industry	S&D	I&E	On Track	✓	✓	✓	✓	✓	Administration have had early discussions with the developers of the Sir Charles Quarter development regarding percent for art contribution and the inclusion of cultural infrastructure. Conversations will be ongoing in 2024/25.
5.4.5 Support the implementation of the Vibrant Public Spaces Policy.	S&D	I&E	On Track	✓	✓	✓	✓	✓	Zero Vibrant Public Space applications were submitted in the Pickle District area in 2023/24.
SENSITIVE DESIGN									
5.5.1 Develop and implement streetscape style guide	S&D	I&E	Not Started		✓	✓			Project scheduled to begin in 2024/25.
INNOVATIVE AND ACCOUNTABLE									
5.6.1 Investigate opportunities for Business Enhancement Grants.	S&D	C&B	On Track	✓	✓	✓	✓	✓	The inaugural round of the Business Enhancement Grants was held in 2023/24. Five applications were received in the West Perth neighbourhood which includes the Pickle district of which three were successful. Two of the three successful applications were completed and have been detailed below:

PICKLE DISTRICT PLACE PLAN – IMPLEMENTATION FRAMEWORK

Action and Proposed Update	Responsible Team(s)	Support Team(s)	Status	Timing					2023/24 Annual Review Update (August 2024)
				23/24	24/25	25/26	26/27	27/28	
									1. Ray Hanas Martial Arts Supplies – painted flooring, walls, awning underside and gutters 307 Fitzgerald St, West Perth – paint exterior, replace tiling at entrance, improve paved pathway, remove aircon units from roof, fix timber seating and tables to alfresco.
5.6.2 Investigate opportunities for Place Improvement Funding	C&B	S&D	Not Started		✓	✓	✓	✓	Project to commence in 2024/25
5.6.3 Seek funding opportunities from the Perth Parking Levy	S&D	C&B	On Track	✓	✓	✓	✓	✓	The City submitted a proposal for 'Improved access to and from the Pickle District for walking and riding' entered as part of 2023/24 State budget submission put forward by DoT as package of initiatives for the Perth Parking Management Area (PPMA). This budget submission was unsuccessful.

Community & Business Services (C&B), Strategy & Development (S&D), Infrastructure & Environment (I&E), Information & Communications Technology (ICT), Office of the CEO (CEO)

5.6 NEW LEASE TO KIDZ GALORE PTY LTD - NO. 15 HAYNES STREET, NORTH PERTH

Attachments: **1. Attorney General Approval - 6 June 2024**

RECOMMENDATION

That Council:

1. APPROVES giving public notice and inviting submissions under the provisions of section 3.58(3) of the *Local Government Act 1995* for the proposed lease to Kidz Galore Pty Ltd (ACN 069 285 472) for the childcare premises located at No. 15 (Lot 9) Haynes Street, North Perth (Premises) on the following key terms:

1.1. Term: **Two (2) years, commencing 1 January 2026 and expiring 31 December 2027.**

1.2. Option Term: **Nil.**

The Tenant acknowledges that following the lease expiry, the City will not permit any holding over or monthly tenancy.

1.3. Rent: **Current rent for FY24/25: $42,542.72 per annum plus GST**

1 Jan 2026 – 30 June 2026	**$44,669.86 per annum exc. GST**
1 July 2026 – 30 June 2027	**$46,903.35 per annum exc. GST**
1 July 2027 – 31 Dec 2027	**$49,248.52 per annum exc. GST**

1.4. Rent Review: **Fixed increase of 5% annually on 1 July each year of the lease commencing from 1 July 2026.**

1.5. Outgoings: **Tenant will pay:**

(a) ESL charges applicable to the premises;

(b) rubbish and recycling bin charges for the premises;

(c) utilities (including scheme water, electricity and gas); and

(d) minimum level of service statutory compliance testing (including RCD, DFES and pest inspection fees and charges).

1.6. Insurance: **Tenant to hold and maintain a public liability insurance policy for not less than $20 million per one claim, in respect of the Tenant's use and occupation of the Premises.**

1.7. Repair/maintenance: **As per the maintenance obligations prescribed by the Property Management Framework.**

1.8. Permitted Use: **The business of providing childcare services.**

1.9. Special conditions

1.9.1. Transition plan **(a) The Tenant acknowledges that the City is required to transition the use of the Premises away from childcare services in order to comply with the Deed of Trust dated 2 October 1941;**

	(b) In accordance with paragraph (a) above, the Tenant acknowledges and agrees that: **(i) by 30 June 2026, the Tenant will submit to the City a relocation or business plan (Business Plan) outlining:** • **the Tenant's planned transition from the Premises; or** • **how the Tenant will scale down its business operations at the Premises by the end of the Lease term; and** **(ii) by 1 January 2027, the Tenant will submit to the City a closure plan (Closure Plan) which will demonstrate:** • **the proposed timeline for the closure of the Tenant's business at the Premises; and** • **the removal of the Tenant's buildings (including the demountable building) and property from the Premises; and** **(iii) the Tenant must completely vacate the Premises by no later than midnight on 31 December 2027.** **(c) If the City is not satisfied with the information contained in either or both the Business Plan or the Closure Plan, the City may provide the Tenant with notice:** **(i) specifying what additional information is required by the City; and** **(ii) the timeframe within which the Tenant must provide that information to the City.** **(d) If the Tenant fails to provide the City with:** **(i) the Business Plan or Closure Plan within the time specified in paragraph (b)(i) or (b)(ii) (respectively); or** **(ii) any additional information requested by the City in accordance with paragraph (c),** **the City may terminate the Lease and the Tenant must vacate the Premises within one month of being notified of that termination**
1.9.2. Termination for convenience	**The Tenant may terminate the Lease by providing no less than three (3) months' written notice of termination to the City.**
1.9.3. Removal of demountable building and play equipment	**The Tenant acknowledges and agrees that prior to the lease expiry it is required to remove the demountable building and play equipment from the Premises and make good any damage caused by that removal.**

2. If no submissions are received as a result of public notice period in Recommendation 1. above, AUTHORISES the:

2.1 Chief Executive Officer to negotiate and enter into the lease in Recommendation 1. above, and

2.2 Mayor and Chief Executive Officer to affix the common seal and execute the lease in accordance with the Execution of Documents Policy.

3. NOTES that if any submissions are received as a result of the public notice period in Recommendation 1. above, the Chief Executive Officer will provide the submissions to Council for consideration and Council will determine whether to proceed with the proposed lease to the Tenant.

PURPOSE OF REPORT:

To consider a proposal from Kidz Galore Pty Ltd (ACN 069 285 472) (Kidz Galore) to continue to lease No. 15 (Lot 9) Haynes Street, North Perth (Premises) until 31 December 2027.

DELEGATION:

Section 3.58(3) of the *Local Government Act 1995* sets out the public notice requirements for disposal of property.

Delegation 2.2.18 - Disposing of Property by Leases and Licences of Council's adopted Register of Delegations, Authorisations and Appointments does not extend to new leases to a commercial entity.

BACKGROUND:

Land

The City owns the Premises in freehold, however, the Premises is subject to a Deed of Trust dated 2 October 1941 which provides that the land is to be used for public recreation purposes (Trust). In addition, the City's Public Open Space Strategy, adopted by Council in December 2018, identified a lack of local public open space in the North Perth area. It was identified that the use of the Premises by Kidz Galore as a commercial childcare centre was inconsistent with the Trust purpose.

3 March 2020 - Attorney General approval

On 3 March 2020, the Attorney General consented to the continued breach of the Trust by providing Kidz Galore with a further five year lease (to allow Kidz Galore to transition off the Premises) which would expire on 31 December 2025.

Existing and current lease

Kidz Galore has leased the childcare centre at the Premises since 1 April 2005. The original lease was for a term of 5 years with a further term of 5 years. Pursuant to a Deed of Variation and Extension of Lease dated 1 March 2012, the original lease was extended until 31 December 2020.

Kidz Galore entered into a new lease commencing 1 January 2021 and expiring on 31 December 2025 subject to:

(i) a business plan being submitted by 1 January 2023, which shows a transition from the Premises and how they will scale down current operations by the end of the fifth year; and

(ii) a closure plan being submitted by 1 January 2025 to demonstrate the timeline closure and removal of buildings and property from the Premises; and

(iii) Kidz Galore vacating the Premises no later than 31 December 2025.

DETAILS:

Request for extension of lease

In late 2023, Kidz Galore approached the City expressing their concerns with transitioning from the Premises by 31 December 2025.

Kidz Galore purchased No.6 London Street, North Perth and obtained development approval for a new childcare premises to be developed on the site. Through its planning consultant Element, Kidz Galore advised the City that its proposed development on the new site has been placed on hold due to the uncertainty regarding:

(i) the provision of an adequate power supply to the property relating to the Western Power underground power roll out; and

(ii) costs of construction.

Kidz Galore is not in a position to commit to the commencement of the development project without having absolute certainty that a power supply will be ready upon completion of the development so that Kidz Galore could start covering the building costs and outlays.

A draft design and completed planning application for a single level childcare centre was prepared and submitted to the City on 11 August 2023, but had to be placed on hold due to reasons highlighted above. Kidz Galore has expressed their commitment to develop on the site and exploring all options to ensure that a viable transitional facility from the Premises as soon as possible.

Western Power Underground project

Construction commencement for this project which was due to start around Sept 2024 has been delayed, pushing out the commencement to the first half of 2025. Administration anticipates construction to commence around June 2025 with priority to be given to the area around 6 London Street. North Perth.

6 June 2024 - Attorney General approval

On 11 April 2024, Administration through the State Solicitor's Office sought approval from the Attorney General for Kidz Galore to extend vacating the Premises to 31 December 2027. On 6 June 2024, the Attorney General approved the following:

(a) extension of the lease to 31 December 2027 on the basis that parties are attempting, in good faith, to restore the Premises to its recreational purposes as required under the Deed of Trust; and

(b) extension of time for the Haynes Street Development Plan.

The Attorney General's latest approval is **Attachment 1.**

Lease

The proposed key terms are consistent with the key terms of the current lease and negotiated in accordance with the Property Management Framework.

Current rent for the Premises is $42,542.72 per annum plus GST and outgoings. Market rent appraisal of the Premises obtained in 2020 informed the commencing rent of $35,000 per annum which was an average rent over five years. The valuer advised the lower rent for the Premises was due to the set date lease expiry (with no possibility of extension or holding over) which the City could otherwise attract for the Premises and which decreased the value of the lease. Reasons cited were the:

- lack of business certainty for the tenant; and
- likelihood of decrease in enrolment at the childcare centre as parents would not want to start their child at the centre and relocate them elsewhere when the centre closes or moves.

Based on the above reasoning which remains unchanged and given the term of this proposed lease is for two (2) years only, Administration proposes the rent commencing 1 January 2026 to continue from the expiry of the current lease on 31 December 2025 subject to 5 percent annual increase each year on 1 July.

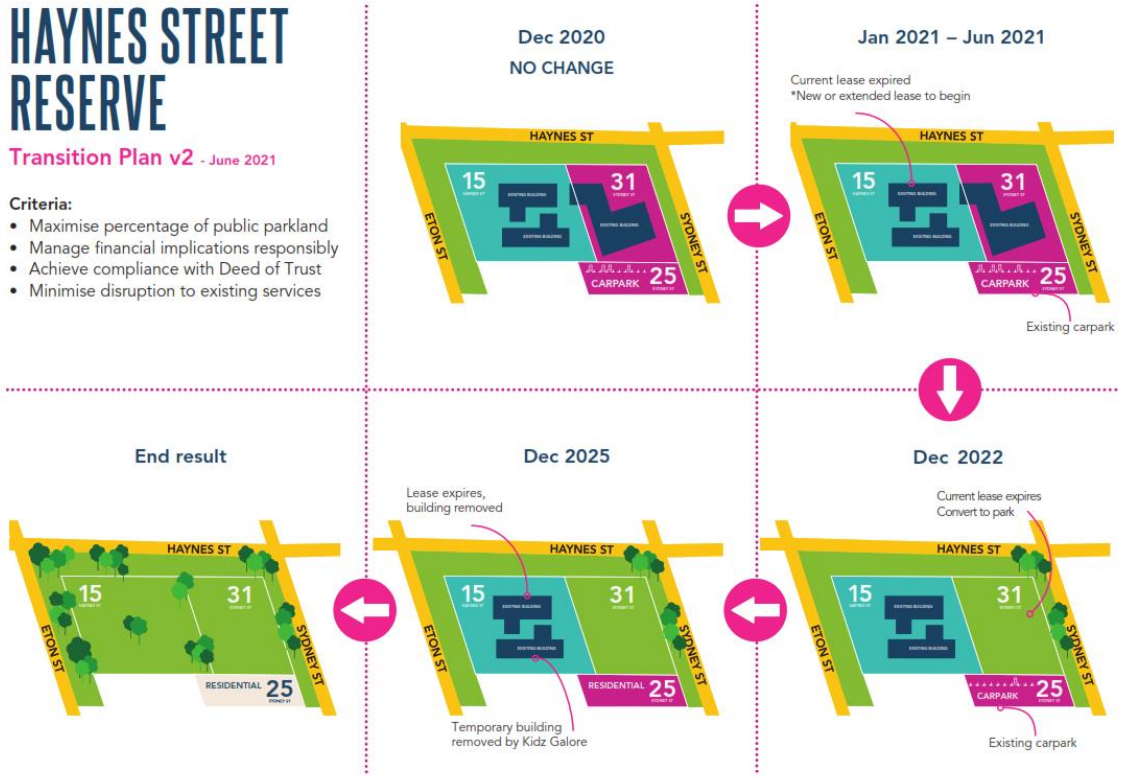
Therefore, the proposed rent for the Term is:

1 Jan 2026 – 30 June 2026	**$44,669.86 per annum exc. GST + outgoings**
1 July 2026 – 30 June 2027	**$46,903.35 per annum exc. GST + outgoings**
1 July 2027 – 31 Dec 2027	**$49,248.52 per annum exc. GST + outgoings**

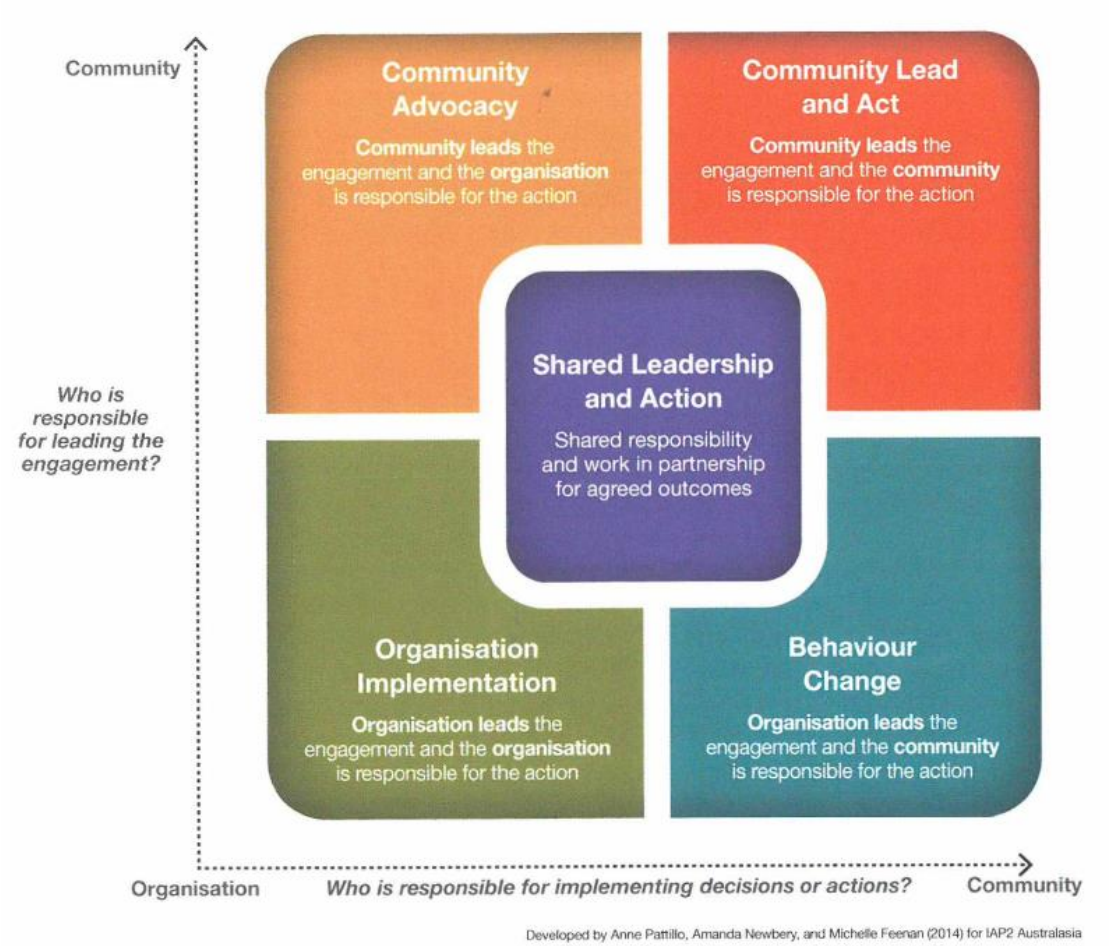
Kidz Galore has confirmed its agreement to the proposed key lease terms.

Haynes Street Development Plan

As per the Haynes St Reserve Transition plan below, Stage 2 of the Development Plan is currently planned for implementation in 2026/2027. If the proposed lease is approved, the implementation of Stage 2 will be deferred to 2028/2029.



CONSULTATION/ADVERTISING:



Organisation Implementation

Organisations lead engagement and seek input, shape the policies, projects and services for which they are responsible. This is a familiar and traditional approach to policy development, project management and service delivery.

Tension: People feel forced leading to an unresponsive process.

Mitigation: Increasing the level of influence, and implementing a transparent, robust process.

Required under regulations/legislation

In accordance with section 3.58 of the *Local Government Act 1995* (Act) local public notice of the proposed lease would be provided for a period of at least two weeks. Local public notice would be provided in the following ways:

- notice in the City's local newspapers;
- public notice on the City Administration and Civic Centre, Library and Local History Centre notice boards; and
- notices on the City's website and social media platforms.

LEGAL/POLICY:

Local Government Act 1995 – S 3.58(3) Disposing of Property:

(3) A local government can dispose of property other than under subsection (2) if, before agreeing to dispose of the property —

(a) it gives local public notice of the proposed
(b) disposition —
1. describing the property concerned; and
ii. giving details of the proposed disposition; and
iii. inviting submissions to be made to the local government before a date to be specified in the notice, being a date not less than 2 weeks after the notice is first given;
and

it considers any submissions made to it before the date specified in the notice and, if its decision is made by the council or a committee, the decision and the reasons for it are recorded in the minutes of the meeting at which the decision was made.

The proposed lease terms are generally consistent with the terms for Category 3 of the Property Management Framework, noting that the lease term is restricted to 2 years.

RISK MANAGEMENT IMPLICATIONS

Low: It is low risk for Council to provide public notice of the proposed new lease with Kidz Galore.

STRATEGIC IMPLICATIONS:

This is in keeping with the City's *Strategic Community Plan 2022-2032*:

Connected and Healthy Community

Our community facilities and spaces are well known and well used.

Innovative and Accountable

Our decision-making process is consistent and transparent, and decisions are aligned to our strategic direction.

SUSTAINABILITY IMPLICATIONS:

This does not contribute to any environmental sustainability outcomes. This action/activity is environmentally neutral.

PUBLIC HEALTH IMPLICATIONS:

This does not contribute to any public health outcomes in the *City's Public Health Plan 2020-2025.*

FINANCIAL/BUDGET IMPLICATIONS:

The current rent for the Premises is approximately $42,542.72 per annum plus GST and outgoings. Consistent with the valuer's rationale for the market rent valuation of the Premises, Administration proposes the rent commencing 1 January 2026 to continue from the expiry of the current lease on 31 December 2025. Rent for the new lease has been proposed at:

1 Jan 2026 – 30 June 2026	**$44,669.86 per annum exc. GST + outgoings**
1 July 2026 – 30 June 2027	**$46,903.35 per annum exc. GST + outgoings**
1 July 2027 – 31 Dec 2027	**$49,248.52 per annum exc. GST + outgoings**

The rent will be increased by 5 percent annually on 1 July of each year of the lease term.

COMMENTS:

Administration is supportive of granting a two (2) year lease term to Kidz Galore to assist them in transitioning to their new site as it would be beneficial to the community need for childcare services.

In addition, the rent generated from this lease will be applied towards redevelopment of the Premises into public open space in accordance with the Haynes Street Reserve Development Plan.

Attorney General; Minister for Electoral Affairs

Our ref: 67-24563
Your ref: SC3339 D20/4832

City of Vincent
244 Vincent Street
LEEDERVILLE WA 6007

Attention: Senior Land and Legal Advisor

By email:

Dear

15 (LOT 9) HAYNES STREET, NORTH PERTH – KIDZ GALORE REQUEST FOR EXTENSION

Thank you for your emails to the State Solicitor's Office dated 11 April and 10 May 2024 seeking my views on a proposal to extend the consent I have previously given for a childcare centre to remain at 15 (Lot 9) Haynes Street, North Perth. The land is subject to a charitable trust for the purposes of recreation and the City, as trustee, seeks my consent to the ongoing breach, in my role as protector of charitable trusts.

Thank you for the information provided and for responding to the additional queries from the State Solicitor's Office, including confirmation that additional rent will be applied towards redevelopment of the trust land. I note that the parties do appear to be attempting, in good faith, to restore the trust land to its recreational purposes as required.

I consent to the City's proposal – that is, I consent to the breach of trust constituted by the use as a childcare centre continuing beyond the end of 2025, to 31 December 2027 as requested by Kidz Galore.

I also consent to an extension of time for the Haynes Street Reserve Development Plan, as previously approved by the Council, to take into account the extension of the lease.

Thank you for raising this matter.

Yours sincerely

Hon. John Quigley MLA
ATTORNEY GENERAL; MINISTER FOR ELECTORAL AFFAIRS

06 JUN 2024

6 INFRASTRUCTURE & ENVIRONMENT

6.1 LOCAL EMERGENCY MANAGEMENT PLAN UPDATE

Attachments: **1. Western Central Local Emergency Management Arrangements 2024**

RECOMMENDATION:

That Council ADOPTS the Western Central Local Emergency Management Arrangements 2024 in accordance with Part 3, Division 2 of the *Emergency Management Act 2005.*

PURPOSE OF REPORT:

To adopt the Western Central Local Emergency Management Arrangements 2024.

DELEGATION:

Part 3, Division 2 of the *Emergency Management Act 2005* requires a local government to ensure that arrangements (local emergency management arrangements) for emergency management in the local government's district are prepared.

BACKGROUND:

The *Emergency Management Act 2005* establishes the roles and responsibility of local government in relation to emergency management. The three main responsibilities under this Act are:

i. To establish and support a local emergency management committee.
ii. To ensure that local emergency management arrangements are prepared, reviewed, and maintained for its district; and
iii. To manage recovery following an emergency affecting the community in its district.

Eight (8) local governments from the Perth and Fremantle Metropolitan Police District have combined to form the Western Central Local Emergency Management Committee (WC-LEMC), satisfying the requirement for local government to establish a Local Emergency Management Committee.

The WC-LEMC consists of representatives from the Towns of Cambridge, Claremont, Cottesloe and Mosman Park, the Cities of Vincent, Nedlands and Subiaco and the Shire of Peppermint Grove. In addition to local government involvement, the WC-LEMC comprises representatives from emergency management agencies such as WA Police, Department of Fire and Emergency Services, Department of Communities, Department of Biodiversity, Conservation and Attractions, State Emergency Service, Red Cross, and Department of Health. The State Emergency Management Committee (SEMC) have approved this regional structure.

Responsibility for convening, resourcing, and hosting meetings of the WC-LEMC rotates between the eight (8) local government members on a two (2) year cycle and is currently being hosted by the Town of Cambridge.

The WC-LEMMC, on behalf of the eight (8) local governments, and within the framework and guidelines set out in the *Emergency Management Act 2005* and State Emergency Management policies and procedures, initially created a consolidated set of Arrangements in 2009. These were approved by Council on 29 April 2009 and subsequently reviewed in 2013, with the most recent adoption by Council being in 2018.
The Arrangements have been reviewed by the WC-LEMC and are presented to Council for adoption in accordance with Part 3 Division 2 of the *Emergency Management Act 2005*.

DETAILS:

Whilst local governments are required to ensure the development of the arrangements, this responsibility is effectively managed through the WC-LEMC. Respective local governments therefore do not have a direct role in the development of the Arrangements, although the *Emergency Management Act 2005* and associated policies do require their approval by the local government.

In practice, this is achieved through local government representation of the WC-LEMC and given the regional nature of the Arrangements and that apply to all of the eight (8) member local governments it would be problematic if one single local government wanted a variation to what has been endorsed by the WC-LEMC.

Direct response to a local emergency is the responsibility of the relevant Hazard Management Agency (HMA), the organisation which, because of its legislative responsibility or specialised knowledge, expertise and resources has the capacity to combat the condition the condition creating the emergency. For example, the HMA for fire is the Department of Fire and Emergency Services.

The Arrangements contemplate local government providing resources to support and assist an HMA, but only if requested, and then subject to availability. The only circumstance in which local government becomes the HMA is for fires outside Gazetted Fire Districts, predominantly in outer metropolitan areas and in rural Western Australia.

The current WC-LEMC believed that the 2018 arrangements were unnecessarily lengthy and contained superfluous text that made identification of pertinent information more difficult. Consequently, the review was guided by the following set of principles:

- Brevity is preferred;
- Use of tabulation rather than lengthy text;
- Avoid inclusion of information that is contained in other documents that should be readily accessible by HMA's; and
- Key references, being contacts and resource lists, need to be readily accessible but as they are very dynamic in nature and require constant review, they would be better managed by reference than direct inclusion in the Arrangements.

Normal practice would be to include a Recovery Plan within the Arrangements. The inclusion of eight (8) individual Local Recovery Plans would make the Arrangements very cumbersome and may require local governments to adopt the Recovery Plans of others.

Several years ago, the WC-LEMC sought and obtained approval to include a regional Recovery Plan in the Arrangements that acknowledged the roles and responsibilities of local government members. As a result, the eight (8) participating local governments would maintain Operational Recovery Plans that are not published.

The Arrangements outline the responsibilities of the individual stakeholders, as well as defining potential hazards and hazard management agencies, which cover the following elements of emergency management. As required by the State Emergency Management Committee guidelines, the Arrangements are structured in the following manner:

- Introduction;
- Planning;
- Response;
- Recovery;
- Exercising and Reviewing; and
- Appendices, including schedules of critical infrastructure, special needs, resources, contacts, special considerations, Local Recovery Plans and detail of nominated Local Recovery Coordinators and their contact numbers.

The revised Local Emergency Management Arrangements 2024 are now complete and provided at **Attachment 1**. These have been assessed in accordance with the State Emergency Management Committee's compliance checklist and are required to be formally approved by each local government authority prior to submission to the District Emergency Management Committee.

The revised Local Emergency Management Arrangements 2024 have been adopted by the other local governments as detailed below:

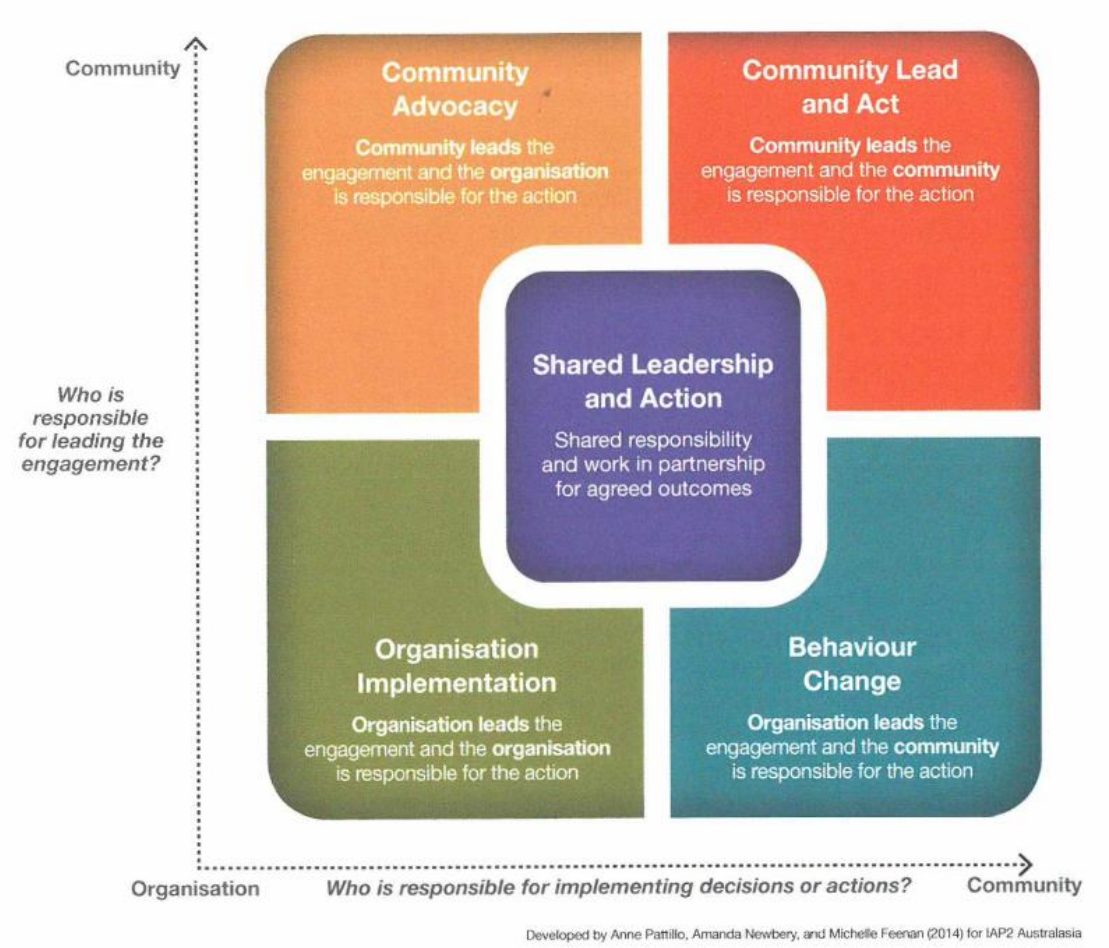
Local Government	OCM	Item	Resolution
Town of Cambridge	28 May 2024	13.3.5	Adopted
Town of Claremont	TBA	TBA	TBA
Town of Cottesloe	25 June 2024	10.1.3	Adopted
Town of Mosman Park	28 May 2024	13.1.2	Adopted
City of Nedlands	TBA	TBA	TBA
City of Subiaco	25 June 2024	10.1.C3	Adopted
Shire of Peppermint Grove	23 July 2024	8.2.1	TBA

In the event of an emergency within the city's boundaries, it may be necessary to commit multiple available resources to support the activity of the HMAs. It should also be noted that the member local governments have agreed to enhancing regional cooperation to assist each other in the event of an emergency that exceeds the capacity of the impacted district. This agreement is reflected in the Partnering Agreement attached as Appendix 8 to the Arrangements.

The Executive Director of Infrastructure and Environment is the city's emergency management contact and would be contacted by the State Local Emergency Coordinator to liaise with the controlling Incident Support Group and assist with the provision of support services, and then institute the transition to recovery after the emergency event has been contained or controlled by emergency response agencies.

Initially, that officer's role would be to support the HMAs wherever possible and then coordinate the transition from response or combat to recovery with support from other officers that have been assigned responsibility for the various recovery functions within the Local Emergency recovery plan.

CONSULTATION/ADVERTISING:



The Arrangements have been prepared in conjunction with the other seven (7) local governments and relevant stakeholders that constitute the membership of WC-LEMC. Upon adoption these local emergency management arrangements will be included on the City's website and available at the Administration and Civic Centre.

Organisation Implementation
Organisations lead engagement and seek input, shape the policies, projects and services for which they are responsible. This is a familiar and traditional approach to policy development, project management and service delivery.
Tension: People feel forced leading to an unresponsive process.
Mitigation: Increasing the level of influence, and implementing a transparent, robust process.

Required under regulations/legislation

LEGAL/POLICY:

Local government's role is focused on community leadership, management and planning, in conjunction with relevant stakeholders through the Western Central Local Emergency Management Committee, offering the community a level of assurance that agencies have an integrated degree of preparedness and response capability should a significant emergency impact the district.

The *Emergency Management Act 2005* requires local governments to complete three (3) specified functions:

i. Establish and support local emergency management committees;
ii. Ensure the preparation of Local Emergency Management Arrangements; and
iii. Plan for and be responsible for Local Recovery Arrangements.

Although review of the Arrangements will be a continuous process, adoption of the revised set of Arrangements will ensure the eight (8) partnering local governments are compliant with the legislation.

RISK MANAGEMENT IMPLICATIONS

Low: It is low risk for Council to adopt the Western Central Local Emergency Management Arrangements 2024. In the event of an emergency affecting the local area, it is vitally important that the City remains equipped to fulfil its emergency management obligations which may vary based on the type of emergency event as well as its scale, risk and severity. Planning and preparation is necessary to enable responsiveness based upon clear roles and responsibilities and clear emergency arrangements remain a legislative requirement for local government.

STRATEGIC IMPLICATIONS:

This is in keeping with the City's *Strategic Community Plan 2022-2032*:

Enhanced Environment

We have minimised our impact on the environment.

Thriving Places

Efficiently managed and maintained City assets in the public realm.

Innovative and Accountable

Our decision-making process is consistent and transparent, and decisions are aligned to our strategic direction.

SUSTAINABILITY IMPLICATIONS:

This does not contribute to any environmental sustainability outcomes. This action/activity is environmentally neutral.

PUBLIC HEALTH IMPLICATIONS:

This does not contribute to any public health outcomes in the *City's Public Health Plan 2020-2025.*

FINANCIAL/BUDGET IMPLICATIONS:

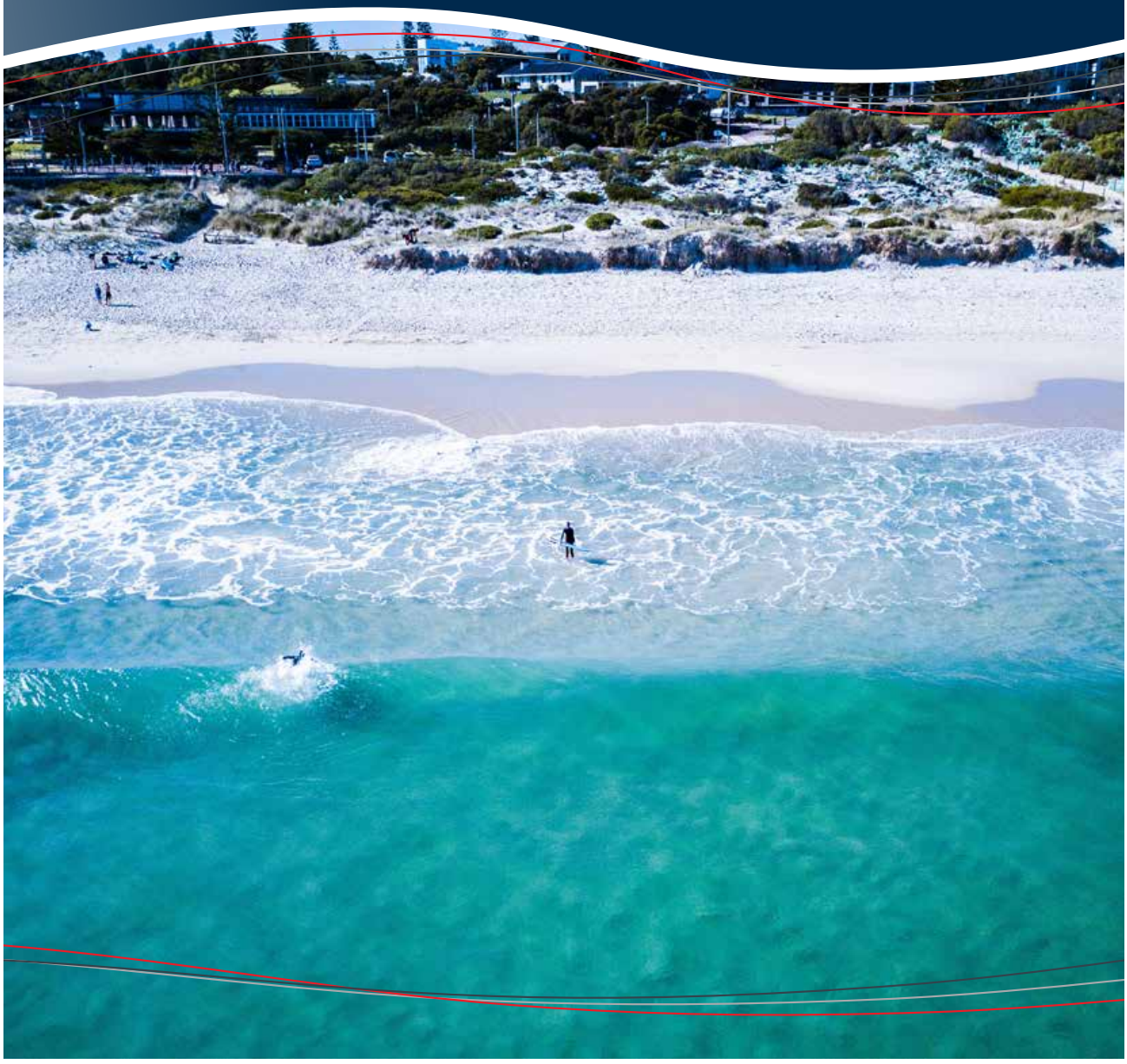
Costs associated with the preparation of the Western Central Local Emergency Management Arrangements 2024 have been met within the City's operating budget. Subject to the type of emergency encountered, a range of existing City resources will be utilised, although there may be instances where expenditure from the municipal fund not included in the annual budget may be required.
Section 6.8(1)(c) of the *Local Government Act 1995* will apply in such circumstances whereby expenditure may be authorised in advance by the Mayor in an emergency. The City's insurance coverage may enable the recovery of some costs associated with the Response and Recovery phases of an emergency event.

COMMENTS:

The Western Central Local Emergency Management Arrangements have been reviewed and prepared to ensure that the City of Vincent community is appropriately prepared for and protected from both natural and man-made emergencies. Council adoption of the Western Central Local Emergency Management Arrangements 2024 will ensure that an effective framework is in place in the event of an emergency.

Western Central Local Emergency Management Arrangements

JUNE 2024



These arrangements have been produced and issued under the authority of Section 41(1) of the Emergency Management Act 2005 (EM Act 2005), endorsed by the Western Central Local Emergency Management Committee (WC-LEMC) and the Councils of the City of Subiaco, City of Vincent, Town of Cottesloe, Shire of Peppermint Grove, Town of Mosman Park, Town of Cambridge, Town of Claremont, City of Nedlands. The Arrangements have been tabled for noting with the Central Metropolitan District Emergency Management Committee and State Emergency Management Committee.

Chair	Western Central Local Emergency Management Committee	Date 2024

Endorsed by the respective Councils.

City of Subiaco	Date	ITEM No.
City of Vincent	Date	ITEM No.
Town of Cottesloe	Date	ITEM No.
Shire of Peppermint Grove	Date	ITEM No.
Town of Mosman Park	Date	ITEM No.
Town of Cambridge	Date	ITEM No.
Town of Claremont	Date	ITEM No.
City of Nedlands	Date	ITEM No.

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2 DISTRIBUTION

List

ORGANISATION	No. of Copies
Australian Army	1
Australian Red Cross – Western Australia	1
Central Metropolitan DEMC	1
Office of Emergency Management	1
City of Bayswater	1
City of Fremantle	1
City of Nedlands	1
City of Perth	1
City of Stirling	1
City of Subiaco	1
Shire of Peppermint Grove	1
Town of Cambridge	1
Town of Claremont	1
Town of Cottesloe	1
Town of East Fremantle	1
Town of Mosman Park	1
City of Vincent	1
CSIRO – Floreat	1
Department of Communities	1
Department Biodiversity, Conservation and Attractions (Botanic Gardens and Parks Authority)	1
Department of Health – State Health Emergency Coordinator	1
Department Biodiversity, Conservation and Attractions	1
Department of Fire & Emergency Services – Metropolitan Regional Operational Centre	1
Department of Fire & Emergency Services– State Emergency Services Northshore Unit	1
WA Police Force – Central Metropolitan District Office	1
WA Police Force – Fremantle Station OIC	1
WA Police Force – Wembley Station OIC	1
Public Transport Authority	1
St John Ambulance Australia – WA Operations	1
Surf Life Saving Association	1
Western Central LEMC	1

3 AMENDMENT

RECORD

NUMBER	DATE	AMENDMENT SUMMARY	AUTHOR
1	Dec 2008	Initial Issue	WC-LEMC
2	Mar 2013	First review based on SEMC Template and City of Wanneroo Arrangements	WC-LEMC
3	May 2018	Second review due to period since last review, excision of portion of City of Subiaco to City of Perth and to be consistent with the Office of Emergency Management template.	WC-LEMC
4	Dec 2020	Dist. List, Acronyms, Part 2.4 updated comments on Risk Management, Removal of schedule of Evac. Centres and Reference to Welfare Plan for this data, Appendices 1, 4 and 6 altered.	EO Meeting 10 Dec 2020 Item 7.3
5	2024	Comprehensive review in accordance with SEMC Policy	WC-LEMC

4 GLOSSARY of Terms

Terminology used throughout this document shall have the meaning as prescribed in either Section 3 of the *EM Act 2005* or as defined in the State Emergency Management Glossary (www.wa.gov.au).

5 GENERAL ACRONYMS and References

The following acronyms are used in these arrangements.

ACRONYM	EXPANSION
AWARE	All West Australians Reducing Emergencies
CEO	Chief Executive Officer
DBCA	Department of Biodiversity Conservation and Attractions (Botanic Gardens and Parks Authority)
DC	Department of Communities
DEMC	District Emergency Management Committee
DFES	Department of Fire and Emergency Services
ECC	Emergency Coordination Centre
EM Act 2005	Emergency Management Act 2005
HAZMAT	Hazardous Material
HMA	Hazard Management Agency
IMT	Incident Management Team
ISG	Incident Support Group
LEC	Local Emergency Coordinator
LEMAs	Local Emergency Management Arrangements
LEMC	Local Emergency Management Committee
LRC	Local Recovery Coordinator
LRCG	Local Recovery Coordination Group
LRP	Local Recovery Plan
MOU	Memorandum of Understanding
PPRR	Prevention Preparedness Response Recovery
SEMC	State Emergency Management Committee
SES	State Emergency Service
SRC	State Recovery Coordinator
SRCG	State Recovery Coordinating Group
WC-LEMC	Western Central Local Emergency Management Committee

6 Introduction

Each State and Territory of Australia has established its particular approach to management of emergencies and have enacted legislation to give effect to those arrangements. In Western Australia, the EM Act 2005 has been proclaimed.

In compliance with the EM Act 2005, and State Emergency Management Policy, the Western Central Local Emergency Management Committee (WC-LEMC) was formed on 18 May 2005. The area comprising the WC-LEMC is within the Central Metropolitan Emergency Management District.

The WC-LEMC is constituted and operated in accordance with State Emergency Management Policy section 2.5 and State Emergency Management Procedure 3.7 and 3.8. It is a non-operational cooperative group that carries out emergency management planning activities and maintains LEMAs within the areas bound by the following local governments:

- City of Nedlands
- City of Subiaco
- City of Vincent
- Shire of Peppermint Grove
- Town of Cambridge
- Town of Claremont
- Town of Cottesloe
- Town of Mosman Park.

The Committee has developed Terms of Reference to determine membership and how it functions.

These Arrangements should be read in conjunction with the State Emergency Management Policy, Plan and Procedure.

6.1 Community Consultation

During 2009 and into 2010 the WC-LEMC commissioned, with a grant from the All West Australians Reducing Emergencies (AWARE) funding program, the Local Government Insurance Service to undertake a comprehensive community Risk Management process in accordance with AS/NZS ISO 31000:2009 Risk Management Standard.

The process included community survey and workshops to identify and rate risks and workshops and meetings with relevant agencies to manage and mitigate the risk.

The emergency risk management process has been documented in a separate Report titled Western Central District Community Emergency Risk Management 2010 prepared by the consultants working with Local Government Insurance Services to complete that project.

This original Risk Management project was updated in 2013 and superseded in 2019 by a revised process, the outcome of which can be viewed in section 7.4.

6.2 Document Availability

These LEMA can be accessed through websites of the participating local governments or may be viewed at the offices of either of the eight local governments comprising the WC-LEMC during their respective office hours.

6.3 Area Covered

The WC-LEMC comprises an area of 70 square km's in metropolitan Perth, Western Australia. The borders adjoin the Cities of Perth, Stirling and Fremantle and the Swan River in the south and the Indian Ocean in the west.

The area includes national and state sporting facilities, major hospitals, popular beaches, major train routes and has the added risk of a high volume of traffic using the freeway, major highways, trains and bus services. Refer to Appendix 4 for WC-LEMC local government boundaries.

6.4 Aim

These LEMAs have the following broad aims and objectives:

- Enable the WC-LEMC and member Local Governments to meet their emergency management roles and responsibilities.
- Document cooperative agreements relating to emergency planning, response and recovery within the Western Central area, Appendix 8 is the Partnering Agreement between the Local Government Members to share resources.
- Identify and analyse major risks and hazards that pose a threat to life and or property within the Western Central area.
- Maintain a current resource and contacts register for participating agencies and organisations.
- Promote effective liaison between all HMA's, emergency services and supporting agencies, which may become involved in emergency management; and
- Provide a document with sufficient detail in community emergency management, formatted in a manner that facilitates regular review, testing and evaluation to effectively accommodate change.

6.5 Purpose

The purpose of these LEMAs is to document the management of identified priority risks and provides specific detail on the:

- Prevention of
- Preparation for
- Response to; and
- Recovery from any emergency affecting the Western Central community. These principles apply nationwide and are collectively referred to as PPRR or the Comprehensive Approach.

6.6 Scope

These Arrangements:

- Apply to all areas encompassed within the established boundaries of the local governments within the WC-LEMC.
- Cover areas where the local governments in the WC-LEMC provide support to Hazard Management Agencies and other agencies in the event of an emergency event.
- In particular, the Local Recovery Plan (LRP), acknowledges the responsibilities of the local government members of the WC-LEMC in Recovery operations and the restoration and reconstruction of services and facilities within their respective local government boundaries.
- Serve as a guide to emergency management at the local level. An emergency situation may graduate and require management at a district, regional or state level.

6.7 Local Emergency Management Policies

The Western Central local governments have no individual local emergency management policies.

6.8 Related Documents & Arrangements

This document interfaces and should be read in conjunction with the:

- Applicable current State Emergency Management Policy sections and Preparedness Procedures
- The relevant State Hazard Plans.
- The Metropolitan Regional Emergency Management Arrangements.
- Department of Communities Perth & Fremantle Districts, Local Emergency Relief and Support Plan.
- Eight-member local government Recovery Plans – refer Appendix 9.

6.8.1 Existing Plans & Arrangements

The following is a schedule of supplementary plans that exist within the district that may mitigate risk associated with particular areas, estates or events.

Document	Owner	Location	Date
Perth & Fremantle Districts Local Emergency Management Relief and Support Plan	Department of Communities (DC)	Nil	Dec 2023
Royal Show Emergency Plan	Royal Agriculture Society	Claremont Show Grounds, 1 Graylands Road Claremont	
Bush Fire Management & Response Plan for Kings Park & Botanic Gardens and Bold Park	Department of Biodiversity Conservation and Attractions (DBCA)	Kings Park and Perry Lakes Drive.	2022
Botanical Gardens and Parks Authority Closure Plan	DBCA	Kings Park and Perry Lakes Drive.	2022

Table 4 - Existing Local Plans

6.8.2 Agreements, understandings & commitments

Stakeholders in emergency management in the Western Central area have agreed to form the WC-LEMC for the purpose of preparing for and managing emergencies which may occur within or which may affect this area. Participation in the WC-LEMC requires that member and attendee organisations contribute, within reason, support to emergency management prevention, planning, response and recovery activities which may include:

- Cooperating with a Local Emergency Coordinator (LEC), Hazard Management Agency, (HMA), Controlling Agency (CA) and support organisations or other emergency management stakeholders before, during or after an emergency incident to ensure the best outcome for the community within the Western Central area.
- Sharing or providing resources to an emergency management effort, when required and in line with organisational capability, to assist an emergency response and recovery and or mitigate the effects of an emergency incident within the Western Central area – Refer Partnering Agreement Appendix 8.
- Provision of a facility or site for use as an Emergency Coordination Centre (ECC) during an emergency, when required and in line with organisational capability.
- Providing for the use of established State or Local Evacuation Centres
- Contribution to WC-LEMC planning and preparation activities.
- Participation in the WC-LEMC's emergency training and exercises as applicable.

These arrangements reflect the agreed responsibilities of organisations with hazard management control, combat, support or coordination roles related to emergencies that could impact on the Western Central emergency management district.

6.8.3 Special Considerations

A schedule of Special Considerations that relate to the area of the eight participating Local Governments can be found at Appendix 6.

6.9 Resources

Agencies participating in the WC-LEMC are doing so to generate a more effective emergency management outcome for the local community through organisational cooperation. This includes the sharing of relevant resources and equipment, within reason, which, when requested, would benefit a specific emergency effort. Resources include knowledge, data, equipment, vehicles, consumables (sandbags, etc) and personnel. A request for the provision of resources must be directed through the Incident Controller (IC) or the LEC that is managing the emergency incident at the time.

As an emergency incident within the area could easily impact across the districts of a number of participating local governments, this pre-arranged resource sharing and assistance could potentially have great benefit in reducing the impact of an incident by allowing quicker or more effective emergency response.

The HMA or CA is responsible for the determination of resources required for the hazards for which they have responsibility.

Local Government resources have been identified and are listed in Appendix 3.

7 Planning

7.1 Local Roles & Responsibilities

Detail of the specific roles and responsibilities of officers in the respective local governments are outlined below:

LOCAL ROLE	DESCRIPTION OF RESPONSIBILITIES
Local Government (LG)	The responsibilities of the local governments are defined in Section 36 of the EM Act 2005.
Local Recovery Coordinator (LRC)	To ensure the development and maintenance of effective recovery management arrangements for the respective local governments. In conjunction with the Local Recovery Coordination Group (LRCG), to implement a post incident recovery action plan and manage the recovery phase of the incident. See also section 9.5
Local Recovery Coordination Group (LRCG)	With guidance from the LRC, ensure the development and maintenance of effective recovery management arrangements for the respective local governments, including the appointment of appropriate sub-groups as deemed necessary. See also section 9.7
LG Evacuation Centre Liaison Officer	During an evacuation where a local government facility is utilised by DC, provide advice, information and resources regarding the operation of the facility.
LG Liaison Officer (to the Incident Support Group (ISG)/Incident Management Team (IMT)	During a major emergency the Local Government Liaison Officer attends ISG meetings to represent the local government, provides local knowledge input and provides details contained in these LEMA and provides feedback to the LRC in readiness for Recovery. This position may be the LRC.
WC-LEMC Chair	The Chairperson of the WC - LEMC is appointed by the local government (Section 38 of the EM Act 2005) and does not necessarily have to be an elected member. The chairperson shall be responsible for: • Overall management and effectiveness of the LEMC • Provide leadership and support to the LEMC to ensure effective meetings. • Reports to the DEMC.
Executive Officer.	Provide executive support to the WC-LEMC and complete the functions of that position including but not limited to: • Schedule quarterly meetings • Prepare agenda, minutes and associated correspondence and contact lists • Coordinate completion of Annual Business Plan Strategies and Annual Reports • Complete the role of policy officer • Assist with preparation of respective capability and preparedness statements • Coordinate review and update of the LEMA's on behalf of WC-LEMC member Local Governments. • In conjunction with LEMC, prepare risk treatment plans in conjunction with appropriate agencies. • Assist participating LGs with preparation, review and update of their respective Recovery Plans and sub-plans such as Animal Welfare Plans. • Organise annual exercises that test the LEMA's and Recovery Plan. • Manage and distribute information to and from the member Local Governments in relation to Emergency Management. • Identify projects that enhance community resilience. • Explore opportunities for and apply for relevant grant funding. • Ensure planning and preparation for emergencies is undertaken. • Implement procedures that assist the community and emergency services deal with incidents. • Facilitate training for all LG personnel with emergency planning and preparation, response and recovery responsibilities. • Keep appropriate records of incidents that have occurred to ensure continual improvement of the local government's emergency response and support capability.

Table 5 - Local Roles & Responsibilities

7.2 WC-LEMC Roles & Responsibilities

The 8 Local Governments have established the WC-LEMC under Section 38(1) of the EM Act 2005 to develop, oversee, and test the LEMA's.

The WC-LEMC includes representatives from agencies, organisations and community groups that are relevant to the identified risks and emergency management arrangements for the community.

The WC-LEMC is not an operational committee but rather the organisation established and supported by the local governments to assist in the development of LEMA's for its district.

The WC-LEMC plays a vital role in assisting our communities become more prepared for major emergencies by:

- Developing, enhancing and testing preparedness planning from a multi-agency perspective having local knowledge of hazards, demographic and geographic issues; they also provide advice to HMA's to develop effective local hazard plans
- Providing a multi-agency forum to analyse local risk
- Providing a forum for multi-agency stakeholders to share issues and learnings to ensure continuous improvement.

The WC-LEMC membership includes one representative from each of the 8 local governments, the LEC, relevant government agencies and other statutory authorities which nominate their representatives to be members.

Matters relating to constitution, membership and operation of the Committee are as prescribed in the adopted Terms of Reference originally approved in December 2009 and revised in January 2016, June 2018 and 2024.

LOCAL ROLE	DESCRIPTION OF RESPONSIBILITIES
WC-LEMC Chair	Provide leadership and support to the WC-LEMC to ensure effective meetings and high levels of emergency management planning and preparedness for the local government district is undertaken. Represent the WC-LEMC on the DEMC.
WC-LEMC Executive Officer	Refer to role of Executive Officer/ above in section 7.1.

Table 6 - WC-LEMC Roles & Responsibilities

7.3 Agency Roles and Responsibilities

In the event of an emergency, the local government will need to liaise with a range of state agencies who will be involved in the operational aspects of the emergency. The following table summarises the key roles:

LOCAL ROLE	DESCRIPTION OF RESPONSIBILITIES
Hazard Management Agency	A HMA is a public authority or other person who or which, because of that agency's functions under any written law or specialised knowledge, expertise and resources, is responsible for emergency management, or the prescribed emergency management aspect, in the area prescribed of the hazard for which it is prescribed.' [EM Act 2005 s4(3)]. The HMAs are prescribed in the Emergency Management Regulations 2006. Their function is to: • Undertake responsibilities where prescribed for these aspects [EM Regulations] • Appoint Hazard Management Officers [s55 EM Act 2005] • Declare/revoke emergency situations [s50 & 53 EM Act 2005] • Coordinate the development of the State Hazard Plan for that hazard [State EM Policy Section 1.5] • Ensure effective transition to Recovery by local government.
Controlling Agency	A Controlling Agency is an agency nominated to control the response activities to a specified type of emergency. The function of a Controlling Agency is to: • undertake all responsibilities as prescribed in Agency specific legislation for Prevention and Preparedness • control all aspects of the response to an incident. During incident management the Controlling Agency will ensure effective transition to Recovery.
Combat Agency	A Combat Agency as prescribed under subsection 6(1) of the EM Act 2005 is a public authority or other person who or which, because of the agency's functions under any written law or specialised knowledge, expertise and resources, is responsible for performing an emergency management activity prescribed by the regulations in relation to that agency.
Support Organisation	A public authority or other person who or which, because of the agency's functions under any written law or specialised knowledge, expertise and resources is responsible for providing support functions in relation to that agency. (State EM Glossary)
Local Emergency Coordinator (LEC)	The LEC is the officer in Charge of the Local Police Station, in the WC-LEMC there are two such stations, being Wembley and Fremantle. The LEC will act as Chair of the WC-LEMC when the elected Chair is absent.

Table 7 - Local Agency Key Roles & Responsibilities

7.4 Managing Risk

7.4.1 Emergency Risk Management

Risk management is a critical component of the emergency management process. Building a sound understanding of the hazards and risks likely to impact the community enables local governments, the WC-LEMC, land management agencies and HMA's to work together to mitigate the associated risk. This process helps to build the capacity and resilience of the community and organisations which enable them to better prepare for, respond to and recover from a major emergency. The process and mandate for local governments to undertake risk management is detailed in State EM Policy part 3

In 2010 the WC-LEMC commissioned, with an AWARE Grant, the Local Government Insurance Service to prepare a Risk Management Plan for the Western Central District, inclusive of a series of treatment plans for consideration of the WC-LEMC. This work was updated by a series of workshops conducted in 2013.

A project was implemented, again with assistance from an AWARE grant, to conduct further Risk Research in 2018/2019.

7.4.2 Description of Emergencies Likely to Occur

The following schedule of emergency events is likely to occur within the local government districts. Several of these have been identified from the 2019 local emergency risk management process.

HAZARD	HMA	CONTROL AGENCY	LOCAL COMBAT ROLE	LOCAL SUPPORT ROLE	STATE HAZARD PLAN
Fire	FES Commissioner	Department Fire & Emergency Services (DFES) DBCA	DFES DBCA	LG, DC WAPOL State Emergency Services (SES). DBCA (on designated lands)	Fire
Flood	FES Commissioner	DFES	DFES SES	LG Swan River Trust	Flood
Hazardous Material (Fuel)	FES Commissioner	DFES	DFES	WAPOL SES LG	HAZMAT
Heatwave	CEO Depart of Health	Depart. of Health	St John.	LG	Heatwave
Rail Crash (PTA)	Public Transport Authority	PTA, or WAPOL or DFES upon agreement.	PTA, or WAPOL or DFES upon agreement.	St John LG	Crash Emergency
Road Crash	Police Commissioner	WAPOL	WAPOL	DFES St John LG	Crash Emergency
Storm	FES Commissioner	DFES	DFES	SES	Severe weather
Earthquake	FES Commissioner	DFES	DFES	SES	Earthquake
Land Search	Police Commissioner	WAPOL	WAPOL	SES	Search & Rescue

Table 8 - Schedule of Likely Emergencies

These arrangements are based on the premise that the HMA is responsible for the above risks and will develop, test and review appropriate emergency management plans for their hazard.

7.4.3 Emergency Management Strategies and Priorities

The following are identified as priority risk areas, together with strategies developed to mitigate these risks. These 6 Hazards were assessed by the WC-LEMC during 2018/19.

PRIORITY HAZARDS	TREATMENT STRATEGY
Storm	No treatment strategies have been developed, however, Local Governments will continue to consider how these hazards can be mitigated as they prepare their annual Maintenance and Capital works programmes and when administering relevant legislation, planning schemes and building codes.
Fire – Structural & Bush	
Road Crash	
HAZMAT	
Rail Crash	
Flood	

Table 9 - EM Priorities and Strategies

8 Response

8.1 Coordination of Emergency Operations

It is acknowledged that the HMAs, Controlling Agencies and combat agencies may require local government resources and assistance in emergency management. The 8 local governments are committed to providing assistance and support if the required resources are available through the ISG when and if formed to support a particular emergency event.

8.2 Incident Support Group

The ISG is convened by the Controlling Agency appointed Incident Controller to assist in the overall coordination of services and information during a major incident. Coordination will be achieved through clear identification of priorities by agencies sharing information and resources.

The role of the ISG is to provide support to the IMT. The ISG is a group of people representative of the different agencies who may have involvement in the incident, supporting the IMT.

8.2.1 Triggers for an ISG

The triggers for an ISG are defined in State EM Policy Statement section 5.2.2 and State EM Plan section 5.1. These are:

- where an incident is designated as Level 2 or higher
- multiple agencies need to be coordinated.

8.2.2 Membership of an ISG

The ISG is comprised by agencies' representatives that provide support to the Controlling Agency. Emergency Management Agencies may be called on to nominate a liaison officer on the ISG.

The LRC, or suitably qualified representative, will be a member of the ISG from the onset, to ensure consistency of information flow, situational awareness and to facilitate handover to Recovery.

The representation on this group may change regularly depending upon the nature of the incident, fatigue management, agencies involved and the consequences caused by the emergency.

Agencies supplying staff for the ISG must ensure that the representative(s) have the authority to commit resources and/or direct tasks.

8.2.3 Frequency of Meetings

The frequency of ISG meetings will be determined by the Incident Controller and will generally depend on the nature and complexity of the incident. As a minimum, there should be at least one meeting per incident. Coordination is achieved through clear identification of priorities and objectives by agencies sharing information and resources.

8.2.4 Location of ISG Meetings

The ISG meets during an emergency and provides a focal point for a coordinated approach. The following table identifies suitable locations where it could meet within the area.

LOCAL GOVERNMENT	VENUE	VENUE ADDRESS
Town of Cambridge	Administration Centre	1 Bold Park Drive, Floreat.
City of Vincent	Administration Centre	244 Vincent Street, Leederville.
Town of Claremont	Administration Centre	308 Stirling Highway Claremont
Town of Mosman Park	Administration Centre	Cnr Bay View Tce and Memorial Drive Mosman Park

Table 10 - ISG Meeting Venues

8.3 Media Management and Public Information

Communities threatened or impacted by emergencies have an urgent and vital need for information and direction. Such communities require adequate, timely information and instructions in order to be aware of the emergency and to take appropriate actions to safeguard life and property. The provision of this information during response is the responsibility of the Controlling Agency.

Agencies who are not the Controlling Agency are to only comment on their operation and should always check with the IC before making a statement.

It is likely that individual agencies will want to issue media releases for their areas of responsibility (e.g. Water Corporation on water issues, Western Power on power issues etc.), however the release times, issues identified, and content shall be coordinated through the ISG to avoid conflicting messages being given to the public.

Detail of warning and public information systems can be viewed in Appendix 7.

8.4 Finance Arrangements

Whilst acknowledging the State's commitments in State Emergency Management Policy 5.12 and the State EM Plan 5.4 and 6.10, the Local Governments comprising the WC-LEMC are committed to expending such necessary funds within their respective current budgetary constraints as required to ensure the safety of its residents and visitors. The relevant Chief Executive Officer (CEO) is to be approached immediately in an emergency event requiring resourcing by the affected Local Government to ensure the desired level of support is achieved.

Where possible this should be discussed with the CEO or their nominated Senior Officer. The decision maker must have appropriate authority and be able to make a timely decision.

8.5 Evacuation

Comprehensive emergency management planning also involves planning for community evacuations. Although the actual act of evacuating a community is the responsibility of the Controlling Agency, the local government, with the assistance of the WC-LEMC has responsibilities to undertake pre-emergency evacuation planning. A comprehensive evacuation plan is of considerable value to all agencies with a role in evacuation and is very effective in assisting the Controlling Agency to make timely and informed decisions.

A separate Evacuation Plan is being developed in accordance with SEMC endorsed Western Australian Community Evacuation in Emergencies Guideline WA Community Evacuation in Emergencies Guideline. The following is a list of evacuation centres nominated by the respective Local Governments. Contact with the relevant Local Government, see Appendix 5, will facilitate activation of the preferred centre.

PREMISES	ADDRESS OF CENTRE	PROFILE
The 8 Local Governments comprising the WC-LEMC have each nominated a series of facilities that may be used by the Controlling Agency and subsequently the DC as evacuation centres.		
The centres have been classified as being suitable for Level 2 and 3 events or short-term use and are detailed in the DC Local Emergency Relief and Support Plan for the Perth and Fremantle Regions that support the Local Governments that comprise the WC-LEMC. Member Local Governments contribute to the update of these facilities but the detail is not repeated in these Arrangements.		

8.5.1 Special Needs Groups

The Controlling Agency that is planning evacuation needs to be able to identify people and locations which require special attention or resources.

Examples may be:

- schools
- nursing homes
- childcare centres
- hospitals
- persons with disabilities
- Large gatherings.

These sectors should have their own evacuation arrangements, the Controlling Agencies may however need to assist these groups when impacted by a widespread emergency event.

The WC-LEMC is committed to working with these groups to ensure that their Emergency Planning requirements are integrated with these LEMA and in that regard propose periodic exercises with the various groups to test their Plans and facilitate sector networking.

A list of special needs groups. Including physical location, contacts, size and whether current evacuation plans exist can be found at Appendix 2.

8.5.2 Routes & Maps

A map of the District is attached as Appendix 5.

8.6 Relief and Support

The DC has the role of managing relief and support. The detail of support provided by the DC in the event of an emergency together with a description of roles and responsibilities of that agency and others is detailed in the LOCAL EMERGENCY MANAGEMENT RELIEF AND SUPPORT PLAN PERTH & FREMANTLE DISTRICTS Updated December 2022 and is not repeated in these Arrangements.

9 Recovery

9.1 The Recovery Process

Under the EM Act 2005, (S.36) local governments have a requirement to manage the Recovery process following an emergency that has affected its community.

Recovery is defined as the coordinated support given to emergency affected communities in the reconstruction and restoration of physical infrastructure, the environment and community, psychosocial and economic wellbeing. Given the WC-LEMC is comprised by 8 local governments, a single Recovery Plan has been prepared and presented as Appendix 9 to these LEMA.

Each participating local government has its own Recovery Procedures in place which outlines how they will activate Recovery within their respective organisations and communities as required. These procedures are maintained by each local government and are not published.

9.2 Aim of Recovery

The aim of providing recovery services is to assist the affected community towards management of its own recovery. It is recognised that where a community experiences a significant emergency there is a need to restore, as quickly as possible, quality of life to an affected area so that it can continue to function as part of the wider community.

9.3 Transition from Response to Recovery

Response and recovery activities will overlap and may compete for the same limited resources. Such instances should normally be resolved through negotiation between the Incident Controller, the LRC and the LEC. However, where an agreement cannot be achieved, preference is to be given to the Response requirements.

The process of transitioning to recovery from level 2 and 3 emergency events will be complemented by completion of an Impact Statement to be prepared by the Controlling Agency. Preparation of this Statement should be coordinated in conjunction with the LG and will need to be signed by the relevant CEO prior to final handover.

9.4 Local Recovery Coordinator

Each local government comprising the WC-LEMC has appointed a LRC in accordance with the EM Act 2005, section 41(4).

A schedule of LRC's with contact numbers is contained in Appendix 9.

9.5 Local Recovery Coordinator Roles and Responsibilities

The responsibilities of the LRC may include any or all of the following:

- Prepare, maintain and test the LRP and Procedures
- Assess the community Recovery requirements for each event, in consultation with the HMA, LEC and other responsible agencies, for:
  - Advice to the Mayor/Chief Executive Officer on the requirement to activate the Plan and convene the LRCG and
  - Initial advice to the LRCG, if convened.
- Undertake the functions of the Executive Officer to the LRCG
- Assess the LRCG requirements for the restoration of services and facilities with the assistance of the responsible agencies where appropriate, including determination of the resources required for the Recovery process in consultation with the HMA during the initial stages of Recovery implementation.
- Coordinate local Recovery activities for a particular event, in accordance with plans, strategies and policies determined by the LRCG.
- Monitor the progress of Recovery and provide periodic reports to the LRCG.
- Liaise with the Chair of the State Recovery Coordination Group (SRCG) or the State Recovery Coordinator (SRC), where appointed, on issues where State level support is required or where there are problems with services from government agencies locally.
- Ensure that regular reports are made to the SRCG on the progress of Recovery and
- Arrange for the conduct of a debriefing of all participating agencies and organizations as soon as possible after stand-down.

9.6 Local Recovery Coordination Group

The LRCG can expand or contract as the emergency management process requires. When forming the LRCG, the LRC will organise the team based on the nature, location and severity of the event as well as considering the availability of designated members.

The LRC will also ensure that the LRCG has the technical expertise and operational knowledge required to respond to the situation.

9.7 Function of the Local Recovery Coordination Group

The LRCG has the role to coordinate and support the local management of the Recovery processes within the community subsequent to a major emergency in accordance with SEMC Policies, local plans and arrangements.

The LRCG responsibilities may include any or all of the following:

- Appointment of key positions within the Group and, when established, the sub-groups
- Establishing sub-groups, as required and appointing appropriate chairpersons for those sub-groups. Sub-groups may include personnel to manage the following environmental areas
  - Built
  - Natural
  - Economic
  - Community
- Assessing the requirements for recovery activities with the assistance of the responsible agencies, where appropriate
- Develop plans for the coordination of Recovery processes
- Activation and coordination of the Local Recovery Centre, if required
- Negotiating the most effective use of available resources
- Ensuring a coordinated multi-agency approach to community Recovery
- Making appropriate recommendations, based on lessons learned, to improve the community's Recovery preparedness.
- Ensure appropriate evaluation and reporting on the Recovery process in accordance with SEMP Policy 6.10.1
- Develop a Communication strategy in accordance with "communicating in Recovery Guidelines" prepared by the State Emergency Management Committee (SEMC) Public Information Reference Group.

9.8 Local Recovery Coordination Group Composition

Because these Arrangements affect 8 local governments, the Recovery Coordination Group would normally be formed in the local government area where the emergency has occurred, so it is not practical to nominate specific persons to the roles. The LRCG that is established to manage the local Recovery process would include the following membership structure:

POSITION	SUGGESTED REPRESENTATIVE
Chairperson	Nominated Local Government Representative (eg: Mayor, Chief Executive Officer)
Executive Officer	Nominated Local Government Representative
Local Recovery Coordinator	Nominated Local Government Representative
Executive Public Liaison Officer	Nominated Local Government Representative
Group Members	Technical and operational expertise knowledge required to respond to the situation from Local Government and relevant State Government Departments
Other Representatives	State Government • Controlling Agency • Department Fire & Emergency Services • WA Police Force • DC • Main Roads WA • Water Corporation Lifelines • Western Power • Telstra St John Ambulance Community Leaders.

Table 11 - Recovery Committee Membership

10 Exercising, Reviewing and Reporting

10.1 The Aim of Exercising

Testing and exercising is essential to ensure that emergency management arrangements are workable and effective. Testing and exercising is important to ensure individuals and organisations remain aware of what is required of them during an emergency response situation.

The exercising of a HMA's response to an incident is a HMA responsibility however it may be incorporated into the WC-LEMC exercise.

Exercising the LEMA's will allow the WC-LEMC to:

- Test the effectiveness of the local arrangements
- Bring together members of emergency management agencies and give them knowledge of, and confidence in, their roles and responsibilities
- Help educate the community about local arrangements and programs
- Allow participating agencies an opportunity to test their operational procedures and skills in simulated emergency conditions
- Test the ability of separate agencies to work together on common tasks, and to assess effectiveness of co-ordination and collaboration.

10.2 Frequency of Exercises

State EM Policy section 4.8, State EM Plan section 4.7 and State EM Preparedness Procedure 19 outline the State's arrangements for EM exercising, including the requirement for WC-LEMCs to exercise its LEMA's on at least an annual basis.

10.3 Types of Exercises

Some examples of exercises types include:

- desktop/discussion
- a phone tree recall exercise
- opening and closing procedures for evacuation centres or any facilities that might be operating in an emergency
- operating procedures of an ECC; or
- locating and activating resources on the Emergency Resources Register.

10.4 Reporting of Exercises

The WC-LEMC will report its exercise schedule to the relevant DEMC by the 1st January each year for inclusion in the DEMC report.

Once the exercises have been completed, post exercise reports are forwarded to the DEMC to be included in reporting for the SEMC annual report.

10.5 Review of Local Emergency Management Arrangements

The LEMA's shall be reviewed in accordance with State EM Policy section 2.5 and amended or replaced whenever the local governments consider it appropriate.

In accordance with State EM Policy section 2.5, the LEMA (including Recovery Plans) will be reviewed and amended as follows:

- contact lists are reviewed and updated quarterly refer Appendix 5.
- a review is conducted after training that exercises the Arrangements
- an entire review is undertaken every five (5) years, as risks might vary due to climate, environment and population changes; and
- when circumstances require more frequent reviews.

10.6 Review of Local Emergency Management Committee Positions

The local government, in consultation with the parent organisation of members shall determine the term and composition of WC-LEMC positions and document detail within its Terms of Reference.

10.7 Review of resources register

A schedule of resources held by Local Government can be viewed at Appendix 3. The Executive Officer shall have the resources register checked and updated on an annual basis, ongoing amendments occur at each WC-LEMC meeting.

10.8 Annual Reporting

Each member Local Government shall submit an Annual and Preparedness Report to the DEMC at the end of each financial year. This information provided by the Annual and Preparedness Reports is collated into the SEMC Annual Report which is subsequently tabled in Parliament.

11 APPENDICES

APPENDIX 1 CRITICAL INFRASTRUCTURE

ITEM	LOCATION	DESCRIPTION	OWNER	CONTACT DETAILS	COMMUNITY IMPACT DESCRIPTION
King Edward Memorial Hospital	374 Bagot Road Subiaco	Public Hospital	Health Department of WA	9340 2222	Public hospital
East Perth, Leederville, West Leederville, Subiaco, Daglish, Claremont, Mosman Park, Victoria Street and Swanbourne Train Stations	Perth to Midland and Perth to Fremantle rail lines	Train & Bus Stations	State of WA Transperth	9220 9999	Major transport infrastructure.
Beatty Park Leisure Centre	220 Vincent Street North Perth	Recreation and aquatic centre	City of Vincent	92736000	Recreation facility
Leederville Oval	246 Vincent Street Leederville	WAFL & AFL Stadium	City of Vincent	9208 9999	WAFL & AFL Venue
HBF Park	310 Pier Street Perth	Sporting Stadium and occasional events	City of Vincent	9422 1500	Facility for Soccer & Rugby including concerts etc
HBF Stadium	Stephenson Ave Mt Claremont	Athletics Stadium	State of WA	Venues West 9441 8222	Mass gatherings, loss of venue, Chemical exposure from chlorine
Hollywood Private Hospital	Monash Ave, Nedlands	Hospital	Ramsay Health Care	9346 6000	Nursing care , loss of hospital
Campbell Barracks	Swanbourne	Army installation	Commonwealth	1300 333 362	Loss of Defence equipment & Resources

ITEM	LOCATION	DESCRIPTION	OWNER	CONTACT DETAILS	COMMUNITY IMPACT DESCRIPTION
Irwin Barracks	Karrakatta	Army installation	Commonwealth	1300 333 362	Loss of Defence equipment & Resources
Karrakatta Cemetery	Railway Parade Nedlands	Cemetery	Metropolitan Cemeteries Board	1300 793 109 or 9383 5255	Loss of cultural significance
Subiaco Wastewater Treatment Plant	Lemnos Street Shenton Park	Water treatment plant	Water Corporation	9380 7499	Water Corporation wastewater treatment plant
Wembley Golf Complex	200 The Boulevarde Wembley Downs	Golf complex	Town of Cambridge	6280 1300	Loss of recreational facility
Bold Park Aquatic Centre	215 The Boulevarde City Beach.	Aquatic complex	Town of Cambridge	9385 8767	Loss of recreational facility
Quarry Ampitheatre	1 Waldron Drive City Beach	Entertainment venue	Town of Cambridge	9385 7144	Loss of entertainment facility
Matthews Netball Centre	Selby Street Wembley	Sports complex	Town of Cambridge	9387 7011	Loss of recreational facility
St John of God Hospital	12 Salvado Road Subiaco	Hospital	St John of God Health Care	9213 3636	Private Hospital
Floreat and City of Perth Surf Lifesaving Clubs	Floreat and City Beaches	Surf rescue facilities	Town of Cambridge	9385 9370 9385 9232	Surf rescue facilities
Royal Agricultural Showgrounds	1 Graylands Road Claremont	AFL Complex and venue for annual show	Town of Claremont	6263 3100	Loss of community facilities
Claremont Aquatic Centre	12 Davies Road Claremont	Aquatic Complex	Town of Claremont	9285 4343	Loss of recreational facility
Claremont Football Stadium	3 Davies Rd, Claremont	Sports Complex	Claremont Football Club	9384 9200	Loss of recreational facility
Claremont Quarter Shopping Centre	9 Bayview Tce Ave Claremont	Shopping Complex	Private Ownership	9286 5888	Shopping centre

ITEM	LOCATION	DESCRIPTION	OWNER	CONTACT DETAILS	COMMUNITY IMPACT DESCRIPTION
Town Hall Claremont Community Hub.	Stirling Highway Claremont	Community Complex	Town of Claremont	9385 4300	Loss of Cultural centre
Bethesda Hospital	25 Queenslea Drive Claremont	Hospital	Bethesda Health Care	9340 6300	Private Hospital
University of WA Claremont Campus	Cnr Princess and Goldsworthy Rd Claremont	University campus	University of WA	6488 1857	Education facility
University of WA Research Institute	1 Underwood Avenue, Mt Claremont	University Research facility	University of WA	6488 6000	Education facility
Claremont Recreation Centre	Bay View Terrace	Recreation centre	Town of Claremont	9285 4300	Recreational facility
Cottesloe and North Cottesloe Surf Club	Cottesloe Beach	Surf rescue facilities	Town of Cottesloe	9383 4400 9284 2626	Surf rescue facilities
Swanbourne Nedlands Surf Life Saving Club	Marine Parade, Swanbourne	Surf Rescue	Surf Life Saving	9384 0020	Surf rescue facilities
Sea View Golf Club	Jarrad Street Cottesloe	Golf course & Club	Town of Cottesloe	9384 0471	Recreational facility
Cottesloe Golf Club	173 Alfred Road, Swanbourne	Golf course & Club	City of Nedlands	9384 3222	Recreational facility
Nedlands Golf Course	120 Melvista Avenue, Dalkeith	Golf course & Club	City of Nedlands	9389 1244	Recreational facility
Freshwater Bay foreshore reserve	Hobbs Place Peppermint Grove	Passive recreation venue	Shire of Peppermint Grove	9286 8600	Passive recreation facility
Royal Freshwater Bay Yacht Club	1 Hobbs Place, Peppermint Grove	Sailing Club		9286 8200	Sailing club
Nedlands Yacht Club	Esplanade (between Charles Court Reserve and Paul Hasluck Reserve).	Yacht Club	City of Nedlands	9386 5496	Yacht Club

ITEM	LOCATION	DESCRIPTION	OWNER	CONTACT DETAILS	COMMUNITY IMPACT DESCRIPTION
Perth Flying Squadron Yacht Club	Esplanade (between Paul Hasluck Reserve and Beaton Park)	Yacht Club	City of Nedlands	9386 6437	Yacht Club
Keanes Point Parkland	Johnson Street Peppermint Grove	Passive recreation venue	Shire of Peppermint Grove	9286 8600	Passive recreation facility
Cottesloe Central Shopping Centre	460 Stirling Highway Cottesloe	Shopping Centre	Private ownership	9322 5111	Shopping Centre
Camelot Outdoor Theatre	16 Lochee Street Mosman Park	Entertainment venue	Town of Mosman Park	9386 3554	Performing arts venue
Town of Mosman Park Administration Centre	1 Memorial Dr, Mosman Park	Council	Town of Mosman Park	9383 6600	Loss of local government guidance and assistance
Town of Mosman Park Works Depot	100A McCabe St, Mosman Park	Depot	Town of Mosman Park	9383 6600	Loss of local government guidance and assistance.
Regal Theatre Subiaco	474 Hay Street	Entertainment venue	Theatre Trust	9388 2066	Performing arts venue
Sunset Hospital	Birdwood Parade	Arts, cultrial and community use centre	Department of Local Government Sports and Cultural Industries	6552 7300	Passive community arts facility
Subiaco Arts Centre	Hamersley Road Subiaco	Entertainment venue	Perth Theatre Trust	9265 0900	Performing arts venue
Western Power substation	Selby Street, Shenton Park	Utilities – Electricity	Western Power	13 10 87	Distribution of power
Western Power substation	Brockway Road, Mt Claremont	Utilities – Electricity	Western Power	13 10 87	Distribution of power
Commonwealth Scientific & Industrial Research Organisation	147 Underwood Avenue, Floreat	Research facility	CSIRO	9333 6000	Environment and Life Sciences facility

APPENDIX 2 SPECIAL NEEDS

NAME	DESCRIPTION	ADDRESS	CONTACT 1	CONTACT 2	NO PEOPLE	HAVE THEY GOT AN EVACUATION PLAN? WHO MANAGES THE PLAN? HAS A COPY BEEN PROVIDED TO THE LEMC?

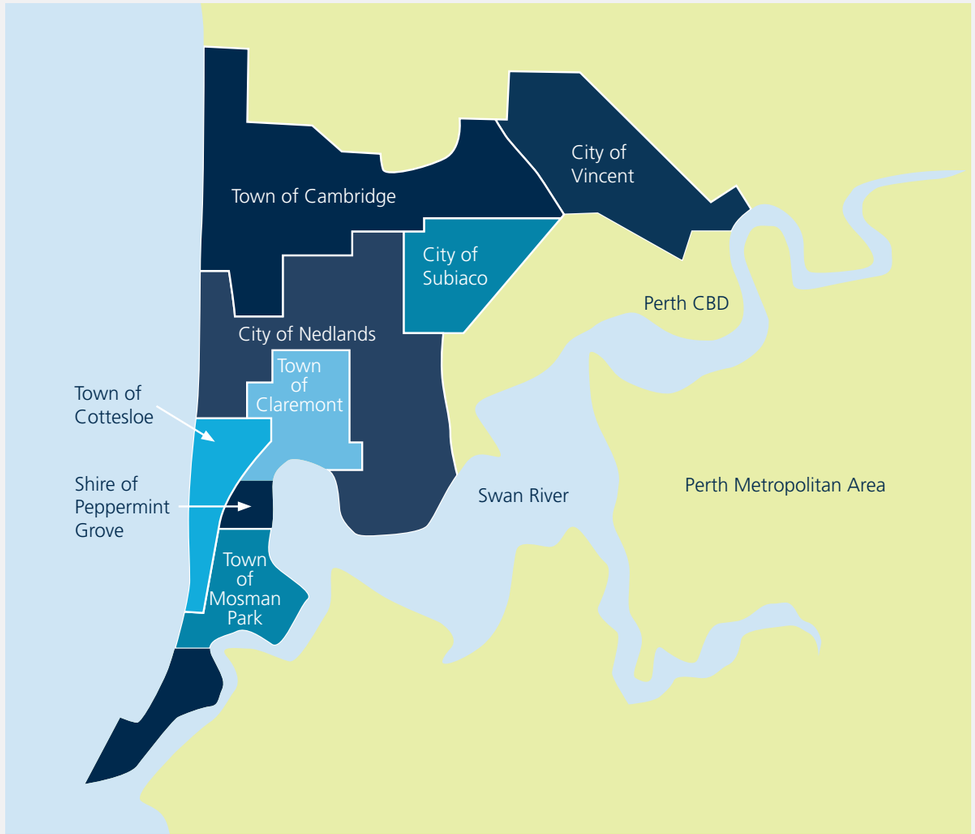
The Plan for Local Emergency Relief and Support Perth & Fremantle Districts, prepared by the DC, contains, in its Appendix 9, a schedule of groups that may require special attention during an emergency and is not replicated here.

APPENDIX 3 RESOURCES

LOCAL GOVERNMENT	DESCRIPTIONS
City of Subiaco	The member Local Governments have access to plant and machinery that would be typical of an inner-metropolitan local authority. Items ranging from trucks, front end loaders, bobcats, backhoes, generators, trailers, dingo diggers, elevated platforms, buses, road sweepers, all-terrain vehicles, variable message boards, rollers and refuse trucks. **The City of Nedlands has a fully resourced response and recovery trailer that may be utilised by either of the participating local governments.**
City of Nedlands	
Town of Cambridge	
Town of Cottesloe	
Town of Claremont	
Town of Mosman Park	
Shire of Peppermint Grove	
City of Vincent	

In addition to the above, the member Local Governments, typical of most inner-city local governments, maintain a fleet of small light vehicles, small machinery and equipment, detail of which would be available upon contacting the City's nominated representative as detailed in **Appendix 5.**

APPENDIX 4 MAP OF REGION



APPENDIX 5 CONTACTS

Organisation	Name	Call Priority	Phone	Mobile	Email
Rather than provide a schedule of contacts for each of the participating local governments, many of which are a mix of private or work mobile phone contacts, the Executive Officer will periodically request an update to a standard schedule of contacts and distribute that list to relevant Controlling Agencies for information. This process ensures greater accuracy of data and an assurance that the nominated contact is current.					

APPENDIX 6 SPECIAL CONSIDERATIONS

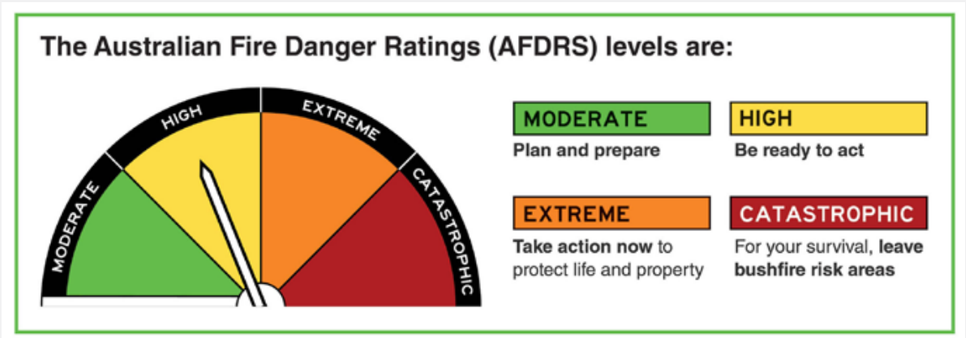
DESCRIPTION	TIME OF YEAR	IMPACT / NO. OF PEOPLE
City to Surf	August	Large gatherings between Perth CBD and City Beach.
Froth Town	August	Large events and gathering at Claremont Showgrounds
Royal Agricultural Show	September	Large events and gathering at Claremont Showgrounds
Sculptures by the Sea	February/March	Large gatherings Cottesloe Beach
Caravan & Camping Show	March	Large event and gathering at Claremont Showgrounds
Spilt Milk and Snack New Eve	December	Large event and gathering at Claremont Showgrounds
Origin Concert	December	Large event and gathering at Claremont Showgrounds
HBF Park Perth	Periodically throughout the year	Rugby, soccer matches and occasional concerts. Numbers up to 20,500 attendees
Hyde Park Fair	March Annually.	Community Fair Rotary club Gatherings over a 2 day period.
St Patrick's day parade Leederville	March- annually	Large groups gathering in Leederville and Leederville oval.
Pride Fair Hyde Park	November annually.	Large number of attendees.
The Muster	May	Large event and gathering at Claremont Showgrounds
Season Halloween	October	Large event and gathering at Claremont Showgrounds

APPENDIX 7 LOCAL PUBLIC WARNING AND INFORMATION SYSTEMS

LOCAL INFOMRATION AND WARNING SYSTEMS	DESCRIPTION
Local Radio	Used for emergency alerts in line with emergency agencies.
Websites:	The 8 Local Governments comprising the WC-LEMC have website that will display alerts and warnings as posted by the HMA and advertise prevention measures. This also includes other social media.

SYSTEMS	DESCRIPTION
DFES Public Information Line	When there is an incident that threatens lives or property, DFES activates the public information system. Emergency alerts are only issued for major emergencies involving fires, cyclones, floods, earthquakes, tsunamis and HAZMAT spills. DFES issues warnings on or to the following: • Emergency WA Website – emergency.wa.gov.au • DFES Emergency Information 13 3337 • Social Media (Facebook, Twitter @dfes_wa) • Other media outlets and stakeholders (other State Government) • SES Assistance 132 500
Bureau of Meteorology (BoM): www.bom.gov.au	BoM provides weather warning information to the public. The warning services provided include: • Fire weather warnings • Severe thunderstorm and general severe weather warnings • Other warnings or alerts • National Weather Warnings 1300 659 210 • Tsunami threat information 1300 878 6264 The information provided in a weather warning includes the type of warning issued, when and where they are issued and samples of the individual warnings. The BoM site also provides current weather radar displays, satellite images, weather charts and weather observations. The BoM can be contacted by calling (03) 9669 4000 or for hearing or speech impairment call (02) 9296 1555.

SYSTEMS	DESCRIPTION
ABC Radio	Local ABC Radio – Call sign 6WF – frequency – 720AM Perth.
Emergency Alert System:	Delivers automatic emergency warnings direct to an area when lives may be in danger in that area. It does not replace current public information tools or the need for the community to remain vigilant and look after their own safety. It is an additional tool used to alert people in a specific location where there is immediate danger.
	All home phones (landline), including silent numbers, are automatically registered on Emergency Alert. Mobile phones are automatically registered to the billing address.
	Messages broadcast by Emergency Alert are made with the authority of an HMA in an emergency.



APPENDIX 8 LG PARTNERING AGREEMENT

PARTNERING AGREEMENT

Western Central Emergency Management Support Group

For

The provision of Mutual Aid during response to and recovery from an emergency event

JUNE 2024

1. PURPOSE

To facilitate the provision of mutual aid between Parties to the Partnering Agreement ('the Agreement') for support during the Response to an emergency event and Recovery of the impacted community.

2. PARTIES TO THE AGREEMENT

The Parties to the Agreement are:

1. Town of Cambridge
2. Town of Claremont
3. Town of Cottesloe
4. Town of Mosman Park
5. City of Nedlands
6. Shire of Peppermint Grove
7. City of Subiaco
8. City of Vincent.

Collectively referred to in this document as the Western Central Emergency Management Support Group.

3. DEFINITIONS

Definitions to terms contained within the Agreement are as per those contained within the EM Act 2005 and Emergency Management Regulations 2006 and State Emergency Management Policies.

Local Government Chairperson – the person nominated by the Local Government who for the time being is the chair of the WC-LEMC.

Requestor for Support – The Local Government(s) seeking assistance under the terms of the Agreement.

Provider of Support – The Local Government(s) providing assistance under the provisions of the Agreement.

4. PARTNERING OBJECTIVES

The Agreement is for the purpose of mutual aid between the parties to the Agreement to undertake the following subject to assessing the impact of the said request for mutual aid on the ability of the Local Authority to assist.

4.1 Provide mutual aid to support the Incident Controller during the Response to an emergency event.

4.2 Ensure all Recovery activities are conducted in accordance with the EM Act 2005 and Regulations 2006 and State Emergency Management Policy.

4.3 Provide mutual aid for Recovery management activities; and

4.4 Conduct Recovery planning utilising an "All Agencies" approach in accordance with the Local Recovery Planning Guide and State Emergency Management Policy 4.4.

5. PARTNERING EXPECTATIONS

5.1 To provide where possible both physical and human resources to support the emergency Response and to assist with Recovery of the impacted community. The type of initial aid is to assist immediate Response and then Recovery of a short duration. Ongoing protracted assistance, but still in the absence of the emergency being declared a disaster, will be subject to further negotiation and agreement in writing between the parties concerned.

5.2 To ensure that the Incident Controller of the designated Controlling Agency for the incident is advised of all requests for support as soon as practicable, and in consultation with the designated LRC and the Local Emergency Coordinator.

5.3 To ensure all personnel and equipment provided are covered by the Provider of Support own insurance.

5.4 Provider of Support will be responsible for all costs associated with its legislative responsibilities for its employees and equipment incurred during the provision of support unless otherwise agreed in writing.

5.5 The Requestor for Support will be responsible for all incidental costs associated with the Provider of Support personnel and equipment such as catering, accommodation, Occupational Health & Safety issues, transport fuel and storage.

5.6 The position of Chair and administrative support of the Western Central Emergency Management Support Group will be rotated in alphabetical order between parties to the Agreement on a biennial basis in the same sequence as the WC-LEMC, refer Terms of Reference clause 6.

5.7 The Group will meet at least once annually at Local Government Chairperson's locality to review the Agreement and assess its relevance and suitability to the parties and other business relevant to the Agreement and its operation.

5.8 To ensure that all requests for mutual aid are directed from the LRC of the requesting Local Government to the Chief Executive Officer of the Local Government being requested to provide assistance.

6. DURATION AND AMENDMENT:

6.1 The Agreement will come into effect at the date of endorsement of the LEMAs by each party.

6.2 The Agreement will remain in place until terminated.

6.3 The terms of the Agreement shall not be amended in any respect except by agreement of all Parties in writing.

7. TERMINATION:

The Agreement may be terminated by mutual agreement of all Parties in writing at any time.

8. WITHDRAWAL:

Any Party may withdraw from the Agreement by giving three (3) months' notice in writing to the Local Government Chairperson at any time.

9. NOTICES:

Communications in relation to the Agreement must, unless otherwise notified in writing, be addressed and forwarded as follows:

Chairperson

Western Central Emergency Management Support Group

c/o (Local Government responsible for chairperson at the time)

10. AGREEMENT

Parties to the Agreement, agree to the preceding provisions in regard to the provision of mutual aid.

APPENDIX 9 RECOVERY PLAN

November 2024

WESTERN CENTRAL LOCAL EMERGENCY MANAGEMENT COMMITTEE

LOCAL EMERGENCY RECOVERY PLAN

For

CITY OF SUBIACO	**TOWN OF CLAREMONT**
CITY OF NEDLANDS	**TOWN OF MOSMAN PARK**
CITY OF VINCENT	**TOWN OF COTTESLOE**
TOWN OF CAMBRIDGE	**SHIRE OF PEPPERMINT GROVE**

AMENDMENT RECORD

Proposals for amendment or addition to this Plan should be forwarded to the *Executive Officer of the Western Central Local Emergency Management Committee.*

AMENDMENT NO.	DATE	DETAILS OF AMENDMENT	AMENDED BY
1	2024	Review in conjunction with comprehensive review of the 2018 LEMA	WC-LEMC
2			
3			
4			

INTRODUCTION

Recovery is the coordinated process of supporting "emergency affected communities in the reconstruction and restoration of physical infrastructure, the environment and community, psychological, and economic wellbeing the Emergency Management Act" (EM Act 2005).

The EM Act 2005 became effective on 23rd December 2005. The Act places a responsibility on local governments to:

- Establish a Local Emergency Management Committee.
- Prepare and maintain LEMAs and manage recovery activities within their districts.
- Appoint a LRC for that purpose.

The approach taken by the following local governments in relation to items one and two above is to participate regionally through what is referred to as the WC-LEMC and to have a common set of Emergency Management Arrangements and a single Recovery Plan that provides an overview of their obligations in this regard:

- City of Subiaco
- Town of Cambridge
- Town of Claremont
- Town of Cottesloe
- Town of Mosman Park
- City of Neelands
- Shire of Peppermint Grove
- City of Vincent

To supplement the regional approach to emergency management and recovery, each participating Local Government acknowledges its responsibility for the recovery of its own community after an emergency event and as such has developed their approach to the completion of that process which they have each documented in operational Recovery Procedures.

COMMUNITY RECOVERY MANAGEMENT PRINCIPLES

Recovery forms the fourth element of the PPRR (Prevention, Preparedness, Response and Recovery) approach to emergency management in WA. Local government is to manage recovery following an emergency affecting the community in its district (S 36(b) EM Act 2005)

Large scale recovery operations wider than one local government jurisdiction may be managed by the SRC, appointed by the Department of Premier and Cabinet, who will convene a State Recovery Coordination Group. State policy and arrangements for recovery, including recovery management structures and responsibilities, are detailed in the State Emergency Management Plan, in particular Part 6.

Wherever possible for local recovery arrangements, the normal local government management and administrative structures and practices will be used, ensuring that these structures and practices are modified to be responsive to the special needs and circumstances of the community affected by an emergency event.

It needs to be recognised that an emergency impacting on the community may also have an adverse impact on the relevant Local Government and its various facilities and resources and consequently on its capacity to conduct normal business activities whilst responding to the recovery needs of our community. For this reason, Business Continuity is an integral supplement to this Plan.

AIM

The aim of this document is to acknowledge local governments roles and responsibilities to restore, as quickly as possible, the quality of life in the affected portion of the community, so that affected parties can continue to function as part of the wider community.

The various Recovery Procedures developed and maintained by the individual participating Local Governments document how those organisations will achieve that outcome.

OBJECTIVES

The objectives of this Plan are to:

- Acknowledge local governments role in the Recovery process and to establish a framework for the management of community recovery from emergencies in the participating local governments.
- identify the essential roles and responsibilities of organisations/agencies participating in the recovery process, including the LRC.

SCOPE

The scope of these recovery arrangements is limited to the boundaries of the participating local governments as outlined in the LEMAs Appendix 4.

The extent to which the arrangements in this Plan and the processes within the individual Recovery Procedures are activated will vary dependent on the nature and extent of the emergency event.

RECOVERY PROCEDURES

As mentioned above, in addition to this Plan, the member Local Governments have each prepared Recovery Procedures that supplement this Plan.

The Procedures are designed to provide more detail of how the respective Local Governments will initiate, maintain and stand down its involvement in recovery from an emergency.

ACTIVATION

According to state protocols, the Controlling Agency involved in responding to an emergency is responsible for ensuring that recovery arrangements are activated, if required. The Controlling Agency should convey the need for initiation of a recovery process to the affected local government to prepare for a transition from response to recovery and at the agreed point, transfer responsibility for the recovery activity to that local government. The "handover" arrangements should be documented in the appropriate Impact Statement completed in collaboration with the respective Local Government, in particular, the affected Local Governments' Recovery Coordinator.

Where an emergency is assessed by the Controlling Agency as being of sufficient scale to require State level recovery coordination, the Controlling Agency will, with agreement of the affected local government, discuss the transfer of the recovery coordination responsibilities to the State with the Chair of the States Recovery Coordination Group.

(Refer SEMC Policy 6.4 State Emergency Management Policy for more detail)

Despite the above, the affected Local Government should initiate recovery processes in advance of an approach by the Controlling Agency. The Local Government should make its own assessment of an emergency event and position itself to be ready to manage the recovery phase of an emergency event. Failure to be proactive will prejudice the capacity of the organisation to respond in a timely and effective manner.

It is important that the Local Government, for the purpose of being prepared, is pro-active and initiates early liaison and engagement with the Controlling Agency, through the ISG during the response phase to ensure the transition to recovery is not overlooked.

The LRC, or a person delegated by that position, is to liaise with the Controlling Agency and initiate recovery activities as soon as possible, preferably prior to or during an emergency event.

The LRC should initially convene a meeting of Local Governments in-house Recovery Team as soon as is practical where the emergency is or is likely to be of a magnitude that requires that level of involvement. The in-house team should consider the need for and composition of a LRCG that may involve membership from Hazard Management Agencies, DC and other outside agencies and organisations.

AFTER HOURS, WEEKENDS AND PUBLIC HOLIDAYS

Unfortunately, nature has no programmed working day, weekends and public holidays, an emergency event can occur at any time requiring local government participation in emergency management.

The LEMAs detail the relevant afterhours numbers in Appendix 5.

LOCAL RECOVERY COORDINATORS

Each Local Government will appoint its own LRC. There is no specific requirement as to who should complete this role but it is advisable that it a be a position within the corporate structure that has capacity to direct resources, commit expenditure and has access to the Mayor/President, communication staff and media.

The current LRCs are listed below:

Local Government	Local Recovery Coordinator	Contact Number
Subiaco	James Hambly Kris Rogers	Contact numbers will be provided to relevant HMA's and Controlling agencies on a regular basis.
Nedlands	Matthew MacPherson	
Vincent	Peter Varris	
Cambridge	Jane Anderson	
Claremont	Bree Websdale	
Mosman Park	Ailsing Green Amy May	
Peppermint Grove	Donovan Norgard	
Cottesloe	Wayne Johnson	

The key function of the LRC is to:

- Liaise with the Controlling Agency during an emergency response phase.
- Be involved in transition process from response to recovery including finalisation of handover documents.
- Formally activate the recovery phase as required.
- Liaise with and advise the Mayor/President and elected members during the recovery phase, including provision of progress reports and information.
- With support from Directors and managers, coordinate recovery activities at an operational level.
- Appoint a deputy in case the LRC is not available.
- Plan the continuing recovery activity.

LOCAL RECOVERY CORDINATION GROUP

The LRCG is a team established to assist with the Recovery process. The ultimate form of the team for any specific emergency event will vary depending on the nature of the emergency event and the internal structure and capacity of the impacted Local Government.

The LRCG will be supported by the LRC, be supported by key local government personnel and may include membership from external agencies and organisations that can provide technical and professional support to the Recovery process.

A comprehensive matrix of the likely tasks of the various positions and teams participating in the recovery process is contained in the respective Procedures.

Note:-

The LRCG may not always look the same and there are several phases through which the "business as usual" structure will morph to an organisational structure that is positioned for full scale recovery.

For example, a small scale localised emergency event may be attended to under the normal business structure. Alternatively, the scale of the event may require activation of the LRCG, initially all of the members through to events of such a scale requiring complete transition from a business as normal to a complete and absolute effort by the entire organisation to manage the recovery process.

Local Recovery Coordination Group Functions

The key function of the LRCG is to:

- Determine strategies for the conduct of recovery and assistance measures.
- Assess requirements for restoration of services and facilities.
- Identify community needs and resource requirements and make recommendations to appropriate recovery agencies, and the State's recovery management structure, if required.
- Determine the need for and select a Recovery Centre (RC) as a one-stop-shop for recovery resources and information.
- Select a Local Evacuation Centre often referred to as a Relocation Centre, if required by the Controlling Agency.
- Monitor the progress of recovery.
- Liaise, consult and negotiate, on behalf of affected communities, with recovery agencies and government departments.
- Liaise with DC to provide short term emergency accommodation and personal support services to the community.
- Establish internal accounting arrangements and manage financial relief schemes for the City.
- Undertake specific recovery activities as determined by the circumstances and the Team.

Impact Assessment by Local Recovery Coordination Group.

A primary function of the LRCG is to gain an early understanding of the impact of an emergency event.

Impact assessment involves gaining early and accurate information about the impact of the event on the organisation itself, individuals, the community, and infrastructure. Impact assessment is critical to the management of an effective recovery process and must involve all relevant agencies, working together to exchange information.

An early understanding of the impact is gained through the liaison between the LRC and the Controlling Agency during the response phase and detail should be recorded in the handover document, otherwise referred to as an Impact Statement.

Information acquired through liaison with the Controlling Agency and in the Impact Statement will provide a certain level of information at a point in time however the Local Government staff and others working with the LRC will need to monitor the unforeseen consequences of the emergency event and adjust the Recovery activities accordingly. The officers and agencies involved in this process could include:

- Hazard Management Agency.
- Community service providers, social agencies, to identify people in need of immediate assistance.
- Red Cross
- Department of Health
- Environmental Health Officers
- Building Surveyors
- Engineers
- Communications professionals
- Rangers.

It is recognised that various agencies will collect data for their own purposes; however, recovery planning must provide coordination of inspections, and the eventual synthesis of various reports into an overall summary.

The role of the LRCG in undertaking an impact assessment shall be to:

- Use intelligence and information gathered from the response phase and the Impact Statement.
- Confirm the total area of impact for determination of priorities.
- Manage the collection and collation of the required data.
- Set out the immediate information needs, infrastructure problems and status, damage impact and welfare issues.
- Link with parallel data-gathering work.
- Identify and close information gaps (establish the "big picture").
- Gather evidence to support requests for government assistance.
- Ensure all relevant information is strictly confidential.

The LRCG needs to be aware that inspections and needs assessments (surveys) may be necessary to gain an overall perspective of the emergency event.

Building inspectors, engineers and public health officers are likely to want to make inspections. The inspection process needs to be managed to ensure that priority tasks are completed first and coverage is completed safely and with efficient use of resources.

Assessments can be used to assist short-term recovery through:

- Determining numbers, locations, circumstances and ethnicity of displaced and/or injured people.
- Assessing the safe occupation of buildings and their continued use, especially emergency facilities.
- Confirming the state of lifeline utilities.
- Assessing the need for temporary works, such as shoring up and securing of property.
- Protecting property from unnecessary demolition.
- Criminal activity.

Inspections and needs assessments also contribute to longer-term recovery measures through:

- Defining personal and community needs.
- Determining aid and resource requirements for permanent recovery.
- Estimating the cost of damage.
- Acquiring engineering, scientific and insurance data to inform the disaster mitigation process.

Regional Cooperation

The WC-LEMC Local Government members have a Memorandum of Understanding (MOU) in place that ensures regional resource sharing to assist each other during the recovery process from an emergency event.

COMMUNITY INVOLVEMENT

Community involvement is the means whereby those directly affected by a disaster help rebuild their own facilities and services. Community involvement provides a framework for re-establishing the economic, social, emotional, cultural and physical well-being of the affected population.

Community involvement in recovery shall be enabled by the LRC and the LRCG who shall:

- link with existing community structures
- enlist support and advice by respected community leaders who can shape local opinion, exercise public and political influence and promote cohesion and stability
- recognise the value of local knowledge and use it to assist with the recovery process.

The LRC and the LRCG should be aware of challenges involved in working with the community including the need to determine community priorities.

REPORTING

The purpose of reporting is to maintain accountability and transparency, to keep the community informed, gain support and assistance and record an account of recovery efforts, including lessons learned.

Regular and thorough reporting of an emergency event, and of the recovery phase, will provide the Recovery Team with justification for actions taken and money spent to inform:

- the community affected by the emergency.
- Ratepayers.
- Taxpayers.
- the public (through the media).
- federal/state government if there are requests for physical assistance (e.g., from Defence Force) or financial assistance (requests for a donation to a Mayoral Relief Fund, or for recovery funding assistance).

A reporting system needs to cover the emergency event from beginning to the final stages of recovery. Reporting systems must be flexible, simple and succinct and have necessary administrative assistance when required. As one type of reporting will not fit all situations, reporting systems should be event specific.

The key people who will need to file regular reports are the Local Emergency Coordinator (while the state of emergency is in place) and the LRC. It is also essential that there is a plan in place to record all expenditure.

As well as keeping a precise record of when the state of emergency was declared, and when it is terminated, regular reporting on the state of the following should take place:

- Relief and Support
- public health
- business
- environment
- private property damage
- critical infrastructure
- communications
- adequacy of local resources
- external assistance
- transport

Coordinating production and maintenance of copies of reports from all teams (including other agencies) is an important management task, this role is undertaken by a nominated position. The sum of all the reports will provide a record of the recovery from the event.

MANAGED STAND DOWN

The recovery phase must have an end.

Organisational arrangements must be wound down and responsibility for completion of outstanding tasks and actions need to be acknowledged and assigned. The recovery phase involves restoring the community to the point where normal social and economic activity may resume.

Standing down may be at a nominated date and time or it may be a graduated process back to business as normal with some specified recovery activity continuing to be required.

The Recovery Team is expected to plan to:

- Continually review the recovery management process with a view to withdrawing as the community takes over
- Stage a public event of acknowledgement and community closure.

FIRE & RESCUE

6.2 ADVERTISING OF AMENDED POLICY LIBRARY AND LOCAL HISTORY COLLECTION POLICY

Attachments:

1. **Library and Local History Collection Policy 2024 Review**
2. **Library and Local History Collection Policy Adopted OMC 27 April 2021**
3. **July 2024 Library and Local History Centre Collection Management Policy DRAFT**

RECOMMENDATION

That Council APPROVES the proposed amendments to the Library and Local History Collection Policy, at Attachment 1, for the purpose of community consultation.

PURPOSE OF REPORT:

For Council to approve, for the purpose of community consultation, the new/proposed amendments to the Library and Local History Collection Policy as detailed at **Attachment 1.**

DELEGATION:

Section 2.7 of the *Local Government Act 1995* sets out the Role of Council as being to '*determine the local government's policies*'. There is no delegation to Administration to make, review or repeal policies.

BACKGROUND:

The Library and Local History Collection Policy was combined into one document and adopted by Council 27 April 2021. The two policies were combined as they had similar collection management goals, and the number of objectives was reduced to reflect the service delivery model of the library and local history centre at that time.

It is proposed to update the policy overall objective so that is aligned with the guiding strategy house document including strategic objectives, KPIs and maturity model. This document influences the development and implementation of the service delivery model in the library and local history centre.

There have been several industry changes and influences that impact collection development/management policies and it has been recommended by industry bodies to ensure they are more robust and clearly defined, especially in light of rising book challenges, the evolution of library services and the expectation of how a library can cater to their local community's needs, ensuring it reflects the diverse needs with an inclusive and balanced approach.

To update the policy the library and local history centre reviewed the current policy against other libraries and local history centres as well as guiding documentation from relevant legislation, industry bodies and internal City of Vincent strategic plans.

The requirement of provisions outlined in clause 1.3 of the Policy Development and Review Policy were presented to Council Members though the monthly Policy Paper in June.

There was no feedback from Council Members.

DETAILS:

Requirement for a documented City position (including community need or legislative requirement):

- The library and local history centre have been transitioning the service delivery model to better cater for the diverse needs of the community. Including increasing and diversifying the programs, services and resources made available to the community. Ensuring ongoing equitable access and connection to information and technologies.
- Across the library and information industry there has been a significant increase in challenges to content available in public library collections. These challenges pose a risk to the neutrality of library collections, and the balance of diverse voices that reflect each community's interests and demographics.

- Other public library collection development policies and recommendations from the Australian Library Information Association have been used as benchmark to identify missing elements from the current collection policy and to identify industry expectations that should be reflected in the collection policy. The library and local history centre propose to develop a more robust and clearly defined policy framework to guide collection management over the next four years.

Examples of current / best practice:

Australian Library and Information Association Collection Policy Template

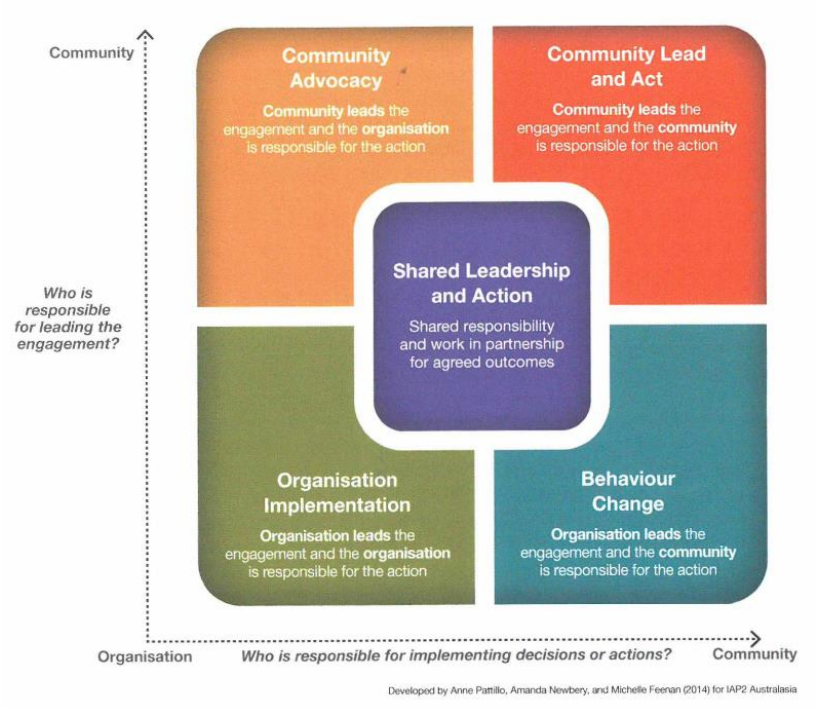
Town of Victoria Park Collection Development Guidelines

Kingston Libraries Collections Management Policy 2023

City of South Perth Library Collection Development Guidelines

City of Stirling Library Collection Development Policy

CONSULTATION/ADVERTISING:



Organisation Implementation

Organisations lead engagement and seek input, shape the policies, projects and services for which they are responsible. This is a familiar and traditional approach to policy development, project management and service delivery.

Tension: People feel forced leading to an unresponsive process.

Mitigation: Increasing the level of influence, and implementing a transparent, robust process.

The engagement leader/host is responsible for decision-making and implementation

Communicate how community and stakeholder input has influenced the decision-making or implementation

In accordance with the City's Community and Stakeholder Engagement Policy, community consultation of all new and significantly amended policies must be provided for a period exceeding 21 days in the following ways:

- notice published on the City's website;
- notice posted to the City's social media;
- notice published in the local newspapers;
- notice exhibited on the notice board at the City's Administration and Library and Local History Centre; and
- letters distributed to relevant local businesses and community groups

Public notice of this proposed new policy will be provided from Monday, 26 August 2024.

LEGAL/POLICY:

Section 2.7(2)(b) of the *Local Government Act 1995* provides Council with the power to determine policies.

The City's Policy Development and Review Policy sets out the process for the development and review of the City's policy documents.

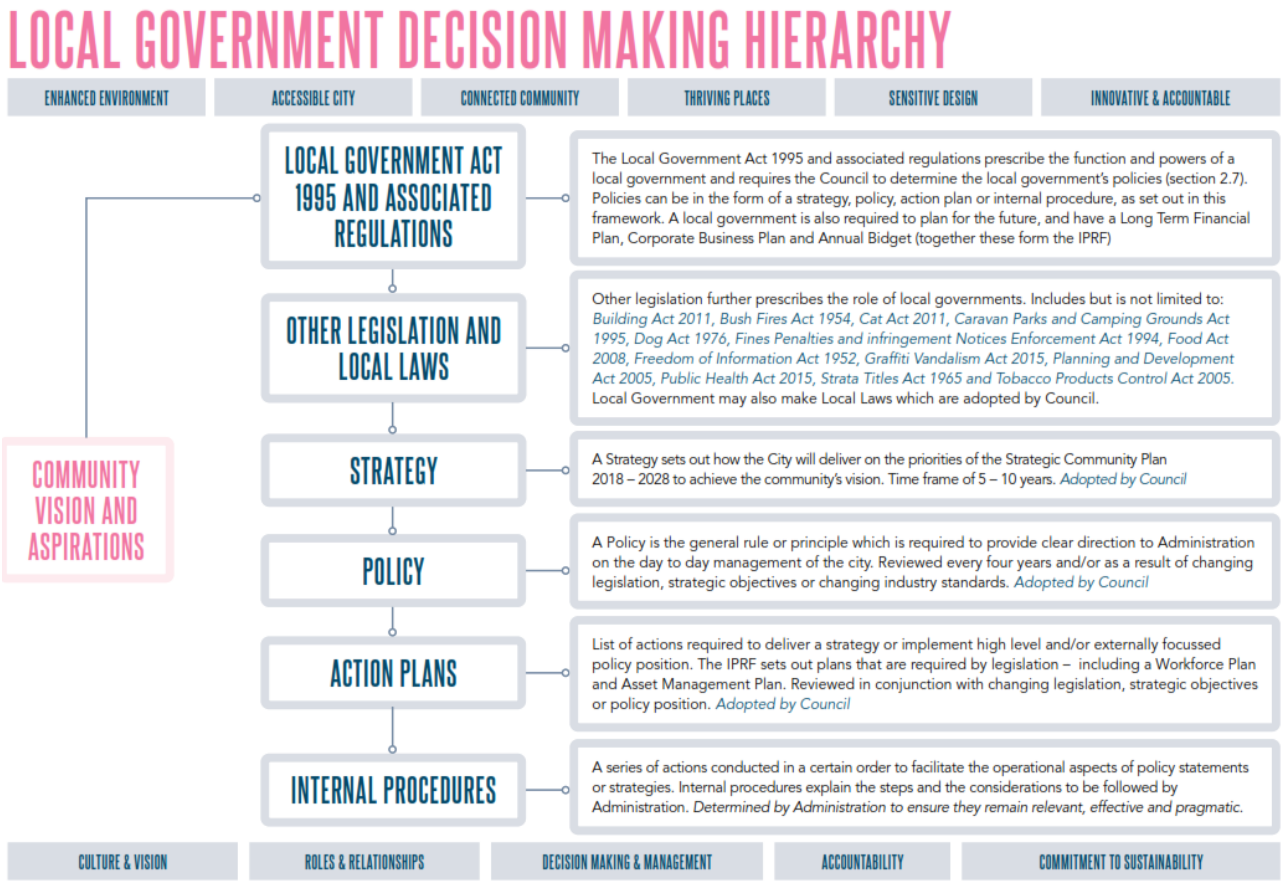
In accordance with section 2.3 of the Policy Development and Review Policy:

> *The purpose of a policy is to provide a general rule or principle to guide Administration and the community on the City's decision making and advocacy;*

The purpose of the proposed policy is to provide a framework for the selection, acquisition, evaluation and deaccession of materials for the library and local history centre collections.

The amended policy has clearly outlined the collection management aims, principles, industry standards and legislative requirements that have a direct influence on collection management practices:

- Clearly defines the objectives and principles of selection, acquisition, evaluation, and deselection of the collection.
- Outlines supporting legislation, industry statements on public library services, literacy, and free access to information
- Acts as a supporting document for the development of the collection to reflect the diversity and multi-faceted needs of the community with a balanced and unbiased approach.



RISK MANAGEMENT IMPLICATIONS

Low: Adopting the proposed policy is low risk because the policy clearly articulates the library and local history centre's decision making and sets clear parameters on how the collection should be developed and managed in accordance with legislative requirements and/or industry standards.

STRATEGIC IMPLICATIONS:

This is in keeping with the City's *Strategic Community Plan 2022-2032*:

Connected and Healthy Community

Our community facilities and spaces are well known and well used.

Thriving Places

Efficiently managed and maintained City assets in the public realm.

Innovative and Accountable

We deliver our services, projects and programs in the most inclusive, efficient, effective and sustainable way possible

SUSTAINABILITY IMPLICATIONS:

This does not contribute to any environmental sustainability outcomes. This action/activity is environmentally neutral.

PUBLIC HEALTH IMPLICATIONS:

This does not contribute to any public health outcomes in the *City's Public Health Plan 2020-2025.*

FINANCIAL/BUDGET IMPLICATIONS:

Nil

COMMENTS:

Nil

LIBRARY AND LOCAL HISTORY COLLECTION

Legislation / local law requirements	*Library Board (Registered Public Libraries) Regulations 1985* *State And Local Government Agreement for The Provision of Public Library Services in Western Australia September 2020* *Western Australian Classification Publications, Film and Computer Games Enforcement Act 1996* Local Level Agreement for the Delivery of Public Library Services, 2011 Funding Arrangement for the Delivery of Public Library Services, 2011 *Censorship Act 1996* *Copyright Act 1968*
Relevant delegations	Nil
Related policies, procedures and supporting documentation	D23/180812 – SoaP 2024 -25 – Library Services D23/180815 – SoaP 2024 – 25 – Local History Centre Collection Development Guidelines Strategic Community Plan 2018 – 2028 Reconciliation Action Plan Youth Action Plan 2020 – 2026 Public Health Plan 2020 – 2025 City of Vincent Access and Inclusion Plan 2022 – 2027 ALIA (Australian Library and Information Association) Standards and Guidelines Australian Public Libraries May 2021 WA Public Libraries Strategy 2022 – 2026 Intellectual Freedom Policy – Library Board WA

PRELIMINARY

INTRODUCTION

The City of Vincent Library and Local History Centre provides equitable opportunities for literacy, learning, social connection and cultural experiences.
This is supported through comprehensive, diverse and inclusive collections of print, non-print and digital materials that are acquired to meet the current and future community's needs and expectations.

PURPOSE

This policy will act as a framework for the selection, acquisition, evaluation and deaccession of materials for the library and local history centre collections.

OBJECTIVE

1. To provide equitable access and opportunities for literacy, learning, social connections, technology and cultural experiences in a safe, inclusive space;
2. Acquire and manage a collection that supports and informs knowledge-seeking and recreational pursuits with relevant resources for borrowing or use in the library;

LIBRARY AND LOCAL HISTORY COLLECTION

3. Develop a balanced, diverse and inclusive collection that is responsive to current community needs and anticipates future needs;
4. Ensure library materials are available to all library users without restriction except where legally required or based on loan conditions;
5. To collect, manage and preserve materials that reflect the history and heritage of the City of Vincent, including its past and present-day boundaries.

SCOPE

This policy covers all materials, technology and resources held within the City of Vincent Library and Local History Centre, including digital materials made available through online services.

POLICY PROVISIONS

DEFINITIONS

ALIA refers to the Australian Library and Information Association.

Collection refers to all materials, technology and resources held within the City of Vincent Library and Local History Centre including digital materials made available through online services.

Collection Management Guide is a supporting document for the Collection Management Policy and outlines guiding principles and management practices for developing the collection.

IFLA refers to the International Federation of Library Associations and Institutions.

POLICY

1. The collection development is managed by the Collection Development Librarian. Certain areas of the collection may be delegated to other key team members who have subject, genre or resource expertise for that area. The library shall remain autonomous in its power to decide what items will be included in the collection and shall not be influenced by any outside bodies or persons except for government and legal constraints.

2. The collection aims to provide a balanced collection of materials on all subjects of interest/relevance to the community and represents diverse voices, maintains the accuracy of information, and upholds freedom of expression, intellectual freedom and integrity.

3. The purchasing of library materials will continue to improve and maintain the quality and standard of available collections. Materials are supplied by the State Library of Western Australia and supplemented by internal funding allocations to fill collection gaps and meet high borrower demand.

4. The Collection Management Guide outlines criteria that inform the selection or exclusion of materials. Requests for purchase will be assessed against the collection management selection criteria and if not purchased those materials may be satisfied via the inter-library loan system or other formats.

LIBRARY AND LOCAL HISTORY COLLECTION

5. Items will be removed from the collection based on the discard criteria outlined in the Collection Management Guidelines. Items will be disposed of through the library's second-hand book sales or other disposal methods as deemed appropriate.

6. The library upholds the ALIA statement of Free Access to Information (2018) and will not promote nor engage in censorship in the selection or rejection of material based on race, gender, political, racial or religious grounds. Items prohibited from publication or circulation by State or Commonwealth Government will be excluded from the collection.

7. The library will not restrict the access to information of any patron based on age except for MA15+ or R18+ material. Parents and caregivers are encouraged to set their own boundaries on what is considered appropriate materials for their children and to monitor their selection and utilisation of library materials.

8. Gifts and donations are accepted on the understanding that the material becomes the property of the City and if they align with the collection management criteria. Vincent Library and Local History Centre reserves the right to include or not include donated materials in its collections or to dispose of the materials as deemed appropriate by the City.

9. The library endorses the IFLA-UNESCO Public Library Manifesto (2022) and the ALIA statements; Free Access to Information (2018), Libraries and Literacies (2006) and Public Library Services (2018).

10. The Local History Centre houses a permanent collection of current and retrospective material in a variety of formats, including physical and digital, relating to the history of the City of Vincent.

11. The Local History Centre provides appropriate conditions for the storage, conservation and preservation of the physical and digital collections. Where possible, digital copies may be created to enable wider access to the material and to safeguard the original items.

12. The Local History Centre's collection is searchable and accessible through the online catalogue and image library. Access to the physical material is available at the Local History Centre during opening hours and is dependent on staff availability.

13. Digital copies of photographs in the Local History Centre's collection may be requested and supplied, dependent on copyrights and in accordance with the City's adopted Fees and Charges Schedule.

14. The Collection Management Guide outlines the criteria for how the Local History Centre collection is curated, managed, stored, and accessed. The local history collection development is managed by the Senior Librarian Local History.

LIBRARY AND LOCAL HISTORY COLLECTION

OFFICE USE ONLY	
Responsible Officer	Manager Customer and Library Services, Branch Librarian and Senior Local History Librarian
Initial Council Adoption	27/04/2021
Previous Title	Library Collection Management Policy (3.11.1) and Local History Collection Management Policy (3.11.2)
Reviewed / Amended	27/04/2021
Next Review Date	04/2025

LIBRARY AND LOCAL HISTORY COLLECTION

Legislation / local law requirements	Nil
Relevant delegations	Nil
Related policies, procedures and supporting documentation	Public Libraries WA Framework Agreement 2010 (D20/172082). ALIA free access to information statement 2018 (D20/172196)

PURPOSE

To guide the development and management of the Library and Local History Collections in order to meet the needs of the community.

OBJECTIVE

The objectives of the Library and Local History Collections are to ensure they:

1. Cover a wide range of interests;
2. Are unbiased and uncensored; and
3. Support and enrich community understanding of the history, culture and heritage of the City of Vincent.

SCOPE

This policy applies to the Library and Local History Collections.

POLICY

The City of Vincent aims to provide the community free and equitable access to high quality and comprehensive Library and Local History Collections, supported by contemporary technology and services. The Collections and associated services aim to promote literacy, lifelong learning and an appreciation of the history and heritage of Vincent.

To ensure equitable access to the Collections, a balance between digital and physical content will be maintained. Our commitment to learning and technology considers the needs and preferences of different demographic groups, such as youth, aged and multi-cultural.

Librarians will adhere to the Australian Library and Information Association (ALIA) Statement on free access to information. This statement addresses the free flow of information and ideas to ensure a thriving culture and democracy in the interests of all Australians, and focuses on equity of access and inclusivity, balanced with the powers of censorship legally vested in state and federal governments.

LIBRARY AND LOCAL HISTORY COLLECTION

CITY OF VINCENT

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Responsible Officer	Manager Customer and Library Services, Branch Librarian and Senior Local History Librarian
Initial Council Adoption	27/04/2021
Previous Title	Library Collection Management Policy (3.11.1) and Local History Collection Management Policy (3.11.2)
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COLLECTION MANAGEMENT

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Relevant delegations	Please reference the clause and title of any delegations that are relevant to the policy.
Related policies, procedures and supporting documentation	D23/180812 – SoaP 2024 -25 – Library Services D23/180815 – SoaP 2024 – 25 – Local History Centre Collection Development Guidelines Strategic Community Plan 2018 – 2028 Reconciliation Action Plan Youth Action Plan 2020 – 2026 Public Health Plan 2020 – 2025 City of Vincent Access and Inclusion Plan 2022 – 2027 ALIA (Australian Library and Information Association) Standards and Guidelines Australian Public Libraries May 2021 WA Public Libraries Strategy 2022 – 2026 Intellectual Freedom Policy – Library Board WA

PRELIMINARY

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This is supported through comprehensive, diverse and inclusive collections of print, non-print and digital materials that are acquired to meet the current and future community's needs and expectations.

PURPOSE

This policy will act as a framework for the selection, acquisition, evaluation and deaccession of materials for the library and local history centre collections.

OBJECTIVE

1. To provide equitable access and opportunities for literacy, learning, social connections, technology and cultural experiences in a safe, inclusive space;
2. Acquire and manage a collection that supports and informs knowledge-seeking and recreational pursuits with relevant resources for borrowing or use in the library;

COLLECTION MANAGEMENT

3. Develop a balanced, diverse and inclusive collection that is responsive to current community needs and anticipates future needs;
4. Ensure library materials are available to all library users without restriction except where legally required or based on loan conditions;
5. To collect, manage and preserve materials that reflect the history and heritage of the City of Vincent, including its past and present-day boundaries.

SCOPE

This policy covers all materials, technology and resources held within the City of Vincent Library and Local History Centre, including digital materials made available through online services.

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2. The collection aims to provide a balanced collection of materials on all subjects of interest/relevance to the community and represents diverse voices, maintains the accuracy of information, and upholds freedom of expression, intellectual freedom and integrity.

3. The purchasing of library materials will continue to improve and maintain the quality and standard of available collections. Materials are supplied by the State Library of Western Australia and supplemented by internal funding allocations to fill collection gaps and meet high borrower demand.

4. The Collection Management Guide outlines criteria that inform the selection or exclusion of materials. Requests for purchase will be assessed against the collection management selection criteria and if not purchased those materials may be satisfied via the inter-library loan system or other formats.

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COLLECTION MANAGEMENT

racial or religious grounds. Items prohibited from publication or circulation by State or Commonwealth Government will be excluded from the collection.

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14. The Collection Management Guide outlines the criteria for how the Local History Centre collection is curated, managed, stored, and accessed. The local history collection development is managed by the Senior Librarian Local History.

OFFICE USE ONLY	
Responsible Officer	Please use title only
Initial Council Adoption	DD/MM/YYYY
Previous Title	Applicable if the policy has been renamed
Reviewed / Amended	DD/MM/YYYY
Next Review Date	MM/YYYY

7 COMMUNITY & BUSINESS SERVICES

7.1 PRELIMINARY FINANCIAL STATEMENTS AS AT 30 JUNE 2024

Attachments: **1. Preliminary Financial Statements as at 30 June 2024**

RECOMMENDATION:

That Council RECEIVES the Financial Statements for the month ended 30 June 2024 as shown in Attachment 1.

PURPOSE OF REPORT:

To present the statement of financial activity for the period ended 30 June 2024.

DELEGATION:

Regulation 34 (4) of the Local Government (Financial Management) Regulations 1996 requires the local government to prepare a statement of financial activity each month, which is to be presented to Council within 2 months after the end of the relevant month.

BACKGROUND:

Regulation 34 (1) of the *Local Government (Financial Management) Regulations 1996* requires a local government to prepare each month a statement of financial activity including the sources and applications of funds, as compared to the budget.

DETAILS:

The following documents, included as **Attachment 1**, comprise the statement of financial activity for the period ending **30 June 2024:**

Note	Description	Page
1.	Statement of Financial Activity by Nature or Type Report	1
2.	Net Current Funding Position	2
3.	Statement of Financial Position	3
4.	Summary of Income and Expenditure by Service Areas	4-6
5.	Capital Expenditure including Funding graph and Capital Works Schedule	7-15
6.	Cash Backed Reserves	16
7.	Receivables: Rates and Other Debtors	17
8.	Beatty Park Leisure Centre Financial Position	18-19

Explanation of Material Variances

The materiality thresholds used for reporting variances are 10% and $20,000, respectively. This means that variances will be analysed and separately reported when they are more than 10% (+/-) of the year-to-date budget and where that variance exceeds $20,000 (+/-). This threshold was adopted by Council as part of the budget adoption for 2023/2024 and is used in the preparation of the statements of financial activity when highlighting material variance in accordance with *Financial Management Regulation 34(1) (d)*.

In accordance with the above, all material variances as at 30 June 2024 have been detailed in the variance comments report in **Attachment 1**.

Comments on the Statement of Financial Activity by Nature or Type (as at Attachment 1).

Revenue by Nature or Type (on page 1) is tracking higher than the YTD budgeted revenue by $2,826,963 (3.9%). The following items materially contributed to this position:

- A favourable variance of $1,536,525 in Fees and Charges mostly due to:
  - $936,711 favourable car parking and infringement revenue.
  - $618,841 favourable Beatty Park admission, enrolment fee, membership and hire fee income.
  - $113,514 favourable statutory planning application fees due to an increase in applications received.
- A favourable variance in Operating grants, subsidies, and contributions of $912,919 due to a higher brought forward payment of the 2024/25 Financial Assistance Grant ($1.3m). An adjustment will be required at Mid-Year Budget Review 2024/25 to reduce the 2024/25 budgeted grant revenue in lieu of the higher brought forward payment.
- A favourable variance in Interest earnings of $676,828 mostly due to higher-than-expected interest rates and higher cash balances.
- A favourable variance of $214,564 in other revenue mostly due to a higher reimbursement of GST from increased sale of lands at Catalina Regional Council.
- An unfavourable variance in Profit on Disposal of Assets of $494,332 due to the timing of vehicle and truck disposals.
-

Expenditure by Nature or Type (on page 1) is favourable, attributed by an under-spend of $970,828 (1.3%). Expenditure balances are expected to change after all annual accounting adjustments have been finalised. The following items materially contributed to this position:

- $1,230,413 favourable Materials and Contracts mainly due to lower costs in:
  - $859,994 Waste processing; and;
  - $360,293 from various operating initiatives and programmes.
- $771,786 favourable Employee related costs mainly due to lower leave provision balances.
- $399,069 unfavourable depreciation due to higher asset values.
- $342,811 unfavourable other expenditure mostly due to plant maintenance costs.
- $164,378 unfavourable loss on disposal of assets due to the replacement of various parks reticulation and playground assets.
- $65,789 unfavourable Utility charges due to higher water and electricity costs at Beatty Park Leisure Centre.
- $63,402 unfavourable interest expenses due to early payout loan termination fees.

Surplus Position

The June 2024 preliminary closing surplus position is $7,927,084. The favourable result includes a higher brought forward payment of $1,294,204 in Federal Grant Funding paid to the City on 28 June 2024. An adjustment will be required at Mid-Year Budget Review 2024/25 to reduce the budgeted grant revenue in lieu of the higher brought forward payment and account for capital carry forward amounts.

The preliminary closing surplus is subject to change after the completion of additional end of year adjustments and the OAG Financial Audit for 2023/24. It is anticipated the closing surplus will reduce after all annual accounting adjustments have been finalised.

Content of Statement of Financial Activity

An explanation of each report in the Statement of Financial Activity (**Attachment 1**), along with some commentary, is below:

1. Statement of Financial Activity by Nature or Type Report (Note 1 Page 1)
   This statement of financial activity shows revenue and expenditure classified by Nature or Type.

2. Net Current Funding Position (Note 2 Page 2)
   'Net current assets' is the difference between the current assets and current liabilities, less committed and restricted assets.

3. Statement of Financial Position (Note 3 Page 3)
   This statement of financial position shows the new current position and the total equity of the City.

4. Summary of Income and Expenditure by Service Areas (Note 4 Page 4-6)
This statement shows a summary of operating revenue and expenditure by service unit including variance commentary.

5. Capital Expenditure and Funding Summary (Note 5 Page 7-15)
The full capital works program is listed in detail in Note 5 in **Attachment 1**. The attachment includes a summary of the year-to-date expenditure of each asset category and the funding source associated to the delivery of capital works.

5. Cash Backed Reserves (Note 6 Page 16)
The cash backed reserves schedule provides a detailed summary of the movements in the reserve portfolio, including transfers to and from the reserve. The balance as at 30 June 2024 is $22,864,438.

6. Receivables**:** Rating Information (Note 7 Page 17)

The notices for rates and charges levied for 2023/24 were issued on 26 July 2023. *The Local Government Act 1995* provides for ratepayers to pay rates by four instalments. The due dates for each instalment are:

	Due Date
First Instalment	1 September 2023
Second Instalment	3 November 2023
Third Instalment	5 January 2024
Fourth Instalment	8 March 2024

The outstanding rates debtors balance at 30 June 2024 was $1,345,454, excluding deferred rates of $186,819. The outstanding rates percentage at 30 June 2024 was 2.17% compared to 2.81% for the same period last year.

7. Receivables: Other Debtors (Note 7 Page 17)

Total trade and other receivables at 30 June 2024 were $3,999,440. Below is a summary of the significant items with an outstanding balance over 90 days:

- $810,996 relates to unpaid infringements (plus costs) over 90 days. Infringements that remain unpaid for more than two months are referred to the Fines Enforcement Registry (FER), which then collects the outstanding balance on behalf of the City for a fee.

- $170,762 relates to cash-in-lieu of car parking debtors. In accordance with the *City's Policy 7.7.1 Non-residential parking*, Administration has entered into special payment arrangements with long outstanding cash in lieu parking debtors to enable them to pay their debt over a fixed term of five years.

8. Beatty Park Leisure Centre – Financial Position report (Note 8 Page 18-19)

As at 30 June 2024, the Centre's operating surplus position was $801,911 (excluding depreciation) compared to the budget of $833,408.

CONSULTATION/ADVERTISING:

Not applicable.

LEGAL/POLICY:

Section 6.4 of the Local Government Act 1995 requires a local government to prepare an annual financial report for the preceding year and other financial reports as prescribed.

Regulation 34 (1) of the Local Government (Financial Management) Regulations 1996 requires the local government to prepare a statement of financial activity each month, reporting on the source and application of funds as set out in the adopted annual budget.

A statement of financial activity and any accompanying documents are to be presented at an Ordinary Meeting of the Council within two months after the end of the month to which the statement relates. *Section 6.8 of the Local Government Act 1995* specifies that a local government is not to incur expenditure from its Municipal Fund for an additional purpose except where the expenditure is authorised in advance by an absolute majority decision of Council.

RISK MANAGEMENT IMPLICATIONS:

Low: Provision of monthly financial reports to Council fulfils relevant statutory requirements and is consistent with good financial governance.

STRATEGIC IMPLICATIONS:

Reporting on the City's financial position is aligned with the City's *Strategic Community Plan 2022-2032*:

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:

Expenditure within this report facilitates various projects, programs, services and initiatives that contribute to protecting/enhancing the City's built and natural environment and to improving resource efficiency.

PUBLIC HEALTH IMPLICATIONS:

Expenditure within this report facilitates various projects, programs and services that contribute to the priority health outcomes within the City's *Public Health Plan 2020-2025*.

FINANCIAL/BUDGET IMPLICATIONS:

As contained in this report.

CITY OF VINCENT
NOTE 1 - STATEMENT OF FINANCIAL ACTIVITY
BY NATURE OR TYPE
FOR THE PERIOD ENDED 30 JUNE 2024

CITY OF VINCENT

	Note	Revised Budget 2023/24 $	YTD Budget 30/06/2024 $	YTD Actual 30/06/2024 $	YTD Variance $	YTD Variance %
Opening Funding Surplus(Deficit)		**9,050,809**	**9,050,809**	**9,050,809**	**0**	**0.0%**
Revenue from operating activities						
Rates		42,322,811	42,322,811	42,303,270	(19,541)	0.0%
Operating Grants, Subsidies and Contributions		979,697	979,697	1,892,616	912,919	93.2%
Fees and Charges		22,913,886	22,913,886	24,450,411	1,536,525	6.7%
Interest Earnings		2,063,000	2,063,000	2,739,828	676,828	32.8%
Other Revenue		1,372,467	1,372,467	1,587,031	214,564	15.6%
Profit on Disposal of Assets		3,328,765	3,328,765	2,834,433	(494,332)	-14.9%
		72,980,626	72,980,626	75,807,589	2,826,963	3.9%
Expenditure from operating activities						
Employee Costs		(31,460,779)	(31,460,779)	(30,688,993)	771,786	-2.5%
Materials and Contracts		(24,263,236)	(24,263,236)	(23,032,823)	1,230,413	-5.1%
Utility Charges		(1,911,455)	(1,911,455)	(1,977,244)	(65,789)	3.4%
Depreciation on Non-Current Assets		(13,175,331)	(13,175,331)	(13,574,400)	(399,069)	3.0%
Interest Expenses		(474,749)	(474,749)	(538,151)	(63,402)	13.4%
Insurance Expenses		(705,104)	(705,104)	(701,026)	4,078	-0.6%
Other Expenditure		(820,284)	(820,284)	(1,163,095)	(342,811)	41.8%
Loss on Disposal of Assets		(47,335)	(47,335)	(211,713)	(164,378)	347.3%
		(72,858,273)	(72,858,273)	(71,887,445)	970,828	-1.3%
Operating activities excluded from budget						
Add Deferred Rates Adjustment		0	0	(77,271)	(77,271)	0.0%
Add Back Depreciation		13,175,331	13,175,331	13,574,400	399,069	3.0%
Adjust (Profit)Loss on Asset Disposal		(3,281,430)	(3,281,430)	(2,622,720)	658,710	-20.1%
		9,893,901	9,893,901	10,874,409	980,508	9.9%
Amount attributable to operating activities		**10,016,254**	**10,016,254**	**14,794,553**	**4,778,299**	**47.7%**
Investing Activities						
Non-operating Grants, Subsidies and Contributions		4,098,044	4,098,044	3,363,434	(734,610)	-17.9%
Purchase Property, Plant and Equipment	4	(9,862,282)	(9,862,282)	(6,605,680)	3,256,602	-33.0%
Purchase Infrastructure Assets	4	(9,574,919)	(9,574,919)	(7,649,308)	1,925,611	-20.1%
Proceeds from Joint Venture Operations		2,500,000	2,500,000	2,500,000	0	0.0%
Proceeds from Disposal of Assets		1,837,538	1,837,538	1,157,453	(680,085)	-37.0%
Amount attributable to investing activities		**(11,001,619)**	**(11,001,619)**	**(7,234,101)**	**3,767,518**	**-34.2%**
Financing Activities						
Principal elements of finance lease payments		(95,000)	(95,000)	(126,469)	(31,469)	33.1%
Repayment of Loans		(2,949,850)	(2,949,850)	(2,886,913)	62,937	-2.1%
Transfer to Reserves	5	(10,078,654)	(10,078,654)	(10,175,489)	(96,835)	1.0%
Transfer from Reserves	5	5,711,943	5,711,943	4,504,694	(1,207,249)	-21.1%
Amount attributable to financing activities		**(7,411,561)**	**(7,411,561)**	**(8,684,177)**	**(1,272,616)**	**17.2%**
Closing Funding Surplus(Deficit)		**653,883**	**653,883**	**7,927,084**	**7,273,201**	**1112.3%**

CITY OF VINCENT

CITY OF VINCENT
NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
NOTE 2 - NET CURRENT FUNDING POSITION
FOR THE PERIOD ENDED 30 JUNE 2024

	Note	YTD Actual	PY Actual
		30/06/2024	30/06/2023
		$	$
Current Assets			
Cash Unrestricted		15,812,924	15,276,625
Cash Restricted		22,864,438	17,193,643
Receivables - Rates	6	1,345,454	752,833
Receivables - Other	6	3,999,440	4,873,482
Inventories		1,402,537	1,331,138
		45,424,793	39,427,722
Less: Current Liabilities			
Payables		(11,489,328)	(10,176,245)
Provisions - employee		(5,388,014)	(5,525,851)
		(16,877,342)	(15,702,096)
Unadjusted Net Current Assets		**28,547,451**	**23,725,626**
Adjustments and exclusions permitted by FM Reg 32			
Less: Reserves - restricted cash	5	(22,864,438)	(17,193,643)
Less: Land held for sale		(1,143,517)	(1,251,293)
Add: Current portion of long term borrowings		1,498,010	1,585,417
Add: Infringement Debtors transferred to non current asset		1,625,260	1,322,870
Add: Current portion of long term finance lease liabilities		264,318	0
		(20,620,367)	(15,536,649)
Adjusted Net Current Assets		**7,927,084**	**8,188,977**

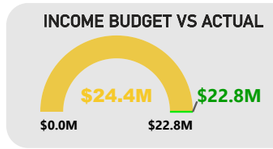
CITY OF VINCENT

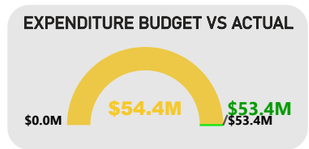
CITY OF VINCENT
NOTE 3 - STATEMENT OF FINANCIAL POSITION
FOR THE PERIOD ENDED 30 JUNE 2024

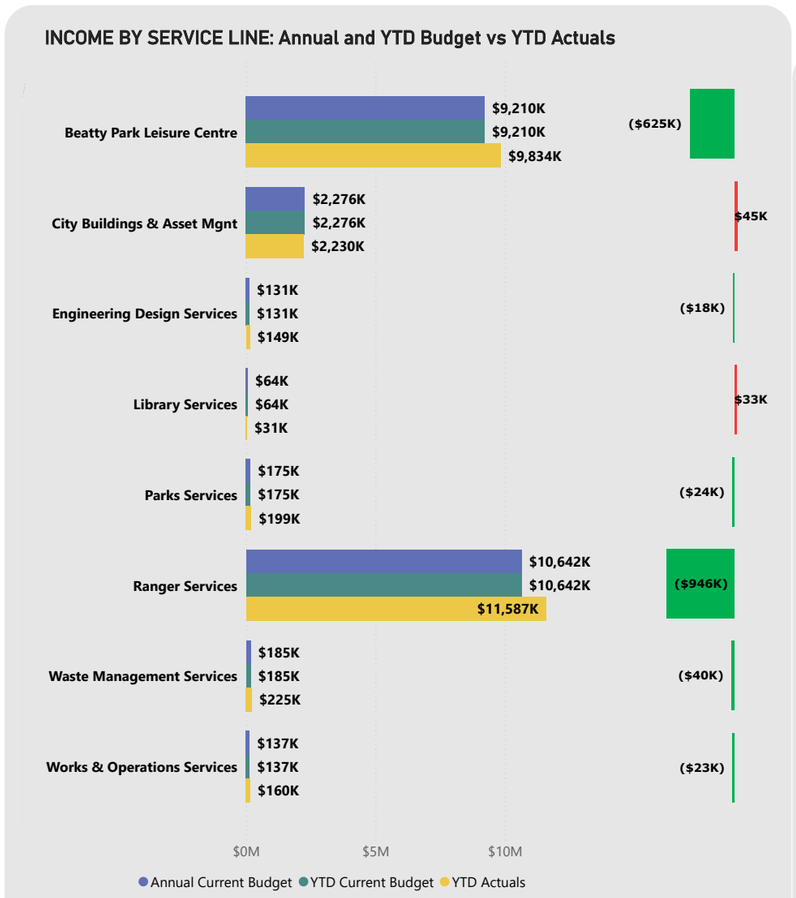
	Note	YTD Actual	PY Actual
		30/06/2024	30/06/2023
		$	$
Current Assets			
Cash Unrestricted		15,812,924	15,276,625
Cash Restricted		22,864,438	17,193,643
Receivables - Rates	6	1,345,454	752,833
Receivables - Other	6	3,999,440	4,873,482
Inventories		1,402,537	1,331,138
Total Current Assets		45,424,793	39,427,722
Non-Current Assets			
Receivables - Rates		208,654	536,755
Receivables - Other		1,364,454	2,324,614
Inventories		41,986	41,986
Investment in associate		14,962,895	14,962,895
Property, plant and equipment		250,657,162	251,184,398
Infrastructure		149,308,446	147,996,166
Right of use assets		644,136	0
Intangible assets		145	127,197
Total Non-Current Assets		417,187,878	417,174,011
Total Assets		**462,612,671**	**456,601,733**
Current Liabilities			
Payables		(11,489,328)	(10,176,245)
Provisions - employee		(5,388,014)	(5,525,851)
Total Current Liabilities		(16,877,342)	(15,702,096)
Non-Current Liabilities			
Borrowings		(9,100,796)	(11,475,705)
Employee related provisions		(541,428)	(538,130)
Total Non-Current Liabilities		(9,642,224)	(12,013,835)
Total Liabilities		**(26,519,566)**	**(27,715,930)**
Net Assets		**436,093,105**	**428,885,803**
Equity			
Retained Surplus		(112,470,462)	(110,933,953)
Reserve Accounts		(22,864,438)	(17,193,645)
Revaluation Surplus		(300,758,205)	(300,758,205)
Total Equity		**(436,093,105)**	**(428,885,803)**

CITY OF VINCENT
NOTE 4 - SUMMARY OF INCOME AND EXPENDITURE
INFRASTRUCTURE AND ENVIRONMENT DIRECTORATE
AS AT 30 JUNE 2024

CITY OF VINCENT







KEY VARIANCE COMMENTARY
($20,000 and 10%)

Beatty Park Leisure Centre
$625k favourable income mostly due to higher admission $236k, enrolment $172k, membership fees $142k and usage fees income $34k.
$611k unfavourable expenditure mostly due to higher employee costs $225k, equipment purchases $100k, utilities $84k and plant and equipment maintenance $62k.

City Buildings & Asset Management
$45k unfavourable income mostly due lower hire fees $84k which is partially offset by higher variable outgoing reimbursements $23k.
$236k unfavourable expenditure mostly due to higher employee cost $90k, materials and contracts $91k and higher depreciation $67k.

I&E Directorate
$62k favourable expenditure mainly due to lower professional services costs $47k.

Engineering Design Services
$98k unfavourable expenditure mostly due to higher agency labour costs $100k.

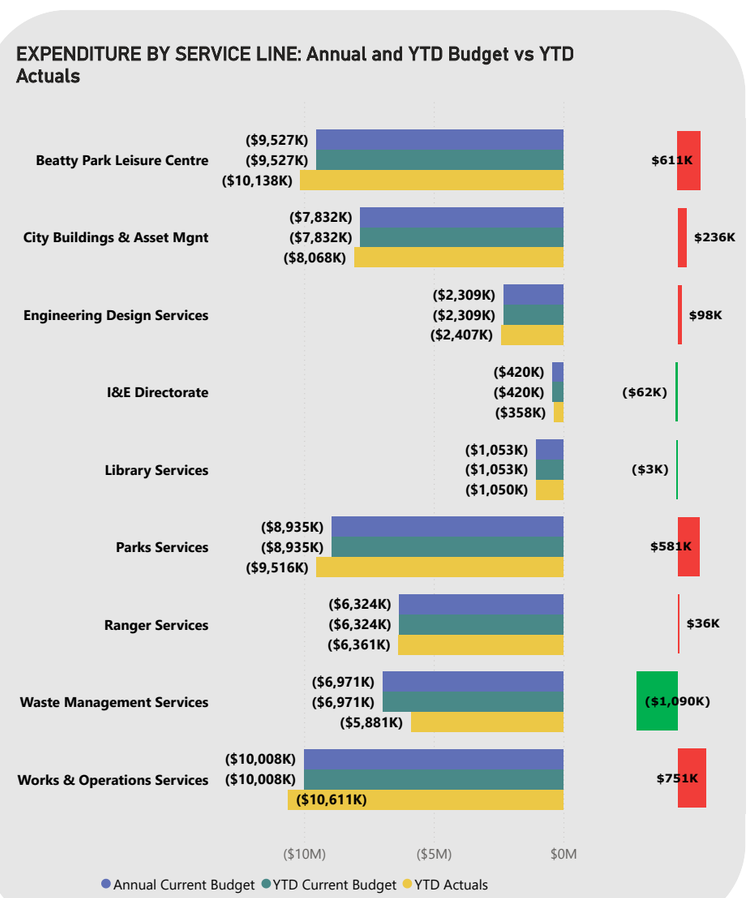
Library Services
$33k unfavourable income mostly due to lower than estimated sundry income.

Parks Services
$24k favourable variance mainly due to hire of reserves.
$581k unfavourable expenditure mostly due to higher capital labour $389k and materials and contracts $192k.

Ranger Services
$946k favourable income mostly due to higher car parking and infringement revenue.
$36k unfavourable expenditure mainly due to higher depreciation $116k which is partially offset by lower employee costs $86k and material and contracts $16k

Waste Management Services
$40k favourable variance due to higher grants revenue.
$1.09m favourable expenditure mostly due lower waste processing costs $859k and lower employee cost $211k.

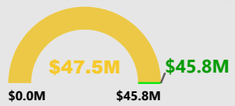
Works & Operations Services
$23k favourable income due to refund of fuel tax credit.
$751k unfavourable expenditure mostly due to higher plant machinery $191k, employee costs $166k and capital labour $155k.



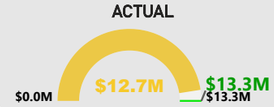
CITY OF VINCENT
NOTE 4 - SUMMARY OF INCOME AND EXPENDITURE
COMMUNITY & BUSINESS SERVICES DIRECTORATE
OFFICE OF THE CEO
AS AT 30 JUNE 2024

CITY OF VINCENT

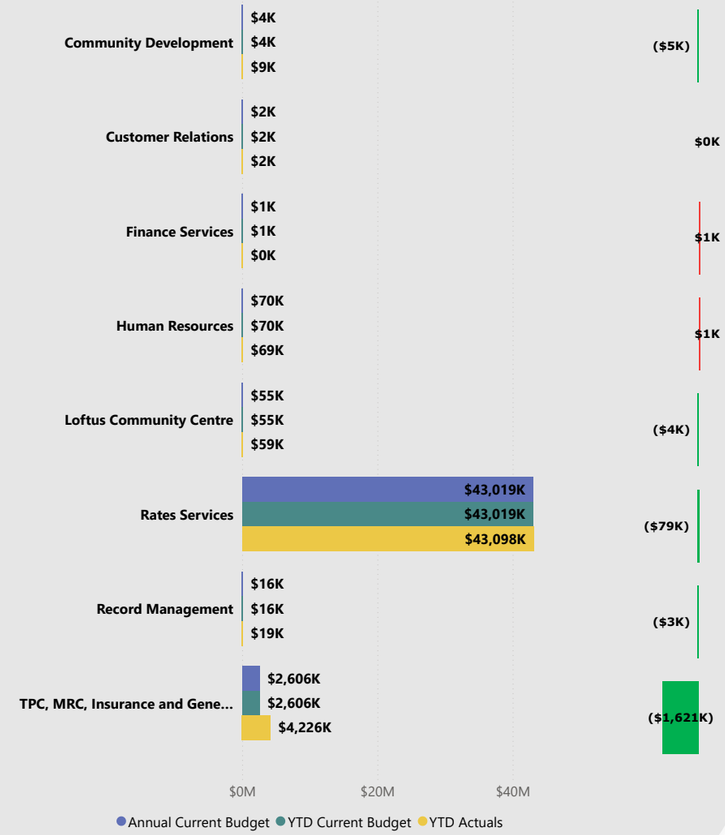
INCOME BUDGET VS ACTUAL



EXPENDITURE BUDGET VS ACTUAL



INCOME BY SERVICE LINE: Annual and YTD Budget vs YTD Actuals



KEY VARIANCE COMMENTARY
($20,000 and 10%)

Community Development
$25k unfavourable expenditure due to higher employee costs.

CBS Directorate
$302k favourable expenditure due to lower employee costs for vacant positions and reduction in employee leave provision balances.

Finance Services
$243k favourable expenditure due to lower employee costs and leave provision balances $136k, lower bad debts written off $58k and lower recruitment costs $14k.

Human Resources
$303k favourable expenditure due to lower employee related costs $247k and lower materials and contracts $62k.

Information Communication and Technology
$198k unfavourable expenditure mostly due to higher software licence and professional service fees $262k, partially offset by lower employee costs $63k.

Rates Services
$79k favourable income mainly due to higher title searches and interest revenue.
$32k unfavourable expenditure mostly due to higher employee costs and leave provision balances.

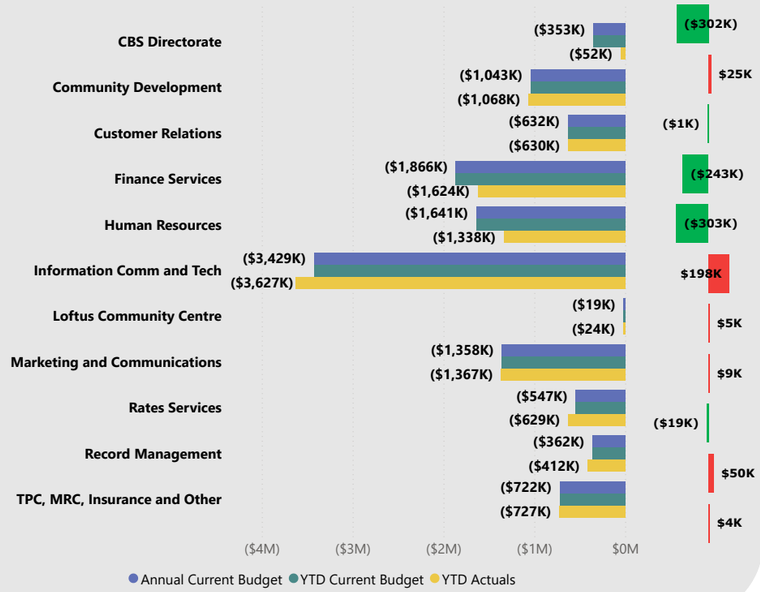
Record management
$50k unfavourable expenditure mostly due to higher employee costs $29k and postage and courier costs $34k.

TPC, MRC, Insurance and other
$1,621k favourable income mainly due to higher financial assistance grants $750k and higher interest earnings $624k.

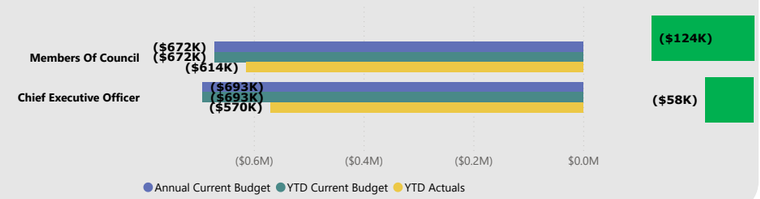
Chief Executive Officer
$58k favourable expenditure mostly due to lower employee costs $41k and legal fees $10k.

Members of Council
$124k favourable expenditure mostly due to lower training and development $24k, member costs $18k and election expenses $13k.

COMMUNITY AND BUSINESS SERVICES DIRECTORATE
EXPENDITURE BY SERVICE LINE: Annual and YTD Budget vs YTD Actuals



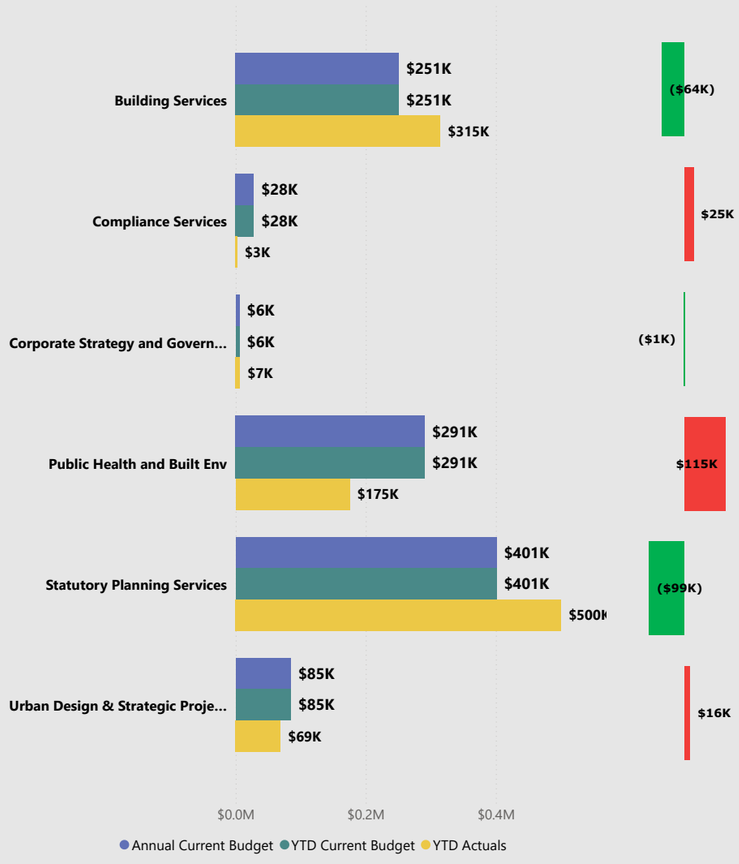
OFFICE OF THE CEO
EXPENDITURE BY SERVICE LINE: Annual and YTD Budget vs YTD Actuals



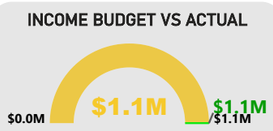
CITY OF VINCENT
NOTE 4 - SUMMARY OF INCOME AND EXPENDITURE
STRATEGY AND DEVELOPMENT DIRECTORATE
AS AT 30 JUNE 2024

CITY OF VINCENT

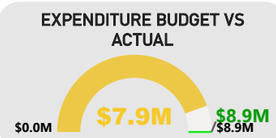
INCOME BY SERVICE LINE: Annual and YTD Budget vs YTD Actuals



INCOME BUDGET VS ACTUAL



EXPENDITURE BUDGET VS ACTUAL



KEY VARIANCE COMMENTARY
($20,000 and 10%)

Building Services
$64k favourable income due to higher building licenses revenue.
$131k favourable expenditure mostly due to lower employee costs and leave provision balances $148k, partially offset by higher labour costs $32k.

Compliance Services
$25k unfavourable income due to lower Infringements fines & penalties.
$28k favourable expenditure mostly due to lower employee costs $37k and materials and contracts $17k, partially offset by higher agency labour costs $29k.

Corporate Strategy and Governance
$133k favourable expenditure mostly due to lower legal fees $91k and audit fees $30k.

S&D Directorate
$60k favourable expenditure due to lower employee costs.

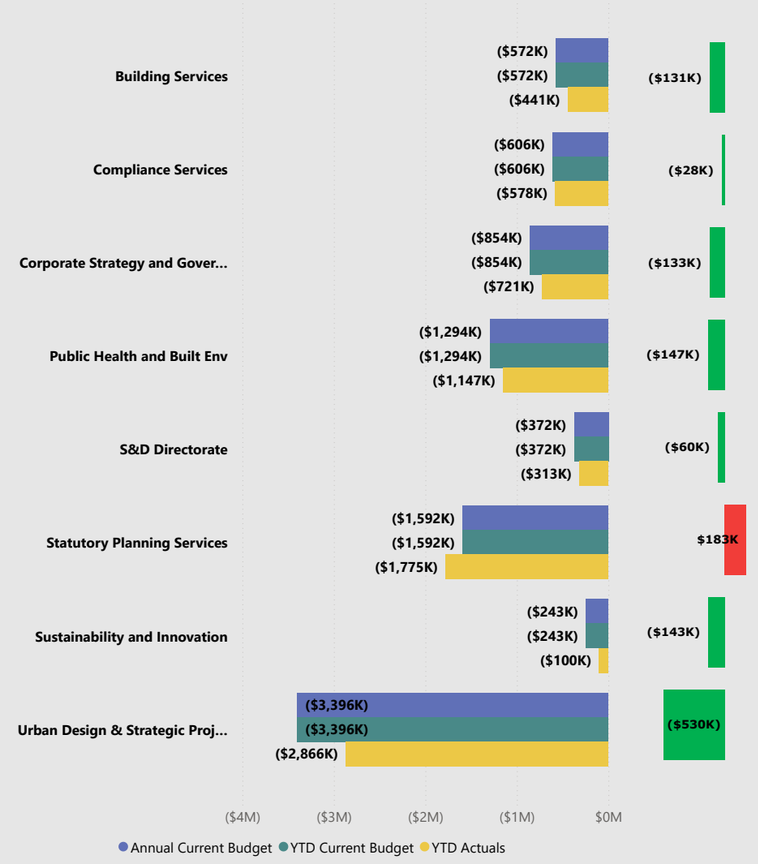
Public Health and Built Environment
$115k unfavourable income mostly due to lower food premises license inspection revenue.
$147k favourable expenditure due to lower materials and contracts $76k and employee costs $61k.

Statutory Planning Services
$99k favourable income mostly due to higher income received from development application fees $106k.
$183k unfavourable expenditure mostly due to higher employee costs $245k, partly offset by lower consultanting and legal fees $95k.

Sustainability and Innovation
$143k favourable expenditure mostly lower employee costs and leave provision balances $98k and lower operating initiatives $15k.

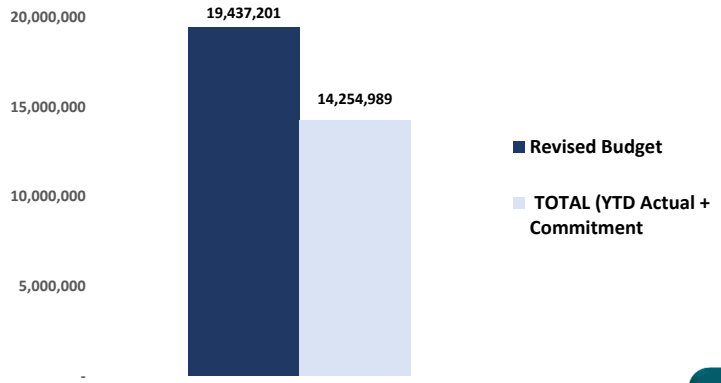
Urban Design & Strategic Projects
$530k favourable expenditure mostly due to lower programmes and events $249k, employee costs and lower leave provision balances $152 and operating projects $130k.

EXPENDITURE BY SERVICE LINE: Annual and YTD Budget vs YTD Actuals

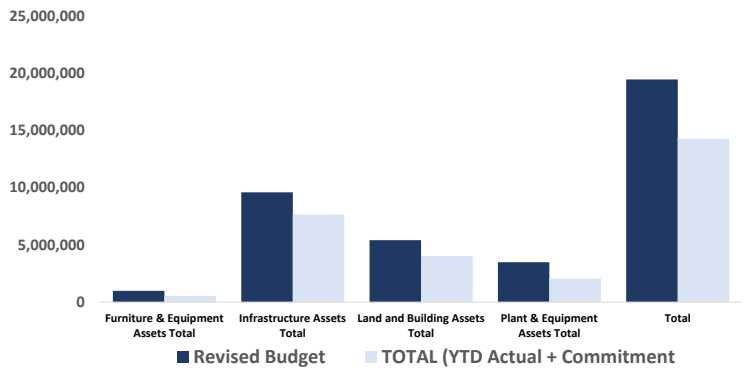


Note 5 - City Of Vincent - Capex Report As At 30 June 2024

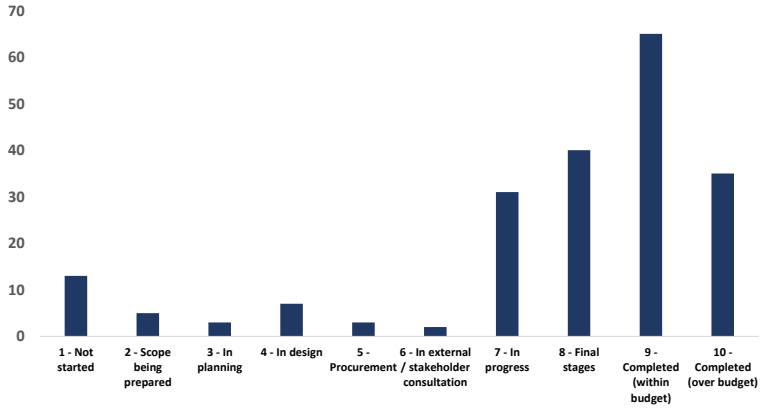
Budget vs Total funds spent & committed



Summary of Projects Budget vs Total funds spent & committed By Asset Class



Summary of Project Stages



CITY OF VINCENT

CITY OF VINCENT
NOTE 5 - CAPITAL WORKS SCHEDULE 2023/24
AS AT 30 JUNE 2024

WO Name	Budget 2024FY (MYBR)	YTD Budget	YTD Actual	YTD Variance	TOTAL (YTD Actual + Commitment	Status	Stage	Commentary
Land and Building Assets								
Air Conditioning & HVAC Renewal								
Air Con & HVAC Renew - Library & Local History Centre	12,301	12,301	6,220	6,081	6,220	Completed	9 - Completed (within budget)	
Air Con & HVAC Renew - Miscellaneous	50,000	50,000	8,430	41,570	8,430	Behind	7 - In progress	Delay with supply and install.
Air Conditioning & HVAC Renewal - Admin	50,000	50,000	16,440	33,560	16,440	On track	8 - Final stages	
Public Toilet Renewal Program								
Public Toilet Renewal - General Provision	25,000	25,000	16,498	8,502	16,498	Completed	9 - Completed (within budget)	
Beatty Park Leisure Centre – Repair and maintain Heritage Grandstand								
Beatty Park Leisure Centre – Repair and maintain Heritage Grandstand	22,629	22,629	-	22,629	-	Completed	9 - Completed (within budget)	Supplier not responding to follow up of retention invoice
BPLC - Construction of Indoor Changerooms								
BPLC – Construct & Fit Out Indoor Pool Changerooms	722,394	722,394	533,885	188,509	533,885	On track	7 - In progress	
North Perth Bowling Club Toilet & changeroom refurbishment								
North Perth Bowling Club	153,693	153,693	154,093	(400)	154,093	Completed	10 - Completed (over budget)	
Litis Stadium changeroom redevelopment								
Infrastructure Works - Litis Stadium	1,500,000	1,500,000	575,818	924,182	575,818	On track	7 - In progress	In principle agreement reached for funding agreement amendment
Floreat Athena Clubrooom Refurbishment - Litis Stadium	224,800	224,800	240,836	(16,036)	240,836	On track	7 - In progress	Procurement for toilet upgrade is underway.
Beatty Park Leisure Centre - Facilities Infrastructure Renewal								
BPLC - Pool Tiling Works	820,000	820,000	810,936	9,064	810,936	Completed	9 - Completed (within budget)	Carry forward retention
Plant room remedial works	114,733	114,733	95,504	19,229	95,504	Completed	9 - Completed (within budget)	
BPLC - Facilities Infrastructure Renewal	380,236	380,236	352,481	27,755	352,481	Completed	7 - In progress	50m pool tiered seating tiling
Miscellaneous Asset Renewal (City Buildings)								
Misc Asset Renewal - City buildings	70,000	70,000	63,756	6,244	63,756	On track	8 - Final stages	Reactive building renewal works
North Perth Town Hall - Kitchen and Toilet Renewal - Lesser Hall	59,787	59,787	59,787	(0)	59,787	Completed	9 - Completed (within budget)	
North Perth Town Hall - Kitchen and Toilet Renewal - Main Hall	139,000	139,000	127,720	11,280	127,720	Completed	9 - Completed (within budget)	
Hyde Park West - Public Toilet Renewal	6,598	6,598	6,597	1	6,597	Completed	9 - Completed (within budget)	
Menzies Park Pavillion & Ablutions	6,390	6,390	6,390	0	6,390	Completed	9 - Completed (within budget)	

CITY OF VINCENT

CITY OF VINCENT
NOTE 5 - CAPITAL WORKS SCHEDULE 2023/24
AS AT 30 JUNE 2024

WO Name	Budget 2024FY (MYBR)	YTD Budget	YTD Actual	YTD Variance	TOTAL (YTD Actual + Commitment	Status	Stage	Commentary
Solar Photovoltaic System Installation								
Solar Installation - DLGSC Building	98,688	98,688	95,680	3,008	95,680	Completed	9 - Completed (within budget)	
Water and Energy Efficiency Initiatives								
Water and Energy Efficiency Initiatives	75,000	75,000	48,626	26,374	48,626	On track	7 - In progress	Fixtures & Fittings replacements with WELS standards. BPLC lighting renewal to LED
Land and Building Asset Renewal Projects								
Admin Building - Additional Meeting Spaces	53,356	53,356	29,868	23,488	29,868	Completed	9 - Completed (within budget)	
Administration Centre Renewals	100,000	100,000	101,783	(1,783)	101,783	Completed	10 - Completed (over budget)	
Leederville Oval Stad Fac Renewal (Leased)	533,747	533,747	492,999	40,748	492,999	Completed	9 - Completed (within budget)	Carry forward retention
Modifications to Litis Stadium Underpass	99,043	99,043	87,889	11,154	87,889	Completed	9 - Completed (within budget)	
Non Fixed Asset Renewals - Works Depot	20,000	20,000	5,116	14,884	5,116	Completed	9 - Completed (within budget)	
Lease Property Non Scheduled Renewal	53,160	53,160	50,860	2,300	50,860	Completed	9 - Completed (within budget)	
Land and Building Assets Total	**5,400,555**	**5,400,555**	**4,003,612**	**1,386,943**	**4,003,612**			
Furniture & Equipment Assets								
ICT Renewal Program								
ICT Infrastructure Renewal	45,000	45,000	-	45,000	-	On track	7 - In progress	All works operational this FY.
Beatty Park Leisure Centre - Furniture & Equipment								
BPLC Non-Infrastructure Fixed Asset Renewal	196,170	196,170	49,063	147,107	49,063	On track	7 - In progress	
BPLC - Non Fixed Assets Renewal	114,106	114,106	27,143	86,963	27,143	On track	2 - Scope being prepared	
Beatty Park Leisure Centre Admin Centre	-	-	-	-	-	On track	2 - Scope being prepared	
Public Arts Projects								
COVID-19 Artwork relief project	100,000	100,000	32,250	67,750	32,250	On track	7 - In progress	Artwork in final design and approval stage.
Accessible City Strategy Implementation Program								
Accessible City Strategy Implementation - Capex for future years subject to Cash-in Lieu Reserve Funds received	317,902	317,902	252,927	64,975	252,927	On track	8 - Final stages	Link and Place Guidelines progressing
Parking Machines Asset								
Parking Infrastructure Renewal Program	206,398	206,398	180,385	26,013	180,385	Completed	9 - Completed (within budget)	
Furniture & Equipment Assets Total	**979,576**	**979,576**	**541,768**	**437,808**	**541,768**			

CITY OF VINCENT

CITY OF VINCENT
NOTE 5 - CAPITAL WORKS SCHEDULE 2023/24
AS AT 30 JUNE 2024

WO Name	Budget 2024FY (MYBR)	YTD Budget	YTD Actual	YTD Variance	TOTAL (YTD Actual + Commitment	Status	Stage	Commentary
Plant & Equipment Assets								
Fleet Management Program								
P1276 - Toyota Corolla Hybrid Hatch	38,497	38,497	35,566	2,931	35,566	Completed	9 - Completed (within budget)	
P2187 - Fiat Doblo Van	38,497	38,497	35,504	2,993	35,504	Completed	9 - Completed (within budget)	
P2210 - Nissan Navara Dual Cab	35,880	35,880	36,215	(335)	36,215	Completed	10 - Completed (over budget)	
P2207 - Nissan Navara Dual Cab	35,880	35,880	35,880	0	35,880	Completed	9 - Completed (within budget)	
P2203 - Nissan Navara King Cab Ttop	42,033	42,033	42,492	(459)	42,492	Completed	10 - Completed (over budget)	
P1264 - Toyota Camry	39,355	39,355	34,791	4,564	34,791	Completed	9 - Completed (within budget)	
P2212 - Nissan Navara 4x DSL	45,000	45,000	-	45,000	-	Behind	5 - Procurement	Carry forward due to delays
P1275 - Toyota Corolla Hybrid Hatch	38,497	38,497	35,395	3,102	35,395	Completed	9 - Completed (within budget)	
P1274 - Toyota Corolla Hybrid Ascent	38,497	38,497	35,529	2,968	35,529	Completed	9 - Completed (within budget)	
P1269 - Toyota Corolla Hybrid Hatch	38,497	38,497	35,529	2,968	35,529	Completed	9 - Completed (within budget)	
P1277 - Toyota Corolla Hybrid Hatch	38,497	38,497	35,504	2,993	35,504	Completed	9 - Completed (within budget)	
P1278 - Toyota Corolla Hybrid Sedan	30,311	30,311	30,345	(34)	30,345	Completed	10 - Completed (over budget)	
P1263 - Toyota Corolla Hybrid	38,497	38,497	35,395	3,102	35,395	Completed	9 - Completed (within budget)	
P2212 - Nissan Navara	38,497	38,497	35,529	2,968	35,529	Completed	9 - Completed (within budget)	
P2208 - Nissan Navara	64,558	64,558	65,914	(1,356)	65,914	Completed	10 - Completed (over budget)	
P2206 - Nissan Navara King Cab Ttop	42,033	42,033	42,289	(256)	42,289	Completed	10 - Completed (over budget)	
P2205 - Nissan Navara King Cab Ttop	42,033	42,033	42,289	(256)	42,289	Completed	10 - Completed (over budget)	
P2204 - Nissan Navara King Cab Ttop	42,033	42,033	42,749	(716)	42,749	Completed	10 - Completed (over budget)	
P2202 - Nissan Navara King Cab Ttop	42,033	42,033	42,483	(450)	42,483	Completed	10 - Completed (over budget)	
P2201 - Nissan Navara King Cab Ttop	42,033	42,033	42,789	(756)	42,789	Completed	10 - Completed (over budget)	
P1280 - Toyota Corolla Hybrid Sedan	27,789	27,789	27,789	(0)	27,789	Completed	9 - Completed (within budget)	
P1279 - Toyota Camry Hybrid SL	28,000	28,000	-	28,000	-	Behind	3 - In planning	Carry forward due to delays
P2200 - VOLKSWAGEN Caddy Maxi TDI250	69,894	69,894	-	69,894	-	Behind	7 - In progress	Possible August 2024 delivery
P1286 - Corolla Sedan Hybrid 1HKS151	35,082	35,082	31,558	3,524	31,558	Completed	9 - Completed (within budget)	
P2209 - VW Caddy Maxi TDI250	69,894	69,894	-	69,894	-	Behind	7 - In progress	Possible August 2024 delivery
P2171 - Toyota Corolla Hybrid Hatch	25,000	25,000	-	25,000	-	Behind	3 - In planning	Carry forward due to delays
P1262 - Toyota Corolla Hybrid	38,497	38,497	35,504	2,993	35,504	Completed	9 - Completed (within budget)	
P2168 - Toyota Corolla Hybrid Hatch	38,497	38,497	35,504	2,993	35,504	Completed	9 - Completed (within budget)	
P1258 - Toyota Corolla Hybrid Hatch	34,430	34,430	-	34,430	-	Behind	5 - Procurement	Carry forward due to delays
P2199 - Nissan Navara King Cab Ttop	35,880	35,880	35,880	0	35,880	Completed	9 - Completed (within budget)	
P2190 - Mitsubishi Triton Ttop	42,033	42,033	42,789	(756)	42,789	Completed	10 - Completed (over budget)	
P2196 - Nissan Navara King Cab Ttop	42,033	42,033	42,494	(461)	42,494	Completed	10 - Completed (over budget)	
P2195 - Nissan Navara King Cab Ttop	42,033	42,033	42,494	(461)	42,494	Completed	10 - Completed (over budget)	
P2194 - Nissan Navara King Cab Ttop	42,033	42,033	42,789	(756)	42,789	Completed	10 - Completed (over budget)	
P2198 - Nissan Navara King Cab Ttop	64,558	64,558	66,071	(1,513)	66,071	Completed	10 - Completed (over budget)	
Major Plant Replacement Program								
Heavy Fleet Replacement Program	1,396,340	1,396,340	470,531	925,809	470,531	On track	5 - Procurement	

CITY OF VINCENT

CITY OF VINCENT
NOTE 5 - CAPITAL WORKS SCHEDULE 2023/24
AS AT 30 JUNE 2024

WO Name	Budget 2024FY (MYBR)	YTD Budget	YTD Actual	YTD Variance	TOTAL (YTD Actual + Commitment	Status	Stage	Commentary
5 Tonne Rubbish Compactor Small Rear Loader	337,000	337,000	335,890	1,110	335,890	Completed	9 - Completed (within budget)	Delivered
Artlets								
Artlets - Public Art - Sculpture	32,000	32,000	12,000	20,000	12,000	On track	8 - Final stages	Finalising approvals for installation
Miscellaneous								
Belgravia / Loftus Rec Centre - Purchase of Gym Equipments	230,000	230,000	73,186	156,814	73,186	On track	7 - In progress	
Parks Irrigation Upgrade &Renewal Program								
Weather Stations and Soil Moisture Probes	40,000	40,000	23,635	16,365	23,635	Behind	8 - Final stages	Items being secured and installation arranged
Plant & Equipment Assets Total	**3,482,151**	**3,482,151**	**2,060,300**	**1,421,851**	**2,060,300**			
Infrastructure Assets								
Robertson Park Development Plan - Stage 1								
Robertson Park Stage 1A - Preliminaries	70,000	70,000	70,000	-	70,000	On track	7 - In progress	
Robertson Park Stage 1A - Tennis Centre	1,037,687	1,037,687	659,672	378,015	659,672	On track	7 - In progress	Construction underway project timing delayed until October due to lead times on lighting
Robertson Park Stage 1A - Contingency	83,000	83,000	54,070	28,930	54,070	On track	7 - In progress	Additional electrical costs due to planning issue
Greening program - Robertson Park	61,000	61,000	45,717	15,283	45,717	On track	7 - In progress	
Parks Fencing Renewal Program								
Multicultural Gardens - renew perimeter fencing	20,000	20,000	19,006	994	19,006	Completed	9 - Completed (within budget)	
Royal Park - renew volleyball court fencing	30,000	30,000	34,044	(4,044)	34,044	Completed	10 - Completed (over budget)	
Parks Irrigation Upgrade &Renewal Program								
Sutherland St - renew irrigation, groundwater bore and electrical cabinet	75,000	75,000	73,102	1,898	73,102	Completed	9 - Completed (within budget)	
Axford Park - renew in-ground irrigation system and electrical cabinet	100,000	100,000	57,458	42,542	57,458	Completed	10 - Completed (over budget)	
Keith Frame Res - renew ground irrigation system and electrical cubicle and bore renewal	145,000	145,000	25,614	119,386	25,614	Behind	7 - In progress	Works to occur in August 2024 - carry forward due to delays with availability of equipment
Charles Veryard - renew in-ground irrigation system and electrical cabinet	275,000	275,000	281,427	(6,427)	281,427	Completed	10 - Completed (over budget)	
Britannia Reserve - renew groundwater bore (south) No 40	45,000	45,000	-	45,000	-	Behind	7 - In progress	Licence received - carry forward due to delays in obtaining licence from DWER
Brigatti Gardens - renew electrical cabinet	15,000	15,000	19,210	(4,210)	19,210	Completed	10 - Completed (over budget)	
Menzies Park - Replace Irrigation System	14,833	14,833	14,833	0	14,833	Completed	9 - Completed (within budget)	
Les Lilleyman - upgrade in-ground irrigation system and electrical cabinet	40,618	40,618	42,065	(1,447)	42,065	Completed	10 - Completed (over budget)	

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NOTE 5 - CAPITAL WORKS SCHEDULE 2023/24
AS AT 30 JUNE 2024

WO Name	Budget 2024FY (MYBR)	YTD Budget	YTD Actual	YTD Variance	TOTAL (YTD Actual + Commitment	Status	Stage	Commentary
Road Maintenance Programs – MRRG								
Annual MRRG Program - bgt to be split	-	-	-	-	-	On track	7 - In progress	
MRRG - ANZAC Road (Sasse Av RAB)	63,136	63,136	52,377	10,759	52,377	On track	8 - Final stages	Waiting for Main Roads to complete line marking
MRRG - Brady St (A) - Powis St to Tasman	200,049	200,049	349,116	(149,067)	349,116	Completed	10 - Completed (over budget)	
MRRG - Loftus St NB (A) - Leederville Pde to Vincent St	247,921	247,921	237,626	10,295	237,626	Completed	9 - Completed (within budget)	MRRG claims submitted
MRRG - Loftus St SB (B) - Leederville Pde to Vincent St	310,500	310,500	270,689	39,811	270,689	Completed	9 - Completed (within budget)	MRRG claims submitted
MRRG - Lord St - Harold St to Walcott St	168,431	168,431	130,200	38,231	130,200	Completed	9 - Completed (within budget)	MRRG claims submitted
Fitzgerald St (2) - Newcastle to Carr	7,970	7,970	6,171	1,799	6,171	Completed	9 - Completed (within budget)	23FY carried forward project
Beaufort St (2) - Bulwer to Lincoln	9,555	9,555	9,555	0	9,555	Completed	10 - Completed (over budget)	23FY carried forward project
Beaufort St (1) Fore to Brisbane	-	-	14,386	(14,386)	14,386	Completed	10 - Completed (over budget)	23FY carried forward project
Oxford St - Richmond to Vincent	-	-	6,555	(6,555)	6,555	Completed	9 - Completed (within budget)	23FY carried forward project
Fitzgerald St (1) - Bulwer to Vincent	-	-	25,822	(25,822)	25,822	Completed	9 - Completed (within budget)	23FY carried forward project
Road Maintenance Programs – Local Road Program								
Annual Local Roads Program - bgt to be split	173,499	173,499	2,522	170,977	2,522	On track	8 - Final stages	
LRP - Albert Street – Barnet Street to Charles Street	152,700	152,700	48,517	104,183	48,517	On track	8 - Final stages	
LRP - Amy Street - Lake Street to End	-	-	-	-	-	On track	4 - In design	Carry Forward to 24/25
LRP - Barnert Street - Bourke Street to Barnet Place	-	-	870	(870)	870	On track	8 - Final stages	
LRP - Barnet Place - Barnet Street to Cul-De-Sac	33,020	33,020	22,085	10,935	22,085	Completed	9 - Completed (within budget)	
LRP - Blake Street - Norham Street to Walcott Street	100,750	100,750	88,182	12,568	88,182	On track	8 - Final stages	
LRP - Bondi Street - Cul-De-Sac to Matlock Street	175,450	175,450	161,868	13,582	161,868	On track	8 - Final stages	
LRP - Chamberlain Street - Loftus Street to Pennant Street	75,195	75,195	124,907	(49,712)	124,907	On track	8 - Final stages	
LRP - Dunedin Street - Woodstock Street to Scarborough Beach Road	150,825	150,825	247,092	(96,267)	247,092	On track	8 - Final stages	
LRP - Haley Avenue - Bruce Street to Richmond Street	-	-	-	-	-	On track	8 - Final stages	
LRP - Hardy Street - Howlett Street to Scarborough Beach Road	71,040	71,040	65,284	5,756	65,284	On track	8 - Final stages	
LRP - Howlett Street - Pennant Street to Charles Street	81,340	81,340	98,691	(17,351)	98,691	On track	8 - Final stages	
LRP - Kadina Street - Barnet Place to Charles Street	164,191	164,191	70,290	93,901	70,290	On track	8 - Final stages	
LRP - Macedonia Place - Albert Street to Cul-De-Sac	51,750	51,750	86,393	(34,643)	86,393	On track	8 - Final stages	
LRP - Melrose Street - Oxford Street to End	950	950	2,090	(1,140)	2,090	On track	8 - Final stages	
LRP - Pennant Street - Kadina Street to Scarborough Beach Road	114,261	114,261	178,582	(64,321)	178,582	On track	8 - Final stages	
LRP - Richmond Street - Oxford Street to Leicester Street	81,250	81,250	89,137	(7,887)	89,137	On track	8 - Final stages	
LRP - Stuart Street - Fitzgerald Street to Lake Street	179,660	179,660	161,792	17,868	161,891	On track	8 - Final stages	
LRP - Tay Place - Albert Street to Kadina Street	38,460	38,460	31,350	7,110	31,350	On track	8 - Final stages	
LRP - The Boulevard - Britannia Road to Anzac Road	59,010	59,010	64,625	(5,615)	64,625	On track	8 - Final stages	
LRP - View Street to Alma Road	-	-	-	-	-	On track	8 - Final stages	
LRP - Stamford Street – Melrose Street to Freeway off Ramp	41,440	41,440	41,927	(487)	41,927	On track	8 - Final stages	
Guildford Rd - Walcott to East Parade	11,506	11,506	11,506	0	11,506	Completed	10 - Completed (over budget)	
Parks Greening Plan Program								
Greening plan	125,000	125,000	133,255	(8,255)	133,255	Completed	9 - Completed (within budget)	2024 planting projects - stock ordered and working being programmed

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NOTE 5 - CAPITAL WORKS SCHEDULE 2023/24
AS AT 30 JUNE 2024

WO Name	Budget 2024FY (MYBR)	YTD Budget	YTD Actual	YTD Variance	TOTAL (YTD Actual + Commitment	Status	Stage	Commentary
Traffic Management Improvements								
Britannia Road Improvements	40,000	40,000	83	39,917	83	On track	4 - In design	
Minor Traffic Management Improvements	150,000	150,000	107,903	42,097	107,903	On track	7 - In progress	
Harold and Lord St Intersection	22,850	22,850	-	22,850	-	On track	3 - In planning	
Alma/Claverton Local Area Traffic Management	421	421	1,105	(684)	1,105	Completed	10 - Completed (over budget)	
Parks Playground / Exercise								
Weld Square - replace basketball backboards	10,000	10,000	6,800	3,200	6,800	Completed	9 - Completed (within budget)	
Kyilla Park - soft fall replacement	60,000	60,000	59,200	800	59,200	Completed	9 - Completed (within budget)	
Braithwaite Park - playground and soft fall replac (south)	150,000	150,000	64,207	85,793	64,207	On track	8 - Final stages	Works in Progress - Carry forward remaining funds as likely delays due to weather
Ellesmere/Matlock St Res - repl playground soft fall	10,000	10,000	9,678	322	9,678	Completed	9 - Completed (within budget)	
Menzies Park - replace playground soft fall	55,000	55,000	55,700	(700)	55,700	Completed	10 - Completed (over budget)	
Ellesmere Street Reserve - replace playground soft fall	70,000	70,000	68,540	1,460	68,540	Completed	9 - Completed (within budget)	
Ellesmere Street Reserve - replace playground shade sails	18,000	18,000	13,875	4,125	13,875	Completed	9 - Completed (within budget)	
Cricket Wicket Renewal Program	25,000	25,000	23,140	1,860	23,140	Completed	9 - Completed (within budget)	
Parks Infrastructure Upgrade & Renewal Program								
Smith`s Lake - resurfacing of boardwalk	25,000	25,000	23,727	1,274	23,727	Completed	9 - Completed (within budget)	
Street / POS furniture renewal - Town Centres	5,000	5,000	3,837	1,163	3,837	Completed	9 - Completed (within budget)	
Hyde Street Reserve - replace Gazebo	4,920	4,920	4,920	-	4,920	Completed	9 - Completed (within budget)	
Parks Infrastructure Upgrade & Renewal - BBQ provision	45,000	45,000	45,169	(169)	45,169	Completed	10 - Completed (over budget)	
Hyde Park - Renewal of path lighting poles	76,000	76,000	75,910	90	75,910	Completed	9 - Completed (within budget)	
Accessible City Strategy Implementation Program								
Wayfinding Implementation Plan - Stage 1	71,200	71,200	65,620	5,580	65,620	On track	7 - In progress	
Gully Soak-well and Minor Drainage Improvement Program								
Mt Hawthorn West Drain Improv – Stage 1	40,000	40,000	40,000	-	40,000	On track	7 - In progress	
Gully Soak Well Program	84,710	84,710	61,655	23,055	61,636	On track	7 - In progress	
Minor Drainage Improvement Program	550,000	550,000	459,538	90,462	459,538	On track	7 - In progress	Drainage study to be conducted - approximately 6 months
Road Maintenance Programs – State Black Spot								
State Black Spot Programs scheduled annually	-	-	-	-	-	On track	7 - In progress	
Blackspot - Fitzgerald/Lawley, West Perth	64,236	64,236	13,771	50,465	13,771	On track	8 - Final stages	Underspend. Original funding over estimated.
Blackspot - Fitzgerald/Forrest, North Perth	38,400	38,400	-	38,400	-	On track	- In external / stakeholder consultatic	Funds to be returned, Council report to be drafted.
Blackspot - Broome/Wright, Highgate	248,400	248,400	29,405	218,995	29,405	On track	4 - In design	WP works progressing.
Blackspot - Brady Street & Tasman Street	80,000	80,000	105,700	(25,700)	105,700	On track	8 - Final stages	Waiting Linemarking
William/Forrest - instal traffic island on eastern leg of Forrest St and provide	-	-	4,917	(4,917)	4,917	Completed	9 - Completed (within budget)	
Intersection of Brady and Milton St, Mt	-	-	3,669	(3,669)	3,669	Completed	10 - Completed (over budget)	2021FY project. Line marking only invoiced recently by MRWA

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CITY OF VINCENT
NOTE 5 - CAPITAL WORKS SCHEDULE 2023/24
AS AT 30 JUNE 2024

WO Name	Budget 2024FY (MYBR)	YTD Budget	YTD Actual	YTD Variance	TOTAL (YTD Actual + Commitment	Status	Stage	Commentary
Road Maintenance Programs – Roads to Recovery								
Annual Roads to Recovery Program - bgt to be split	79,682	79,682	-	79,682	-	On track	7 - In progress	
R2R - Brentham Street - Egina and Raglan	72,198	72,198	172,910	(100,712)	172,910	On track	8 - Final stages	Works commenced
R2R - Egina Street - Scarborough Beach Road to Berryman Street	87,190	87,190	175,618	(88,428)	175,618	On track	8 - Final stages	Works commenced
R2R - Raglan Road - Hutt to Hyde Street	86,512	86,512	125,018	(38,506)	125,018	On track	8 - Final stages	
Car Parking Upgrade/RenewalProgram								
Accessibility audits and proposed project implementation	50,000	50,000	-	50,000	-	On track	7 - In progress	
Macedonia Place Car Park	40,000	40,000	40,006	(6)	40,006	Completed	10 - Completed (over budget)	
Access and Inclusion (DAIP) – ACROD Parking Improve Program	60,000	60,000	18,389	41,611	18,389	On track	7 - In progress	Audit has been completed.
Minor Capital Improv of City Car Parks (General Provision)	37,000	37,000	6,435	30,565	6,435	On track	4 - In design	
Public Open Space Strategy Implementation Plan								
Birdwood Square - Public Toilets	254,000	254,000	229,305	24,695	229,305	On track	7 - In progress	
Public Open Space Strategy Implementation	30,000	30,000	28,868	1,132	28,868	On track	8 - Final stages	Specific items being purchased/installed as required
Parks Lighting Renewal Program								
Lighting Renewal Program - General Provision	50,000	50,000	49,989	11	49,989	Completed	9 - Completed (within budget)	Remaining budget to be used for bollard lighting at Brit Road
Community Safety Initiatives								
Laneway Lighting Program	120,000	120,000	104,634	15,366	106,462	Completed	9 - Completed (within budget)	Laneways have been identified and quotes being sought
Banks Reserve Master Plan Implementation								
Walter`s Brook Crossing	213,566	213,566	6,879	206,687	6,879	Behind	7 - In progress	At procurement stage
Boardwalk - Interpretation Node	20,000	20,000	2,431	17,569	2,431	Behind	8 - Final stages	Progressing
Footpath Upgrade and Renewal Program								
Footpath Upgrade and Renewal Program	208,092	208,092	74,964	133,128	74,964	On track	4 - In design	
Haynes Street Reserve Development Plan Implementation								
Haynes St Reserve Development Plan 1 & 2	45,000	45,000	28,956	16,044	28,956	On track	8 - Final stages	Installation of lighting due August.
Rights of Way Rehabilitation Program								
Rights of Way Rehab Program	273,338	273,338	274,018	(680)	274,018	On track	8 - Final stages	Ongoing works
Parks Eco-Zoning Program								
Blackford Street Reserve - Eco-zoning	10,000	10,000	9,821	179	9,821	Completed	9 - Completed (within budget)	
Charles Veryard Reserve - Eco-zoning	1,404	1,404	2,513	(1,109)	2,513	Completed	10 - Completed (over budget)	
Parks Pathways Renewal Program								
Tony Di Scerni Pathway - re-asphalt existing bitumen pathways	100,000	100,000	79,436	20,564	79,436	Completed	9 - Completed (within budget)	

CITY OF VINCENT

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NOTE 5 - CAPITAL WORKS SCHEDULE 2023/24
AS AT 30 JUNE 2024

WO Name	Budget 2024FY (MYBR)	YTD Budget	YTD Actual	YTD Variance	TOTAL (YTD Actual + Commitment	Status	Stage	Commentary
Car Parking Upgrade/Renewal Program								
HBF Stadium Car Park	49,250	49,250	22,155	27,095	22,155	On track	8 - Final stages	
Bus Shelter Replacement and Renewal Program								
Bus Shelters - Replace & Upgrade	40,000	40,000	19,552	20,448	19,552	Completed	9 - Completed (within budget)	
Parks Playground / Exercise Equipment Upgrade & Renewal Program								
Ivy Park - upgrade/repl playground equipment	89,934	89,934	90,187	(253)	90,187	Completed	10 - Completed (over budget)	
Lynton St Res - Renew/rep playground equipment	79,932	79,932	80,460	(528)	80,460	Completed	10 - Completed (over budget)	
Charles Veryard Res - Replacl playground	59,904	59,904	60,371	(467)	60,371	Completed	10 - Completed (over budget)	
Street Lighting Renewal Program								
Skate Space at Britannia Reserve								
Mt Hawt Skate Park - Youth Skate Facility (Election Commitment)	386,353	386,353	220,913	165,440	220,913	On track	7 - In progress	
North Perth Town Centre Place Plan								
Litis Stadium								
Litis Stadium Floodlights	10,000	10,000	-	10,000	-	On track	4 - In design	Scope conducted
Bicycle Network								
Bicycle Network - Travel Smart Actions	11,000	11,000	1,025	9,975	1,025	On track	2 - Scope being prepared	
Bicycle Network	170,430	170,430	146,707	23,723	146,707	On track	4 - In design	Scope and modelling conducted
Infrastructure Assets Total	**9,574,919**	**9,574,919**	**7,649,308**	**1,935,611**	**7,649,308**			
Grand Total	**19,437,201**	**19,437,201**	**14,254,989**	**5,182,212**	**14,254,989**			

Summary	Budget MYBR	YTD Budget	YTD Actual	Remaining Budget
	$	$	$	%
Land and Buildings	5,400,555	5,400,555	4,003,612	25.87%
Furniture and Equipment	979,576	979,576	541,768	44.69%
Plant and Equipment	3,482,151	3,482,151	2,060,300	40.83%
Infrastructure Assets	9,574,919	9,574,919	7,649,308	20.11%
Total	**19,437,201**	**19,437,201**	**14,254,989**	**26.66%**

Funding	Budget MYBR	YTD Budget	YTD Actual	Remaining Budget
		$	$	%
Own Source Funding - Municipal	8,571,871	8,571,871	6,839,779	20.2%
Cash Backed Reserves	5,711,943	5,711,943	4,276,518	25.1%
Capital Grants, Contributions and Loans	4,098,044	4,098,044	2,763,434	32.6%
Other (Disposals/Trade In)	1,055,343	1,055,343	375,258	64.4%
Total	**19,437,201**	**19,437,201**	**14,254,989**	**26.66%**

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NOTE 6 - CASH BACKED RESERVES
AS AT 30 JUNE 2024

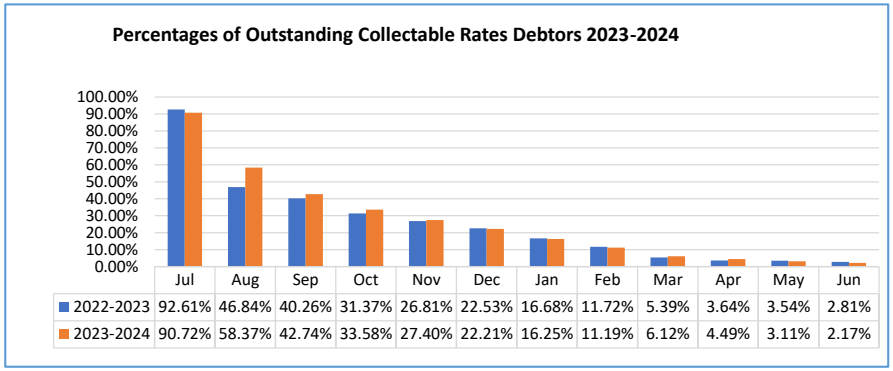
Reserve Particulars	Budget Opening Balance 1/07/2023	Actual Opening Balance 1/07/2023	Budget Transfers to Reserve 30/06/2024	YTD Actual Transfers to Reserve 30/06/2024	Budget Interest Earned 30/06/2024	YTD Actual Interest Earned 30/06/2024	Budget Transfers from Reserve 30/06/2024	YTD Actual Transfers from Reserve 30/06/2024	Budget Closing Balance 30/06/2024	Actual Closing Balance 30/06/2024
	$	$	$	$	$	$	$	$	$	$
Asset Sustainability Reserve	7,263,819	7,263,819	5,546,596	5,546,596	285,901	317,233	(4,478,665)	(3,720,737)	8,617,651	9,406,909
Beatty Park Leisure Centre Reserve	311,189	311,189	0	0	10,216	11,335	(85,000)	(49,062)	236,405	273,462
Cash in Lieu Parking Reserve	1,297,503	1,297,503	15,771	23,025	20,036	22,232	(470,102)	(319,610)	863,208	1,023,150
Hyde Park Lake Reserve	167,069	167,069	0	0	7,591	8,423	0	0	174,660	175,492
Land and Building Acquisition Reserve	307,816	307,816	0	0	14,080	15,623	0	0	321,896	323,439
Leederville Oval Reserve	71,705	71,705	0	0	3,280	3,639	0	0	74,985	75,344
Loftus Community Centre Reserve	142,550	142,550	0	0	6,455	7,163	0	0	149,005	149,712
Loftus Recreation Centre Reserve	274,392	274,392	65,032	68,807	13,610	15,101	(230,000)	(73,186)	123,034	285,115
Office Building Reserve - 246 Vincent Street	205,855	205,855	0	0	9,718	10,783	0	0	215,573	216,638
Parking Facility Reserve	109,375	109,375	0	0	5,003	5,551	0	0	114,378	114,926
Percentage For Public Art Reserve	284,947	284,947	85,508	85,508	2,147	2,383	(150,000)	(59,968)	222,602	312,870
Plant and Equipment Reserve	131	131	0	0	6	7	0	0	137	138
POS reserve - General	581,457	581,457	782,195	782,195	64,257	71,299	(25,000)	(25,000)	1,402,909	1,409,951
POS reserve - Haynes Street	87,328	87,328	40,516	40,517	1,307	1,450	(45,000)	(28,955)	84,151	100,340
State Gymnastics Centre Reserve	131,853	131,853	12,905	12,992	6,519	7,234	0	0	151,277	152,078
Strategic Waste Management Reserve	30,089	30,089	230,130	228,176	11,903	13,207	0	0	272,122	271,472
Tamala Park Land Sales Reserve	3,271,415	3,271,415	2,500,000	2,500,000	225,956	250,719	0	0	5,997,371	6,022,134
Underground Power Reserve	2,426,976	2,426,976	0	0	112,016	124,292	0	0	2,538,992	2,551,268
Waste Management Plant and Equipment Reserve	228,176	228,176	0	0	0	0	(228,176)	(228,176)	0	0
	17,193,645	**17,193,645**	**9,278,654**	**9,287,816**	**800,000**	**887,673**	**(5,711,943)**	**(4,504,694)**	**21,560,356**	**22,864,438**

CITY OF VINCENT
NOTE 7 - RECEIVABLES (RATING & OTHER DEBTORS)
FOR THE MONTH ENDED 30 JUNE 2024

CITY OF VINCENT

Rates Outstanding

	Total
Balance from Previous Year	725,262
Rates Levied - Initial	42,045,635
Rates Levied - Interims	377,260
Rates Waived	(119,626)
Non Payment Penalties	596,834
Other Rates Revenue	179,337
Total Rates Collectable	**43,804,703**
Outstanding Rates	933,091
ESL Debtors	129,905
Pensioner Rebates Not Yet Claimed	453,708
ESL Rebates Not Yet Claimed	15,569
Deferred Rates Debtors	(186,819)
Current Rates Outstanding	**1,345,454**



Receivable - Other Debtors

DESCRIPTION	30 Days	60 Days	90 Days	OVER 90 DAYS	BALANCE
	$	$	$	$	$
DEBTOR CONTROL - HEALTH LICENCES	884	216	208	119,650	120,958
DEBTOR CONTROL - CASH IN LIEU CAR PARKING	0	0	0	170,762	170,762
DEBTOR CONTROL - PROPERTY INCOME	54,735	68,462	0	2,451	125,649
DEBTOR CONTROL - RECOVERABLE WORKS	1,370	0	0	930	2,299
DEBTOR CONTROL - BEATTY PARK LEISURE CENTRE	8,629	0	0	0	8,629
DEBTOR CONTROL - OTHER	108,426	1,343	0	58,732	168,501
DEBTOR CONTROL - PLANNING SERVICES FEES	356	0	24	305	685
DEBTOR CONTROL - GST	(2,251,099)	108,483	(2,006,785)	4,149,401	0
DEBTOR CONTROL - INFRINGEMENT	267,150	137,882	78,909	810,996	1,294,937
PROVISION FOR DOUBTFUL DEBT (CURRENT)	0	0	0	(298,777)	(298,777)
IMPAIRMENT OF RECEIVABLES	0	0	0	(207,793)	(207,793)
TOTAL DEBTORS OUTSTANDING AS AT 30/06/2023	**(1,809,550)**	**316,386**	**(1,927,644)**	**4,806,657**	**1,385,849**
	-130.6%	**22.8%**	**-139.1%**	**346.8%**	**100.0%**
ACCRUED INCOME					365,213
ACCRUED INTEREST					741,861
PREPAYMENTS					1,506,517
TOTAL TRADE AND OTHER RECEIVABLES					**3,999,440**

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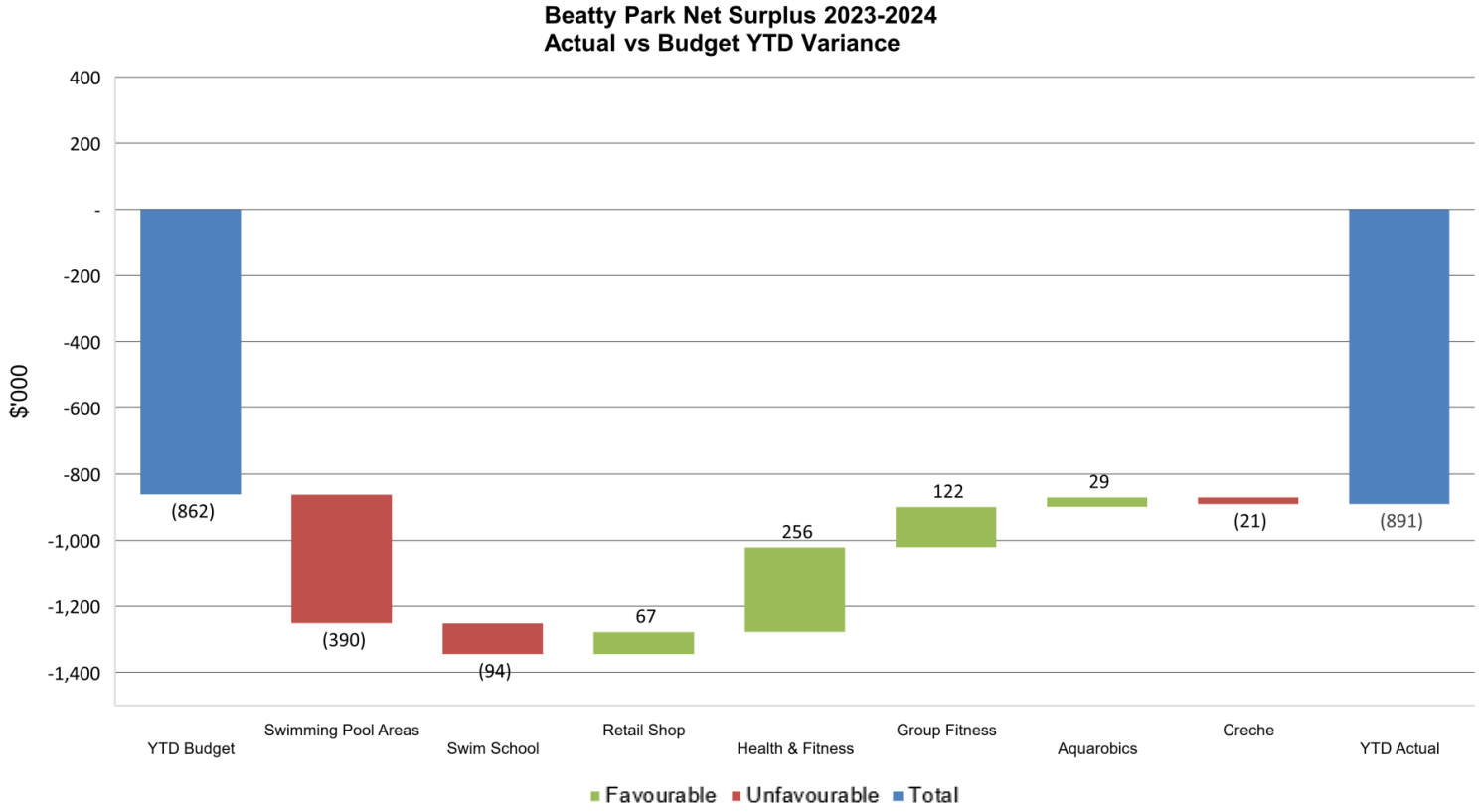
NOTE 8 - BEATTY PARK LEISURE CENTRE FINANCIAL POSITION
AS AT 30 JUNE 2024

	Original Budget 2023/24 $	YTD Budget Jun-24 $	YTD Actuals Jun-24 $	YTD Actuals Jun-23 $	Month Actuals Jun-24 $	Month Actuals Jun-23 $
ADMINISTRATION						
Revenue	0	0	0	(1,283,295)	(70,997)	(445,487)
Expenditure	0	0	0	920,082	76,721	82,274
Surplus/(Deficit)	**0**	**0**	**0**	**(363,213)**	**5,723**	**(363,213)**
SWIMMING POOLS AREA						
Revenue	2,736,002	2,736,002	3,194,474	3,067,857	230,899	294,468
Expenditure	(4,953,742)	(4,953,742)	(5,801,779)	(5,245,702)	(575,059)	(620,266)
Surplus/(Deficit)	**(2,217,740)**	**(2,217,740)**	**(2,607,305)**	**(2,177,845)**	**(344,160)**	**(325,798)**
SWIM SCHOOL						
Revenue	2,183,429	2,183,429	2,360,185	2,092,340	207,743	228,650
Expenditure	(1,605,492)	(1,605,492)	(1,875,907)	(1,417,730)	(345,921)	(183,077)
Surplus/(Deficit)	**577,937**	**577,937**	**484,278**	**674,611**	**(138,178)**	**45,574**
RETAIL SHOP						
Revenue	726,465	726,465	714,394	669,952	38,838	33,472
Expenditure	(591,435)	(591,435)	(512,144)	(570,335)	(50,948)	(81,070)
Surplus/(Deficit)	**135,030**	**135,030**	**202,251**	**99,617**	**(12,111)**	**(47,597)**
HEALTH & FITNESS						
Revenue	2,226,563	2,226,563	2,900,334	2,847,741	206,451	503,301
Expenditure	(1,445,050)	(1,445,050)	(1,862,394)	(1,538,535)	(338,000)	(260,591)
Surplus/(Deficit)	**781,513**	**781,513**	**1,037,940**	**1,309,206**	**(131,549)**	**242,710**
GROUP FITNESS						
Revenue	776,120	776,120	984,618	989,038	69,302	169,292
Expenditure	(739,834)	(739,834)	(826,374)	(793,726)	(72,482)	(83,883)
Surplus/(Deficit)	**36,286**	**36,286**	**158,243**	**195,312**	**(3,179)**	**85,408**
AQUAROBICS						
Revenue	312,689	312,689	394,426	408,995	26,398	70,194
Expenditure	(191,528)	(191,528)	(244,164)	(228,190)	(27,966)	(30,529)
Surplus/(Deficit)	**121,161**	**121,161**	**150,263**	**180,805**	**(1,568)**	**39,665**
CRECHE						
Revenue	87,387	87,387	107,516	100,423	7,507	16,070
Expenditure	(383,170)	(383,170)	(423,904)	(355,920)	(55,579)	(40,899)
Surplus/(Deficit)	**(295,783)**	**(295,783)**	**(316,389)**	**(255,498)**	(48,073)	(24,829)
Net Surplus/(Deficit)	**(861,596)**	**(861,596)**	**(890,709)**	**(337,051)**	**(673,085)**	**(348,056)**
Less: Depreciation	(1,695,004)	(1,695,004)	(1,703,302)	(1,244,289)	**(145,373)**	(113,845)
Surplus/(Deficit)	**833,408**	**833,408**	**812,592**	**907,238**	**(527,711)**	**(234,211)**

CITY OF VINCENT
NOTE 8 - STATEMENT OF FINANCIAL ACTIVITY
BY SERVICE - GRAPH
AS AT 30 JUNE 2024

CITY OF VINCENT



7.2 AUTHORISATION OF EXPENDITURE FOR THE PERIOD 01 JUNE 2024 TO 30 JUNE 2024

Attachments:

1. **June 2024 - Payments by EFT and Payroll**
2. **June 2024 - Payments by Direct Debit**
3. **June 2024 - Payments by Cheques**
4. **June 2024 - Payments by Fuel Cards**

Recommendation:

That Council RECEIVES the list of accounts paid under delegated authority for the period 01 June 2024 to 30 June 2024 as detailed in Attachments 1, 2 and 3 as summarised below:

EFT payments, including payroll		**$8,500,184.4**
Cheques	**82774 - 82777**	**$496.5**
Direct debits, including credit cards		**$236,641.3**
Total payments for June 2024		**$8,737,295.3**

PURPOSE OF REPORT:

To present to Council the list of expenditure and accounts paid for the period 1 June 2024 to 30 June 2024.

DELEGATION:

Regulation 13(1) and (3) of the *Local Government (Financial Management) Regulations 1996 requires that a list of accounts A list prepared under sub regulation (1) is to be presented to Council at the next ordinary meeting of Council after the list is prepared.*

BACKGROUND:

Council has delegated to the Chief Executive Officer (Delegation No. 2.2.18) the power to make payments from the City's Municipal and Trust funds.

In accordance with *Regulation 13(1)* of the *Local Government (Financial Management) Regulations 1996* a list of accounts paid by the Chief Executive Officer is to be provided to Council, where such delegation is made.

The list of accounts paid must be recorded in the minutes of the Council Meeting.

DETAILS:

The Schedule of Accounts paid for the period 1 June 2024 to 30 June 2024, covers the following:

FUND	**CHEQUE NUMBERS/ BATCH NUMBER**	**AMOUNT**
Municipal Account (Attachment 1, 2 and 3)		
EFT Payments	3078-3088	$7,026,752.43
Payroll by Direct Credit	June 2024	$1,473,431.98
Sub Total		**$8,500,184.41**
Cheques		
Cheques	82774-82777	$469.58

Sub Total	**$469.58**
Direct Debits (including Credit Cards)	
Lease Fees	$21,017.53
Loan Repayments	$114,782.70
Bank Charges – CBA	$81,465.45
Credit Cards	$19,375.68
Sub Total	**$236,641.36**
Total Payments	**$8,737,295.35**

CONSULTATION/ADVERTISING:

Not applicable.

LEGAL/POLICY:

Regulation 12(1) and (2) of the *Local Government (Financial Management) Regulations 1996:*

"12. Payments from municipal fund or trust fund, restrictions on making

(1) A payment may only be made from the municipal fund or the trust fund —

- *if the local government has delegated to the CEO the exercise of its power to make payments from those funds — by the CEO; or*
- *otherwise, if the payment is authorised in advance by a resolution of Council.*

(2) Council must not authorise a payment from those funds until a list prepared under regulation 13(2) containing details of the accounts to be paid has been presented to Council."

Regulation 13(1) and (3) of the *Local Government (Financial Management) Regulations 1996:*

"13. Lists of Accounts

(1) If the local government has delegated to the CEO the exercise of its power to make payments from the municipal fund or the trust fund, a list of accounts paid by the CEO is to be prepared each month showing for each account paid since the last such list was prepared –

- *the payee's name;*
- *the amount of the payment;*
- *the date of the payment; and*
- *sufficient information to identify the transaction.*

(2) A list prepared under sub regulation (1) is to be —

- *presented to Council at the next ordinary meeting of Council after the list is prepared; and*
- *recorded in the minutes of that meeting."*

RISK MANAGEMENT IMPLICATIONS

Low: Management systems are in place that establish satisfactory controls, supported by the internal and external audit functions. Financial reporting to Council increases transparency and accountability.

STRATEGIC IMPLICATIONS:

This is in keeping with the City's *Strategic Community Plan 2022-2032*:

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:

Expenditure covered in this report includes various projects, programs, services and initiatives that contribute to protecting/enhancing the City's built and natural environment and to improving resource efficiency.

PUBLIC HEALTH IMPLICATIONS:

Expenditure covered in this report includes various projects, programs and services that contribute to the priority health outcomes within the City's *Public Health Plan 2020-2025*.

FINANCIAL/BUDGET IMPLICATIONS:

All municipal fund expenditure included in the list of payments is in accordance with Council's annual budget.

Authorisation of Expenditure for the Period June 2024
Payment by EFT and Payroll
(Payee A-Z)

Payment Date	Payee	DESCRIPTION		AMOUNT
21/06/2024	365 Cloud Solutions	365 cloud solutions	$	6,393.75
27/06/2024	4Park Pty Ltd	Supply of 5 x Strap Swing Seats, 5 x Toddler Swin	$	1,357.95
21/06/2024	A Proud	Refund of infrastructure bond	$	1,000.00
7/06/2024	A Radici	Reimbursmeent for reward & reconginition	$	40.00
27/06/2024	A1 Locksmiths WA Pty Ltd	Unlock of car at pickles auction	$	275.00
7/06/2024	AAAC Towing Pty Ltd	Towing services for Nissan Navara Dual Cab	$	207.90
27/06/2024	ABN Residential WA Pty Ltd ta	Refund of infrastructure bond	$	4,000.00
21/06/2024	ABN Residential WA Pty Ltd ta	Refund of infrastructure bond	$	5,000.00
21/06/2024	Acrodyne Pty Ltd	Annual service of waste water meter.	$	660.00
21/06/2024	Acurix Networks Pty Ltd	Leederville wifi services - June 24	$	1,503.70
27/06/2024	Adam Cruickshank	Artwork storage	$	1,540.00
21/06/2024	Adelphi Tailoring Company	Uniform supplies	$	462.00
21/06/2024	ADR CO PTY LTD	ADR Monthly support TicketOr2 Licensing June 2024	$	4,729.16
21/06/2024	AKC Pty Ltd T/as Baileys Ferti	Fertilser supplies	$	1,306.80
7/06/2024	AKC Pty Ltd T/as Baileys Ferti	Fertilser supplies	$	1,485.00
27/06/2024	Albert Arthur McNamara	NAIDOC Week 2024 Elders Truth Telling Workshop	$	600.00
21/06/2024	Alchemy Saunas Pty Ltd	Monthly rental fee for 2 saunas May 2024	$	2,860.00
27/06/2024	Alerton Australia	Maintenance contract - June 2024	$	1,919.96
21/06/2024	Alerton Australia	Optergy Server Upgrade	$	17,011.50
14/06/2024	Alexandra Castle	Meeting attendance fee- June 2024	$	2,014.17
14/06/2024	Alexandra Castle	Deputy Mayor allowance fee- June 2024	$	1,373.23
27/06/2024	Alinta Sales Pty Ltd	Gas supplies Robertson PK tennis courts 12.03.24 to 11.06.24	$	67.20
27/06/2024	Alinta Sales Pty Ltd	Gas supplies Royal Pk hall 07.12.24 to 11.06.24	$	63.95
7/06/2024	Alinta Sales Pty Ltd	Gas supplies Banks reserve 22.02.24 to 23.05.24	$	40.15
21/06/2024	Alison Austin	Fitness instructor fee	$	480.00
14/06/2024	Alison Xamon	Mayor allowance fee - June 2024	$	5,492.92
14/06/2024	Alison Xamon	Meeting attendance fee - June 2024	$	2,700.83
27/06/2024	All Good Grub	Mount Hawthorn Design Workshop Catering	$	663.30
7/06/2024	All Good Grub	Catering Mt HawthronTown Centre Planning	$	694.10
21/06/2024	Allflow Industrial Australia P	Service oil/water separator	$	808.50
27/06/2024	Allianz Australia Insurance Li	Refund of part membership fee BPLC	$	405.00
27/06/2024	Allpipe Technologies	CCTV inspection works -Brouke St/ Melrose	$	2,249.50
7/06/2024	Allpipe Technologies	CCTV inspection works -Sasse Ave	$	62,981.17
21/06/2024	Allstate Kerbing	Kerbing services Pennant St	$	792.00
21/06/2024	Allstate Kerbing	Kerbing services Raglan Rd	$	19,612.12
21/06/2024	Allstate Kerbing	Kerbing Services - Alma/Leake	$	1,089.00
7/06/2024	Allstate Kerbing	Kerbing services Brady st and Tasman St	$	5,426.30
7/06/2024	Allstate Kerbing	Kerbing services various location	$	1,562.00
7/06/2024	ALS Library Services Pty Ltd	Supply of library books	$	331.71
27/06/2024	ALSAI Pty Ltd t/a Yoga King Pr	15 High Density 6mm Studio PVC Mats	$	595.00
21/06/2024	Alsco Pty Ltd	Monthly mat change over BPLC	$	813.65
21/06/2024	Alsco Pty Ltd	Air freshner supplies 9.05.24 - 4.07.24	$	71.65
21/06/2024	Amber Suzanne Arazi	Residents with Disability Needs Study	$	1,800.00
21/06/2024	Amerex Pty Ltd	Refund of infrastructure bond	$	3,000.00
21/06/2024	Ampol Australia Petroleum Pty	Fuel and Oil April 2024	$	30,394.74
7/06/2024	Amy Fink	Fitness instructor fee	$	831.60
27/06/2024	Anna Cappelletta	Fitness instructor fee	$	1,760.00
21/06/2024	Anna Cappelletta	Fitness instructor fee	$	1,600.00
7/06/2024	Anna Cappelletta	Fitness instructor fee	$	1,440.00
21/06/2024	APARC Pty Ltd	Credit Card Transactions - via Till payments	$	10,974.97
21/06/2024	APARC Pty Ltd	Sensors maintenance - June 2024	$	1,025.64
21/06/2024	APARC Pty Ltd	Maintenace of 173 parking meters May 24	$	46,162.16
21/06/2024	APOD Pty Ltd	Changeroom Renewal - Litis Stadium	$	3,798.39
21/06/2024	APOD Pty Ltd	Aquatic changerooms refurbishment - BPLC	$	3,877.50
7/06/2024	APOD Pty Ltd	Aquatic changerooms refurbishment - BPLC	$	3,877.50
21/06/2024	Arbor Consulting	Arboricultural services - 20 Mary street	$	528.00
21/06/2024	Arbor Consulting	Arboricultural services - various locations	$	1,320.00
7/06/2024	Arbor Consulting	Arboricultural services - Mary street Hi	$	198.00
27/06/2024	Aritz Matute Gomez	Refund of full membership fee BPLC	$	624.11
27/06/2024	Artisan Alley Pty Ltd	Catering for Elders Truth Telling lunch	$	1,037.30
7/06/2024	Artisan Alley Pty Ltd	Catering for Reconciliation Week event 30 May 24	$	2,472.93
14/06/2024	Ashlee La Fontaine	Meeting attendance fee- June 2024	$	2,014.17
14/06/2024	Ashley Wallace	Meeting attendance fee- June 2024	$	2,014.17
21/06/2024	Aslab Pty Ltd	Pavement testing - Various locations	$	6,842.00
27/06/2024	Asphaltech Pty Ltd	Asphalt supplies	$	44,384.15
21/06/2024	Asphaltech Pty Ltd	Asphalt supplies - various locations	$	96,555.01

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21/06/2024	Asphaltech Pty Ltd	Asphalt supplies - Kadina St	$	68,709.52
27/06/2024	ATI-Mirage Training and Busine	Microsoft Planner Course - 26.06.24	$	279.00
21/06/2024	ATI-Mirage Training and Busine	Training course - Various	$	2,026.80
21/06/2024	Auscontact Association Limited	Nominations for Auscontact Awards 2024	$	1,650.00
21/06/2024	Australia Post	Les Mills Music License Fees	$	30.47
21/06/2024	Australia Post	Postage charges May 2024	$	1,741.55
21/06/2024	Australia The Gift	Australian Playing Cards & Shipping - Citizenship	$	869.98
21/06/2024	Australian HVAC Services	Airconditioning maintenance - BPLC	$	3,850.00
21/06/2024	Australian HVAC Services	Air-conditioning maintenance - Various Locations	$	2,794.00
27/06/2024	Australian Institute of Buildi	Training course a building surveyors perspective	$	418.00
7/06/2024	Australian Institute of Buildi	Western Australia Chapter Conference 2024	$	2,890.00
7/06/2024	Australian Institute of Manage	Coaching Skills for Line Managers and Supervisors	$	849.00
21/06/2024	Australian Library & Informati	Membership fee July 2024 to June 2025	$	615.00
10/06/2024	Australian Services Union	Payroll deductions	$	159.00
20/06/2024	Australian Services Union	Payroll deductions	$	159.00
27/06/2024	Australian Swim Schools Manage	ASSA Conference registration	$	759.00
27/06/2024	Australian Swim Schools Manage	Swim school membership June 2024 to June 2025	$	549.00
10/06/2024	Australian Taxation Department	Payroll deductions	$	233,047.00
19/06/2024	Australian Taxation Department	Payroll deductions	$	229,540.00
21/06/2024	Autumn Style	Workshop - styling for new mums 26.06.24	$	400.00
27/06/2024	Award Irrigation Pty Ltd	Locating service Mini Rountables Ethel Road	$	4,177.25
27/06/2024	Award Irrigation Pty Ltd	Locating services various locations	$	3,091.00
27/06/2024	Award Irrigation Pty Ltd	Locating service leederville Oval	$	6,600.00
21/06/2024	Award Irrigation Pty Ltd	Locating services - various locations	$	940.50
21/06/2024	Award Irrigation Pty Ltd	Locating services - BPLC	$	1,045.00
7/06/2024	Award Irrigation Pty Ltd	Locating service Blackford St Reserve	$	3,289.00
7/06/2024	Award Irrigation Pty Ltd	Locating service- Brentham Reserve	$	440.00
27/06/2024	B3 Electronic Design Pty Ltd	Upgade single to dual sided UV meter	$	1,474.00
21/06/2024	Balcatta Mowers & Chainsaws Pt	Supply of gardening equipment	$	335.00
7/06/2024	Base Imagery Pty Ltd	Drone video and photo shoot	$	5,676.00
27/06/2024	BCA Consultants	Consultancy services - AC Admin Building	$	12,936.00
21/06/2024	BCA Consultants	Consultancy services - AC Admin Building	$	5,148.00
27/06/2024	Beatty Park Physiotherapy Pty	Fitness instructor fee	$	1,530.00
21/06/2024	Beatty Park Physiotherapy Pty	Fitness instructor fee	$	900.00
27/06/2024	Beaufort Street Network	Business enhancement grant	$	10,000.00
21/06/2024	Beaufort Street Network	Christmas festival bond	$	3,000.00
27/06/2024	Belgravia Health & Leisure Gro	Supply and install 14 peak Pilates reformers	$	54,356.72
27/06/2024	Belgravia Health & Leisure Gro	Conversion of dance area to Pilates room BPLC	$	11,050.63
27/06/2024	Belgravia Health & Leisure Gro	Installation of sound deadening in Pilates room a	$	1,591.43
27/06/2024	Belgravia Health & Leisure Gro	Conversion of dance area to Pilates room at BPLC	$	13,506.32
27/06/2024	Ben Bevan	Reimbursement for fuel P1280.2	$	62.20
27/06/2024	Benara Nurseries	Supply of plants	$	1,469.60
21/06/2024	Benara Nurseries	Supply of plants	$	7,662.93
7/06/2024	Benara Nurseries	Supply of plants	$	5,514.12
27/06/2024	Benedict Alfred Taylor	Deliver welcome to country smoking ceremony	$	1,800.00
27/06/2024	Bevin Creative	45x panoramas for google street view profiles	$	3,740.00
21/06/2024	Bicycle Network Victoria	Super Tuesday Bike Count 2024	$	7,381.00
27/06/2024	Bing Technologies Pty Ltd	Printing and photocopying - 04.06.24 to 14.06.24	$	2,853.68
21/06/2024	Bing Technologies Pty Ltd	Printing and photocopying - May 24	$	13,057.15
27/06/2024	Blackwoods Atkins	Hardware supplies	$	309.27
21/06/2024	Blackwoods Atkins	Hardware supplies	$	5,325.01
7/06/2024	Blackwoods Atkins	Hardware supplies	$	711.85
7/06/2024	Blackwoods Atkins	Ear Plug Disposable	$	530.31
21/06/2024	Bladerunner Trust	Bobcat hire	$	7,854.00
7/06/2024	Bladerunner Trust	Bobcat hire	$	6,264.50
27/06/2024	Bladon WA	Dog Pet Dog Waste Bag Dispenser Bamboo	$	1,980.00
27/06/2024	Bladon WA	Smoke-Free Merch - Mints,Cups,bags,sunscreen	$	7,040.00
27/06/2024	Bobjoy Pty Ltd	Business enhancement grant	$	4,981.36
27/06/2024	Boc Gases Australia Limited	Supply Co2 beverage	$	895.53
27/06/2024	Boral Construction Materials G	Supply of concrete	$	709.82
21/06/2024	Boral Construction Materials G	Supply of concrete	$	6,001.35
21/06/2024	Bowers Pty Ltd	Digitisation of 19 oversize items from LHC	$	1,756.00
7/06/2024	Boyan Electrical Services	Electrical Services Little Parry	$	3,220.80
21/06/2024	Brayco Commercial	200 chairs for various COV facilities	$	10,105.00
27/06/2024	Bree Fraser	Refund of infrastructure bond	$	1,000.00
21/06/2024	Brett Graham	Parking reimbursement	$	24.00
27/06/2024	Bridgestone Australia Ltd	Repairs and maintenance	$	226.38
7/06/2024	Bridgestone Australia Ltd	Plant repairs and maintenance	$	40.70
27/06/2024	Briskleen Supplies	Supply Toiletry and Cleaning Supplies BPLC	$	4,965.62
21/06/2024	Briskleen Supplies	Supply Toiletry and Cleaning Supplies BPLC	$	528.06
21/06/2024	Briskleen Supplies	Monthly changeover of sanitary & nappy bins BPLC	$	1,286.49
7/06/2024	Broomstick Prod & Cold Crankin	Inspection of studio 1 and 2 mcirophones	$	66.00
21/06/2024	Building and Construction Indu	Levy collection 01.05.24 to 31.05.24	$	16,843.73

27/06/2024	Bunnings Group Limited	Hardware supplies	$	86.52
21/06/2024	Bunnings Group Limited	Hardware supplies	$	2,946.58
21/06/2024	Bunnings Group Limited	Plant supplies	$	133.40
7/06/2024	Bunnings Group Limited	Cloth tape - Parks	$	66.05
27/06/2024	C Yarran	NAIDOC Week 2024 Elders Truth Telling Workshop	$	300.00
21/06/2024	c2pr Group Pty Ltd	Ad hoc consultancy May 2024	$	1,804.00
21/06/2024	Call Associates Pty Ltd	After hours call provider - April 24	$	1,992.98
21/06/2024	Call Associates Pty Ltd	After hours call provider - May24	$	1,805.76
21/06/2024	Cardia Bioplastics (Australia)	Supply and delivery 8L T Shirt Flat Pack	$	26,364.80
27/06/2024	Carrisa Pty Ltd	Refund of planning application fee Rcpt	$	200.00
21/06/2024	Castledine Gregory	DRP advice	$	1,821.60
27/06/2024	Catherine Kosick	Reimbursement for items purchase for BPLC	$	131.97
21/06/2024	Catherine Kosick	Reimbursement for BPLC expenses	$	432.12
7/06/2024	Catherine Kosick	Reimbursement for purchases at BPLC	$	155.52
27/06/2024	Cellar Holding Pty Ltd t/as JP	4 pool cleaner covers	$	748.00
21/06/2024	Charmaine Amanda Magness	Fitness instructor fee	$	348.00
7/06/2024	Chindarsi Architects Pty Ltd	DRP advice	$	880.00
21/06/2024	Chinese Dance Australia Inc	Community Support Grant Culutral Dance	$	1,599.00
27/06/2024	Ching Man Lee	Reimbursement for items for swim school	$	243.64
7/06/2024	Ching Man Lee	Reimbursement for various items for BPLC	$	132.00
27/06/2024	Choiceone Pty Ltd	Hire of agency staff	$	2,318.69
21/06/2024	Choiceone Pty Ltd	Hire of agency staff	$	20,181.52
7/06/2024	Choiceone Pty Ltd	Hire of agency staff	$	7,179.33
21/06/2024	City Of Bayswater	Payment for Long service liability	$	14,307.36
7/06/2024	City of Gosnells Municipal Fun	Carbon accounting training 17.05.24	$	88.00
21/06/2024	City Of Perth	Building Archive Retrievals 1.05.24 to 31.05.24	$	205.45
21/06/2024	City of South Perth Municipal	Cat impound fee May 2024	$	330.00
7/06/2024	City of South Perth Municipal	Cat impound fee April 2024	$	192.50
7/06/2024	City of South Perth Municipal	Dogs impound fee April 2024	$	1,463.00
27/06/2024	City of Stirling	Meals on Wheels May 2024	$	437.90
21/06/2024	City of Stirling	Payment for long servie leave liability	$	236.45
21/06/2024	City of Stirling	Green waste tipping - May 24	$	866.90
5/06/2024	City of Vincent	Software patch management - 1 year	$	3,917.54
10/06/2024	City of Vincent	Payroll deductions	$	1,006.61
20/06/2024	City of Vincent	Payroll deductions	$	266.30
24/06/2024	City of Vincent	Superannuation	$	303,744.07
10/06/2024	City of Vincent Social Club	Payroll deductions	$	447.00
20/06/2024	City of Vincent Social Club	Payroll deductions	$	444.00
21/06/2024	Civica Pty Ltd	Annual Licence Fees 24/25	$	178,688.81
27/06/2024	Civiq Pty Ltd	Auto sensor bottle filling station	$	3,927.00
7/06/2024	Coast Homes (WA) Pty Ltd	Refund of infrastructure bond	$	5,000.00
27/06/2024	Coates Hire Operations Pty Ltd	Hire Plant and Machinery	$	471.34
21/06/2024	Coates Hire Operations Pty Ltd	Hire Plant and Machinery	$	445.62
21/06/2024	Coates Hire Operations Pty Ltd	JUNE 2024 - Hire Plant and Machinery	$	158.28
27/06/2024	Cobblestone Concrete Pty Ltd	Concrete path repairs - Edinboro	$	10,180.48
27/06/2024	Cobblestone Concrete Pty Ltd	Concrete path repairs - various locations	$	7,350.25
7/06/2024	Cobblestone Concrete Pty Ltd	Concrete path repairs - Tasman/Brady	$	9,198.36
7/06/2024	Cobblestone Concrete Pty Ltd	Concrete path repairs - Brady/Tasman	$	15,706.80
21/06/2024	Cockburn Cement Limited	Cement & Pallets	$	1,042.80
21/06/2024	Cockburn Party Hire	Chair hire for citizenship ceremony	$	11,159.00
7/06/2024	Comex Civil	Excavate and install soakwell Tasma/Brady	$	4,950.00
7/06/2024	Comex Civil	Installation of drainage storage	$	40,771.50
21/06/2024	Commercial Aquatics Australia	Water Treatment at BPLC	$	594.00
21/06/2024	Commercial Aquatics Australia	Remove and clean UV unit strainer	$	726.00
21/06/2024	Committee For Perth Limited	Membership fee July 2024 to June 2025	$	7,260.00
21/06/2024	Compu-Stor	Off-site Storage and Digitisation	$	601.32
27/06/2024	Contra-Flow Pty Ltd	Traffic management - Dunedin St	$	21,360.35
27/06/2024	Contra-Flow Pty Ltd	Traffic management - various locations	$	10,126.75
21/06/2024	Contra-Flow Pty Ltd	Traffic management - Powis/Scarborugh	$	18,947.25
21/06/2024	Contra-Flow Pty Ltd	Traffic management - View st	$	12,057.11
21/06/2024	Contra-Flow Pty Ltd	Traffic management - Stuart St	$	10,729.99
21/06/2024	Contra-Flow Pty Ltd	Traffic management - Brady St	$	10,817.27
21/06/2024	Contra-Flow Pty Ltd	Traffic management - Kadina St	$	10,807.72
21/06/2024	Contra-Flow Pty Ltd	Traffic management - Various locations	$	69,278.22
7/06/2024	Contra-Flow Pty Ltd	Traffic management - Fitzgerald St	$	38,793.03
7/06/2024	Coralie and Peter Bishop	Refund of infrastructure bond	$	275.00
21/06/2024	Corsign WA	Custom Signs - Dogs are welcome lead only	$	273.46
21/06/2024	Corsign WA	Supply of Signs Bollard 100mm	$	2,750.00
27/06/2024	Cromag Pty Ltd t/as Sigma Chem	Supply of pool chemicals	$	10,032.00
21/06/2024	Cromag Pty Ltd t/as Sigma Chem	Supply of pool chemicals	$	2,524.94
7/06/2024	Cromag Pty Ltd t/as Sigma Chem	Supply of pool chemicals	$	8,759.19
21/06/2024	CTI Security Services Pty Ltd	Alarm monitoring - Various locations	$	392.77
27/06/2024	CTI Security Systems Pty Ltd	Security services - Mens Shed	$	535.01

27/06/2024	CVP Electrical Co	Replace faulty 30m heat pump at BPLC	$	1,977.42
27/06/2024	CVP Electrical Co	Wayne Poulter Check ABB VSD screen	$	165.00
21/06/2024	CVP Electrical Co	Emergency Call out due to switchboard failure BPLC	$	966.79
21/06/2024	CVP Electrical Co	Replace Vega level sensor for 30M Pool	$	1,673.10
21/06/2024	CW & SC Dearman	Fitness instructor fee	$	360.00
21/06/2024	D & N Cusworth	Bugle calls for ANZAC Day	$	250.00
27/06/2024	D John Inglis T/A Aline Brickp	Brick paving services - Chamberlain St	$	1,512.50
21/06/2024	D John Inglis T/A Aline Brickp	Brick paving services Hardy Street and Dunedin St	$	9,313.70
21/06/2024	D&L Studio Pty Ltd	6 name badges for Beatty Park	$	74.75
21/06/2024	D&L Studio Pty Ltd	Name badges for swim school teacher	$	74.75
7/06/2024	Dale Alcock Homes Pty Ltd	Refund of infrastructure bond	$	1,000.00
7/06/2024	Dalfour Pty Ltd ITF Brandconne	1000x dive balls for retail stock	$	6,105.00
21/06/2024	Dalin Electrical Controls	Replace & repair corroded metal work in geothermal systems BPLC	$	3,009.96
7/06/2024	Daly & Shaw Building	Refund of infrastructure bond	$	5,000.00
27/06/2024	Daniel Bullen	Fitness instructor fee	$	3,430.00
27/06/2024	Daniel Canala	Refund of membership fee BPLC	$	44.93
21/06/2024	Daniel Cook t/as Grove Propag	Supply of plants	$	5,583.50
27/06/2024	Deepam Investments Pty Ltd	Refund of infrastructure bond	$	3,000.00
21/06/2024	Department of Mines, Industry	Levy collection fee (65 forms) May 2024	$	19,280.99
27/06/2024	Department of Planning Lands a	DAP application fee	$	257.00
10/06/2024	Department of Social Serivces	Payroll deductions	$	485.98
20/06/2024	Department of Social Serivces	Payroll deductions	$	340.68
7/06/2024	Department of the Premier and	Advertise the Parking Amendment Local Law 2024	$	1,423.20
27/06/2024	Derek Bower	Refund of planning application fee	$	222.00
27/06/2024	Devco Holdings Pty Ltd	Maintenance and repairs - Various Locations	$	35,293.32
27/06/2024	Devco Holdings Pty Ltd	Maintenance and repairs - Leederville Oval	$	11,977.18
21/06/2024	Devco Holdings Pty Ltd	Maintenance and repairs - RPH Volleyball	$	37,448.68
21/06/2024	Devco Holdings Pty Ltd	Maintenance and repairs - Bocce Club	$	18,925.50
21/06/2024	Devco Holdings Pty Ltd	Maintenance and repairs - Various Locations	$	33,703.92
7/06/2024	Devco Holdings Pty Ltd	Maintenance and repairs - Charles Veryard	$	309.65
7/06/2024	Devco Holdings Pty Ltd	Maintenance and repairs - Birdwood Square	$	12,281.50
7/06/2024	Dial-A-Nappy	Purchase nappies for resale in Retail store	$	880.00
27/06/2024	Diplomatik Pty Ltd	Hire of agency staff	$	3,601.26
21/06/2024	Diplomatik Pty Ltd	Hire of agency staff	$	18,366.79
21/06/2024	Dismantle Main Account	Senior verges May24	$	2,211.00
7/06/2024	Djurandi Dreaming	Traditional Art Workshop for Reconciliation week	$	2,420.00
27/06/2024	Dominic Snellgrove	DRP advice	$	400.00
7/06/2024	Dominic Snellgrove	DRP advice	$	400.00
21/06/2024	Donald Veal Consultants P/L	Road Safety Inspections for Black Spot Funding	$	6,545.00
27/06/2024	Donegan Enterprises Pty Ltd	Playground repair and maintenance Kyilla Park	$	429.00
21/06/2024	Donegan Enterprises Pty Ltd	Monthly Parks safety inspections - April 24	$	495.00
21/06/2024	Donegan Enterprises Pty Ltd	Playground repair and maintenance Baithwaite Park	$	528.00
21/06/2024	Donegan Enterprises Pty Ltd	Monthly Parks safety inspections - May 24	$	495.00
21/06/2024	Donegan Enterprises Pty Ltd	Playground repair and maintenance various location	$	5,610.00
21/06/2024	Downer EDI Services Pty Ltd	COV door replacement- Admin	$	6,447.10
27/06/2024	Dowsing Group Pty Ltd	Ellesmere Street -Pram Ramps -Footpath Program	$	56,764.84
21/06/2024	Dr G S Chandler	Refund of infrastructure bond	$	1,000.00
27/06/2024	Drift Studios Pty Ltd	Business enhancement grant	$	2,824.95
7/06/2024	DS Agencies Pty Ltd	9x 80L internal litter bins BPLC	$	15,570.50
21/06/2024	Duncan Charles Phillips	GIS Consulting Services	$	10,320.00
7/06/2024	E Bentley	Reimbursement for purchase items for BPLC	$	91.56
27/06/2024	Eamco Pty Ltd t/as EOS Electri	Electrical Services - various locations	$	6,041.88
21/06/2024	Eamco Pty Ltd t/as EOS Electri	Electrical services- Library	$	14,130.59
7/06/2024	Eamco Pty Ltd t/as EOS Electri	Electrical services HBF Park	$	2,946.90
7/06/2024	Eamco Pty Ltd t/as EOS Electri	Electrical services Smiths Lake Reserve	$	702.33
7/06/2024	Eastern Metropolitan Regional	Shortcut Lane: Pop-up Event Series - EMRC Clothing	$	2,702.70
21/06/2024	Eclipse Soils Pty Ltd	Supply of Mulch	$	7,260.00
21/06/2024	Educational Art Supplies	Cover Paper A4 - Library	$	330.90
21/06/2024	Educational Art Supplies	Tissue paper & white paperbags - Lib PO	$	62.37
27/06/2024	Edward Kimani	Frame court parking permit refund June 24	$	210.00
27/06/2024	Element Advisory Pty Ltd	Phase 3 Draft community need analysis	$	8,089.00
27/06/2024	Element Advisory Pty Ltd	Community Needs Analysis for the Leederville Precindt	$	13,310.00
7/06/2024	Element Advisory Pty Ltd	Community need analysis Leederville Precident	$	7,628.50
27/06/2024	Encapto Pty Ltd	Annual master licence June 2024 to June 2025	$	4,620.00
21/06/2024	Enviroblast Cannington	Pressure cleaning services - May 24	$	1,663.50
21/06/2024	Enviroblast Cannington	High Pressure tidy bin frames March 2024	$	1,663.50
27/06/2024	Environmental Health Australia	FoodSafe Online Annual Subscription	$	550.00
27/06/2024	EnvisionWare Pty Ltd	Envisionware licenses annual renewal	$	4,105.10
14/06/2024	ER NG Woolf	Meeting attendance fee- June 2024	$	2,014.17
10/06/2024	ES Vincent	Payroll deductions	$	4,807.52
20/06/2024	ES Vincent	Payroll deductions	$	4,862.52
21/06/2024	Esri Australia Pty Ltd	Online GIS Professional	$	8,503.00
21/06/2024	Exteria	4x120L wheelie bins BPLC	$	11,346.50

21/06/2024	Exteria	Hudson 6 picnic table setting with in ground	$	2,816.00
27/06/2024	Fairplace	Consultancy services	$	11,814.00
21/06/2024	Fairplace	Consultancy services for Mount Hawthorn	$	21,054.00
21/06/2024	Falconet Pty Ltd	Oil change and Filter changes P3763	$	733.75
7/06/2024	Falconet Pty Ltd	P3269 Service Bin Truck	$	1,826.00
21/06/2024	Faye Regan	Refund for senior bus tour cancel - June 2024	$	100.00
21/06/2024	FE Technologies Pty Ltd	Annual Maintenance Jun 24 to Dec 24	$	185.44
7/06/2024	FE Technologies Pty Ltd	Installation of library live & cloud configuration emablem	$	964.70
7/06/2024	Fieldey Art	Beatty Park Mural Concept	$	440.00
21/06/2024	Fire And Emergency Services Au	False Fire Alarm Fee	$	1,337.00
7/06/2024	Fire And Emergency Services Au	2023/24 ESL quarter 4 contribution	$	771,114.16
27/06/2024	Fisheye P/L	Centre tour video with voice over audio	$	1,650.00
21/06/2024	Flexi Staff Group Pty Ltd	Hire of agency staff	$	27,050.85
7/06/2024	Flexi Staff Group Pty Ltd	Hire of agency staff	$	18,173.60
27/06/2024	Flick Anticimex Pty Ltd	Pest control services - Various locations	$	2,321.00
21/06/2024	Flick Anticimex Pty Ltd	Pest control services - various locations	$	1,804.00
7/06/2024	Flick Anticimex Pty Ltd	Pest control services - Lee Hops Cottage	$	176.00
7/06/2024	Flick Anticimex Pty Ltd	Pest control services - 99 Loftus St	$	1,166.17
27/06/2024	Focus Networks	Monthly MPS devices	$	27.50
27/06/2024	Focus Networks	Pre Paid Block Hours - WALGA Member Discount	$	5,610.00
27/06/2024	Focus Networks	Software as a Service June 2024	$	15,180.61
27/06/2024	Focus Networks	Billable services 4 Ah Remote	$	242.00
27/06/2024	Focus Networks	Relocate admin upstairs WAP and install WAP	$	1,108.25
21/06/2024	Focus Networks	Monthly MPS devices	$	63,772.50
21/06/2024	Focus Networks	Pre Paid Block Hours - WALGA Member Discount	$	5,610.00
21/06/2024	Focus Networks	Disaster recovery plant IT Plan Annual Refresh	$	1,732.50
21/06/2024	Forestvale Trees Pty Ltd	Supply of plants	$	2,211.00
21/06/2024	Forrest Park Croquet Club Inc	Payment for a booking for 15 people - Finance Team Planning day	$	400.00
27/06/2024	Fred & Sonia Momen	Refund for cancel bus tour June 2024	$	90.00
21/06/2024	Gary Carlton Surveys	Survey for two lot green title subdivisiom lot 82	$	4,074.40
27/06/2024	Gavin Davies	Replace 50m boost pump on boiler side.	$	2,950.50
27/06/2024	Gavin Davies	Service both Procal erosion feeders BPLC	$	797.50
27/06/2024	Georgina Gardner	Refund of infrastructure bond & Crossover subsidy	$	670.00
7/06/2024	GHD Pty Ltd	Professional services rendered Variation	$	12,897.50
21/06/2024	Giant Autos (1977) Pty Ltd	Repairs and maintenance	$	543.00
7/06/2024	Giant Autos (1977) Pty Ltd	Plant repairs and maintenance	$	798.00
27/06/2024	Go Doors Pty Ltd	Supply and Install Accessible Changeroom	$	6,138.00
21/06/2024	Go Doors Pty Ltd	Service call out to disabled toilet door	$	343.75
27/06/2024	Golly Investments	Catering for Elders Truth Telling lunch & Perth Inner City Group	$	415.00
21/06/2024	Golly Investments	Catering for City Events - Staff Events	$	241.50
21/06/2024	Golly Investments	Catering for Ignite Leadership Program	$	890.00
7/06/2024	Golly Investments	Catering for City Events - Staff Events	$	160.00
21/06/2024	Governance Institute of Austra	Inhouse training - Risk Management Framework	$	5,720.00
7/06/2024	Green Building Council of Aust	Membership fee July 2024 to June 2025	$	3,135.00
21/06/2024	Green Options Pty Ltd	Maintenance of Leederville Oval	$	15,624.18
21/06/2024	Green Options Pty Ltd	Sanitary Product Purchase Rebate	$	6,149.00
7/06/2024	Green Options Pty Ltd	Maintenance of leederville oval February	$	10,219.00
21/06/2024	Gymwise WA	Supply & install rubber gym tiles/disposal	$	11,577.50
21/06/2024	Hames Sharley WA Pty Ltd	Presentation of Link & Place Guidelines to Council	$	2,337.50
21/06/2024	Hart Sport	HART aqua boxing gloves	$	463.00
21/06/2024	Have a Seat P/L	Cafe furniture - 6 French Vintage Chairs	$	1,254.00
10/06/2024	Health Insurance Fund of Austr	Payroll deductions	$	201.85
20/06/2024	Health Insurance Fund of Austr	Payroll deductions	$	201.85
21/06/2024	Health Safety Works	Online Induction Platform	$	110.00
21/06/2024	Health Safety Works	Annual subscription fee - Online Inducti	$	1,320.00
7/06/2024	HK Calibration Technologies Pt	Caliberation of thermometer and Photometer	$	500.50
21/06/2024	Holcim (Australia) Pty Ltd	Supply of concrete	$	1,938.75
21/06/2024	Homerton Nominees Pty Ltd	Business enhancement grant	$	300.00
21/06/2024	Homewood Consulting Pty Ltd	Tree Plotter Subcription FY 2024-25	$	9,900.00
27/06/2024	HSN Investments Pty Ltd	Rates Refund	$	398.40
7/06/2024	Hunter Leisure Pty Ltd	2000x play balls with Beatty Park logo	$	4,620.00
21/06/2024	I M & M R Juricev	Refund of infrastructure bond	$	1,000.00
27/06/2024	Iconic Property Services Pty L	Playground equipment cleanning March 2024	$	891.00
27/06/2024	Iconic Property Services Pty L	Cleaning supplies April 2024	$	7,060.81
27/06/2024	Iconic Property Services Pty L	Cleanning supplies May 2024	$	5,200.87
27/06/2024	Iconic Property Services Pty L	Cleanning services various locations June 2024	$	47,487.32
27/06/2024	Iconic Property Services Pty L	Cleaning supplies June 2024	$	3,731.51
27/06/2024	Iconic Property Services Pty L	Playground Cleanning services June 2024	$	891.00
7/06/2024	Iconic Property Services Pty L	Cleaning supplies May 2024	$	46,331.98
27/06/2024	IKEA Pty Ltd	Furniture purchase BPLC	$	905.36
21/06/2024	IKEA Pty Ltd	Purchase of furniture for BPLC	$	1,630.36
21/06/2024	Il Falco Pty Ltd	Business enhancement grant	$	5,000.00
27/06/2024	Imagesource	Printing services - signage BPLC	$	2,619.10

27/06/2024	Imagesource	Outside bike racks and no smoking pavement	$	533.50
21/06/2024	Imagesource	Studio 2 Mural artwork	$	731.50
21/06/2024	Imagesource	Repair & install new gym wallpaper	$	3,767.50
21/06/2024	Imagesource	Lap lane eitquette lane signs	$	375.10
21/06/2024	Indigenous Economic Solutions	Manage Aboriginal monitors for Robertson Park	$	1,826.00
7/06/2024	Indigenous Economic Solutions	Manage Aboriginal monitors for Robertson Park	$	1,826.00
27/06/2024	Infocouncil Pty Ltd	Annual Help Desk Fee - July 2024 to June 2025	$	27,697.34
27/06/2024	Inlogik Pty Ltd	Monthly subscription May 2024	$	247.17
21/06/2024	Insight Enterprises Australia	Azure Plan Consumption 01.04.24-30.04.24	$	1,707.43
21/06/2024	Insight Urbanism Pty Ltd	North PerthPlanning Framework Workshop Facilitation	$	1,732.50
21/06/2024	Instant Toilets and Showers Pl	Portaloo Hire 24.05.24	$	782.94
21/06/2024	Instant Toilets and Showers Pl	Portaloo hire 31.05.24 to 01.06.24	$	947.94
7/06/2024	Instant Toilets and Showers Pl	Potaloo hire - shortcut lane event	$	947.94
27/06/2024	Institute of Public Administra	Training how to develop good report writing skills workshop	$	3,630.00
21/06/2024	Institute of Public Works Engi	Asset Management Breakfast event	$	75.00
21/06/2024	Institute of Public Works Engi	Membership fee July 2024 to June 2025	$	825.00
7/06/2024	International Association for	Design and Plan Engagement 26 and 27 June 2024	$	1,485.00
21/06/2024	Irrigation Australia Limited	Mmbership fee June 2024 to May 2025	$	858.00
27/06/2024	J & K Hopkins	3 Black stools for membership sign up area	$	327.01
27/06/2024	J & K Hopkins	Desk for Aquatics Co-Ordinator	$	584.00
27/06/2024	J & R Main Account	Refund of planning application fee	$	327.00
21/06/2024	J But	Rebate for reusable sanitary products	$	50.00
21/06/2024	J P Marsland	Ftness instructor fee	$	540.00
27/06/2024	Jackson McDonald General Accou	Registration of City's trademarks	$	148.50
27/06/2024	Jackson McDonald General Accou	41 Britannia Rd, Leederville - Review lease & negotiation	$	3,036.11
21/06/2024	Jackson McDonald General Accou	Trademark advice BPLC	$	584.10
21/06/2024	Jackson McDonald General Accou	Legal advice - Trade marks	$	1,176.20
7/06/2024	Jackson McDonald General Accou	Sale & Development car park	$	17,327.20
21/06/2024	James Chung	Fitness instructor fee	$	240.00
27/06/2024	Jane Tetley Intuitive Baby Mas	Single Intuitive Baby Massage workshop for dads	$	180.00
7/06/2024	Janet Verburg	Fitness instructor fee	$	926.00
7/06/2024	Janetto Osborne	Plant repairs and maintenance	$	120.00
27/06/2024	JB Commercial Ltd	Purchase of printer	$	325.00
7/06/2024	Jeffrey R Fondacaro	Reimbursemen for purchase of 1 off pool	$	495.00
21/06/2024	Jenabi (Jay) Naidoo	Venue hire for Beaufort St Planning Framework WS	$	1,522.47
21/06/2024	Jennifer Hopwood	Refund for senior bus tour cancel - June 2024	$	45.00
27/06/2024	John Michael Swinbank	Refund of 8 personal traning sessions BP	$	484.50
7/06/2024	Jonathan Davidson	Refund of part membership fee BPLC	$	508.35
14/06/2024	Jonathan Hallett	Meeting attendance fee- June 2024	$	2,014.17
7/06/2024	K A Balm	DRP advice	$	198.00
27/06/2024	K A Mulligan	Refund for cancelled seniors bus tours June 2024	$	45.00
21/06/2024	K.S.Black Pty Limited	Bore/pump maintenance - Shakespeare St	$	14,354.56
21/06/2024	Kambarang Services Pty Ltd	Facilitation Cultural Awareness Training	$	3,850.00
7/06/2024	Karsen Reynolds	Reimbursement for DAP parking and catering arrangement	$	303.30
27/06/2024	Kathryn S Clare	Fitness instructor fee	$	240.00
21/06/2024	Kayleigh Peace	Fitness instructor fee	$	180.00
21/06/2024	Kevin Concha	Purchase of 5 mega phones Beatty Park	$	404.75
21/06/2024	Kingdale Investments Pty Ltd	Uniform supplies	$	616.00
21/06/2024	Kingsway Bay Pty Ltd	Zoggs stock for sale in retail shop	$	14,435.96
7/06/2024	Kingsway Bay Pty Ltd	Zoggs stock for sale in retail shop	$	8,757.10
21/06/2024	Kinta Fitness	Assorted accessories for Studio 2	$	328.00
21/06/2024	Kleen West Distributors	Write Off 20L Graffiti Remover	$	1,729.20
21/06/2024	Kleenheat Gas Pty Ltd	Degreaser Gold 20ltr	$	460.35
7/06/2024	Kleenheat Gas Pty Ltd	Forklift gas 18kg	$	48.11
27/06/2024	Kone Elevators Pty Ltd	Elevator servicing 01.07.24 to 30.09.24	$	1,238.82
21/06/2024	Kone Elevators Pty Ltd	Elevator servicing 01.07.24 to 30.09.24	$	1,135.56
7/06/2024	Kone Elevators Pty Ltd	Elevator servicing BPLC 24.05.24	$	1,661.55
21/06/2024	Konica Minolta Business Soluti	Konica Minolta Printing costs - Various Departments	$	1,994.17
21/06/2024	L A Lacrimini	Reimbrsement for purchase of envelops	$	81.75
27/06/2024	L H Hale	Refund for cancel bus tour June 2024	$	90.00
21/06/2024	Landmark Products Pty Ltd	Birdwood Squ Toilets & Changerooms variation	$	2,954.60
21/06/2024	Landmark Products Pty Ltd	Birdwood Square Toilets & Changerooms	$	25,905.00
27/06/2024	Laura & Hans Andersen	Reconciliation Week Banners Hire of cherry picker	$	1,672.00
21/06/2024	Laura & Hans Andersen	Christmas banner installation - various locations	$	3,850.00
21/06/2024	Laura & Hans Andersen	Removal of Christmas banners	$	2,035.00
21/06/2024	Laura & Hans Andersen	Reconciliation Week Banners Hire of cherry picker	$	1,452.00
21/06/2024	Lease Equity Trust	Business enhancement grant	$	5,000.00
27/06/2024	Leo Heaney Pty Ltd	Street Tree Planting and Watering - Adopt a verge	$	58,410.00
21/06/2024	Leo Heaney Pty Ltd	Street Tree Planting and Watering - Adopt a verge	$	28,248.00
7/06/2024	Leo Heaney Pty Ltd	Reticulation Flushing 28.04.24	$	528.00
7/06/2024	Leo Heaney Pty Ltd	Street Tree Planting and Watering - Adopt a verge	$	34,254.00
21/06/2024	Les Mills	Les Mills Music License Fees	$	1,871.77
27/06/2024	Line Marking Specialists	Line marking services - Various location	$	1,583.34

21/06/2024	Line Marking Specialists	Line marking services - Boulevard and Lawley st	$	21,668.02
7/06/2024	Line Marking Specialists	Line marking services Lawler St/ Elma St	$	1,800.70
7/06/2024	Line Marking Specialists	Line marking services Hardy St	$	1,007.60
21/06/2024	Lisa Joy Sharp	Fitness instructor fee	$	120.00
27/06/2024	Liveable Group Pty Ltd	Tree Pruning and removal - various locations	$	20,927.50
27/06/2024	Liveable Group Pty Ltd	Tree Pruning and Removal services - Brentham St Reserve	$	16,060.00
21/06/2024	Liveable Group Pty Ltd	Tree Pruning and Removal services - Brentham St Reserve	$	11,056.10
7/06/2024	Liveable Group Pty Ltd	Tree Pruning and removal services - various location	$	8,230.20
7/06/2024	Liveable Group Pty Ltd	Tree Pruning and removal services - Britannia Road Reserve	$	7,290.80
7/06/2024	Liveable Group Pty Ltd	Tree Pruning and removal services - Hyde Park	$	23,991.55
21/06/2024	LKS Constructions (WA) Pty Ltd	Indoor Pool change rooms renewal Claim 5	$	188,753.13
7/06/2024	LKS Constructions (WA) Pty Ltd	Indoor Pool change rooms renewal Claim 4	$	85,899.00
21/06/2024	Local Government Professionals	Inhouse ignite training 21.05.24	$	19,360.00
7/06/2024	Local Government Professionals	Workshops various time management	$	1,700.00
27/06/2024	Long Quach	Refund for cancel bus tour in June 24	$	90.00
7/06/2024	Louise Douglas	Rebate for reusable sanitary products	$	23.50
21/06/2024	Luke Riley Creative	Photography COV various	$	4,330.00
27/06/2024	M & S Fielder Superannuation F	Rates Refund	$	1,202.42
27/06/2024	M E McKahey	Reimbursment for Catering event	$	100.96
7/06/2024	Maali Mia	Bushtucker Talk and Tasting workshop 29.05.24	$	2,640.00
21/06/2024	Macdonald Johnston Engineering	Replace Tail LIght (LED) Not working P32	$	318.88
27/06/2024	Madeleine Edwards	NAIDOC Week - Elders Truth Telling Lunch	$	825.00
7/06/2024	Madeleine Edwards	Photography various events	$	3,225.00
27/06/2024	Main Roads Operating	Line marking installation Brady Milton St	$	5,058.00
27/06/2024	Main Roads Operating	Blackspot project William/ Forrest St	$	4,468.95
21/06/2024	Main Roads Operating	Grant Payment for refund withdrawn SBS project	$	11,733.70
21/06/2024	Main Roads Operating	Works associated with resurfacing of Fitzgerald St	$	3,294.71
27/06/2024	Majestic Plumbing Pty Ltd	Plumbing serivces - various locations	$	29,291.85
21/06/2024	Majestic Plumbing Pty Ltd	Plumbing serivces - various	$	3,405.38
7/06/2024	Majestic Plumbing Pty Ltd	Plumbing services	$	94.60
7/06/2024	Major Motors Pty Ltd	Plant repairs and maintenance	$	1,259.37
21/06/2024	Mandurah PA Hire	Shortcut Lane: 5 meter cinema package	$	1,440.00
7/06/2024	Marc Drexel	Refund of infrastructure bond	$	3,000.00
7/06/2024	Mark Chater	Study reimbursement 50% Certificate 4	$	597.50
21/06/2024	Mark Guthrie	Maintenance of Leederville Oval	$	210.00
27/06/2024	Market Creations Agency Pty Lt	30 website support hours	$	4,950.00
27/06/2024	Market Creations Agency Pty Lt	Upgrade of advanced forms feature	$	1,804.00
27/06/2024	Market Creations Agency Pty Lt	Restructure of City of Vincent website	$	10,230.00
27/06/2024	Market Creations Agency Pty Lt	Creation and hosting of existing website	$	5,005.00
21/06/2024	Market Creations Agency Pty Lt	Custom web development - BPLC	$	12,067.00
21/06/2024	Market Creations Agency Pty Lt	Website project - Phase1 BPLC	$	4,958.80
21/06/2024	Market Creations Agency Pty Lt	Web form customisation editable feilds	$	1,903.00
7/06/2024	Market Creations Agency Pty Lt	Custom web development	$	5,093.00
27/06/2024	Marroarchi	Refund of infrastructure bond	$	5,000.00
21/06/2024	Mary Slater	Fitness instructor fee	$	63.00
7/06/2024	Mary Slater	Fitness instructor fee	$	189.00
7/06/2024	MASTEC Australia Pty Ltd	Green mini bin with lime green lid FOGO	$	1,136.43
27/06/2024	Masterprint Pty Limited	Supply of photo cards	$	49.50
27/06/2024	Mathew Johns	Frame court parking permit refund July 24	$	210.00
27/06/2024	Matthew Biocich	Photgraphy services - Elders Lunch	$	606.37
27/06/2024	Matthew Biocich	Photgraphy services - Green Waste	$	552.75
27/06/2024	Max Wax Auto Detailing	Vehicle detailing service - P1269	$	275.00
21/06/2024	Maxima Group Training	Work Experience student	$	145.63
21/06/2024	Maxima Group Training	Work Experience Students	$	2,588.01
7/06/2024	Maxima Group Training	Payment for work experience student	$	267.85
7/06/2024	Maxima Group Training	Work experience studnent	$	248.42
7/06/2024	Maxima Group Training	Work Experience student	$	158.69
21/06/2024	MCC Mining T/A Hotel Northbrid	WSTCPF Design Workshop Function room hire	$	1,200.00
21/06/2024	McIntosh & Son WA	Plant repairs and maintenance	$	2,646.91
7/06/2024	McIntosh & Son WA	Drawer Rod	$	366.55
27/06/2024	McLeods	Legal services	$	27,775.70
21/06/2024	McLeods	Legal services	$	3,853.30
7/06/2024	McLeods	Legal services	$	6,335.45
21/06/2024	Mega Vision Australia	Lighting Hire for Shortcut Lane	$	1,113.75
7/06/2024	Mega Vision Australia	Lighting Hire for Shortcut Lane	$	3,902.25
7/06/2024	Melinda Verschuuren	Refund of infrastructure bond	$	1,000.00
21/06/2024	Merchandising Libraries	Various Items from Merchandising Libraries	$	329.67
21/06/2024	Message4U Pty Ltd	SMS integrating for Phoenix	$	249.59
27/06/2024	Michelle Kiddie	Refund of infrastructure bond	$	1,000.00
21/06/2024	Military Pty T/As SAS Locksmit	Key cutting and lock maintenance service	$	1,416.77
21/06/2024	Milko & Stosna Stojanoski	Fuel Reimbursement 1GQG990	$	105.98
21/06/2024	Mindarie Regional Council	Non processable waste	$	3,431.63
21/06/2024	Mindarie Regional Council	Processable waste	$	49,105.83

21/06/2024	Mindarie Regional Council	CoV Reimbursement of Admin Expenses Jun 24	$	35,570.60
7/06/2024	Mindarie Regional Council	Processable waste 10.05.24 to 16.05.24	$	15,186.54
21/06/2024	Minus18 Foundation Inc	Supply Pride flags	$	160.00
7/06/2024	Mistral Lear	Rebate for reusable sanitary products	$	50.00
27/06/2024	MM IT Consulting (WA) Pty Ltd	Block Hours for modern workplace management	$	11,880.00
27/06/2024	Mobile Mouse	Excel training	$	295.00
21/06/2024	Monique Humich	Fitness instructor fee	$	1,980.00
21/06/2024	Mr M J T Keast	Rates Refund	$	356.58
27/06/2024	Mr Matthew George Jajko	Fitness instructor fee	$	210.00
21/06/2024	Mr Matthew George Jajko	Fitness instructor fee	$	60.00
7/06/2024	Mr Matthew George Jajko	Fitness instructor fee	$	60.00
21/06/2024	Ms D Zuks	Photography Little Italy Festival	$	594.00
21/06/2024	Ms D Zuks	Photography services - Shortcut Lane	$	2,376.00
21/06/2024	Muchea Tree Farm	Supply of plants for native plant sale	$	7,345.20
21/06/2024	My Media Intelligence Pty Ltd	Annual Media Monitory FY 24/25	$	12,416.25
27/06/2024	My Plan Manager.com.au Pty Ltd	Refund of incorrect invoice payment	$	70.40
27/06/2024	Nao Williams	Fitness instructor fee	$	295.00
21/06/2024	Nao Williams	Fitness instructor fee	$	1,010.00
7/06/2024	Natalie G Mast	Refund of part dog registration fee	$	100.00
27/06/2024	Natural Area Holdings Pty Ltd	Weed control LesLileyman	$	5,984.00
21/06/2024	Natural Area Holdings Pty Ltd	Charles Veryard weed control Autumn 24	$	1,496.00
21/06/2024	Natural Area Holdings Pty Ltd	Weed control - Banks Reserve	$	2,816.00
7/06/2024	Natural Area Holdings Pty Ltd	Toni Dicerni Path way Works	$	1,584.00
21/06/2024	Naveen Kumar	Highgate Community Safety Event - Flyer Distribution	$	495.00
7/06/2024	Neil E Rawlings	Rates Refund	$	96.75
7/06/2024	Newground Water Services Pty L	Install new irrigation system at axford park	$	27,653.59
7/06/2024	Newground Water Services Pty L	Irrigation design Keith Frame	$	1,584.00
27/06/2024	Niche Bar	Business enhancement grant	$	5,000.00
21/06/2024	Nicholas Jolly & Associates Pt	Fitness instructor fee	$	66.00
7/06/2024	Nicola Vrachnas	Fitness instructor fee	$	180.00
7/06/2024	Nicole Jean Lavis	Shortcut Lane - Giant Games Hire	$	885.00
27/06/2024	Nightlife Music Pty Ltd	Supply Crowd DJ for the gym- July 2024	$	417.94
27/06/2024	Noise & Vibration Measurement	Calibration Services - health dept	$	1,441.00
27/06/2024	Noma Pty Ltd	DRP advice	$	2,640.00
7/06/2024	Noma Pty Ltd	DRP advice	$	6,600.00
21/06/2024	Northsands Resources	Sand paving April 2024	$	5,241.72
21/06/2024	Northsands Resources	Disposal of Construction Waste May 2024	$	4,704.48
7/06/2024	Northsands Resources	Sand Paving May 2024	$	457.60
21/06/2024	Officeworks Ltd	Office supplies and stationery	$	1,644.01
7/06/2024	Officeworks Ltd	office supplies	$	58.04
21/06/2024	Omnicom Media Group Australia	Advertise for L'd Gardens Retirement Village	$	1,128.20
21/06/2024	Omnicom Media Group Australia	Advertising Parking Amendment Local Law	$	383.46
27/06/2024	OP Centa Pty Ltd	Purchase of stick vaccum BPLC	$	1,166.00
27/06/2024	OP Centa Pty Ltd	Purchase of stick vaccum for BPLC	$	1,166.00
27/06/2024	OP Centa Pty Ltd	Purchase of air purifer BPLC	$	495.00
21/06/2024	OP Centa Pty Ltd	Purchase of fridge for BPLC	$	1,182.00
27/06/2024	Open Systems Technology Pty Lt	Power automate per user March 24	$	301.44
27/06/2024	Open Systems Technology Pty Lt	Professional Services April 2024	$	1,707.00
27/06/2024	Open Systems Technology Pty Lt	Microsoft Azure May 2024	$	1,324.69
27/06/2024	Open Systems Technology Pty Lt	STP Monthly Payments May 2024	$	385.00
21/06/2024	Open Systems Technology Pty Lt	Professional services - support May 24	$	301.44
21/06/2024	Open Systems Technology Pty Lt	STP Transactions April 2024	$	385.00
27/06/2024	Optus Billing Services Pty Ltd	Admin mobile fees 01.05.24 to 31.05.24	$	2,669.27
27/06/2024	Optus Billing Services Pty Ltd	Internet/admin phones fees May24	$	9,687.13
7/06/2024	Optus Billing Services Pty Ltd	Purchase of 2 samsung galaxy A54 enterprise edition 128 Gb	$	1,198.02
27/06/2024	Oxford Retail Pty Ltd	Printing services A6 flyer for returned	$	35.00
21/06/2024	Oxford Retail Pty Ltd	Printing services - various	$	199.20
7/06/2024	Oxford Retail Pty Ltd	Printing services - Various	$	184.50
27/06/2024	OzHarvest Limited	WT01 Oz Harvest Use It Up Tape & Shippin	$	325.30
27/06/2024	P & R Trust t/as Workwear Supp	Uniform supplies	$	401.73
21/06/2024	P & R Trust t/as Workwear Supp	Uniform supplies	$	622.55
7/06/2024	P & R Trust t/as Workwear Supp	Uniform supplies	$	357.23
7/06/2024	P A Kerwin and J J Collis	Refund of part membership fee BPLC	$	384.88
21/06/2024	Paint & Gather	Make and Take workshop - Flower Bucket	$	480.00
21/06/2024	Paint & Gather	Make and Take Workshop Farmhouse Sign	$	480.00
7/06/2024	Paul Mirtsopoulos	Refund of planning application fee	$	73.00
4/06/2024	PAYROLL	Payroll deductions	$	742,164.60
18/06/2024	PAYROLL	Payroll deductions	$	731,267.38
27/06/2024	Pei-Chea Tran	Fitness instructor fee	$	180.00
21/06/2024	Pei-Chea Tran	Fitness instructor fee	$	240.00
21/06/2024	Perlex Holdings Pty Ltd	Shortcut Lane: Mini Golf	$	695.00
21/06/2024	Perlex Holdings Pty Ltd	Shortcut Lane: Popcorn machine hire and	$	395.00
27/06/2024	Perth Auto Alliance P/L AHG Fo	Purchase of new vehicle	$	47,023.63

21/06/2024	Perth Auto Alliance P/L AHG Fo	Purchase of new vehicle	$	47,023.63
7/06/2024	Perth Auto Alliance P/L AHG Fo	Purchase of new vehicle	$	46,717.73
27/06/2024	Perth Patio Magic	Refund of infrastructure bond	$	1,500.00
21/06/2024	Perth Rainbow Swans Swimming C	Community funding donation 2023-24	$	500.00
27/06/2024	Perth Sail Shades & Umbrellas	Summer refit of Sails Beatty Park	$	330.00
27/06/2024	Perth Stripes & Signs	COV logos for fleet vehicles	$	907.50
7/06/2024	Perth Trees Direct	Supply of trees and delivery charges	$	410.00
21/06/2024	Phase3 Landscape Construction	Phase3 Robertson Park Progress Claim 3	$	401,259.22
21/06/2024	Pioneer Road Services	Asphalt supplies	$	3,702.60
7/06/2024	Pioneer Road Services	Asphalt supplies	$	3,766.40
21/06/2024	Pixelcase Group Pty Ltd	Aero Ranger ALPR Hardware vehicle kits 2	$	5,689.12
27/06/2024	PJA Holdings (Australia) Pty L	Prepare a briefing paper	$	5,347.10
21/06/2024	Planning Institute Australia	Introduction to Planning 17-19 June 2024	$	920.00
7/06/2024	Planning Institute Australia	Registration fee - PIA WA Planning 26.06.24	$	130.00
7/06/2024	Planning Institute Australia	Planning Ministers Breakfast 2024 x 8 Attendees	$	800.00
21/06/2024	Powell Building Pty Ltd	Refund of infrastructure bond	$	5,000.00
27/06/2024	Powells	Business enhancement grant	$	5,000.00
21/06/2024	PPG Industries Australia Pty L	Paint supplis	$	344.23
7/06/2024	Pravendra Dipesh Prasad	Beatty Park Mural Design, installation	$	11,440.00
21/06/2024	Pressure Masters	Replace 0-Rings on Graffiti Pump MPW-17	$	40.70
21/06/2024	Pressure Masters	Replace O-ring on pump MP17 (p2218)	$	53.90
7/06/2024	Pressure Masters	Replace 0-Rings on the Graffiti Pump P22	$	41.25
27/06/2024	Print and Sign Co	Printing services -various	$	7,855.54
21/06/2024	Print and Sign Co	Printing services - Various	$	8,863.25
7/06/2024	Print and Sign Co	Printing services - Corflute Pole Wrap	$	454.85
7/06/2024	Print and Sign Co	Printing services - Building graphics	$	268.40
21/06/2024	Pro Turf Services	Plant repairs and maintenance	$	6,046.15
7/06/2024	Pro Turf Services	Plant repairs and maintenance	$	4,177.03
21/06/2024	Professional Development Train	Email Etiquette Training 13.08.24	$	3,300.00
27/06/2024	Profounder Turfmaster Pty Ltd	Litis Stadium - Turf Mainten Jan24, Feb 24	$	1,561.98
27/06/2024	Profounder Turfmaster Pty Ltd	Litis Stadium - Turf Maintenance May 24	$	4,389.45
27/06/2024	Profounder Turfmaster Pty Ltd	Loton Park - Turf Maintenance	$	10,780.00
21/06/2024	Profounder Turfmaster Pty Ltd	Litis Stadium - Turf Maintenance	$	7,359.45
21/06/2024	Profounder Turfmaster Pty Ltd	Litis Stadium - Turf Maintenance March	$	3,868.79
21/06/2024	Programmed Electrical Technolo	Indoor speaker installation - BPLC	$	19,495.34
21/06/2024	Programmed Electrical Technolo	Upgrade to PA system BPLC	$	6,811.91
27/06/2024	Programmed Skilled Workforce L	Hire of agency staff	$	14,945.24
7/06/2024	Programmed Skilled Workforce L	Hire of agency staff	$	6,695.67
21/06/2024	Protector Fire Services Pty Lt	Fire equipment maintenance - BPLC	$	1,202.30
21/06/2024	Protector Fire Services Pty Lt	Fire equipment maintenance - Loftus CC	$	1,025.31
7/06/2024	Protector Fire Services Pty Lt	Fire protector services	$	396.00
21/06/2024	Quickpack Holdings Pty Ltd	Printing and distribution services	$	1,271.70
27/06/2024	RAC Motoring	Surefire car batteries installed Date 17	$	254.00
7/06/2024	RAC Motoring	Battery replacement P1273	$	254.00
7/06/2024	RAC Motoring	BusinessWise assist various fleet annual subcription	$	1,850.00
21/06/2024	Rachel Freitas	Fitness instructor fee	$	600.00
21/06/2024	Rada Mirceta	After hours cleaning of BPLC	$	1,100.00
21/06/2024	Rada Mirceta	Ladies Showers Regrout	$	1,200.00
7/06/2024	Rada Mirceta	After hours cleaning of BPLC	$	12,900.00
27/06/2024	Ray-Hanas	Business enhancement grant	$	2,150.00
7/06/2024	REALMstudios Pty Ltd	DRP advice	$	880.00
21/06/2024	Redimed Pty Ltd - Receipts WA	Pre employment medical -staff	$	244.80
7/06/2024	Regents Commercial Trust Accou	Land Tax ,water charges for - Lot 49 and Lot 50	$	8,084.54
21/06/2024	Renata Popis	Fitness instructor fee	$	280.00
21/06/2024	Rhys Taylor	Reimbursement for finance reward and recognition	$	76.00
21/06/2024	Richard Harrison	Bee removal services - Hyde park	$	250.00
14/06/2024	RJ & MT Alexander	Meeting attendance fee- June 2024	$	2,014.17
27/06/2024	Rodney Cox	NAIDOC Week 2024 Elders Truth Telling Workshop	$	300.00
27/06/2024	Rosevale Electrical	Electrical services BPLC	$	2,908.40
21/06/2024	Rosevale Electrical	Electrical services - BPLC	$	688.60
21/06/2024	Rosevale Electrical	Electrical services BPLC	$	7,494.40
21/06/2024	Roslyn Leanne Collins	Supply of Buskers entertainment for short cut lane event	$	850.00
21/06/2024	Roslyn Leanne Collins	Market management servces for shortcut lane event	$	5,904.00
21/06/2024	Roslyn Leanne Collins	Supplyof face painter for short cut lane event	$	570.00
21/06/2024	Rubek Automatic Doors	Servicing door - BPLC	$	581.90
27/06/2024	S & A Smash Repairs	Insurance excess MO0070687	$	500.00
27/06/2024	S & A Smash Repairs	Insurance Excess 1GWG751 MO0067330	$	500.00
7/06/2024	S & S Massey	Milk supplies 27.04.24 to 24.05.24	$	381.60
27/06/2024	S Egan	Workshop Totem Weaving	$	660.00
27/06/2024	Sage Consulting Engineers Pty	Electrical consultancy - Robertson Pk Stage 1	$	1,056.00
21/06/2024	Sam Monaghan	Reimbursement for Esky bags from Kmart	$	98.00
7/06/2024	Same Drum Pty Ltd	Annual License Fee for Galup VR Experience 2024	$	550.00
7/06/2024	Sanax Medical	RAT tests - Nasal swab per quote QU40340	$	1,196.26

21/06/2024	Sanderson Engineering	Plant repairs and maintenance	$	150.00
21/06/2024	Sanderson Engineering	Maintenance and repairs - Bocce Club	$	152.00
7/06/2024	Sanderson Engineering	Plant repairs and maintenance	$	683.00
27/06/2024	Sandra Stibora	Fitness instructor fee	$	120.00
21/06/2024	Scarboro Motors Pty Ltd	Repairs and maintenance	$	464.76
7/06/2024	Scarboro Motors Pty Ltd	Repairs and maintenance	$	940.08
7/06/2024	Scott M Harper	Refund of infrastructure bond	$	275.00
7/06/2024	Sean and Melinda MacLeod	Rates Refund	$	3,292.84
21/06/2024	Seaport Nominees	Vinyl Graphics Loftus Street Library	$	8,526.10
21/06/2024	SEEK Limited	Employment advertisment	$	2,200.24
7/06/2024	SEEK Limited	Employment advertisment	$	2,135.56
7/06/2024	Shane McMaster Surveys	Surveying Eucla St and Federation	$	2,200.00
7/06/2024	Shane McMaster Surveys	Surveying services - Brentham ST Anzac	$	1,650.00
27/06/2024	Sherina Patchett	Fitness instructor fee	$	276.00
21/06/2024	Sherina Patchett	Fitness instructor fee	$	352.00
7/06/2024	Sherina Patchett	Fitness instructor fee	$	230.00
27/06/2024	Shubham Kashyap	Refund of part membership fee BPLC	$	22.03
7/06/2024	Skate Sculpture	Old skatepark site Pile engineering drawing	$	15,290.00
7/06/2024	Skate Sculpture	Mt Hawthorn skatepark drawing materials	$	41,682.43
27/06/2024	Slimline Warehouse	10x weatherproof a-frame holders BPLC	$	1,226.96
27/06/2024	Snapper Display Systems	Lightbox art displays for the Kaadadjiny lane lighting	$	4,369.56
27/06/2024	Solo Resource Recovery	Pressure cleaning services - Depot	$	78,882.10
21/06/2024	Solo Resource Recovery	Pressure cleaning services - Depot	$	19,041.00
21/06/2024	Sonia Woodside	Reimbursements for parking	$	100.03
14/06/2024	Sophie M Greer	Meeting attendance fee- June 2024	$	2,014.17
7/06/2024	Soul Gestures	Photography at All Abilities Pool party	$	550.00
21/06/2024	SpacetoCo	Facilities weekly reporting and financial handling	$	660.00
27/06/2024	Specialist Testing and Technic	FWD testing to nominated rpads	$	4,180.00
21/06/2024	Speedo Australia Pty Ltd	Speedo stock for resale in the retail sh	$	3,560.70
7/06/2024	Speedo Australia Pty Ltd	Speedo stock for resale in the retail shop BPLC	$	3,509.00
21/06/2024	Sports Turf Technology Pty Ltd	Biannual groundwater sampling Oct 23/Apr 24	$	5,735.40
21/06/2024	Sports Turf Technology Pty Ltd	Leederville Oval ground inspection and reporting	$	2,552.00
7/06/2024	Spotter Mortgages	Frame court parking refund July 2024	$	210.00
27/06/2024	St John Ambulance Australia	First aid kit servicing - Depot	$	555.15
21/06/2024	Stacey Hutt	Reimbursement for frames and world cities	$	436.88
27/06/2024	Stott Hoare	Purchase of 2 x Laptop Security Lock Laptop Retail A	$	158.40
21/06/2024	StrataGreen	Garden equipment supplies	$	289.39
7/06/2024	StrataGreen	Tree Tie 30mm x 300m	$	924.66
27/06/2024	Stuart M Armstrong	Inspect production and injection bore head works	$	352.00
27/06/2024	Subaru Osborne Park	Purchase of vehicle	$	195,290.65
27/06/2024	Subaru Osborne Park	Supply Crosstrek L (Hybrid)- Replacement	$	39,043.10
27/06/2024	Subaru Osborne Park	Replaces P1268 Crosstrek P1305 1IGA399	$	39,043.10
21/06/2024	Subaru Osborne Park	Purchase of vehicle - 1ICY426	$	38,934.30
7/06/2024	Subaru Osborne Park	Purchase of vehicle	$	39,105.15
21/06/2024	Subthermal	Conduct audit of the geothermal system BPLC	$	6,545.00
27/06/2024	Suez Recycling & Recovery (Per	Waste collection- 244 Vincent May 2024	$	18,274.61
21/06/2024	Sunscope Enterprises Pty Ltd	Refund of infrastructure bond	$	3,000.00
7/06/2024	Susan M Appelbee	Refund of bus tour cancel June 2024	$	45.00
21/06/2024	Suzanne Smart	Fitness instructor fee	$	180.00
14/06/2024	Suzanne Worner	Meeting attendance fee- June 2024	$	2,014.17
7/06/2024	SVC Products Pty Ltd	Purchase 8 x Hex Bollards + freight to Osborne Park	$	2,779.92
7/06/2024	Svjetlana Jocic	Refund of parking fees	$	18.17
27/06/2024	Synergy	Electriicty supplies Street lights 25.04.24 to 24.05.24	$	62,082.47
27/06/2024	Synergy	Electricity supplies various locations	$	21,276.45
27/06/2024	Synergy	Electricity supplies The Avenue car park 13.04.24 to 17.06.24	$	1,569.26
27/06/2024	Synergy	Electricity supply BPLC 17.05.24 to 20.06.24	$	39,834.79
21/06/2024	Synergy	Electricity supplies BPLC Gas - 01.05.24 to 31.05.24	$	11,261.02
21/06/2024	Synergy	Electrical supplies -various locations	$	22,520.71
7/06/2024	Synergy	Electricity supplies charges - various locations	$	26,458.62
7/06/2024	Synergy	Electrical supplies BPLC 19.04.24 to 16.05.24	$	31,308.94
21/06/2024	T&H Wilkes Pty Ltd	Gravel Supplies	$	2,585.00
21/06/2024	T&H Wilkes Pty Ltd	Soil supplies	$	3,102.00
21/06/2024	T&H Wilkes Pty Ltd	Removal of contanimated PSHB mulch	$	1,155.00
27/06/2024	Talis Consultants Pty Ltd	Consultancy services for period ending	$	26,427.73
21/06/2024	Talis Consultants Pty Ltd	Consultancy services 31 May 24	$	20,679.22
21/06/2024	Tamala Park Regional Council	Account for GST payable & receiveable May 2024	$	26,950.44
27/06/2024	Tangibility Pty Ltd	100x mugs for customer experience project	$	951.50
27/06/2024	TechnologyOne Ltd	IntraMaps subscription 15.7.24-14.7.25	$	26,616.51
21/06/2024	Temptations Catering	Catering for World elder abus day	$	365.90
21/06/2024	The BBQ Man	BBQ and pressure cleaning various locations May 2024	$	5,285.22
21/06/2024	The Nannup Family Trust	Reconciliation Week 2024 event - 30 May 2024	$	550.00
27/06/2024	The Owners of Walcott Centre	Business enhancement grant	$	5,000.00
21/06/2024	The Perth Mint	Citizenship Coins 2024	$	462.00

7/06/2024	The Pickle District Inc	2023-24 event sponsorship	$	2,000.00
27/06/2024	The Royal Life Saving Society	Provide Staff Training	$	621.00
21/06/2024	The Royal Life Saving Society	Maintenance - Hyde Park water playground	$	8,105.72
21/06/2024	The Royal Life Saving Society	AIDS Memorial pond servicing May 2024	$	1,071.55
7/06/2024	The Royal Life Saving Society	Provide Staff Training	$	350.00
27/06/2024	The Wilson Family Trust	Admin Building - Foyer and reception stage 3	$	1,980.00
27/06/2024	The Wilson Family Trust	Admin Building - Lobby stage 2	$	1,980.00
27/06/2024	Total Packaging WA Pty Ltd	240l Plastic Bin Liner 75um	$	2,129.60
21/06/2024	Total Packaging WA Pty Ltd	Supply of bin liners	$	2,129.60
7/06/2024	Total Packaging WA Pty Ltd	240l Plastic Bin Liner 75um	$	2,129.60
27/06/2024	Totally Workwear Mt Hawthorn	Uniform supplies	$	594.70
21/06/2024	Totally Workwear Mt Hawthorn	Uniform supplies	$	924.00
7/06/2024	Totally Workwear Mt Hawthorn	Uniform supplies	$	1,279.50
21/06/2024	Town of Cambridge	50% contribution drainage works at Lake Monger	$	12,611.50
21/06/2024	Town of Cambridge	Contribution - Lake Monger	$	14,630.00
21/06/2024	Town of Victoria Park	Long service leave liability payment	$	9,510.25
21/06/2024	Town of Victoria Park	Contribution towards partnership	$	5,500.00
21/06/2024	TP & LA Jones	Anzac Day drummer and bagpiper	$	200.00
27/06/2024	T-Quip	Plant repairs and maintenance	$	324.80
21/06/2024	T-Quip	Supply of mowing blades	$	558.85
21/06/2024	T-Quip	Parts supplies	$	706.34
7/06/2024	T-Quip	Part supplies	$	175.20
27/06/2024	Transpacific Industries PL	140L residential waste bin collection 3	$	42,260.44
27/06/2024	Transpacific Industries PL	240L residential recycling collection 3	$	45,282.64
21/06/2024	Transpacific Industries PL	Customer Services may 2024	$	2,119.07
27/06/2024	Travis Hayto	Changes to reconciliation week videos	$	495.00
7/06/2024	Travis Hayto	Film and edit of Reconciliation Week videos	$	660.00
21/06/2024	Tree Amigos	Street trees & parks pruning/removal	$	4,488.00
7/06/2024	Tree Amigos	Street trees & parks pruning/removal	$	660.00
27/06/2024	Troy F Wreford	Rates Refund	$	443.08
21/06/2024	Truck Centre (WA) Pty Ltd	Plant repairs and maintenance	$	3,671.92
7/06/2024	Truck Centre (WA) Pty Ltd	Plant repairs and maintenance	$	4,375.42
27/06/2024	Trustee for Holdsworth Trust t	Robertson Park Design Comments	$	440.00
21/06/2024	Trustees for The Folan Family	Executive Coaching 31.05.24	$	440.00
21/06/2024	Turf Care WA Pty Ltd	Turf maintenance - Modernians Hockey CLu	$	3,258.64
27/06/2024	Universal Diggers	Bobcat hire	$	1,783.65
21/06/2024	Universal Diggers	Bobcat hire	$	15,924.15
7/06/2024	Universal Diggers	Bobcat hire	$	4,800.95
27/06/2024	Urbis Pty Ltd	DRP advice	$	1,760.00
21/06/2024	Urbis Pty Ltd	DRP advice	$	220.00
7/06/2024	Urbis Pty Ltd	DRP advice	$	2,200.00
7/06/2024	Vanessa Forbes	Fitness instructor fee	$	462.00
21/06/2024	Vaughn Joshua McGuire	Welcome to Country -Citizenship Ceremony	$	605.00
21/06/2024	Veolia Recycling & Recovery Pt	General Waste Collection BPLC 15.4.24 to 13.5.24	$	2,163.10
7/06/2024	Vorgee Pty Ltd	Fins, Freight, etc	$	343.20
27/06/2024	WA Land Information Authority	GRV valuation chargable 25.05.24 to 07.06.24	$	1,162.38
21/06/2024	WA Land Information Authority	Geospatial data, Gross Rental Valuation	$	976.33
21/06/2024	WA Library Supplies	Supply of Library books	$	442.30
27/06/2024	Ward Packaging Pty Ltd	Paper cups for library lounge	$	168.08
21/06/2024	Waste Management and Resource	WA Women for WARR Leadership Breakfast 14 June 24	$	90.00
27/06/2024	Water Corporation	Water supplies various locations	$	12,341.50
21/06/2024	Water Corporation	Water supplies various locations	$	1,316.08
7/06/2024	Water Corporation	Water supplies and charges- various locations	$	7,712.69
21/06/2024	Way Funky Company Pty Limited	Funkita stock for resale in the retail shop	$	386.80
21/06/2024	WC Convenience Management	Maintenance exeloos May 2024 and June 2024 - Various Loctions	$	8,591.74
7/06/2024	West Coast Turf	39 Pennant Street had lawn done by contractor	$	220.00
27/06/2024	Western Australian Local Gover	Excess motor vehicle claim MO0072097	$	500.00
27/06/2024	Western Australian Local Gover	Excess motor vehicle claim MO0071280	$	500.00
10/06/2024	Western Australian Municipal R	Payroll deductions	$	22.00
20/06/2024	Western Australian Municipal R	Payroll deductions	$	22.00
27/06/2024	Western Irrigation Pty Ltd	Retic Parts	$	1,200.15
21/06/2024	Western Irrigation Pty Ltd	Retic Parts	$	360.95
7/06/2024	Western Irrigation Pty Ltd	Retic Parts	$	298.43
7/06/2024	Western Irrigation Pty Ltd	Rectic Parts	$	296.84
21/06/2024	Western Metropolitan Regional	Processing of FOGO materials	$	52,941.11
21/06/2024	Western Metropolitan Regional	Verge Valet Collections and processing 31.05.24	$	49,889.65
27/06/2024	Western Resource Recovery Pty	Grease trap maintenance - Charles Veryard	$	216.70
27/06/2024	Western Resource Recovery Pty	Grease trap maintenance - Loftus Rec Centre	$	216.70
27/06/2024	West-Sure Group Pty Ltd	Cash Collection -BPLC - May 2024	$	164.73
21/06/2024	West-Sure Group Pty Ltd	Cash Collection - Parking - April 2024	$	1,666.50
21/06/2024	West-Sure Group Pty Ltd	Cash Collection - Admin May 2024	$	296.51
21/06/2024	West-Sure Group Pty Ltd	Cash Collection - Parking - May 2024	$	2,099.79
7/06/2024	WH Location Services Pty Ltd	Locating services - Brady st ad Tasman S	$	1,133.00

21/06/2024	Wheelers Books Pty Ltd	Supply of library books	$	1,419.37
7/06/2024	Wilbro and Co Pty Ltd	Volunteeer Graffiti Kits	$	2,915.00
27/06/2024	Winc Australia Pty Limited	Stationery and Kitchen supplies various	$	1,071.14
21/06/2024	Winc Australia Pty Limited	Stationary Supplies for BPLC	$	228.17
21/06/2024	Winc Australia Pty Limited	Stationery and office supplies	$	53.35
21/06/2024	Winc Australia Pty Limited	Stationery and office supplies Depot	$	1,935.23
21/06/2024	Winc Australia Pty Limited	Winc Refill Clip Stainless Steel Medium	$	105.92
7/06/2024	Winc Australia Pty Limited	Monitor stand	$	81.91
7/06/2024	Winc Australia Pty Limited	Kitchen and office supplies	$	271.69
27/06/2024	Woodlands Distributors & Agenc	Dog bag dispensers	$	2,593.80
21/06/2024	Woodlands Distributors & Agenc	Dog Bags Compostable	$	8,537.76
21/06/2024	Worldwide Online Printing Cann	Printing services - Business cards	$	231.00
21/06/2024	Worldwide Online Printing Cann	Printing services - A3 corflute	$	825.00
7/06/2024	Worldwide Online Printing Cann	Printer services - Corflute	$	180.00
7/06/2024	Worldwide Online Printing Cann	Printing services - Bin reseve Stickers	$	180.00
27/06/2024	Yolande Gomez	Fitness instructor fee	$	484.00
7/06/2024	Zenien	CCTV Switch upgrade in Beatty Back area	$	2,907.83
7/06/2024	Zenien	CCTV Switch upgrade in Beatty Gym	$	1,946.73
Grand Total				**8,500,184.41**

Creditors Report - Payments by Direct Debit				
07 May 2024 to 06 June 2024				
Credit Card Transactions for the Period - 07 May 2024 to 06 June 2024				
Card Holder	***Date***	***Payee***	***Description***	***Amount***
CEO				
	13/05/2024	WORLDCITIESSUMMIT2024	World Cities Summit 2024 - Registration	$ 3,051.85
	13/05/2024	EMIRATES1762373787808	World Cities Summit 2024 - Flights	$ 741.95
	13/05/2024	Hotel at Booking.com	World Cities Summit 2024 - Accomodation	$ 1,999.56
	13/05/2024	INTNL TRANSACTION FEE	World Cities Summit 2024 - Registration Int'l Tran Fee	$ 76.30
	18/05/2024	WANEWSDTI	West Australian Newspaper Monthly	$ 83.60
				$ 5,953.26
Manager Marketing and Partnerships				
	08/05/2024	FACEBK *83NDU48QL2	Facebook advertising	$ 9.90
	08/05/2024	GOOD GROCER L0030	Catering for LG network event	$ 14.99
	10/05/2024	MAILCHIMP *MISC	Enewsletter platform	$ 817.74
	14/05/2024	OFFICEWORKS	Name tags for Councilors	$ 189.00
	15/05/2024	JOTFORM PTY LTD	Survey tool	$ 65.22
	15/05/2024	INTNL TRANSACTION FEE	Survey tool - int transaction	$ 1.63
	23/05/2024	ASANA.COM	Marketing and Comms scheduling	$ 919.62
	23/05/2024	INTNL TRANSACTION FEE	Survey tool - int transaction	$ 22.99
	26/05/2024	SHUTTERSTOCK IRELAND L	Stock photo subscription	$ 99.00
	31/05/2024	FACEBK *HLXPK588R2	Facebook advertising	$ 238.81
	04/06/2024	FACEBK *VLC4R4UPL2	Facebook advertising	$ 3.22
				$ 2,382.12
Executive Director Infrastructure & Environment				
	08/05/2024	TRYBOOKING*WALGA	WALGA - Bridge Inspection Training	$ 100.50
	08/05/2024	TRYBOOKING*WALGA	WALGA - Bridge Inspection Training	$ 100.50
	25/5/2024	DAN MURPHY'S 4036	Beverages Function Room	$ 590.15
	25/5/2024	WOOLWORTHS 4369	Beverages Function Room	$ 42.10
	30/5/2024	Woolworths Online	Consumable Admin building	$ 67.69
	30/5/2024	Woolworths Online	Consumable Admin building	$ 94.06
				$ 995.00

Card Holder	*Date*	*Payee*	*Description*	*Amount*
Council Liaison Officer				
	06/05/2024	TSUKEBA* ONLINE	Catering for Workshop	$ 251.04
	09/05/2024	THE-DELI.COM.AU	Catering for Council Briefing	$ 360.03
	09/05/2024	THE-DELI.COM.AU	Catering for Council Briefing	$ 6.27
	21/05/2024	FARMER JACKS CURRAMB	Beverage for Council	$ 34.20
	28/05/2024	TSUKE BA	Catering for Council Workshop	$ 191.80
	28/05/2024	OUR COMMUNITY PTY LTD	Strategic Planning Training	$ 155.00
	31/05/2024	THE-DELI.COM.AU	Catering for Council Workshop	$ 265.10
	31/05/2024	THE-DELI.COM.AU	Catering for Council Workshop	$ 4.54
	5/06/2024	COLES 0335	Beverage for Council	$ 55.10
				$ 1,323.08
Branch Librarian				
	09/05/2024	SQ *THE BOOK MERCHANT	Local History: Stock Purchases	$ 791.50
	14/05/2024	Ink Station	Local History: Wireless Scanner	$ 11.79
	16/05/2024	W.A. LIBRARY SUPPLIES	Local History Centre - Book	$ 604.00
	17/05/2024	WA Police Check/POST	Police Clearance for Volunteer	$ 58.70
	17/05/2024	AMAZON AU RETAIL	Materials Purchased: Local Stock	$ 37.50
	21/05/2024	EDTECHS	Youth Programs: Bee Bot Sequence	$ 189.70
	21/05/2024	SPENCER BRANDS GROUP	Youth Programs: Library bags	$ 203.88
	21/05/2024	CLARK RUBBER FRANCHISI	Youth Programs: Mats for coding	$ 128.33
	23/05/2024	DSF Literacy-Clinical	Materials Purchased: Local stock	$ 834.85
	23/05/2024	DYMOCKS ONLINE	Local History Centre: Local stock	$ 132.10
	27/05/2024	SPOTLIGHT PTY LTD	Adult Programmes - Beanbags	$ 25.00
	27/05/2024	SPOTLIGHT PTY LTD	Adult Programmes: Beanbags	$ 125.00
	27/05/2024	WWW.BARCODER.NET.AU	Local History: Barcode Scanner	$ 324.50
	28/05/2024	GOOD GROCER L0030	Adult Programmes: Catering	$ 21.00
	28/05/2024	AMAZON AU RETAIL	Materials Purchased: Local Stock	$ 22.00
	30/05/2024	SQ *LISA COLLYER	Materials Purchased: Local Stock	$ 25.00
	30/05/2024	Booktopia Pty Ltd	Materials Purchased: Local Stock	$ 332.00
	04/06/2024	AMAZON AU RETAIL	Materials Purchased: Local Stock	$ 34.66
	05/06/2024	ELIZABETH RICHARD	Stationery: Storage units	$ 84.48
				$ 3,985.99

Card Holder	*Date*	*Payee*	*Description*	*Amount*
Manager ICT				
	07/05/2024	NODEONE	Node1 Wireless	$ 109.00
	09/05/2024	Microsoft G047220776	Azure Subscription for Securit	$ 219.01
	19/05/2024	ZOOM.US 888-799-9666	Zoom License Payments	$ 374.98
	22/05/2024	SimplyBookME	SimplyBookMe Creche	$ 90.14
	22/05/2024	INTNL TRANSACTION FEE	SimplyBookMe Creche Int'l Tran	$ 2.25
	27/05/2024	YODECK.COM FLIPNODE	Yodeck Digital Signage	$ 5.10
	27/05/2024	INTNL TRANSACTION FEE	Yodeck Digital Signage Int'l tran	$ 0.13
	28/05/2024	BLUE SKYS APP	Timer for Zoom	$ 18.87
	28/05/2024	INTNL TRANSACTION FEE	Timer for Zoom Int'l Tran Fee	$ 0.47
	01/06/2024	NODE1 INTERNET	Node1 Wireless Internet	$ 119.00
	02/06/2024	ASSETSONAR.COM	Asset Sonar Management	$ 618.78
	02/06/2024	INTNL TRANSACTION FEE	Asset Sonar Management Int'l tran fee	$ 15.47
	03/06/2024	Deputy	Deputy TimeSheet Software	$ 165.00
	03/06/2024	YODECK.COM FLIPNODE	Digital Signage Platform	$ 407.56
	03/06/2024	INTNL TRANSACTION FEE	Digital Signage Platform Int'l tran	$ 10.19
	04/06/2024	EZI*M2M One Pty Ltd	M2M Sim Card Irrigation	$ 543.70
	04/06/2024	EZI*M2M One Pty Ltd	M2M Sim Card Irrigation	$ 526.71
	05/06/2024	Landis Technologies LL	Contact Centre License	$ 1,327.50
	05/06/2024	INTNL TRANSACTION FEE	Contact Centre License Int'l Tran	$ 33.19
	05/06/2024	TWILIO SENDGRID	Twilio Sendgrid	$ 135.79
	05/06/2024	INTNL TRANSACTION FEE	Twilio Sendgrid Int'l Tran Fee	$ 3.39
				$ 4,726.23
Procurement and Contracts Officer				
	22/05/2024	ASIC	ASIC search	$ 10.00
				$ 10.00
Total Corporate Credit Cards				**$ 19,375.68**

Card Holder	*Date*	*Payee*	*Description*	*Amount*
Direct Debits				
	3/06/2024	HP Financial services Leasing		$ 20,621.70
	21/06/2024	PB Leasing		$ 395.83
			Total Leasing	**$ 21,017.53**
Loan Repayments				
	4/06/2024	WA Treasury		$ 114,782.70
			Total Treasury Corporation	**$ 114,782.70**
Bank Fees and Charges				
	30/06/2024	CBA Fees and charges		$ 81,465.45
			Bank fees	**$ 81,465.45**
Total Direct Debits including Credit Cards				**$ 236,641.36**

Creditors Report - Payments by Cheque

1/06/2024 to 30/06/2024

Creditor	*Date*	*Payee*	*Description*	*Amount*
82774	24/06/2024	Petty Cash - Depot	Recoup petty cash - Depot 20.06.24	$ 163.00
82777	28/06/2024	Petty Cash - Finance	Recoup petty cash- Finance 28.06.24	$ 306.58
Total Net Cheque Payments				**$ 469.58**

CITY OF VINCENT
FUEL CARDS REPORT
FOR THE MONTH OF 30 JUNE 2024

Payee	Date	Type	Total Cost
AMPOL FOODARY CARINE	24/06/2024	Fuel	66.93
AMPOL FOODARY CARINE	13/06/2024	Fuel	66.59
AMPOL FOODARY CARINE	31/05/2024	Fuel	106.45
AMPOL FOODARY DOUBLEVIEW	21/06/2024	Fuel	117.13
AMPOL FOODARY DOUBLEVIEW	29/06/2024	Fuel	94.22
AMPOL FOODARY DOUBLEVIEW	27/06/2024	Fuel	97.94
AMPOL FOODARY DOUBLEVIEW	1/06/2024	Fuel	130.17
AMPOL FOODARY EAST PERTH	21/06/2024	Fuel	326.45
AMPOL FOODARY EAST PERTH	6/06/2024	Fuel	489.65
AMPOL FOODARY EAST PERTH	18/06/2024	Fuel	269.00
AMPOL FOODARY EAST PERTH	12/06/2024	Fuel	101.26
AMPOL FOODARY EAST PERTH	5/06/2024	Fuel	256.20
AMPOL FOODARY EAST PERTH	27/06/2024	Fuel	298.38
AMPOL FOODARY EAST PERTH	24/06/2024	Fuel	202.63
AMPOL FOODARY EAST PERTH	7/06/2024	Fuel	127.27
AMPOL FOODARY EAST PERTH	13/06/2024	Fuel	60.21
AMPOL FOODARY EAST PERTH	28/06/2024	Fuel	114.65
AMPOL FOODARY EAST PERTH	2/06/2024	Fuel	32.21
AMPOL FOODARY EAST PERTH	11/06/2024	Fuel	571.16
AMPOL FOODARY EAST PERTH	16/06/2024	Fuel	129.50
AMPOL FOODARY EAST PERTH	20/06/2024	Fuel	457.76
AMPOL FOODARY EAST PERTH	25/06/2024	Fuel	615.91
AMPOL FOODARY EAST PERTH	14/06/2024	Fuel	477.00
AMPOL FOODARY EAST PERTH	26/06/2024	Fuel	519.83
AMPOL FOODARY EAST PERTH	10/06/2024	Fuel	116.57
AMPOL FOODARY EAST PERTH	4/06/2024	Fuel	232.75
AMPOL FOODARY EAST PERTH	3/06/2024	Fuel	254.39
AMPOL FOODARY EAST PERTH	1/06/2024	Fuel	95.09
AMPOL FOODARY ERSKINE	20/06/2024	Fuel	85.38
AMPOL FOODARY ERSKINE	25/06/2024	Fuel	85.86
AMPOL FOODARY GLENDALOUGH	21/06/2024	Fuel	479.07
AMPOL FOODARY GLENDALOUGH	6/06/2024	Fuel	745.80
AMPOL FOODARY GLENDALOUGH	18/06/2024	Fuel	392.10
AMPOL FOODARY GLENDALOUGH	12/06/2024	Fuel	456.50
AMPOL FOODARY GLENDALOUGH	29/06/2024	Fuel	172.31
AMPOL FOODARY GLENDALOUGH	5/06/2024	Fuel	540.52
AMPOL FOODARY GLENDALOUGH	27/06/2024	Fuel	434.57
AMPOL FOODARY GLENDALOUGH	24/06/2024	Fuel	232.49
AMPOL FOODARY GLENDALOUGH	7/06/2024	Fuel	806.43
AMPOL FOODARY GLENDALOUGH	13/06/2024	Fuel	783.36
AMPOL FOODARY GLENDALOUGH	28/06/2024	Fuel	647.74
AMPOL FOODARY GLENDALOUGH	11/06/2024	Fuel	189.76
AMPOL FOODARY GLENDALOUGH	20/06/2024	Fuel	272.83
AMPOL FOODARY GLENDALOUGH	25/06/2024	Fuel	234.08
AMPOL FOODARY GLENDALOUGH	14/06/2024	Fuel	477.77
AMPOL FOODARY GLENDALOUGH	26/06/2024	Fuel	362.01
AMPOL FOODARY GLENDALOUGH	10/06/2024	Fuel	312.12
AMPOL FOODARY GLENDALOUGH	4/06/2024	Fuel	756.52
AMPOL FOODARY GLENDALOUGH	19/06/2024	Fuel	347.38
AMPOL FOODARY GLENDALOUGH	31/05/2024	Fuel	274.49
AMPOL FOODARY GLENDALOUGH	8/06/2024	Fuel	63.41
AMPOL FOODARY GLENDALOUGH	1/06/2024	Fuel	146.68
AMPOL FOODARY GLENDALOUGH	22/06/2024	Fuel	245.03
AMPOL FOODARY GREENFIELDS	16/06/2024	Fuel	94.08
AMPOL FOODARY JOONDALUP	31/05/2024	Fuel	212.70
AMPOL FOODARY KINGSLEY	16/06/2024	Fuel	110.60

AMPOL FOODARY KINGSLEY	**8/06/2024**	Fuel	8.66
AMPOL FOODARY LEEDERVILLE	**21/06/2024**	Fuel	376.70
AMPOL FOODARY LEEDERVILLE	**6/06/2024**	Fuel	395.74
AMPOL FOODARY LEEDERVILLE	**18/06/2024**	Fuel	611.57
AMPOL FOODARY LEEDERVILLE	**12/06/2024**	Fuel	259.27
AMPOL FOODARY LEEDERVILLE	**29/06/2024**	Fuel	98.98
AMPOL FOODARY LEEDERVILLE	**5/06/2024**	Fuel	376.59
AMPOL FOODARY LEEDERVILLE	**27/06/2024**	Fuel	372.35
AMPOL FOODARY LEEDERVILLE	**24/06/2024**	Fuel	296.26
AMPOL FOODARY LEEDERVILLE	**7/06/2024**	Fuel	580.14
AMPOL FOODARY LEEDERVILLE	**13/06/2024**	Fuel	534.71
AMPOL FOODARY LEEDERVILLE	**17/06/2024**	Fuel	250.71
AMPOL FOODARY LEEDERVILLE	**28/06/2024**	Fuel	297.04
AMPOL FOODARY LEEDERVILLE	**23/06/2024**	Fuel	37.47
AMPOL FOODARY LEEDERVILLE	**11/06/2024**	Fuel	517.87
AMPOL FOODARY LEEDERVILLE	**20/06/2024**	Fuel	473.33
AMPOL FOODARY LEEDERVILLE	**25/06/2024**	Fuel	239.63
AMPOL FOODARY LEEDERVILLE	**14/06/2024**	Fuel	482.63
AMPOL FOODARY LEEDERVILLE	**26/06/2024**	Fuel	534.54
AMPOL FOODARY LEEDERVILLE	**10/06/2024**	Fuel	327.93
AMPOL FOODARY LEEDERVILLE	**4/06/2024**	Fuel	169.13
AMPOL FOODARY LEEDERVILLE	**19/06/2024**	Fuel	364.44
AMPOL FOODARY LEEDERVILLE	**31/05/2024**	Fuel	449.22
AMPOL FOODARY LEEDERVILLE	**9/06/2024**	Fuel	55.55
AMPOL FOODARY LEEDERVILLE	**8/06/2024**	Fuel	48.84
AMPOL FOODARY LEEDERVILLE	**3/06/2024**	Fuel	214.26
AMPOL FOODARY LEEDERVILLE	**1/06/2024**	Fuel	64.49
AMPOL FOODARY LEEDERVILLE	**15/06/2024**	Fuel	145.22
AMPOL FOODARY LEEDERVILLE	**22/06/2024**	Fuel	36.47
AMPOL FOODARY MALAGA DRIVE S/STN	**13/06/2024**	Fuel	72.16
AMPOL FOODARY MOUNT LAWLEY (INGLEWOOD)	**25/06/2024**	Fuel	62.72
AMPOL FOODARY MOUNT LAWLEY (INGLEWOOD)	**31/05/2024**	Fuel	68.01
AMPOL FOODARY SUBIACO	**14/06/2024**	Fuel	104.21
AMPOL FOODARY WESTMINSTER	**27/06/2024**	Fuel	61.15
AMPOL FOODARY WESTMINSTER	**28/06/2024**	Fuel	67.36
AMPOL FOODARY WESTMINSTER	**4/06/2024**	Fuel	44.23
EG AMPOL 94240 OSBORNE PARK	**17/06/2024**	Fuel	68.76
EG AMPOL 94240 OSBORNE PARK	**14/06/2024**	Fuel	247.88
EG AMPOL 94240 OSBORNE PARK	**10/06/2024**	Fuel	107.91
EG AMPOL 94240 OSBORNE PARK	**4/06/2024**	Fuel	88.53
EG AMPOL 94243 GREENWOOD	**23/06/2024**	Fuel	68.08
AMPOL FOODARY ASCOT	**24/06/2024**	Fuel	137.44
AMPOL FOODARY NORTHLANDS - BALCATTA	**28/06/2024**	Fuel	68.70
AMPOL FOODARY NORTHLANDS - BALCATTA	**11/06/2024**	Fuel	60.49
AMPOL FOODARY NORTHLANDS - BALCATTA	**15/06/2024**	Fuel	70.76
AMPOL FOODARY NORTHLANDS - BALCATTA	**22/06/2024**	Fuel	100.11
AMPOL FOODARY BELMONT	**9/06/2024**	Fuel	137.51
EG FUELCO 94275 MANDURAH FRM	**5/06/2024**	Fuel	58.71
EG FUELCO 94275 MANDURAH FRM	**2/06/2024**	Fuel	76.27
AMPOL FOODARY KARRINYUP	**9/06/2024**	Fuel	77.90
EG AMPOL 94215 WHITFORDS	**5/06/2024**	Fuel	45.64
EG AMPOL 94215 WHITFORDS	**16/06/2024**	Fuel	50.41
EG FUELCO 94200 CURRAMBINE	**30/06/2024**	Fuel	49.34
AMPOL FOODARY FORREST HIGHWAY SOUTH	**1/06/2024**	Fuel	33.80
AMPOL FOODARY COCKBURN CENTRAL JANDAKOT	**18/06/2024**	Fuel	117.87
AMPOL FOODARY COCKBURN CENTRAL JANDAKOT	**26/06/2024**	Fuel	79.56
AMPOL FOODARY WILLETTON	**14/06/2024**	Fuel	70.07
AMPOL FOODARY MURDOCH	**26/06/2024**	Fuel	72.53
EG AMPOL 94203 BALLAJURA	**21/06/2024**	Fuel	65.10
EG AMPOL 94203 BALLAJURA	**3/06/2024**	Fuel	58.24
EG AMPOL 94203 BALLAJURA	**30/06/2024**	Fuel	69.76
Grand Total			**27,569.84**

7.3 INVESTMENT REPORT AS AT 30 JUNE 2024

Attachments: **1. Investment Statistics as at 30 June 2024**

RECOMMENDATION:

That Council NOTES the Investment Statistics for the month ended 30 June 2024 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 2024 and the interest amounts earned YTD.

DELEGATION:

Regulation 34 (4) of the Local Government (Financial Management) Regulations 1996 requires the local government to prepare a statement of financial activity each month, which is to be presented to Council within 2 months after the end of the relevant month.

BACKGROUND:

The City's surplus funds are invested in bank term deposits for various terms to facilitate maximum investment returns in accordance with 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:

Summary of key investment decisions in this reporting period

$8.1m of investments matured in the month of June 2024 and no new funds were invested.

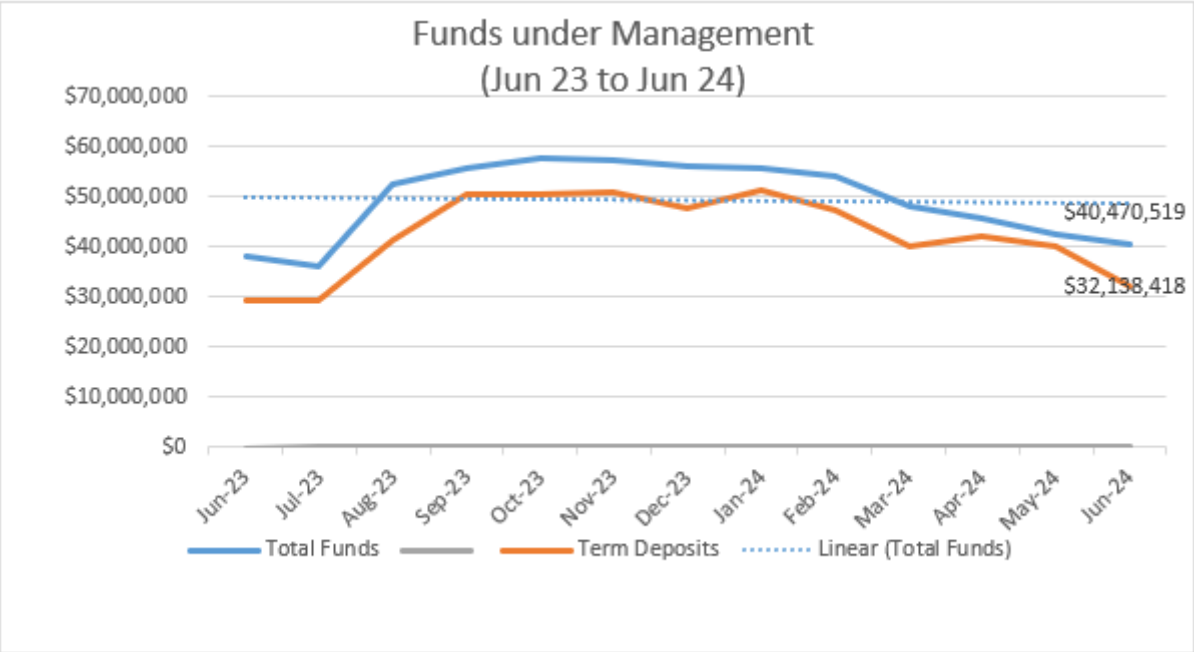
Investment Status

The City's investment portfolio is diversified across several accredited financial institutions.

As at 30 June 2024, the total funds held in the City's operating accounts (including on call) was $40,470,519 compared to $38,299,877 for the period ended 30 June 2023. All funds are interest bearing as at 30 June 2024.

The total term deposit investments for the period ended 30 June 2024 were $32,138,418 compared to $29,497,328 for the period ended 30 June 2023.

The following chart shows funds under management from June 2023 to June 2024:



Interest Status

Total accrued interest earned on investments as at 30 June 2024 is:

Total Accrued Interest Earned on Investment	Budget Revised	Budget YTD	Actual YTD	% of YTD Budget	FY22/23 Actual
Municipal	850,000	850,000	1,385,886	163.05%	827,395
Reserve	800,000	800,000	887,673	110.96%	497,011
Subtotal	**1,650,000**	**1,650,000**	**2,273,559**	**137.79%**	**1,324,406**
Leederville Gardens Inc Surplus Trust*	$0	$0	193,472	N/A	$134,290
Total	**1,650,000**	**1,650,000**	**2,467,031**	**149.52%**	**1,458,696**

**Interest estimates for Leederville Gardens Inc. Surplus Trust were not included in the 2023/24 Budget as actual interest earned is restricted.*

The City has a weighted average interest rate of 5.00% for current investments compared to the Reserve Bank 90 day accepted bill rate for June 2024 of 4.39%.

Sustainable Investments

The City's investment policy requires that in the first instance, the City considers rate of return of the fund. All things being equal, the City then prioritises funds with no current record of funding fossil fuels. The City can increase the number of non-fossil fuel investments but will potentially result in a lower rate of return.

Administration utilises a platform called 'Yield Hub' to ascertain the level of exposure banks have in fossil fuel activities and to determine daily interest rates published by banks.

The investment guidelines which is the supplementary document to the Council Investment Policy sets the maximum exposure limits to financial institutions at 90% as reflected in the below table. The majority of financial institutions lie within A-2 and A-1+ categories.

Short Term Rating (Standard & Poor's) or Equivalent	Direct Investments Maximum %with any one institution		Maximum % of Total Portfolio	
	Guideline	Current position	Guideline	Current position
A-1+	30%	47.0%	90%	73.9%
A-1	25%	0%	90%	0%
A-2	20%	12.4%	90%	26.7%

CITY OF VINCENT
CURRENT INVESTMENT HOLDING
AS AT 30 JUNE 2024

Fund	Institution	Investment Date	Maturity Date	Interest Rate	Principal $
OPERATING ACCOUNTS					
Municipal	Commonwealth Bank of Australia	Ongoing		4.10%	1,270,330
Municipal	Commonwealth Bank of Australia	Ongoing		4.35%	810,583
Reserve	Commonwealth Bank of Australia	Ongoing		4.10%	4,064,438
Leederville Gardens Inc Surplus Trust	Commonwealth Bank of Australia	Ongoing		4.10%	2,187,750
Total Operating Funds					**8,332,101**
TERM DEPOSITS					
Leederville Gardens Inc Surplus Trust	AMP Bank	19/12/2023	18/12/2024	5.25%	888,691
Leederville Gardens Inc Surplus Trust	AMP Bank	24/01/2024	23/01/2025	4.95%	949,727
Municipal	Commonwealth Bank of Australia	9/08/2023	8/07/2024	5.53%	2,500,000
Municipal	Police and Nurses	1/11/2023	31/10/2024	5.50%	1,000,000
Municipal	National Australia Bank	23/01/2024	22/01/2025	5.10%	3,000,000
Municipal	Judo Bank	5/04/2024	4/10/2024	5.15%	2,000,000
Municipal	Commonwealth Bank of Australia	9/05/2024	9/05/2025	4.99%	3,000,000
Reserve	Bank of Queensland	30/04/2024	30/04/2025	5.20%	2,000,000
Reserve	Bank of Queensland	9/05/2024	9/05/2025	5.35%	1,000,000
Reserve	National Australia Bank	30/04/2024	29/04/2025	5.20%	2,600,000
Reserve	Judo Bank	5/04/2024	4/10/2024	5.15%	3,000,000
Reserve	Commonwealth Bank of Australia	9/08/2023	8/08/2024	5.55%	5,200,000
Reserve	National Australia Bank	23/01/2024	22/01/2025	5.10%	5,000,000
Total Term Deposits					**32,138,418**
Total Funds available					**40,470,518**

Administration will continuously explore options to ascertain if a balanced investment strategy can be developed where investments in divested banks can be increased with a minimal opportunity cost of loss in interest rate returns for instances when banks not divested in fossil fuel activities offer a higher rate of return.

CONSULTATION/ADVERTISING:

Nil

LEGAL/POLICY:

Section 19(2)(b)of the *Local Government (Financial Management) Regulations 1996* requires that a local government establish and document procedures to enable the identification of the nature and location of all investments.

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 2023-2032*:

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:

This does not contribute to any specific sustainability outcomes of the *City's Sustainable Environment Strategy 2019-2024,* however focussing on non-fossil fuel investments contributes to a Sustainable Environment.

This does not contribute to any specific sustainability outcomes of the *City's Sustainable Environment*

PUBLIC HEALTH IMPLICATIONS:

This does not contribute to any public health outcomes of the City's Public Health Plan 2020-2025.

FINANCIAL/BUDGET IMPLICATIONS:

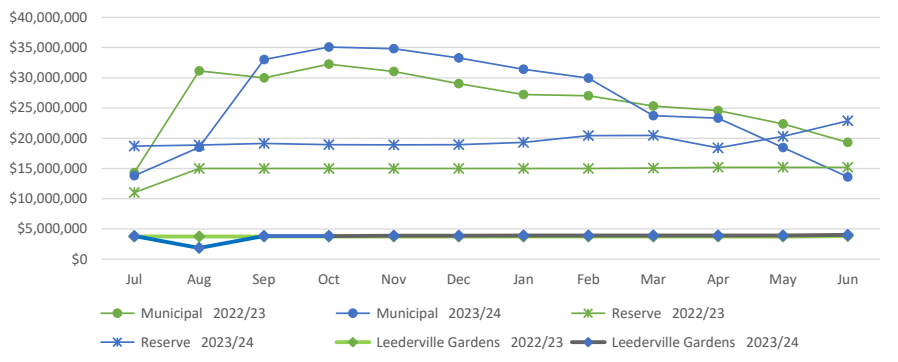
The financial implications of this report are as noted in the details section of the report. Administration is satisfied that appropriate and responsible measures are in place to protect the City's financial assets.

CITY OF VINCENT
INVESTMENT PORTFOLIO
AS AT 30 JUNE 2024

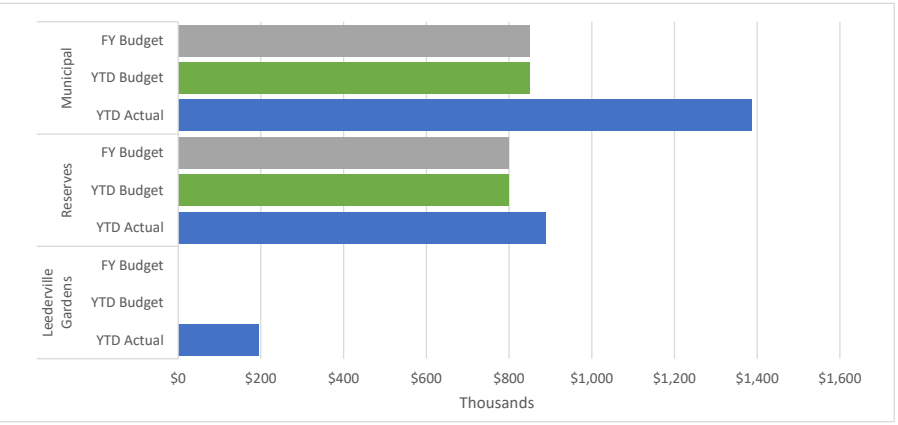
	Municipal	Reserve	Leederville Gardens Inc Surplus Trust	Total	Total
	$	$	$	$	%
BY INVESTMENT HOLDINGS					
Municipal Account	1,289,330	4,064,438	2,167,750	7,521,518	18.6%
Online Saver	810,583	0	0	810,583	2.0%
Term Deposits	11,500,000	18,800,000	1,838,418	32,138,418	79.4%
	13,599,913	**22,864,438**	**4,006,168**	**40,470,519**	**100.0%**
BY INSTITUTION					
Bank of Queensland	0	2,000,000	0	2,000,000	4.9%
Commonwealth Bank of Australia	7,599,913	9,264,438	2,167,750	19,032,101	47.0%
National Australia Bank	3,000,000	7,600,000	0	10,600,000	26.2%
AMP Bank	0	0	1,838,418	1,838,418	4.5%
Judo Bank	2,000,000	3,000,000	0	5,000,000	12.4%
G&C Mutual	0	1,000,000	0	1,000,000	2.5%
Police and Nurses	1,000,000	0	0	1,000,000	2.5%
	13,599,913	**22,864,438**	**4,006,168**	**40,470,519**	**100.0%**
BY CREDIT RATINGS (SHORT-TERM ISSUE)					
A-1+	10,599,913	16,864,438	2,167,750	29,632,101	73.3%
A-2	3,000,000	6,000,000	1,838,418	10,838,418	26.7%
	13,599,913	**22,864,438**	**4,006,168**	**40,470,519**	**100.0%**
BY TERMS					
0-30 days	2,099,913	4,064,438	2,167,750	8,332,101	20.6%
181-270 days	2,000,000	3,000,000	0	5,000,000	12.4%
271-365 days	9,500,000	15,800,000	1,838,418	27,138,418	67.0%
	13,599,913	**22,864,438**	**4,006,168**	**40,470,519**	**100.0%**
BY MATURITY					
0-30 days	4,599,913	4,064,438	2,167,750	10,832,101	26.8%
31-90 days	0	5,200,000	0	5,200,000	12.9%
91-180 days	3,000,000	3,000,000	888,691	6,888,691	17.0%
181-270 days	3,000,000	5,000,000	949,727	8,949,727	22.1%
271-365 days	3,000,000	5,600,000	0	8,600,000	21.3%
	13,599,913	**22,864,438**	**4,006,168**	**40,470,519**	**100.0%**
BY FOSSIL FUEL EXPOSURE					
Fossil Fuel Investments	10,599,913	16,864,438	4,006,168	31,470,519	77.8%
Non Fossil Fuel Investments	3,000,000	6,000,000	0	9,000,000	22.2%
	13,599,913	**22,864,438**	**4,006,168**	**40,470,519**	**100.0%**

CITY OF VINCENT
INVESTMENT PERFORMANCE
AS AT 30 JUNE 2024

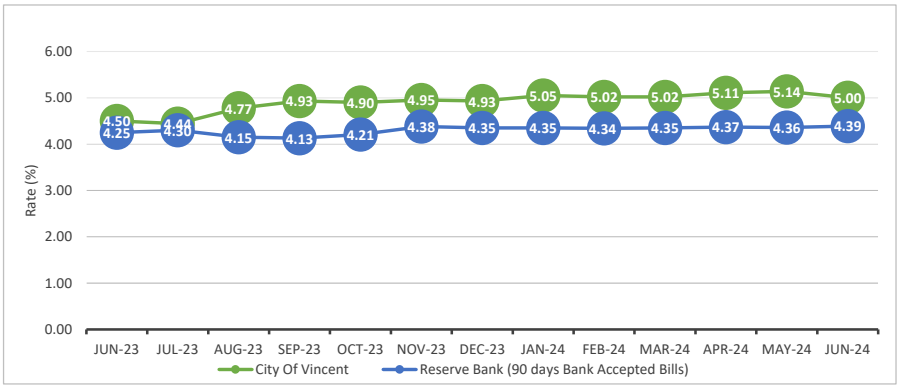
FUNDS INVESTED (TERM DEPOSITS ONLY)



INTEREST EARNINGS

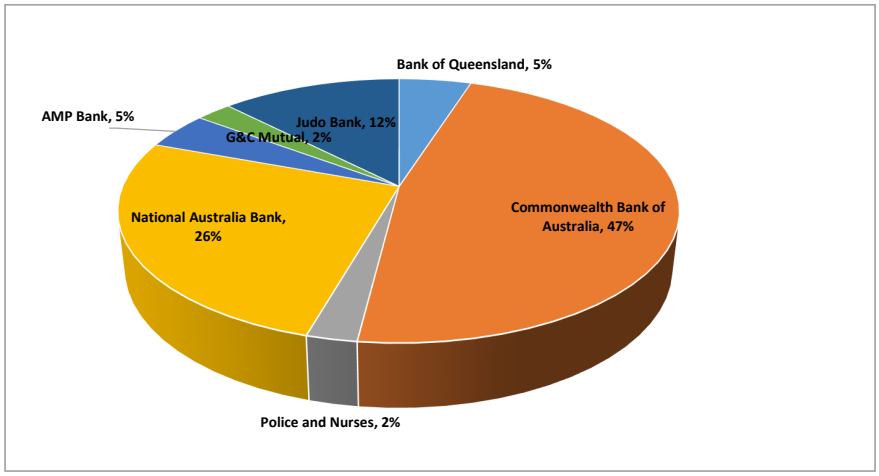


INTEREST RATE COMPARISON

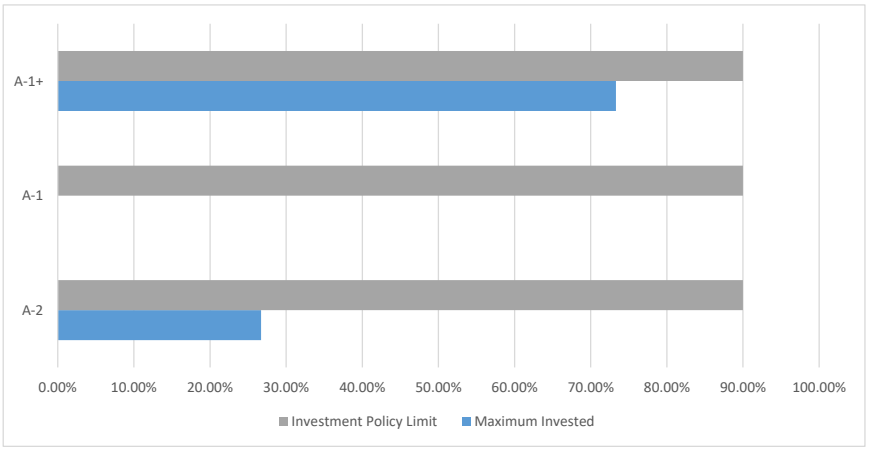


CITY OF VINCENT
INVESTMENT POLICY COMPLIANCE
AS AT 30 JUNE 2024

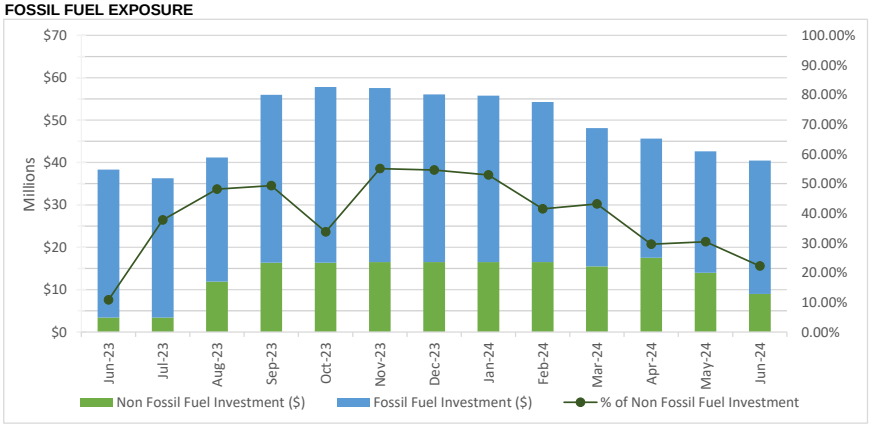
TOTAL PORTFOLIO EXPOSURE



TOATL CREDIT EXPOSURE



FOSSIL FUEL EXPOSURE



8 CHIEF EXECUTIVE OFFICER

8.1 OUTCOME OF ADVERTISING AND ADOPTION OF COUNCIL MEMBERS CONTINUING PROFESSIONAL DEVELOPMENT POLICY

Attachments:
1. **Council Member Continuing Professional Development Policy - Clean**
2. **Council Members Continuing Professional Development Policy - marked up**

RECOMMENDATION:

That Council ADOPTS BY ABSOLUTE MAJORITY the Council Members Continuing Professional Development Policy at Attachment 1.

PURPOSE OF REPORT:

To present the outcome of community consultation and seek approval of the proposed Council Members Continuing Professional Development Policy at **Attachment 1**.

DELEGATION:

Section 5.128 of the *Local Government Act 1995* requires an Absolute Majority Decision to amend the policy related to continuing professional development of council members.

BACKGROUND:

Council at its meeting 21 May 2024 approved community consultation of the amended Council Members Continuing Professional Development Policy.

In accordance with the City's Community and Stakeholder Engagement Policy, community consultation was undertaken for 21 days between 19 June 2024 to 10 July 2024, with no public submissions received.

DETAILS:

In accordance with Section 5.126 of the Act and Regulation 35 of the *Local Government (Administration) Regulations 1996* (Regs), Council Members must complete five mandatory training courses within the first 12 months of being elected.

The mandatory courses are:

- Understanding Local Government;
- Serving on Council;
- Meeting Procedures;
- Conflicts of Interests; and
- Understanding financial reports and budgets.

The policy fulfils the requirements of section 5.128 of the Act, reinforces the City's reporting obligations and aligns with the City's existing practice. The professional development report for each financial year can be found on the City's website under Publicly Available Council Registers.

The findings of Administrations review identified the following substantive changes to the Policy:

1. Training Outcomes

   The policy is lacking direction on the types of training that should be accessed by Council members. A 'training outcomes' section has been included to assist in displaying the types of training that should be sourced and the potential outcomes that would benefit the City. This change aligns with the WALGA template policy.

2. Training Approval Clarification

   Clause 2 of the policy has been updated to include an additional consideration for when training may not be granted. Training and continuing professional development is for the purpose of enhancing a Council Member's performance of their role. Therefore, in some instances, approval may not be granted where attendance conflicts with scheduled Council or Committee meetings, unless Council has otherwise resolved to support this. This addition aligns with the WALGA template policy.

3. Booking Process

   Clause 3 of the policy has been strengthened to include the below sentence for clarification around the booking process:

   - *Council Members are not to pay such costs and seek reimbursement, except in the case of an emergency or unique circumstances and subject to the Chief Executive Officer's prior approval.*

4. Publishing Timeframe

   Clause 5 has been refined to include a timeframe for when the annual report of completed training should be published on the City's website. The policy now states that the report will be published within one month of the financial year ending. This provides consistency with reporting and aligns with the WALGA template policy. This would not preclude the register from being published more frequently but would provide guidance for staff on requirements.

CONSULTATION/ADVERTISING:

The proposed policy was advertised on the City of Vincent website as follows:

- The consultation webpage published on the Imagine Vincent website from 13 March 2024 to 10 April 2024 was visited by 18 members of the public.
- News Item on the City's website – 19 June 2024.

No public submissions were received.

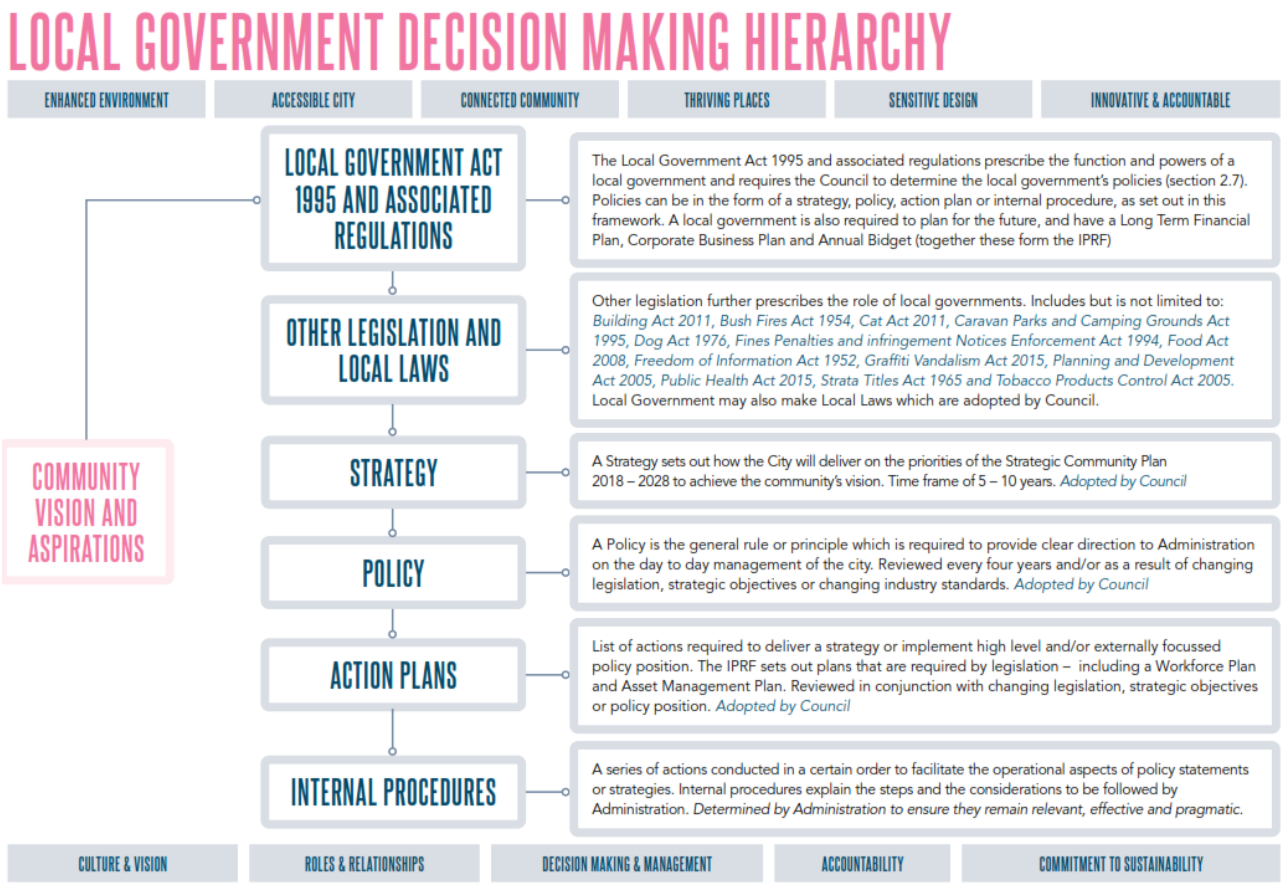
LEGAL/POLICY:

Section 2.7(2)(b) of the *Local Government Act 1995* provides Council with the power to determine policies.

The City's Policy Development and Review Policy sets out the process for the development and review of the City's policy documents.

In accordance with section 2.3 of the Policy Development and Review Policy:

The purpose of a policy is to provide guidance concerning the professional development of Council Members. Section 5.128 of the Act requires local governments to review its policy relating to the continuing professional development of council members after each ordinary election and prescribes that the local government may amend the policy (by absolute majority).



RISK MANAGEMENT IMPLICATIONS

Low: It is low risk for Council to adopt the Council Members Continuing Professional Development Policy as it is a statutory requirement under the *Local Government Act 1995* the Council's adopt such a policy.

Not adopting the policy would be a breach of S.5.128 of the Act which requires a local government to prepare and adopt by Absolute Majority a policy in relation to the continuing development of council members.

S.5.128(5) a local government must review the policy after each ordinary election. Should council not adopt the reviewed policy this would be a breach of the Act.

STRATEGIC IMPLICATIONS:

This is in keeping with the City's *Strategic Community Plan 2022-2032*:

Innovative and Accountable

We embrace good ideas or innovative approaches to our work to get better outcomes for Vincent and our community.

FINANCIAL/BUDGET IMPLICATIONS:

Council Member Professional Development is determined through the City's operating budget.

Council Members Continuing Professional Development Policy

CITY OF VINCENT

LEGISLATION / LOCAL LAW REQUIREMENTS	Section 5.128 of the L*ocal Government Act 1995*. *'the chief executive officer shall maintain a register of professional development.* *this policy must be adopted and reviewed by absolute majority vote.* *this policy must be reviewed after each ordinary election* *the CEO must publish an up-to-date version of the policy on the local government's official website'.* Regulation 34ad L*ocal Government (administration) Regulations 1996*.
RELEVANT DELEGATIONS	Nil.
RELATED POLICY PROCEDURES AND DOCUMENTS	Council Members Allowances, Fees and Reimbursement of Expenses Policy Register of Professional Development (D17/36578)

INTRODUCTION

Council acknowledges its commitment to the training and development of Council Members to assist in the fulfilment of duties and responsibilities of public office and in the interests of effective representation.

Council Members are encouraged to continually improve their knowledge and expertise to enhance the quality of representation and promote well informed decision making. This can be achieved by participating in conferences, programs and training courses which provides for professional development relating to their role and responsibilities in local government.

Such professional development programs are those developed by industry-recognised providers and (generally) delivered locally.

Access and participation in the identified professional development courses and programs is made available to all Council Members.

PURPOSE

The primary objective of this policy is to provide guidance concerning the professional development of Council Members.

Council Members Continuing Professional Development Policy

CITY OF VINCENT

OBJECTIVE

To:

- establish policy, in accordance with 5.128 of the *Local Government Act 1995*, that details the City's commitment to the continuing professional development of Council Members, and
- reinforce the reporting obligations on the training completed by Council Members in each financial year.

SCOPE

This Policy applies to City of Vincent Council Members.

DEFINITIONS

Professional Development means; training, conferences, conventions, congresses, study tours, forums, information sessions, workshops and events related to local government and of interest to the City of Vincent.

Council Member means a person who is currently serving a term of office as an elected member of the Council in accordance with the Act.

POLICY PROVISIONS

1. Meeting the professional development needs of Council Members

The City will endeavour to address and meet the identified professional development needs of Council Members.

The options for providing such professional development includes:

1.1 Council Member Induction

Following each election, the City of Vincent will conduct a comprehensive induction program, providing newly elected Council Members with information that will support them to understand Council Member roles and responsibilities; legislative obligations; personal responsibilities; and strategic direction of the Local Government. Continuing/previously elected Council Members are encouraged to participate in nominated elements of the induction program, to assist in fostering a team culture and to refresh their understanding.

1.2 Mandatory Modules for Council Members

- All Council Members elected to Council following the 2019 local government elections are required to complete the five mandatory modules of the Council Member Essentials Course.
- The training is valid for five years therefore a Council Member is only required to undertake the training at every second election.
- The course must be completed within 12 months of appointment to Council.

1.3 Council Capacity Building

Council Members Continuing Professional Development Policy

CITY OF VINCENT

Within 6 months after an election, a Council Workshop will be convened to enable Council Members to collaboratively develop a program of Council Capacity Building.

The program developed at the workshop will form the basis for regular training provided to all Council Members as a group, to encourage Council to focus on continuous improvement in its function as a governing body.

The CEO will coordinate training in accordance with the agreed program, with details of dates and delivery modes to be determined in consultation with Council Members.

1.4 Continuing Professional Development

- Council Members will be provided access to all West Australian Local Government Association (WALGA) Council Member training and development programs;
- Council Members will be encouraged to attend annual conferences of the major professions in local government and other institutions of relevance to local government activities; and
- Council Members will be able to attend eligible events where the Chief Executive Officer (CEO) or Council is of the opinion attendance would benefit the Council Member and the City.

1.5 Training Outcomes

In order to be eligible for approval under this policy, Continuing Professional Development must be relevant to the role of a Council Member, and offer demonstratable benefit to the Council as a governing body, the City of Vincent as an organisation, and the broader community.

This includes Continuing Professional Development that:

- Enhances the understanding of Council Member roles and responsibilities, and/or the role and function of Local Government;
- Assists Council Members to develop knowledge and skills in relation to the strategic objectives of the City of Vincent;
- Enables Council Members to further develop personal and professional skills necessary for excellence in performance of the Council Member role; or
- Supports Council Members in developing and maintaining positive and healthy communication, team culture and relationships, to facilitate excellent teamwork to achieve outcomes that deliver good government for the City of Vincent community.

Eligible Continuing Professional Development activities include:

- WA Local Government Association Council (WALGA) and Australian Local Government Association (ALGA) conferences.
- Special ‘one off’ conferences called for or sponsored by WALGA and/or ALGA on important Local Government issues.
- Annual conferences of the major professions in Local Government and other institutions of relevance to Local Government activities.
- Other Local Government-specific training courses, workshops and forums, relating to the outcomes listed above.
- Training relevant to the outcomes listed above offered by accredited organisations.

Council Members Continuing Professional Development Policy

CITY OF VINCENT

- Conferences, training, workshops or seminars that address the initiatives and projects identified in the City of Vincent's Strategic Community Plan, Corporate Business Plan or other strategic documents.

Council Members are encouraged to identify and share relevant Continuing Professional Development opportunities with Council and the CEO. The CEO will also identify and inform Council Members of relevant opportunities.

2. Accessing professional development

Request for professional development may be initiated by the Council Member or through Administration's Professional Development Training Program and must be forwarded to the CEO prior to enrolment or registration.

The CEO will consult with the Mayor in relation to the request to determine that:

- the application is relevant and appropriate and addresses the Council Member's professional development needs;
- there are enough funds available for all costs likely to be incurred in the elected member's proposed professional development; and
- the proposed Elected Member is the most appropriate to undertake the specific professional development.

No Council Member is permitted to undertake professional development in the last 6 months of his or her term of office, unless approved by Council.

The CEO is authorised to approve requests from Council Members for professional development based on consultation with the Mayor and providing that:

- The training, development or conference is organised by an identified, industry recognised training provider;
- The training, development or conference is held within the Perth metropolitan region; and
- The training, development or conference does not conflict with scheduled Council or Committee meetings.

Any requests that do not meet the above criteria, including those for attendance at courses or conferences outside of the Perth metropolitan region are to be submitted to Council for consideration.

If the Mayor and CEO determine NOT to approve a request for professional development, the affected Council Member has the right to put the matter before Council for consideration and final determination.

3. Booking Arrangements

The City will make all bookings associated with the proposed professional development, including where relevant, airline bookings, accommodation and registration.

Council Members are not to pay such costs and seek reimbursement, except in the case of an emergency or unique circumstances and subject to the Chief Executive Officer's prior approval.

4. Registration

Council Members Continuing Professional Development Policy

The City will pay all normal registration costs for Council Members, including those costs relating to official luncheons, dinners and tours/inspections that are relevant to the interests of the City.

5. Reports

Following attendance at conferences, congresses, study tours and any seminars, forums, workshops of two (2) days or more duration, the Council Member/s that attended shall submit an individual or composite report, which is to be signed by each attendee, to the Council (to be included in the Information Bulletin) within thirty days of their return to Perth, for the Council's information and records. The report shall include a summary of the event's proceedings, major points of interest to the City and any recommendations, including as to whether attendance at similar conferences in the future is warranted.

Administration is also required to report annually on completed training. Completed training must be published on the City's website within one month of the financial year ending. This will include the Council Member Essentials Course and any continuing professional development undertaken by Council Members.

6. Budget allocation

The City's Annual Budget will include:

a. Whole of Council Training and Development

An allocation for Council as a whole, to be used for:

- Council Member Induction, dealt with under Part 1.1 of this Policy;
- Mandatory Council Member Training, dealt with under Part 1.2 of this Policy, and
- Council Capacity Building, dealt with under Part 1.3 of this Policy.

b. Council Member Professional Development

An allocation for each Council Member to be used for individual Continuing Professional Development, as specified under Part 1.4 of this Policy. Council Members may select training and professional development to be funded from this allocation, subject to approval in accordance with this Policy.

Unexpended allocations at the end of a financial year will not be carried forward to the next financial year.

Any professional development proposal that exceeds an individual Council Member's allocation will be referred for Council decision. Alternatively, the Council Member may choose to privately fund any shortfall. This will not be eligible for reimbursement from a future budget allocation.

Council Members Continuing Professional Development Policy

CITY OF VINCENT

OFFICE USE ONLY	
Responsible Officer	Executive Manager Corporate Strategy and Governance
Initial Council Adoption	16/06/2020
Previous Title	Elected Member Continuing Professional Development Policy
Reviewed / Amended	17/05/2022
Next Review Date	10/2023

Council Members Continuing Professional Development Policy

LEGISLATION / LOCAL LAW REQUIREMENTS	Section 5.128 of the L*ocal Government Act 1995*. *'the chief executive officer shall maintain a register of professional development.* *this policy must be adopted and reviewed by absolute majority vote.* *this policy must be reviewed after each ordinary election* *the CEO must publish an up-to-date version of the policy on the local government's official website'.* Regulation 34ad L*ocal Government (administration) Regulations 1996*.
RELEVANT DELEGATIONS	Nil.
RELATED POLICY PROCEDURES AND DOCUMENTS	~~Policy 4.2.7 –~~ Council Members Allowances, Fees and Reimbursement of Expenses Policy Register of Professional Development (D17/36578) ~~Professional Development Advance and Acquittal Statement (D19/179644)~~

INTRODUCTION

Council acknowledges its commitment to the training and development of Council Members to assist in the fulfilment of duties and responsibilities of public office and in the interests of effective representation.

Council Members are encouraged to continually improve their knowledge and expertise to enhance the quality of representation and promote well informed decision making. This can be achieved by participating in conferences, programs and training courses which provides for professional development relating to their role and responsibilities in local government.

Such professional development programs are those developed by industry-recognised providers and (generally) delivered locally.

Access and participation in the identified professional development courses and programs is made available to all Council Members.

PURPOSE

The primary objective of this policy is to provide guidance concerning the professional development of Council Members.

Council Members Continuing Professional Development Policy

CITY OF VINCENT

OBJECTIVE

To:

- establish policy, in accordance with 5.128 of the *Local Government Act 1995*, that details the City's commitment to the continuing professional development of Council Members, and
- reinforce the reporting obligations on the training completed by Council Members in each financial year.

SCOPE

This Policy applies to ~~the~~ City of Vincent Council Members ~~of the City~~.

DEFINITIONS

Professional Development means; training, conferences, conventions, congresses, study tours, forums, information sessions, workshops and events related to local government and of interest to the City of Vincent.

Council Member means a person who is currently serving a term of office as an elected member of the Council in accordance with the Act.

POLICY PROVISIONS

1. Meeting the professional development needs of Council Members

The City will endeavour to address and meet the identified professional development needs of Council Members.

The options for providing such professional development includes:

1.1 Council Member Induction

Following each election, the City of Vincent will conduct a comprehensive induction program, providing newly elected Council Members with information that will support them to understand Council Member roles and responsibilities; legislative obligations; personal responsibilities; and strategic direction of the Local Government. Continuing/previously elected Council Members are encouraged to participate in nominated elements of the induction program, to assist in fostering a team culture and to refresh their understanding.

1.2 Mandatory Modules for Council Members

- All Council Members elected to Council following the 2019 local government elections are required to complete the five mandatory modules of the Council Member Essentials Course.
- The training is valid for five years therefore a Council Member is only required to undertake the training at every second election.
- The course must be completed within 12 months of appointment to Council.

Council Members Continuing Professional Development Policy

CITY OF VINCENT

1.3 Council Capacity Building

Within 6 months after an election, a Council Workshop will be convened to enable Council Members to collaboratively develop a program of Council Capacity Building.

The program developed at the workshop will form the basis for regular training provided to all Council Members as a group, to encourage Council to focus on continuous improvement in its function as a governing body.

The CEO will coordinate training in accordance with the agreed program, with details of dates and delivery modes to be determined in consultation with Council Members.

1.4 Continuing Professional Development

- Council Members will be provided access to all West Australian Local Government Association (WALGA) Council Member training and development programs;
- Council Members will be encouraged to attend annual conferences of the major professions in local government and other institutions of relevance to local government activities; and
- Council Members will be able to attend eligible events where the Chief Executive Officer (CEO) or Council is of the opinion attendance would benefit the Council Member and the City.

1.5 Training Outcomes

In order to be eligible for approval under this policy, Continuing Professional Development must be relevant to the role of a Council Member, and offer demonstrable benefit to the Council as a governing body, the City of Vincent as an organisation, and the broader community.

This includes Continuing Professional Development that:

- Enhances the understanding of Council Member roles and responsibilities, and/or the role and function of Local Government;
- Assists Council Members to develop knowledge and skills in relation to the strategic objectives of the City of Vincent;
- Enables Council Members to further develop personal and professional skills necessary for excellence in performance of the Council Member role; or
- Supports Council Members in developing and maintaining positive and healthy communication, team culture and relationships, to facilitate excellent teamwork to achieve outcomes that deliver good government for the City of Vincent community.

Eligible Continuing Professional Development activities include:

- WA Local Government Association Council (WALGA) and Australian Local Government Association (ALGA) conferences.
- Special ‘one off’ conferences called for or sponsored by WALGA and/or ALGA on important Local Government issues.
- Annual conferences of the major professions in Local Government and other institutions of relevance to Local Government activities.

Council Members Continuing Professional Development Policy

CITY OF VINCENT

- Other Local Government-specific training courses, workshops and forums, relating to the outcomes listed above.
- Training relevant to the outcomes listed above offered by accredited organisations.
- Conferences, training, workshops or seminars that address the initiatives and projects identified in the City of Vincent's Strategic Community Plan, Corporate Business Plan or other strategic documents.

Council Members are encouraged to identify and share relevant Continuing Professional Development opportunities with Council and the CEO. The CEO will also identify and inform Council Members of relevant opportunities.

2. Accessing professional development

Request for professional development may be initiated by the Council Member or through Administration's Professional Development Training Program and must be forwarded to the CEO prior to enrolment or registration.

The CEO will consult with the Mayor in relation to the request to determine that:

- the application is relevant and appropriate and addresses the Council Member's professional development needs;
- there are enough funds available for all costs likely to be incurred in the elected member's proposed professional development; and
- the proposed Elected Member is the most appropriate to undertake the specific professional development.

No Council Member is permitted to undertake professional development in the last 6 months of his or her term of office, unless approved by Council.

The CEO is authorised to approve requests from Council Members for professional development based on consultation with the Mayor and providing that:

- The training, development or conference is organised by an identified, industry recognised training provider; ~~and~~
- The training, development or conference is held within the Perth metropolitan region; and
- The training, development or conference does not conflict with scheduled Council or Committee meetings.

Any requests that do not meet the above criteria, including those for attendance at courses or conferences outside of the Perth metropolitan region are to be submitted to Council for consideration.

If the Mayor and CEO determine NOT to approve a request for professional development, the affected Council Member has the right to put the matter before Council for consideration and final determination.

3. Booking Arrangements

The City will make all bookings associated with the proposed professional development, including where relevant, airline bookings, accommodation and registration.

Council Members Continuing Professional Development Policy

Council Members are not to pay such costs and seek reimbursement, except in the case of an emergency or unique circumstances and subject to the Chief Executive Officer's prior approval.

4. Registration

The City will pay all normal registration costs for Council Members, including those costs relating to official luncheons, dinners and tours/inspections that are relevant to the interests of the City.

5. Reports

Following attendance at conferences, congresses, study tours and any seminars, forums, workshops of two (2) days or more duration, the Council Member/s that attended shall submit an individual or composite report, which is to be signed by each attendee, to the Council (to be included in the Information Bulletin) within thirty days of their return to Perth, for the Council's information and records. The report shall include a summary of the event's proceedings, major points of interest to the City and any recommendations, including as to whether attendance at similar conferences in the future is warranted.

Administration is also required to report annually on completed training. Completed training must be published on the City's website ~~for that financial year~~ within one month of the financial year ending. This will include the Council Member Essentials Course and any continuing professional development undertaken by Council Members.

6. Budget allocation

The City's Annual Budget will include:

a. Whole of Council Training and Development

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b. Council Member Professional Development

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Any professional development proposal that exceeds an individual Council Member's allocation will be referred for Council decision. Alternatively, the Council Member may choose to privately fund any shortfall. This will not be eligible for reimbursement from a future budget allocation.

Council Members Continuing Professional Development Policy

CITY OF VINCENT

OFFICE USE ONLY	
Responsible Officer	Executive Manager Corporate Strategy and Governance
Initial Council Adoption	16/06/2020
Previous Title	Elected Member Continuing Professional Development Policy
Reviewed / Amended	17/05/2022
Next Review Date	10/2023

8.2 INFORMATION BULLETIN

Attachments:

1. **Unconfirmed Minutes Arts Advisory Group 29 May 2024**
2. **Unconfirmed Minutes Sustainability and Transport Advisory Group 4 July 2024**
3. **Unconfirmed Minutes of the Mindarie Regional Council meeting held on 18 July 2024**
4. **Statistics for Development Services Applications as at the end of July 2024**
5. **Register of Legal Action and Prosecutions Monthly - Confidential**
6. **Register of State Administrative Tribunal (SAT) Appeals - Progress Report as at 6 August 2024**
7. **Register of Applications Referred to the Metro Inner-North Joint Development Assessment Panel - Current**
8. **Register of Applications Referred to the Design Review Panel - Current**
9. **Unrecoverable Parking Infringements Write-Off**
10. **Register of Petitions - Progress Report - August 2024**
11. **Register of Notices of Motion - Progress Report - August 2024**
12. **Register of Reports to be Actioned - Progress Report - August 2024**
13. **Council Workshop Items since 26 June 2024**
14. **Council Briefing Notes - 16 July 2024**

RECOMMENDATION:

That Council RECEIVES the Information Bulletin dated August 2024.

MINUTES

CITY OF VINCENT

ARTS ADVISORY GROUP

Wednesday 29 May 2024
5:30pm to 6:30pm

Venue: Committee Room
City of Vincent – Administration and Civic Centre
244 Vincent Street Leederville

Attendees:
City of Vincent Councillors
Cr Suzanne Worner (Cr SW) – Chair
Cr Sophie Greer (Cr SG)

Community Representatives
Wayne Herring (WH)
Helen Turner (HT)
Carolyn Karnovsky (CK)
Chakris Srisuwan (CS)

City of Vincent Officers
Eamonn Lourey, Coordinator Place (EL)
Lauren Formentin, Place Planner – Arts (LF)
Holly Mason, Strategic Planner (HM)

Invited Guests
Luke Davey (LD, Artitecture)

1. Welcome/Declaration of Opening
Councillor Worner opened the meeting at 5:31pm and delivered the Acknowledgement of Country.

2. Apologies
Cr Ashley Wallace (Cr AW)
Iwan Isnan (II)
Kate Rae (KR)
Marisa Santosa (MS)

3. Confirmation of the Minutes
That the Minutes of the meeting held on 7 February 2024 be received and confirmed as true and correct record.

4. Business
4.1 Percent for Art Concept Presentation – Luke Davey (Artitecture)

- LD presented a proposed Percent for Art contribution at 38-44 Brisbane Street, Perth for a client in the NDIS industry. Development is a universal access apartment block.
- Proposed artwork is a pixel-based two-sided sign located on the Stirling Street verge adjacent to the lift core and residential lobby.
- Feedback and questions from AAG members as follows:
    - Cr SW – supportive
    - WH – How does the artwork location interact with the retail tenancy and any other signage?
        - *LD – Sign is adjacent to the lift core and residential foyer. Retail tenancy is not in immediate vicinity.*
    - CS – Could you please explain the relationship that you and the proposed concept have with the original space invader street art and the artist?
        - *LD – It is a broader cultural reference of the global work of the French artist but also reference to, fundamentally, the white invasion of Australia without being overt.*
    - CK – Given it is a NDIS client developing disability accommodation for future residents as well as the broader public going to the stadium and Woolworths, what consideration has been given

to the future residents with a disability and how might they unpack what is quite a layered and abstract story? How accessible is the story for that audience?
    - *LD – Part of LD's approach is to tell stories in his work, but they don't necessarily need to keep getting told when the work becomes its own entity in a place. LD believes in developing work based on story, but also accepts that those stories often become their own, or artwork will generate its own stories in the life of itself.*
- WH – As it's not a traditional artwork placed on a surface, rather a standalone piece adjacent to a building, a member of the general public will probably first take a look at that and ask what's that sign for? Is that the name of the building? Is that a sign for advertising? Was there any thought given to changing maybe the upright to make it less like a sign, more like a piece of artwork that relates to what you've put on that board?
    - *LD – Considered candy painting the sign but current thinking is to have the title of the work "Always Was, Always Will" in yellow braille on each surface of the upright. The pixelation on the sign breaks up the signage and references Charles Landry's critiques of Perth in the early 2000s about Perth being a place of science and being overly prescriptive in telling everyone everything to do. The potential for this artwork to be mistaken as a sign in the first instance is part of the artwork. We allow all this branding to happen in public space that is actually a really nice space for art as well.*
- CK – The artwork is quite tactile, can it be lowered so the public can touch it or is it intentionally high?
    - *LD – It is intentionally under the awning line. It is larger, bigger and lower than your average sign and it is designed to be in the line of sight but not accessible by humans to touch.*
- WH – is it illuminated?
    - *LD – Currently investigating and will ultimately come down to budget although worth noting that lighting is problematic. Looking into using two different material finishes on the metal to dynamic reflections depending on surrounding lighting and sunlight.*
- CS – Returning to previous points on the message of the artwork, if the responsibility is on the public to describe their own meaning to the artwork and that some of the original meanings will be washed away over time, what is the functional message of the work that will persist independent on the public's judgment of that?
    - *LD – doesn't see it being the responsibility of the public to attribute meaning to the work. Instead acknowledgement of the natural phenomena that the public bring their own stories and even names to public art. This is also referenced in the official title "Always was, always will". If through this session, part of this feedback is to reinforce the meaning stronger, the artwork title can be added in English adjacent to the Braille which will invite the public to ask why it is titled this. LD thinks this is enough and that you don't need to tell all the stories.*
- CS – I think that's a good response in making it really clear to the audience, at least in one aspect, that it is referring to a much broader and deeper social issue. It needs to be retained somehow.
- WH – What is expected maintenance?
    - *LD – Powder coated frame with stainless steel which is ultimately self-cleaning. Hesitant to use lighting to reduce maintenance requirements.*
- CK – What was the reasoning for steering away from addressing the lift core?
    - *LD is an architect and recognised it is a very busy façade (masonry, colorbond, awnings, windows). Felt that addressing the lift core would have been like placing a decorative badge on the building.*
- CK – as the artwork is in the verge, does it fall onto the City of Vincent to maintain
    - **ACTION – CoV to investigate and present back at next AAG.**
- CK – Q is this an interim presentation on the concept? Will it be coming back to the AAG for formal review?
    - *LF – yes it is early feedback on the concept. It will be presented back to AAG in a formal capacity.*

ACTION: All members to provide feedback on the proposed Percent for Art Concept by Wednesday 31 July 2024. Assessment sheet to be provided for comments.

4.2 Art Collection Policy Review

- HM presented on considerations in the Art Collection Policy
- Feedback and questions from AAG members at the meeting is detailed as follows:
    - WH – A lot of councils purchase artwork and have vast art collections but they don't catalogue them and publish their collections online. So we get down to why are we purchasing art if the public can't see them because they're hidden in offices. Can we make them more accessible?
    - CS – Agreed that if an artwork is being purchased for the public it should be accessible by the general public whether it is located in a public space, a central area that functions in the public realm or at the least having that constant online access
    - LF – An action in the arts plan that will commence next financial year is a rehaul of the art collection as it hasn't been updated for a while. Due to renovations, paintings have been stored in a number of locations and not rehung. Project will be to locate all artwork, add them to the register and revalue the collection. At this stage, paintings could be catalogued on an online register, shared in monthly newsletters and on social media.
    - CS – what data do we have now on the art collection? What status is the artwork in?
        - *LF – Most paintings were acquired through the Vincent Art Awards which ran 1995-2010. A lot of the collection is very old. CoV will organise assessment and valuation of the collection in the new FY. The art collection policy outlines this process so through this policy review, we can decide on how this process should be managed into the future.*
    - CS – For the pieces that are deteriorating, will there still be an action plan for at least archival of those works, digitally? That way the public still have access to the work, if there is at least some documentation of it.'
        - **ACTION – CoV to look at digital archive of any decommissioned works moving forward (Art Collection Policy)**
    - Q – Are we considering just paintings or other art forms?
        - *LF – Up until now just paintings, but we have the opportunity to broaden our collection through the review of this policy. i.e. sculptural pieces in the foyer, wall-mounted pieces in public locations and community facilities such as town halls and community centres.*
    - CK – Really successful city art collections around Australia include their public art and their murals as part of the collection. Support the idea of an online catalogue that people can access but also a space that is publicly accessible where you can curate the collection thematically. Could also look into other formats like projections, light boxes.
    - CK – Are there different ways of getting those works out into the public realm? Or not even public realm, but more publicly accessible than in Council Chambers.
        - WH – Agreed it would be good to showcase artwork in the foyer on a semi-regular basis and invite that artist to talk or run a workshop. Could be a great way for the public to interact with the collection
        - CS – Supportive of activating public spaces with the City's art collection
        - WH – opportunity to build relationships with local artists and link to their blog, website, Instagram etc. Perhaps a featured artist of the month.
    - Cr SW – Is there an opportunity to see if we can have external exhibitions including vacant shops or other spaces not being used? Would need to liaise with landlords and consider security.
    - CK – before the City invests in new acquisitions, we should celebrate what we've got, bring in a collections manager or someone that can identify where the gaps are in the collection which can form part of your acquisition plan moving forward.
    - WH – do we use art collection on any marketing material? Can we?
        - **ACTION – CoV to investigate and present back at next AAG.**
    - HM – Should we broaden the criteria?
        - CK – perhaps make it meet two or three of the five criteria
        - CS – do we need to determine how criteria are prioritised? Is this a way to determine what the City perceives to be of value in regards to which works get acquired and which don't and why?
        - WH – It could happen at art awards or art exhibitions and the acquisitive theme could be fluid rather than written in the policy statement.
        - CS – If the policy is quite broad, we need to outline the process in determining the acquisitive theme.
        - Cr SW – Art shouldn't be just landscapes and streetscapes, theme could be what is happening in the culture. For example, the artwork in the foyer is emblematic of COVID-19.
        - LF – Could potentially have similar approach to the Vincent Film Project where it can be about any story in Vincent. It could be to give a place, a person, a time, a connection to Vincent.

        - CS – Having variety in the art form and alternating themes are good. But there needs to be both a broader changing theme written in the policy and guiding statements that are very specific and outlines prioritisation of acquisitions.
        - Comment from EL – worth noting that behind the policy statement could be a management practice and/or guidelines.
    - **ACTION – CoV to provide summary of Art Collection Policy feedback.**

4.3 Public Art and Public Murals Policy Review

- HM presented on considerations in the Public Art and Public Murals Policy
    - **ACTION – All members to provide written feedback on the Criteria by 7 August 2024.**
- Feedback and questions from AAG members at the meeting is detailed as follows:
    - CS – Supportive of combining the two policies and differentiating via sub-categories. Policy should align with definitions in the Percent for Public Art Policy where possible.
    - CS – is there a register of murals we have approved? Can we add these to the art collection?
    - WH – Do we need to revisit the definition of professional artist?
        - LF – We can look at the definition in the Percent for Art Policy reviewed last year. Consider that this policy needs to cover all types of public art and artists – not just art that is acquired by the local government. This includes organic grassroots community public art by schools, clubs, NDIS providers etc.

4.4 Arts Updates

- LF mentioned that no one provided feedback on the Terms of Reference, we can leave as is.
- LF provided updates on the Industrial Design / Public Artwork
    - Paint or vinyl application relatively straight forward, screening more complex and requires further approvals. Screen would need to be in addition to equipment housing, rather than replacing. Rough pricing would be $10-15k for smaller and $15-20k for larger compounds. Artist fee of $1k per compound if unique bespoke, or $5k if one artist designing all.
- LF provided updates on the COVID-19 Town Centre artworks
    - Cr SW – The William Street Public Artwork is extremely delayed. Can this be revisited?
    - LF – Yes the project has been delayed for a number of reasons.

5. Close/Next Meeting

The Chairperson closed the meeting at 7:15pm. The next meeting is scheduled to be held on Wednesday 7 August 2024.

Signed _____

Councillor Suzanne Worner (Chairperson)

Dated this _____ day of _____ 20__

MINUTES

CITY OF VINCENT

SUSTAINABILITY AND TRANSPORT ADVISORY GROUP

Thursday 4 July 2024
6.00pm - 8.00pm

Venue: Committee Room
City of Vincent
Administration and Civic Centre
244 Vincent Street Leederville

Attendees:

City of Vincent Councillors
(Chairperson) Cr Wallace (AW)

Community Representatives
Barbara Pedersen (BP)
Helen Griffiths (HG)
Ian Kininmonth (IK)
Chris Cutress (CC)
Kathryn Longden (KL)

City of Vincent Officers
Mitchell Hoad (MH) - A/Manager Strategic Planning and Specialist Planner
Ciara O'Dwyer (CO) - Specialist Sustainability Advisor
Tim Elliott (TE) - Coordinator Strategic Planning

1. Welcome/Declaration of Opening

Councillor Wallace opened the meeting at 6:05pm and delivered the Acknowledgement of Country.

2. Apologies

- Peter Varris (PV) – A/CEO
- Cr La Fontaine (ALF)
- Emma McCallum (EM)

3. Confirmation of the Minutes

The Minutes of the meeting held on 14 March 2024 were received and confirmed as true and correct record.

4. Business

4.1 Updated Terms of Reference for the STAG, adopted 21 May 2024

MH confirmed STAG members have received the updated terms of reference. MH detailed the minor changes as adopted 21 May 2024. No STAG members had any further questions.

4.2 Presentation by CO on community consultation feedback and climate projections (10 minutes)

CO presented the outcomes of the STAG workshop on 14 March 2024 and the community consultation on themes and topics related to the EES. CO noted that there were similarities across the STAG results and community results, demonstrating action is desired on a few key topics. Those topics being:

- Urban Greening/ Tree Canopy Cover

- Water Capture and Reuse/ Clean Water
- Reducing Carbon Emissions/ Climate Action/ Climate Resilience
- Habitat Enhancement/ Biodiversity

CO presented climate projections for the Southwest of Western Australia from the WA Government's Climate Projections summary. BP noted that with her professional experience, she felt the climate projections from the WA Government were particularly thin/ weak. BP noted that more specific data will help deliver stronger results, for example considering consecutive days with nights over 26°C. CO agreed and noted that the climate projections are potentially the minimum of what can be expected in the future.

CO noted the objective of the session is for the STAG to determine what actions they would like to see Vincent take as a local government. CO noted that the members of the STAG know how to be sustainable, so even the most ambitious ideas may make it into the strategy in some format. The objective of Exercise 1 is for the STAG members to think about the climate impacts on a local scale, and more specifically the City of Vincent's operations.

4.3 Exercise 1- Brainstorming localised climate impacts (25 minutes)

Group 1 and 2 were each given 25 minutes to develop their localised climate impacts and the impacts on the City's operations. Results are below.

Group 1: Kathyrn (KL), Ian (IK) and Barbara (BP)

Climate Hazard	**Specific impacts on Vincent**	**Operational Impact**
Hotter and more frequent hot days and heat waves in summer	- Electricity usage increase - Increased urban heat, keeps people indoors and reduces community activity	- Infrastructure impacted by heat and then extreme rainfall (e.g. roads), economic impact. - Reliance on public pools and places for public that have A/C- financial impact. - Council provision of refuges from heat, bus stops with shade, drink fountains - Protection from heat for council workers 'heat wave safety plan'
Higher sea levels and more frequent sea level extremes (tides and storms)	- River impacts- erosion? - Drainage for city backing up, saltwater intrusions. - Residential land loss, park land and infrastructure loss	- Cost to redesign and replant foreshore
Increased evaporation rates, reduce soil moisture and run-off	- Nutrient flows and eutrophication - Increased stormwater runoff and flooding events - Reduction in soil biota resulting in loss of insects and ecosystem due to increased soil temp. - Disruptions to water cycle- reduced drinking water	- Increased water uses and demand for landscaping. - Hardening of species and increased water time for plants in revegetation projects - Increased costs and manual labour for maintaining water bodies (due to run off) - Consideration of watering stations for wildlife- costs for maintenance
Lower rainfall in winter and spring	- Increased water usage in residential gardens and council open space areas	
Drought duration and frequency to increase		- Redesign plant species with arid conditions. - Usage of soil amendments (e.g. Biochar)

Group 2: Helen (HG), Chris (CC) and Cr Wallace (AW)

Climate Hazard	Specific impacts on Vincent	Operational Impact
Warmer and more acidic oceans	- Change in evaporation extent- more humidity, more short duration but high intensity rainfall events. - Potential change with fauna (aquatic) and flora	- Increase costs- additional and improved drainage infrastructure required. - If something becomes a pest, need to monitor, and invest in management
Increased intensity of heavy rainfall events	- Impacts on drainage and road infrastructure - Impacts on community engagement- going out. - Harvesting of stormwater for parks etc. - Possible restriction on land available for development and use	- Increased costs (as above) - Savings on water harvesting and use
Harsher fire weather conditions	- In parks- impact on flora and may spread to surrounding residences etc.	
Higher average temperatures	- Impacts on road maintenance (melting of asphalt) - Impacts on green spaces and public parks, school ovals etc. (results in decreased public and visual amenity) - Heat stress for public and staff- OSH issue. - Reduced involvement and participation in community events - Changes in pest populations- expect invasive plant diseases (e.g. Cane toads)	- Supplementary H20 and selective species planting - Reducing green space (e.g. ovals and small parks) - Potential shorter shifts for workers, possible increase in WFH - Cost of community facilities (or potential savings)
Less frost	- Minimal impact in Vincent, possible impact on backyard fruit trees	

4.4 Group discussion (10 minutes)

Group 1 and 2 read out their impacts as detailed in the above tables. General commentary and discussion about the impacts occurred. Brief discussion was had about consequences of electricity outages and sewer overflows. BP asked if CoV have mapped this, CO was unsure.

CO noted the idea of the exercise is to get the STAG thinking big picture and the STAG had done this well. CO noted the intent to get internal teams to complete the same exercise as part of the strategy development.

4.5 Break (20 minutes)

4.6 Exercise 2- Brainstorm localised solutions to climate impacts and sustainability actions (30 minutes)

CO explained the objective of Exercise 2 was to build on the work of Exercise 1 and identify actions that Vincent can take as a local government thinking ambitiously. BP asked about the context of the strategy (e.g. Environmental Strategy), CO noted that Vincent is still working through what the strategy will look like, but all the major climate change and environment topics are intended to be included.

Exercise 2 was to consider with no limitations on constraints on resources, what localised actions can be taken to be more sustainable and manage the effects of climate impacts? Results are below.

Group 1: Chris (CC), Ian (IK) and Barbara (BP)

Action	Operational	Community
Measured/ Incremental Actions	- Publicise emissions inventory. - Add climate change risks to Corp Ex register. - Develop plans for green infrastructure and corridors across public and private land. - Grey water harvesting and reuse for council facilities. - De-pave areas to reduce urban heat effects and plant rain gardens. - Install PV arrays and EV chargers in all council carparks. - Monitor impacts of climate change and report to State Government - Diversify types of plants to cope after extreme events	- Support biodiversity on private land and link with public parks. - Identify vulnerable people who will suffer most from flood, heat, and power outages- offer support. - Support community facilities retrofitting for greywater use (e.g. Beatty Park, Floreat Athena) and houses. - Develop and electrify Vincent strategy and workshop. - Support a community nursery and seed gathering/ banks
Ambitious/ Head Turning Actions	- Corp EX adopts a climate action plan. - Vincent adopts a city-wide plan to create carbon sinks (in parks, open space, wetlands) - Stormwater harvesting and infiltration to ground water. - Develop local microgrid and community batteries. - A pyrolysis plant to produce biochar and energy for processing green waste for city carbon sink. - Sustainable divestment of financial investments (fossil fuels) - Removal of gas appliances in council buildings	- Council provides maintenance support (e.g. Pruning) to landowners. - Support development of co-operatively owned batteries (esp. strata titled housing/ apartments) - Support community replacing gas appliances. - Advocate for sustainable community outcomes

Group 2: Helen (HG), Kathyrn (KL) and Cr Wallace (AW)

Action	Operational	Community
Measured/ Incremental Actions	- Expansion of street tree watering program to prevent premature death of mature trees (monitoring of watering requirements, schedule of trees requiring watering) - Further acquisition of land to dedicate as POS in areas with low access. - Community batteries for rooftop solar - Minimisation of use of turf in POS	- Sheltered bus stops for all locations. - Promote development of community gardens and friends of groups - Seed mail outs for home planting
Ambitious/ Head Turning Actions	- Increase costs OR planning incentives to encourage further retention of tree canopy on private land. - Rebates for reduction of waste collection frequency - Investigation of alternate road treatments (reduction of pavement width and conversion to green space, alternate	

	pavement finishes that reduce heat impacts and improve water management) - On street charging for EVs - Variable rating scheme for tree canopy coverage	

4.7 Group discussion and wrap up (10 minutes)

Group 1 and 2 read out their suggestions as detailed in the above tables. General commentary and discussion about the ambitious actions occurred. Brief discussion was had about greywater harvesting/ legislative requirements and the challenge of competing spaces in the public realm. AW asked about whether there will be an advocacy section in the strategy, CO noted that there is an intention to have a governance section, which will establish key advocacy ideas and set up the structures for continued success in sustainability at Vincent.

CO spoke to next steps, with the focus being on completing the emissions inventories and continuing with strategy development.

ACTION:

5. Close/Next Meeting

The Chairperson (AW) closed the meeting at 8:05pm. The next meeting is scheduled to be held in October.

Signed _____
Councillor (Chairperson)

Dated this _____ day of _____ 20__

MINUTES

ORDINARY COUNCIL MEETING

TIME: 6.30 PM

18 JULY 2024

CITY OF STIRLING

Constituent Members: Cities of Perth, Joondalup, Stirling, Vincent and Wanneroo
Towns of Cambridge and Victoria Park

2

MINDARIE REGIONAL COUNCIL
NOTICE OF MEETING

11 July 2024

Councillors of the Mindarie Regional Council are advised that an Ordinary Meeting of the Council will be held at the City of Stirling at 6.30 pm on 18 July 2024.

The agenda pertaining to the meeting follows.

Your attendance is respectfully requested.

SCOTT CAIRNS
CHIEF EXECUTIVE OFFICER

MINDARIE REGIONAL COUNCIL - MEMBERSHIP

Cr S Proud, JP (Stephanie) - Chair	City of Stirling
Cr P Miles (Paul) - Deputy Chair	City of Wanneroo
Cr A Jacob, JP (Albert)	City of Joondalup
Cr C May (Christopher)	City of Joondalup
Cr L Gobbert, JP (Liam)	City of Perth
Cr A Creado (Andrea)	City of Stirling
Cr J Ferrante (Joe)	City of Stirling
Cr C Hatton (Chris)	City of Stirling
Cr A Castle (Alex)	City of Vincent
Cr J Wright (Jordan)	City of Wanneroo
Cr G Mack (Gary)	Town of Cambridge
Cr K Vernon (Karen)	Town of Victoria Park

NB: Although some Councils have nominated alternate members, it is a requirement that a Council carries a specific resolution for each occasion that the alternate member is to act.

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Prior to taking their seats for the meeting each member nominated by the Member Councils, made the required Declaration of Elected Member for the position of Councillor of the Mindarie Regional Council (MRC) in accordance with the Local Government Act 1995 (Schedule 9.3, Clause 10) in accordance with s702 of the Local Government Act 1960 (repealed).

1 DECLARATION OF OPENING / ANNOUNCEMENT OF VISITORS

The CEO declared the meeting open at 6.31 pm.

The CEO announced that, prior to the meeting, the Chair had authorised Cr May to attend the meeting electronically under s14CA Local Government Administration Regulations 1996. Cr May had previously confirmed that he is located in a private room and can maintain confidentiality during the meeting.

2 ELECTION OF CHAIRPERSON

The CEO advised Council that he received the following nominations for the position of Chair:

- Cr Paul Miles - Self nomination
- Cr Stephanie Proud - Self nomination

Crs Proud and Miles made a short speech prior to the voting.

In accordance with the *Local Government Act 1995 (schedule 9.3, Clause 10(c))* an election was conducted under *s.709 (2) of the transitional provisions of the Local Government Act 1960 (repealed).*

The CEO advised Council that a vote would be conducted for the position of Chair.

The votes were counted and the CEO announced that Cr Proud received the majority of the votes and declared Cr Proud elected as the Chair, by 7 votes to 5.

Cr Proud signed the required Declaration of Office for the position of Chair (Form 7). Cr Proud then assumed the role of Chair.

3 ELECTION OF DEPUTY CHAIRPERSON

The Chair advised Council that the following nominations had been received for the position of Deputy Chair:

- Cr Vernon - Self nomination

In accordance with the *Local Government Act 1995 (schedule 9.3, Clause 10(c))* an election was conducted under *s.709 (3) of the transitional provisions of the Local Government Act 1960 (repealed).*

The Chair advised Council that no vote would be required, one nomination received for the position of Deputy Chair, Cr Vernon is unopposed.

The Chair thanked Cr Vernon for nominating, and congratulated Cr Vernon on being elected to the role of Deputy Chair.

4 ATTENDANCE/APOLOGIES/LEAVE OF ABSENCE

MRC COUNCILLORS

Cr A Jacob, JP (Albert)	City of Joondalup
Cr C May (Christopher)	City of Joondalup
Cr L Gobbert (Liam)	City of Perth
Cr A Creado (Andrea)	City of Stirling
Cr J Ferrante (Joe)	City of Stirling
Cr C Hatton (Chris)	City of Stirling
Cr S Proud, JP (Stephanie)	City of Stirling
Cr A Castle (Alex)	City of Vincent
Cr P Miles (Paul)	City of Wanneroo
Cr J Wright (Bronwyn)	City of Wanneroo
Cr G Mack (Gary)	Town of Cambridge
Cr K Vernon (Karen)	Town of Victoria Park

Apologies
Nil

MRC Officers
Mr S Cairns (Chief Executive Officer)
Mr M Hattingh (Executive Manager Operations)
Mr D Turner (Projects and Procurement Manager)
Ms S Cherico (Human Resources Manager)

Approved leave of absence
Nil

Member Council Observers

Mr M Pennington	City of Joondalup
Mr P Varris	City of Vincent
Mr A Griffiths	City of Vincent
Mr H Singh	City of Wanneroo

5 DECLARATION OF INTERESTS

Nil

6 PUBLIC QUESTION TIME

Nil

7 ANNOUNCEMENT BY THE PRESIDING PERSON

Nil

8 APPLICATION FOR LEAVE OF ABSENCE

Nil

9 PETITIONS/DEPUTATIONS/PRESENTATIONS

Nil

10 CONFIRMATION OF MINUTES OF PREVIOUS MEETINGS

10.1 ORDINARY COUNCIL MEETING – 27 June 2024

The Minutes of the Ordinary Council Meeting held on 27June 2024 have been printed and circulated to members of the Council.

RESPONSIBLE OFFICER RECOMMENDATION

That the Minutes of the Ordinary Meeting of Council held on 27 June 2024 be confirmed as a true record of the proceedings.

Moved Cr Hatton, Seconded Cr Mack
RESOLVED
That the recommendation be adopted

CARRIED UNANIMOUSLY 12/0
For: Crs Castle, Creado, Ferrante, Gobbert, Hatton, Jacob, Mack, May, Miles, Proud, Vernon and Wright
Against: Nil

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11 CHIEF EXECUTIVE OFFICER REPORTS

11.1	FINANCIAL STATEMENT FOR THE PERIOD ENDED 30 JUNE 2024
Reference:	**GF-23-000000019**
Attachment(s):	**Attachment No. 1**
Date:	**10 July 2024**
Responsible Officer:	**Executive Manager Corporate Services**

SUMMARY

The purpose of this report is to provide Council with a set of financial reports in line with statutory requirements, which provides information on the financial performance of the Mindarie Regional Council (MRC).

BACKGROUND

Financial Management Regulations 34 of the Local Government (Financial Management) Regulations 1996 defines reporting requirements.

The financial statements presented for each month consist of:

- Statement by Comprehensive Income by Nature and Type
- Operating Income Statement by Program
- Statement of Financial Position
- Statement of Cashflows
- Statement of Financial Activity
- Statement of Reserves
- Statement of Investing Activity
- Cash and Cash Equivalents and Schedule of Investments
- Tonnage Report

DETAIL

The attached reports provide an overview of the MRC's interim financial performance for the period ending 30 June 2024 and have been prepared in accordance with the Local Government Act 1995, the Local Government (Financial Management) Regulations 1996 and the Australian Accounting Standards. The interim report fairly represents, in all material respects, the results of the MRC's operations for the month being reported.

The Interim Financial Report for the period ended 30 June 2024 is attached at **Appendix No. 1** to this Item. The Schedule of Investments and Tonnage Report up to 30 June 2024 are also contained within the Appendix No.1.

Summary of results for the year-to-date period ended 30 June 2024

	YTD Budget	YTD Actual	Variance
	t	t	t
Tonnes – Members	182,630	175,527	(7,103)
Tonnes – Others	25,400	26,258	858
TOTAL TONNES	**208,030**	**201,785**	**(6,245)**
	$	$	$
Revenue – Fees & Charges	33,101,627	32,299,681	(801,946)
Revenue – Other	7,630,339	8,025,761	395,422
TOTAL REVENUE	**40,731,966**	**40,325,442**	**(406,524)**
Expenses	(35,548,531)	(33,435,965)	2,112,566
Net profit	**5,183,435**	**6,889,477**	**1,706,042**
Net profit on sales of assets	253,105	281,281	28,176
NET SURPLUS	**5,486,540**	**7,170,758**	**1,684,218**

Variances Year to Date
Mindarie Regional Council's interim financial result for the period ending 30 June 2024 reflects its performance from 1 July 2023 to 30 June 2024. Council's operations have been conducted in line with the adopted budget. At the OCM, 28 March, Council approved mid-year budget review and proposed budget adjustments, the revised budgets have been reflected in the financial statements. In line with materiality adopted by the Council, variances below $50k do not attract comments.

MRC recorded an interim net profit of $7.2m for the period ended 30 June 2024.

REVENUE

User Charges
Total revenue recorded a negative variance of $406k. This outcome results from a negative variance of $802k in fees and charges partially offset by a positive variance of $395k in other revenue.

Member user charges are $1,058k lower than budget primarily due to 4,245t and 1,667t less tonnages delivered by City of Wanneroo and City of Stirling respectively. City of Wanneroo advised that the forecast at the time of budget adoption overestimated tonnages for their council.

Income from other user charges is $384k above budget, 880t additional tonnages were delivered by trade customers.

Interest Earnings
Interest earning is $391k higher compared to the budget. This continues to be a direct result of positive interest rates.

EXPENDITURE

Materials and Contracts
Materials and Contracts expenditure shows a positive variance of $1.7m compared to the budget. This variance is driven by a combination of several factors, lower than anticipated costs in DWER landfill levy ($617k lower) being the major reason. DWER landfill levy is payable to the Department of Water and Environment Regulation and has a direct relationship to tonnage collected. Another contributing factor to the interim results is a positive variance of $501k consultancy expenditure, and timing of expenses such as audit fees, Waste audit, FOGO Trial. The balance is made up of many small variances.

Utilities
Utilities recorded a positive variance of $210k. The key contributor to this positive variance is $180k budgeted to accommodate extra network monthly charges as anticipated at budgeting time. However, the actual network charges have been lower**.**

Insurance
Insurance expenses recorded is $264k below budget due to excess insurance budgeted at $250k not yet utilised.

Other expenses
Other expenses are $108k lower than budget. This is mainly due to member conference expenses budgeted at $78k whereas the actual expense incurred to date is $2k.

STATEMENT OF FINANCIAL POSITION
End of June 2024 the MRC's cash position is solid due to collection of fees and charges and positive earnings from the investments. Capital expenditure delivery and increases in the RBA cash rate have improved both the rate of investments and the amount reinvested.

Current Liabilities
Current Liabilities as of 30 June 2024 is $1m higher compared to the previous month. Accrual of Waste levy payable to DWER for the month of June 24 contributed to this increase. Year-end adjustments are still in progress. Once finalised, it will impact the final position of the current liabilities.

Capital Expenditure
There is $375k capital expenditure incurred in June 2024. This is mainly for landfill infrastructure and a new Vibrating Roller acquisition.

Reserve Accounts
The reserve accounts for the period ended 30 June 2024 improved by $6m. This reflects the transfers to reserves including interest earned on the investments and a transfer of $3m into capital reserve in line with mid-year budget review approved by Council in March.

STATUTORY IMPLICATIONS
Section 6.4 of the Local Government Act 1995 and regulation 34(1) of the Local Government (Financial Management) Regulations 1996.

VOTING REQUIREMENT
Simple Majority

RESPONSIBLE OFFICER RECOMMENDATION
That Council:

Receive the Financial Statements set out in Appendix No. 1 for the month ended 30 June 2024.

Moved Cr Vernon, Seconded Cr Wright
RESOLVED
That the recommendation be adopted

CARRIED UNANIMOUSLY 12/0
For: Crs Castle, Creado, Ferrante, Gobbert, Hatton, Jacob, Mack, May, Miles, Proud, Vernon and Wright
Against: Nil

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ATTACHMENT 1

FINANCIAL STATEMENT FOR THE PERIOD ENDED 30 JUNE 2024

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Interim Financial Report for the period ending 30 June 2024

Mindarie Regional Council

Authorised by: Adnana Arapovic
Executive Manager Corporate Services

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2.0 Financial Statements

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2.5 Interim Statement of Financial Activity

2.6 Interim Statement of Reserves

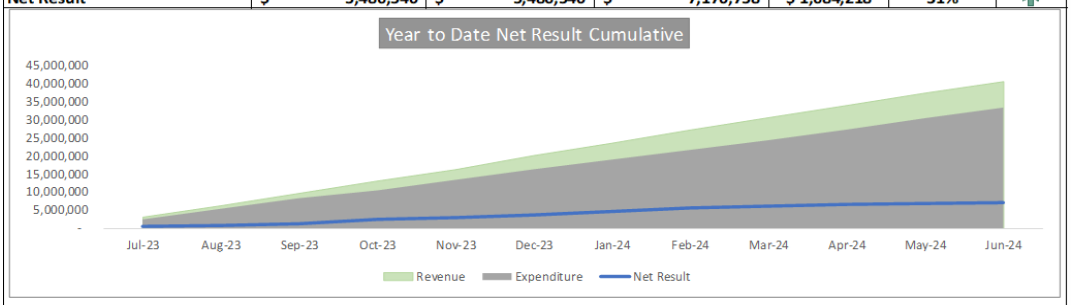
2.7 Interim Statement of Investing Activity

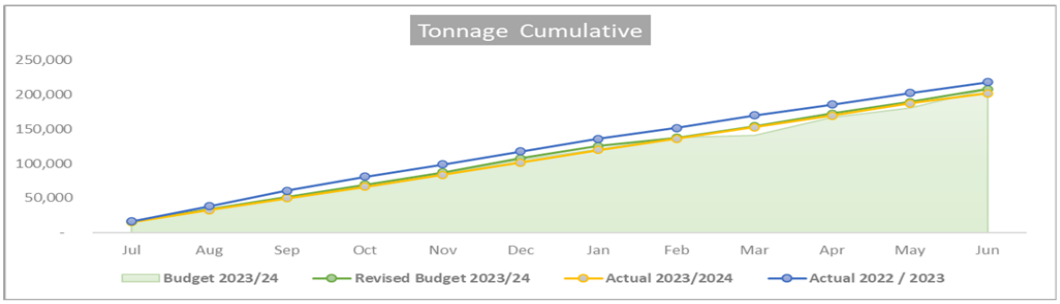
3.0 Cash and Cash Equivalents and Schedule of Investments

4.0 Tonnage Report

1.0 Interim Financial Summary
For the period 30 June 2024

STATEMENT OF COMPREHENSIVE INCOME						
	Revised Budget	Revised Budget Year to Date	Actual Year to Date	Variance	Variance %	Status
Fees and Charges Revenue	$ 33,101,627	$ 33,101,627	$ 32,299,681	$ (801,946)	(2%)	
Other Revenue	$ 7,630,339	$ 7,630,339	$ 8,025,761	$ 395,422	5%	
Total Operating Revenue	**$ 40,731,966**	**$ 40,731,966**	**$ 40,325,442**	**$ (406,524)**	**(1%)**	
Operating Expenditure	**$ 35,548,531**	**$ 35,548,531**	**$ 33,435,965**	**$ 2,112,566**	**6%**	
Net profit	**$ 5,183,435**	**$ 5,183,435**	**$ 6,889,477**	**$ 1,706,042**	**33%**	
Capital Grants and Subsidies	$ 50,000	50,000	-	(50,000)	-	
Net profit /(loss) on sale of asse	253,105	$ 253,105	$ 281,281	28,176	11%	
Net Result	**$ 5,486,540**	**$ 5,486,540**	**$ 7,170,758**	**$ 1,684,218**	**31%**	





STATEMENT OF FINANCIAL POSITION			
Current Assets	Revised Budget	Actual Year to Date	Actual 30 June 2023
Current Assets	$ 67,960,617	$ 79,269,386	$ 64,273,412
Non Current Assets	$ 104,333,324	$ 92,495,623	$ 100,324,693
Total Assets	**$ 172,293,941**	**$ 171,765,009**	**$ 164,598,105**
Current Liabilities	$ 4,380,288	$ 4,654,928	$ 5,528,381
Non Current Liabilities	$ 27,208,977	$ 27,224,512	$ 26,354,914
Total Liabilities	**$ 31,589,265**	**$ 31,879,440**	**$ 31,883,295**
Equity	**$ 140,704,676**	**$ 139,885,569**	**$ 132,714,810**

CAPITAL EXPENDITURE				
	Revised Budget	Year to Date Actual	Variance $	Variance %
Capital Expenditure	10,349,323	1,639,701	8,709,622	84.2%

Interim results are subject to year end adjustments.

2.1 Interim Statement of Comprehensive Income by nature
For the period ended 30 June 2024

	Original Budget	Revised Budget	Year to Date				Previous Actual YTD
	2023/24	2023/24	Revised Budget	Actual	Variance	Variance	30-Jun-23
REVENUE	$	$	$	$	$	%	$
Member User Charges							
User Charges - City of Perth	1,884,782	2,042,071	2,042,071	1,969,497	(72,574)	(4%)	1,870,272
User Charges - City of Wanneroo	8,757,751	8,759,336	8,759,336	8,113,168	(646,168)	(7%)	7,761,291
User Charges - City of Joondalup	5,073,600	5,067,171	5,067,171	4,954,717	(112,454)	(2%)	4,726,847
User Charges - City of Stirling	7,974,008	8,370,577	8,370,577	8,118,952	(251,625)	(3%)	7,294,836
User Charges - Town of Cambridge	787,616	885,766	885,766	880,823	(4,943)	(1%)	851,223
User Charges - City of Vincent	830,500	828,739	828,739	853,072	24,333	3%	787,628
User Charges - Town of Victoria Park	1,268,400	1,601,433	1,601,433	1,606,582	5,149	0%	1,569,178
Total Member User Charges	**26,576,657**	**27,555,093**	**27,555,093**	**26,496,811**	**(1,058,282)**	**(4%)**	**24,861,275**
Other User Charges							
User Charges - Casual Tipping Fees	5,401,066	4,691,534	4,691,534	5,076,246	384,712	8%	7,425,162
Total User Charges	**31,977,723**	**32,246,627**	**32,246,627**	**31,573,057**	**(673,570)**	**(2%)**	**32,286,437**
Other fess and charges							
Mattresses Charges	55,000	55,000	55,000	111,210	56,210	102%	131,517
Gas Power Generation Sales	800,000	800,000	800,000	615,414	(184,586)	(23%)	816,100
Total Other Fees and Charges	**855,000**	**855,000**	**855,000**	**726,624**	**(128,376)**	**(15%)**	**947,617**
Total Fees and Charges	**32,832,723**	**33,101,627**	**33,101,627**	**32,299,681**	**(801,946)**	**(2%)**	**33,234,054**
Interest Earnings	1,659,800	2,692,821	2,692,821	3,083,671	390,850	15%	1,512,800
Grants, Subsidies and Contributions							
Reimb. of Admin/Governance Expenses	4,656,518	4,656,518	4,656,518	4,656,518	-	0%	4,224,742
Other Revenue							
Other Revenue	95,000	281,000	281,000	285,572	4,572	2%	271,044
Total Other Revenue	**6,411,318**	**7,630,339**	**7,630,339**	**8,025,761**	**395,422**	**5%**	**6,008,586**
Total Revenue	**39,244,041**	**40,731,966**	**40,731,966**	**40,325,442**	**(406,524)**	**(1%)**	**39,242,640**
EXPENSES							
Employee Costs	5,536,680	5,536,680	5,536,680	5,712,081	(175,401)	(3%)	4,699,120
Materials and Contracts	18,348,818	18,713,901	18,713,901	17,013,822	1,700,079	9%	17,485,005
Utilities	718,250	800,450	800,450	590,891	209,559	26%	632,002
Depreciation	5,896,783	6,340,025	6,340,025	6,337,561	2,464	0%	5,652,806
Amortisation	4,954,195	2,119,202	2,119,202	2,119,202	-	-	1,953,449
Finance Costs	1,097,123	1,097,123	1,097,123	1,093,408	3,715	0%	1,074,941
Insurances	620,200	620,200	620,200	355,736	264,464	43%	684,881
Other Expenses	320,950	320,950	320,950	213,264	107,686	34%	467,758
Total Expenses	**37,492,999**	**35,548,531**	**35,548,531**	**33,435,965**	**2,112,566**	**6%**	**32,649,962**
Net profit from ordinary activities	**1,751,042**	**5,183,435**	**5,183,435**	**6,889,477**	**1,706,042**	**33%**	**6,592,678**
Capital Grants, Subsidies and Contributions							
Capital Grants and Subsidies	50,000	50,000	50,000	-	(50,000)	(100%)	-
	50,000	**50,000**	**50,000**	**-**	**(50,000)**	**(100%)**	**-**
Profit/(loss) from ordinary activities							
Profit on Sale of Assets	1,000	293,890	293,890	291,943	(1,947)	(1%)	-
Loss on Sale of Assets	(350,756)	(40,785)	(40,785)	(10,662)	30,123	(74%)	-
	(349,756)	**253,105**	**253,105**	**281,281**	**28,176**	**11%**	-
Net result for the period	**1,451,286**	**5,486,540**	**5,486,540**	**7,170,758**	**1,684,218**	**31%**	**6,592,678**
TOTAL COMPREHENSIVE INCOME	**1,451,286**	**5,486,540**	**5,486,540**	**7,170,758**	**1,684,218**	**31%**	**6,592,678**

2.2 Interim Statement of Comprehensive Income by program
For the period ended 30 June 2024

	Original Budget	Revised Budget	Revised Budget YTD	Actual YTD	Variance	Variance
	$	$	$	$	$	%
Revenue from Ordinary Activities						
Community Amenities	32,927,723	33,382,628	33,382,627	32,585,253	(797,374)	(2%)
General Purpose Funding	1,659,800	2,692,821	2,692,821	3,083,671	390,850	15%
Governance	4,656,518	4,656,518	4,656,518	4,656,518	-	-
	39,244,041	**40,731,966**	**40,731,966**	**40,325,442**	**(406,524)**	**(1%)**
Expenses from Ordinary Activities						
Governance	(4,616,177)	(5,128,496)	(5,156,277)	(4,168,447)	987,830	19%
Community Amenities	(31,779,699)	(29,322,912)	(29,295,131)	(28,174,116)	1,121,015	4%
Total operating expenses	**(36,395,876)**	**(34,451,408)**	**(34,451,408)**	**(32,342,563)**	**2,108,845**	**6%**
Finance costs						
Governance	(328,288)	(328,288)	(328,288)	(324,573)	(3,715)	1%
Community Amenities	(768,835)	(768,835)	(768,835)	(768,835)	-	-
Total Finance costs	**(1,097,123)**	**(1,097,123)**	**(1,097,123)**	**(1,093,408)**	**(3,715)**	**(0%)**
Net result for the period	**1,751,042**	**5,183,435**	**5,183,435**	**6,889,477**	**1,706,042**	**33%**
Non-operating grants						
Community Amenities	50,000	50,000	50,000	-	(50,000)	(100%)
Profit on sale of assets						
Governance	-	6,208	6,208	4,259	(1,947)	(31%)
Community Amenities	1,000	287,682	287,684	287,684	-	-
	1,000	**293,890**	**293,892**	**291,943**	**(1,947)**	**(1%)**
Loss on sale of assets						
Governance	(384)	-	-	-	-	-
Community Amenities	(350,372)	(40,785)	(40,785)	(10,662)	30,123	(74%)
Total profit /(loss) on sale of assets	**(349,756)**	**253,105**	**253,105**	**281,281**	**28,176**	**11%**
TOTAL COMPREHENSIVE INCOME	**1,451,286**	**5,486,540**	**5,486,540**	**7,170,758**	**1,684,218**	**31%**

2.3 Interim Statement of Financial Position
As at 30 June 2024

	Actual 30 June 2024	Actual 30 June 2023
CURRENT ASSETS		
Cash and cash equivalents	19,542,485	20,262,141
Other Financial Assets	56,743,738	40,495,910
Debtors and other receivables	2,200,865	2,273,228
Inventories	12,436	15,792
Other Current Assets	769,862	1,226,341
TOTAL CURRENT ASSETS	**79,269,386**	**64,273,412**
NON-CURRENT ASSETS		
Property, plant and equipment	29,185,728	31,577,144
Right of Use Asset	5,425,760	6,203,572
Infrastructure	46,210,790	49,828,762
Excavation and Rehabilitation Asset	11,673,345	12,715,215
TOTAL NON-CURRENT ASSETS	**92,495,623**	**100,324,693**
TOTAL ASSETS	**171,765,009**	**164,598,105**
CURRENT LIABILITIES		
Trade and other payables	3,921,638	4,144,896
Employee related provisions	731,071	754,925
Right of Use Liabilities	2,219	628,560
TOTAL CURRENT LIABILITIES	**4,654,928**	**5,528,381**
NON CURRENT LIABILITIES		
Employee related provisions	241,763	141,000
Rehabilitation provision	20,821,529	20,052,694
Right of Use Liabilities	6,161,220	6,161,220
TOTAL NON CURRENT LIABILITIES	**27,224,512**	**26,354,914**
TOTAL LIABILITIES	**31,879,440**	**31,883,295**
NET ASSETS	**139,885,569**	**132,714,810**
EQUITY		
Retained Losses	(28,713,720)	(29,893,807)
Reserves Accounts	25,484,041	19,493,371
Revaluation Surplus	54,029,522	54,029,520
Council Contribution	89,085,726	89,085,726
TOTAL EQUITY	**139,885,569**	**132,714,810**

2.4 Interim Statement of Cash Flow
For the period ended 30 June 2024

	Original Budget 2023/2024	Revised Budget 2023/2024	Actual YTD 30-Jun-23	Actual 30-Jun-23
	$	$	$	$
Cash flows from operating activities				
Receipts				
Contributions, re-imbursements and donations	4,656,518	4,080,518	4,656,518	4,224,742
Gas generation services	800,000	800,000	615,414	816,100
Fees and charges	32,032,723	31,945,734	35,750,798	32,839,129
Interest earnings	1,659,800	2,630,059	3,133,051	939,304
Other revenue	95,000	281,000	285,572	271,044
GST received	-	-	841,117	2,782,222
	39,244,041	**39,737,312**	**45,282,470**	**41,872,541**
Payments				
Employee costs	(5,102,945)	(5,079,162)	(5,300,078)	(4,776,643)
Materials and contracts	(18,348,818)	(19,425,047)	(18,664,768)	(17,328,430)
Utilities	(718,250)	(800,450)	(590,890)	(632,002)
Insurance	(620,200)	(620,200)	(355,736)	(684,880)
Other Expenditure	(320,950)	(320,950)	(213,264)	(798,699)
GST Paid	-	-	(3,959,464)	(2,785,569)
	(25,111,163)	**(26,245,809)**	**(29,084,201)**	**(27,006,223)**
Net cash provided by operating activities	**14,132,878**	**13,491,503**	**16,198,270**	**14,866,318**
Cash flows from investing activities				
Grants and subsidaries	50,000	50,000	38,000	-
Payments for purchases of property, plant and equipment and infrastructure	(10,052,000)	(10,349,323)	(1,639,701)	(107,549)
Investments in term deposits	(2,315,904)	(5,991,705)	(16,247,829)	(1,075,500)
Proceeds from Sale of assets	576,000	576,000	1,292,679	-
Net cash used in investing activities	**(11,741,904)**	**(15,715,028)**	**(16,556,852)**	**(1,183,049)**
Cash flows from financing activity				
Lease payments	(559,266)	(559,266)	(361,074)	(566,483)
Net cash used in financing activities	**(559,266)**	**(559,266)**	**(361,074)**	**(566,483)**
Net increase in cash and cash equivalents	**1,831,708**	**(2,782,792)**	**(719,656)**	**13,116,786**
Cash and cash equivalents 30 June 2023	15,250,254	20,262,141	20,262,141	7,145,355
Cash and cash equivalents 30 June 2024	**17,258,130**	**17,479,349**	**19,542,485**	**20,262,141**

2.5 Interim Statement of Financial Activity
For the period ended 30 June 2024

Actual 30 June 2023		Original Budget 2023/2024	Revised Budget 2023/2024	Budget YTD 30-Jun-24	Actual YTD 30-Jun-24	Variance	Variance
		$	$	$	$	$	%
	Revenue from operating activities						
4,224,742	Contributions and reimbursements	4,656,518	4,656,518	4,656,518	4,656,518	-	-
33,102,536	Fees and charges	32,832,723	33,101,627	33,101,627	32,299,681	(801,946)	(2%)
1,512,800	Interest revenue	1,659,800	2,692,821	2,692,821	3,083,671	390,850	15%
271,044	Other revenue	95,000	281,000	281,000	285,572	4,572	2%
-	Profit on asset disposals	1,000	293,890	293,890	291,943	(1,947)	(1%)
39,111,122		**39,245,041**	**41,025,856**	**41,025,856**	**40,617,385**	**(408,471)**	**(1%)**
	Expenditure from operating activities						
(4,707,843)	Employee costs	(5,536,680)	(5,536,680)	(5,536,680)	(5,712,081)	175,401	(0)
(17,508,295)	Materials and contracts	(18,348,818)	(18,713,901)	(18,713,901)	(17,013,822)	(1,700,079)	9%
(632,002)	Utility charges	(718,250)	(800,450)	(800,450)	(590,891)	(209,559)	26%
(7,606,255)	Depreciation & amortisation	(10,850,978)	(8,459,227)	(8,459,227)	(8,456,763)	(2,464)	0
(1,074,941)	Finance costs	(1,097,123)	(1,097,123)	(1,097,123)	(1,093,408)	(3,715)	0
(684,881)	Insurance	(620,200)	(620,200)	(620,200)	(355,736)	(264,464)	43%
-	Loss on disposal of assets	(350,756)	(40,785)	(40,785)	(10,662)	-	0%
(466,879)	Other expenditure	(320,950)	(320,950)	(320,950)	(213,263)	(107,687)	34%
(32,681,096)		**(37,843,755)**	**(35,589,316)**	**(35,589,316)**	**(33,446,626)**	**(2,112,567)**	**6%**
	Add/less: Non - cash items						
-	Profit on asset disposals	(1,000)	(293,890)	(293,890)	(291,943)	(1,947)	1%
-	Loss on disposal of assets	350,756	40,785	40,785	10,662	(30,123)	(74%)
7,606,255	Depreciation & amortisation	10,850,978	8,459,227	8,459,227	8,456,763	2,464	0
60,245	Employee benefit provisions	542,735	542,735	542,735	608,892	(66,157)	(12%)
743,120	Rehabilitation - unwinding of interest	768,835	768,835	768,835	768,835	-	-
-	Other Provisions	3,620,993	3,620,993	3,620,993	(531,373)	-	-
8,409,620		**16,133,297**	**13,138,685**	**13,138,685**	**9,021,836**	**(95,763)**	**(1%)**
14,839,646	**Amount attributable to operating activities**	**17,534,583**	**18,575,225**	**18,575,225**	**16,192,595**	**(2,382,630)**	**(13%)**
	Inflows from investing activities						
-	Proceeds from disposal of assets	576,000	1,306,972	1,306,972	1,292,679	14,293	1%
-	Capital Grants and Subsidies	50,000	50,000	50,000	38,000	12,000	24%
-		**626,000**	**1,356,972**	**1,356,972**	**1,330,679**	**(26,293)**	**(2%)**
	Outflows from investing activities						
(54,835)	Purchase of plant and equipment	(618,000)	(808,323)	(808,323)	(433,523)	374,800	46%
(25,279)	Purchase of land and buildings	(310,000)	(310,000)	(310,000)	(2,024)	307,976	99%
(17,101)	Purchase of computer equipment	(105,000)	(212,000)	(212,000)	(105,730)	106,270	50%
(10,334)	Purchase and construction of infrastructure	(9,019,000)	(9,019,000)	(9,019,000)	(1,098,425)	7,920,575	88%
(107,549)		**(10,052,000)**	**(10,349,323)**	**(10,349,323)**	**(1,639,701)**	**8,709,622**	**84%**
(107,549)	**Amount attributable to investing activities**	**(9,426,000)**	**(8,992,351)**	**(8,992,351)**	**(309,022)**	**9,301,373**	**(103%)**
	Inflows from financing activity						
98,550	Transfers from reserve accounts	1,215,000	3,162,310	3,162,310	562,368	2,599,942	82%
98,550		**1,215,000**	**3,162,310**	**3,162,310**	**562,368**	**2,599,942**	**82%**
	Outflows from financing activities						
(566,483)	Payments for principal portion of lease liabilities	(293,526)	(293,526)	(293,526)	(626,341)	332,815	(113%)
(824,831)	Transfers to reserve accounts	(2,493,835)	(6,133,337)	(6,133,337)	(6,553,038)	419,701	(7%)
(1,391,314)		**(2,787,361)**	**(6,426,863)**	**(6,426,863)**	**(7,179,379)**	**752,516**	**(12%)**
(1,292,764)	**Amount attributable to financing activities**	**(1,572,361)**	**(3,264,553)**	**(3,264,553)**	**(6,617,010)**	**(3,352,457)**	**103%**
27,195,812	**Operating Net Current Assets at the start of the financial year**	**32,849,526**	**32,849,526**	**32,849,526**	**40,635,145**	**(7,785,619)**	**(24%)**
14,839,646	Amount attributable to operating activities	17,534,583	18,575,225	18,575,225	16,192,595	2,382,630	13%
(107,549)	Amount attributable to investing activities	(9,426,000)	(8,992,351)	(8,992,351)	(309,022)	(8,683,328)	97%
(1,292,764)	Amount attributable to financing activities	(1,572,361)	(3,264,553)	(3,264,553)	(6,617,010)	3,352,457	(103%)
40,635,145	**Closing Net Current Assets**	**39,385,748**	**39,167,847**	**39,167,847**	**49,901,707**	**10,733,860**	**27%**

2.5 Interim Statement of Financial Activity (Continued)
Net current assets reconciled to Statement of Financial Activity
For the period ended 30 June 2024

	Actual As at 30 June 2024	Actual 30 June 2023
CURRENT ASSETS		
Cash and cash equivalents	19,542,485	20,262,141
Other Financial Assets	56,743,738	40,495,910
Debtors and other receivables	2,200,865	2,273,228
Inventories	12,436	15,792
Other Current Assets	769,862	1,226,341
TOTAL CURRENT ASSETS	**79,269,386**	**64,273,412**
CURRENT LIABILITIES		
Trade and other payables	3,921,638	4,144,896
Employee related provisions	731,071	754,925
Right of Use Liabilities	2,219	628,560
TOTAL CURRENT LIABILITIES	**4,654,928**	**5,528,381**
Net Current assets	**74,614,458**	**58,745,031**
Add back Restricted Liabilities		
Employee related provisions	731,071	754,925
Right of Use Liabilities	2,219	628,560
E-Waste Infrastructure grants	38,000	-
Adjusted net current assets	**75,385,748**	**60,128,516**
Less : Net current financial assets that back reserves		
Reserves Accounts	(25,484,041)	(19,493,371)
	49,901,707	**40,635,145**

2.6 Interim Statement of Reserves
For the period ended 30 June 2024

Description	Actual As at 30 June 2024
	$
Site Rehabilitation	
Opening balance	17,056,658
Interest income	911,148
Transfer to reserves	768,828
Transfer from reserves	-
Closing Balance	**18,736,634**
Capital Expenditure	
Opening balance	1,945,637
Interest income	122,387
Transfer to reserves	4,725,000
Transfer from reserves	(562,368)
Closing Balance	**6,230,655**
Carbon Abatement	
Opening balance	491,076
Interest income	25,675
Transfer to reserves	-
Transfer from reserves	-
Closing Balance	**516,751**
RESERVES SUMMARY	
Opening Balance as at 1 July 2023	19,493,371
Interest income	1,059,210
Transfer to reserves	5,493,828
Transfer from reserves	(562,368)
Closing Balance	**25,484,041**

2.7 Interim Statement of Investing Activity
For the period ended 30 June 2024

	Original Budget 2023/24	Revised Budget 2023/24	Actual As at 30 June 2024	Actual Vs Revised Budget Variance	Actual Vs Revised Budget Variance
	$	$	$	$	%
LANDFILL INFRASTRUCTURE					
Stage2 - Phase2 capping work	6,987,000	6,987,000	791,850	6,195,150	89%
Leachate Processing Infrastructure	1,850,000	1,850,000	285,483	1,564,517	85%
	8,837,000	**8,837,000**	**1,077,333**	**7,759,667**	**88%**
INFRASTRUCTURE TAMALA PARK					
RRF 2x new additional Monitoring Bores to be installed	28,500	28,500	-	28,500	100%
4x new Monitoring Bores Install - Marmion Ave	10,000	55,000	-	55,000	100%
Facility Signage Upgrade	18,000	14,000	-	14,000	100%
Transfer Station Line Marking	15,500	18,000	-	18,000	100%
Modifications at Drop-off bays & Reticulation	16,000	15,500	7,836	7,664	49%
Workshop Hotwash - Wash-downbay	-	10,000	4,421	5,579	56%
15Amp Power Supply Installation to Green Waste bunker	25,000	16,000	8,836	7,164	45%
Transfer Station chain drop Access Control unit	55,000	25,000	-	25,000	100%
Transfer Station extension	14,000	-		-	-
	182,000	**182,000**	**21,093**	**160,907**	**88%**
BUILDING					
Recycling E-Waste Storage and Bulk Up Facility	135,000	135,000	2,024	132,976	99%
Workshop building Roller doors and Rood upgrade for tyre	25,000	25,000	-	25,000	100%
Weighbridge roof modification	150,000	150,000	-	150,000	100%
	310,000	**310,000**	**2,024**	**307,976**	**99%**
COMPUTING EQUIPMENT					
Replacement of Desktops/Laptops	20,000	50,000	36,301	13,699	27%
CCTV install for Tip Face, Quarry and Transfer	85,000	97,000	32,650	64,350	66%
Meeting Room Upgrade and Telephony System	-	25,000	25,142	(142)	-1%
Event Management System (Inex) Replacement	-	10,000	-	10,000	100%
Wifi Access Point Replacements	-	30,000	11,637	18,363	61%
	105,000	**212,000**	**105,730**	**106,270**	**50%**
EQUIPMENT					
Odour monitoring units / control	70,000	70,000	-	70,000	100%
Point to point Telemetry & Data System Installation	16,500	16,500	-	16,500	100%
Workshop Hotwash Machine	8,000	8,000	-	8,000	100%
2x New Air well Leachate Extraction Pumps for Stage 2	8,500	8,500	-	8,500	100%
Generator & Compressor	15,000	15,000	14,995	5	0%
	118,000	**118,000**	**14,995**	**103,005**	**87%**
PLANT AND VEHICLES					
Replacement of vehicles	80,000	232,323	232,695	(372)	0%
Replacement of Skid Steer Loader	175,000	213,000	5,832	207,168	97%
New 16t Vibrating Roller at Tip face	245,000	245,000	180,000	65,000	27%
	500,000	**690,323**	**418,528**	**271,796**	**39%**
TOTAL CAPITAL EXPENDITURE	**10,052,000**	**10,349,323**	**1,639,701**	**8,709,622**	**84%**

3.0 Cash & Cash Equivalents and Schedule of Investments
As at 30 June 2024

Institutions with Standard & Poors Rating AA- or better

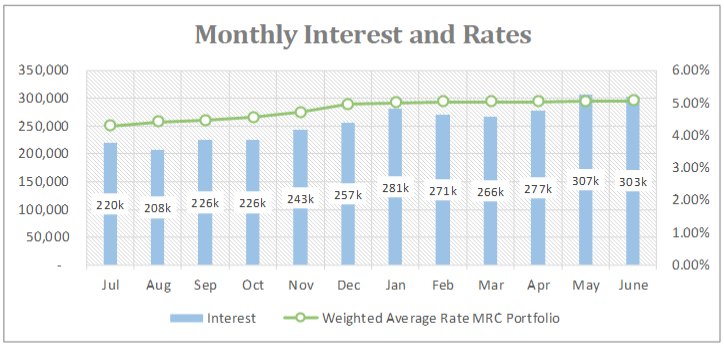
Institution	S&P Rating	Achieved
CBA	AA-	✔
NAB	AA-	✔
ANZ	AA-	✔
Westpac	AA-	✔

Where Tenor > 90 Days, maximum 50% held in one institution

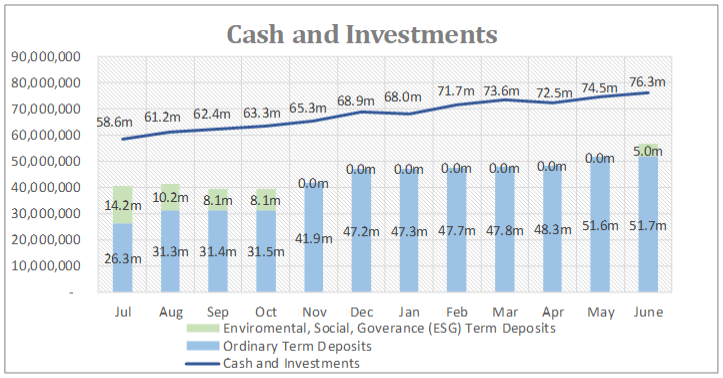
Investments > 90 days tenor	94%

Institution	Amount Held $m	% of Total Funds	Maximum	Achieved
CBA	$ 10.24	18%	50%	✔
NAB	$ 20.00	35%	50%	✔
ANZ	$ 6.36	11%	50%	✔
Westpac	$ 18.00	32%	50%	✔
<90 Days	$ 2.14			
	$ 56.74			

Where possible give preference to institutions that do not finance the fossil fuel industry and consider ethical, social and environmental aspects.



For the year ending June 2024, MRC's interest earnings are $391k above the revised budget. In June 2024, the Reserve Bank held the cash rate at 4.35%



As of June 30, 2024, MRC's total cash and investments amounted to $76.2 million. $56.7 million was invested in term deposits and $12.8m invested in the CBA saver account. 6% ($5m) of the term deposits have Enviromental, Social, and Governance (ESG) ratings.

3.0 Cash & Cash Equivalents and Schedule of Investments As at 30 June 2024 (Continued)

SCHEDULE OF INVESTMENTS

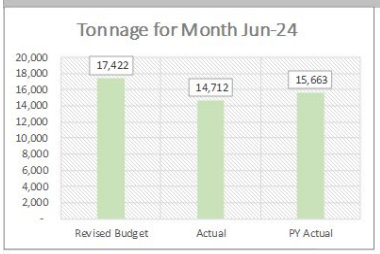
Bank	Investment Date	Tenor (Days)	Investment Amt $	Interest Rate %	Maturity Date	Gross Interest $	Maturity Amt $
ORDINARY TERM DEPOSITS							
NAB GMI-DEAL-10893903	15/07/2024	90	2,138,938	5.00%	15/07/2024	26,370	2,165,308
CBA 37309509	19/07/2024	120	5,060,459	4.77%	19/07/2024	79,359	5,139,818
ANZ 9797-07193	1/08/2024	182	2,110,333	4.88%	1/08/2024	51,351	2,161,684
NAB 10890044	21/08/2024	155	5,000,000	5.05%	21/08/2024	107,226	5,107,226
NAB 21-233-4933	23/08/2024	182	2,132,690	5.10%	23/08/2024	54,235	2,186,924
NAB new	23/08/2024	179	199,000	5.10%	23/08/2024	4,977	203,977
NAB 41-562-4966	9/09/2024	341	2,968,402	5.25%	9/09/2024	145,594	3,113,996
NAB 10890228	16/09/2024	182	2,148,363	5.05%	16/09/2024	54,098	2,202,460
ANZ 9131-43719(reinvested)	17/09/2024	183	2,113,605	4.88%	17/09/2024	51,713	2,165,319
NAB GMI-DEAL-10894013	14/10/2024	180	2,144,564	5.05%	14/10/2024	53,408	2,197,972
CBA CDA 37309509	15/10/2024	183	5,183,836	4.83%	15/10/2024	125,533	5,309,368
NAB GMI-DEAL-10899596	18/11/2024	181	2,167,406	5.10%	18/11/2024	54,815	2,222,220
Wpac TD 032108005408	29/11/2024	184	3,200,000	5.14%	29/11/2024	82,916	3,282,916
Wpac TD 032108 988977	20/02/2025	275	4,300,000	5.21%	20/02/2025	168,790	4,468,790
ANZ 9796-92171	13/03/2025	273	2,137,282	5.00%	13/03/2025	79,928	2,217,210
Wpac TD 032108962507	1/05/2025	365	5,500,000	5.35%	1/05/2025	294,250	5,794,250
NAB GMI-DEAL-10902291	11/06/2025	365	3,238,861	5.25%	11/06/2025	170,040	3,408,901
Total Ordinary Term Deposits			**51,743,738**			**1,604,603**	**53,348,341**
WpacGreen Tailored Deposit	11/06/2025	365	5,000,000	5.10%	11/06/2025	255,000	5,255,000
Total ESG Term Deposits			**5,000,000**			**255,000**	**5,255,000**
Total Term Deposits			**56,743,738**	**5.06%**		**1,859,603**	**58,603,341**

Cash & Cash Equivalents as of 30 June 2024					
CBA Saver	12,877,053	**Principal**			
NAB Balance	1,229	NAB	39.0%	22,138,223	
CBA Business	6,661,001	CBA	18.1%	10,244,295	
ANZ Balance	202	ANZ	11.2%	6,361,220	
		Wpacgreen	8.8%	5,000,000	
Petty Cash	1,500	Wpac	22.9%	13,000,000	
Floats	1,500	**Invested**		**56,743,738**	
		Principal plus interest			
		NAB	38.9%	22,808,986	
		CBA	17.8%	10,449,186	
		ANZ	11.2%	6,544,213	
		Wpacgreen	9.0%	5,255,000	
Total Cash & Cash Equivalents	**19,542,485**	Wpac	23.1%	13,545,956	
Total	**76,286,223**	Total		**58,603,341**	

4.0 Tonnage Report for the period ended 30 June 2024

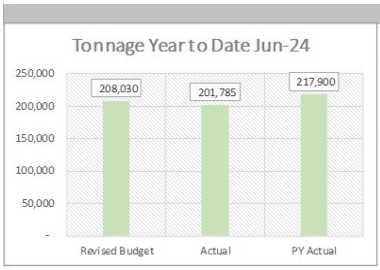
Tonnage Summary JUN-24

Monthly Summary



	Budget	Revised Budget	Actual	Variance	Prior Year
Processable	12,280	14,709	12,406	(2,303)	13,178
Non Processable	302	1,197	756	(441)	493
Members	12,582	15,906	13,162	(2,744)	13,671
Casuals	1,658	1,516	1,550	34	1,992
Total	14,240	17,422	14,712	(2,710)	15,663

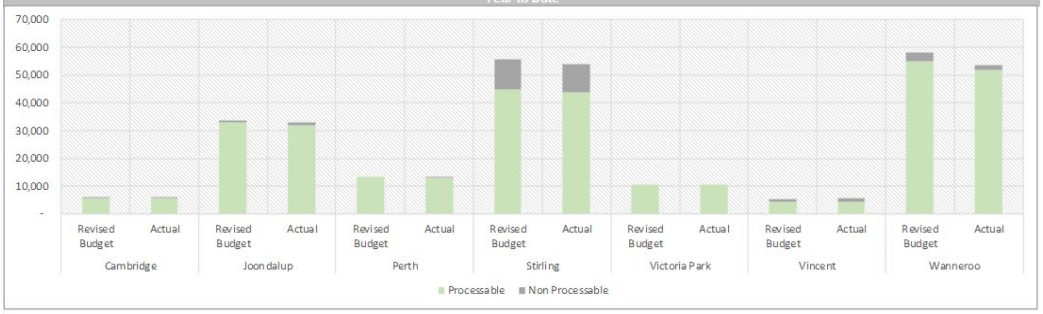
Year to Date Summary

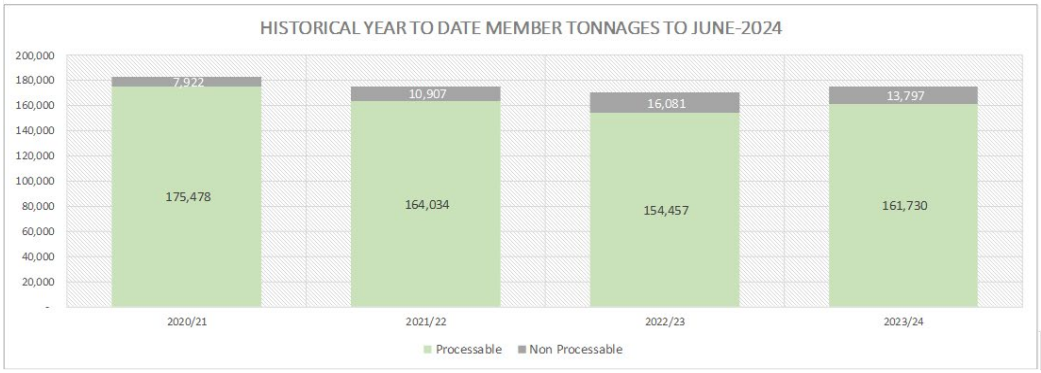


	Budget	Revised Budget	Actual	Variance	Prior Year
Processable	163,582	167,520	161,730	(5,790)	154,458
Non Processable	12,424	15,110	13,797	(1,313)	16,081
Members	176,006	182,630	175,527	(7,103)	170,539
Casuals	31,400	25,400	26,258	858	47,361
Total	207,406	208,030	201,785	(6,245)	217,900

Member Summary

Year to Date





11.2	LIST OF ACCOUNTS PAID – FOR THE PERIOD ENDED 30 JUNE 2024
File No:	**GF-23-000019**
Attachment(s):	**Attachment No 1**
Date:	**10 July 2024**
Responsible Officer:	**Executive Manager Corporate Services**

SUMMARY
The purpose of these reports is to provide details of payments made during the period identified above. This is in line with the requirement under the delegated authority to the Chief Executive Officer (CEO), that a list of payments made from the Municipal Fund since the last Ordinary Council meeting be presented to Council.

DETAILS
In accordance with section 13(1) of the Local Government Financial Management Regulations 1996, Council has delegated to the Chief Executive Officer (CEO) the exercise of its power to make payments from its Municipal and Trust Funds. A list of accounts paid by the CEO is to be prepared each month (Fin Reg 13(2)) and be presented to the next Ordinary Council Meeting following such payments (Fin Reg 13(3)). The list of accounts paid for the month ended 30 June 2024 is attached at Appendix 2 to this Item.

A new regulation 13A has been added to the Local Government Financial Management Regulations 1996 to increase transparency and accountability in local government through greater oversight of incidental spending. The regulation covers purchasing cards such as Bunnings and fuel cards issued by local government to its employees. Under the new regulation, a transaction listing is included for the MRC's fuel cards and Bunnings Power Pass cards.

Month Ended	Account	Vouchers	Amount
30 June 2024	General Municipal	Cheques	**$970.75**
		EFT	**$1,431,477.81**
		DP	**$5,455,267.46**
		Inter account transfers	**-**
		Total	**$6,887,716.02**

STATUTORY IMPLICATIONS
Regulation 13 of the Local Government (Financial Management) Regulations 1996

FINANCIAL IMPLICATIONS
Nil

VOTING REQUIREMENT
Simple Majority

RESPONSIBLE OFFICER RECOMMENDATION
That Council resolve to:

Note the list of accounts paid under delegated authority to the Chief Executive Officer for the month ended 30 June 2024, in accordance with regulation 13(1) of the Local Government (Financial Management) Regulations 1996.

Moved Cr Gobbert, Seconded Cr Wright
RESOLVED
That the recommendation be adopted

CARRIED UNANIMOUSLY 12/0
For: Crs Castle, Creado, Ferrante, Gobbert, Hatton, Jacob, Mack, May, Miles, Proud, Vernon and Wright
Against: Nil

ATTACHMENT 1

LIST OF ACCOUNTS PAID PERIOD ENDED 30 JUNE 2024

Schedule of Payments for June 2024
Council Meeting - 18 July 2024

Date	Document No.	Vendor Name	Description	Amount
13/06/2024	00890	Petty Cash	Petty Cash Reimbursement	$970.75
		Total CBA cheques		**$970.75**

Date	Document No.	Vendor Name	Description	Amount
10/06/2024	DP-02405	DC Flooring	Transfer Hut Repairs	$4,922.50
11/06/2024	DP-02406	Commonwealth Bank	CBA transfer for Westpac Acct	$5,000,000.00
14/06/2024	DP-02407	Australian Taxation Office	PAYG Payment	$46,641.00
14/06/2024	DP-02408	Easi Salary Pty Ltd	Staff Salary Sacrifice	$2,798.30
19/06/2024	DP-02409	Australian Taxation Office	BAS Payment May 2024	$263,633.00
28/06/2024	DP-02410	Easi Salary Pty Ltd	Staff Salary Sacrifice	$2,798.30
28/06/2024	DP-02411	Australian Taxation Office	PAYG Payment	$46,243.00
27/06/2024	DP-02412	MRC Credit Card	See the schedule attached (credit card payments)	$8,699.23
28/06/2024	DP-02413	SuperChoice	Staff Superannuation	$66,047.04
24/06/2024	DP-02414	Easi Salary Pty Ltd	Easifleet adjustment	$668.14
2/06/2024	DP-02415	Commonwealth Bank	Merchant fees	$1,658.17
2/06/2024	DP-02416	Commonwealth Bank	Merchant fees	$133.76
4/06/2024	DP-02417	ANZ	Account Fee	$10.00
17/06/2024	DP-02418	Commonwealth Bank	Commbiz Fees	$47.16
17/06/2024	DP-02419	Commonwealth Bank	Commbiz Fees	$8.45
26/06/2024	DP-02420	All Good Fencing and Roofing	Transfer Hut Repairs	$9,720.00
28/06/2024	DP-02421	NAB Bank	Account Fee	$10.00
3/06/2024	DP-02423	Commonwealth Bank	Bank Charges	$2.50
3/06/2024	DP-02425	MSF Plum	Super clearing adj	$692.31
13/06/2024	DP-02426	Wanneroo Crane Hire	Repayment of Leachate pumps removal	$534.60
		Total Direct Payments & Fees		**$5,455,267.46**

Total Inter account Transfers

Date	Document No.	Vendor Name	Description	Amount
6/06/2024	EFT-02400	All 4 People Pty Ltd	Contract Labour May 24	$6,577.47
6/06/2024	EFT-02400	All Fence U Rent P/L	Temporary Fence & Bracing	$753.23
6/06/2024	EFT-02400	Aptella Pty Ltd - (prev Position Partners)	Annual Subs-System/Software support-Bomag Compaction Monitoring	$1,265.00
6/06/2024	EFT-02400	Aussie Natural Spring Water	Water Cooler Bottles	$21.50
6/06/2024	EFT-02400	Australian Services Union	Union Fees	$79.50
6/06/2024	EFT-02400	BOC Limited	Dissolved Acetylene	$141.20
6/06/2024	EFT-02400	Bunnings	Workshop and landfill supplies	$2,697.64
6/06/2024	EFT-02400	Castledine Gregory	Professional Fee - Legal	$2,175.80
6/06/2024	EFT-02400	City of Joondalup	TP Lease - June 24	$14,789.71
6/06/2024	EFT-02400	City of Perth	TP Lease - June 24	$7,392.36
6/06/2024	EFT-02400	City of Vincent	TP Lease - June 24	$7,392.36
6/06/2024	EFT-02400	Command A Com	Monthly Telephone Expenses	$1,352.14
6/06/2024	EFT-02400	Couplers Malaga	Spray Nozzles	$204.93
6/06/2024	EFT-02400	DCM Services	Evaporative Cooler Repairs - Recycling Shop	$4,168.45
6/06/2024	EFT-02400	ECOLO WA	TM Pod Mix + Service Fee	$2,558.60
6/06/2024	EFT-02400	ELO Digital Office AU/NA Pty Ltd	ELO Software Assurance Jul 24 - Jun 25 & Checkrite	$9,748.20
6/06/2024	EFT-02400	Envirocare Systems	Hygiene Supplies	$927.30
6/06/2024	EFT-02400	Environmental & Air Quality Consulting Pty Lt	Odour Field Assessment	$836.00
6/06/2024	EFT-02400	Fennell Tyres International Pty Ltd	PL110, 120, 134 & 148 Tyres and Field Service	$12,927.21
6/06/2024	EFT-02400	Great Southern Fuel Supplies	Diesel Purchases	$46,374.74
6/06/2024	EFT-02400	Komatsu Australia	Service Kit	$690.86
6/06/2024	EFT-02400	Mettler Toledo Limited	2024 Weighbridge Calibration	$6,396.72
6/06/2024	EFT-02400	MRP Pest Control	Pest Control 2023/24	$866.25
6/06/2024	EFT-02400	North Star Security	Front Gate Access Control Keypad & Faulty Alarm	$5,485.70
6/06/2024	EFT-02400	Nutrien Ag Solutions	Chicken Wire & Kangaroo Muesli	$245.63
6/06/2024	EFT-02400	Oceanside Power & Communications	Call out and repairs to Control Panels and Changeover Switch	$1,306.25
6/06/2024	EFT-02400	Pirtek (Malaga) Pty Ltd	PL133 Service Call + Hose Assembly	$546.04
6/06/2024	EFT-02400	Robert Walters Pty Ltd	Contract Labour May 24	$858.68
6/06/2024	EFT-02400	Ronco Group Pty Ltd	PL148 Drop Lock Kits	$841.79
6/06/2024	EFT-02400	SGS Australian Radiation Services P/L	Ludlum 3000 Digital Survey Meter	$5,368.00
6/06/2024	EFT-02400	Services Australia	Employees deductions for Child Support	$420.00
6/06/2024	EFT-02400	Spectur Ltd	Neerabup Portable CCTV Monthly	$3,630.00
6/06/2024	EFT-02400	Town of Cambridge	TP Lease - June 2024 - Cambridge	$7,392.36
6/06/2024	EFT-02400	Trade West Industrial Supplies	Staff Protective Uniforms	$3,320.76
6/06/2024	EFT-02400	Tutt Bryant Equipment WA	Replace Alternator	$469.70
6/06/2024	EFT-02400	Tyrecycle P/L	Tyre Recycling Weekly collection	$2,539.29
6/06/2024	EFT-02400	Waste Management Resource Recovery	WA Women of WARR Leadership Breakfast	$180.00
6/06/2024	EFT-02400	Waterchem Australia P/L	Ecosorb for Landfill & Capping	$29,260.00
6/06/2024	EFT-02400	Winc Australia P/L	Stationery and printing	$221.46
6/06/2024	EFT-02400	Wren Oil	Disposal of Oil	$1,512.50
10/06/2024	EFT-02401	Mindarie Marina P/L	Business Planning Day	$920.00
14/06/2024	EFT-02403	Airwell Group Pty Ltd	Leachate Fortnightly Service and Monthly Report	$2,310.00
14/06/2024	EFT-02403	Alinta Energy	Gas 29 Feb - 04 Jun 24	$70.95

Date	Document No.	Vendor Name	Description	Amount
14/06/2024	EFT-02403	All 4 People Pty Ltd	Contract Labour May 24	$2,544.85
14/06/2024	EFT-02403	All Fence U Rent P/L	Temporary Fencing	$165.00
14/06/2024	EFT-02403	Aussie Natural Spring Water	Water Cooler Bottles	$32.25
14/06/2024	EFT-02403	Banhams WA Pty Ltd	RRF Monthly Fire System Maintenance	$578.79
14/06/2024	EFT-02403	Blackwoods & Atkins	Bolts	$694.32
14/06/2024	EFT-02403	Brooks Hire	Front Door Replacement - Hired CAT Skidsteer	$1,775.74
14/06/2024	EFT-02403	City of Wanneroo	TP Lease - June 24	$14,784.73
14/06/2024	EFT-02403	Couplers Malaga	(6) x Spray Nozzles	$231.66
14/06/2024	EFT-02403	Critical Fire Protection and Training Pty Ltd	Admin Fire Evacuation Plan & Security/Smoke Alarm Plan & Insp. fees	$9,674.50
14/06/2024	EFT-02403	Data#3	Barracuda Cloudgen Firewall License 29.05.24 - 28.05.25	$2,451.64
14/06/2024	EFT-02403	David Moss Corporation P/L	400mm End Cap	$113.44
14/06/2024	EFT-02403	Digrite	PL151 Track Adjuster Cylinder & Reseal Kit	$446.60
14/06/2024	EFT-02403	Fennell Tyres International Pty Ltd	Plt120 & 134 - Field Service	$316.25
14/06/2024	EFT-02403	Komatsu Australia	PL133 Replaced Failed Turbo NOX sensor	$4,308.44
14/06/2024	EFT-02403	NAPA Parts	Fuel Filters and Batteries	$772.39
14/06/2024	EFT-02403	North Star Security	Alarm Monitoring RRF & TP - Jul - Sept 24	$1,287.00
14/06/2024	EFT-02403	Nutrien Ag Solutions	Kangaroo Muesli	$191.60
14/06/2024	EFT-02403	Oceanside Power & Communications	Install Double Weatherproof GPO - Fan in Compressor Shed	$1,576.03
14/06/2024	EFT-02403	Olivers Lawn & Landscaping Pty Ltd	TP monthly Lawn Mowing Service May 24	$225.00
14/06/2024	EFT-02403	PJ & JM Leonard Pty Ltd T/A Worldwide	Stationery	$2,120.00
14/06/2024	EFT-02403	Plants & Garden Rentals	Monthly maintenance - Jun 24	$330.00
14/06/2024	EFT-02403	Robert Walters Pty Ltd	Contract labour May & June 2024	$2,982.77
14/06/2024	EFT-02403	SafeWork Laboratories Pty Ltd	Drug and Alcohol Testing April to June 2024	$733.04
14/06/2024	EFT-02403	Seaview Ford Clarkson	PL136,142,145 Service	$4,742.00
14/06/2024	EFT-02403	Spectur Ltd	Neerabup Portable CCTV Monthly	$3,630.00
14/06/2024	EFT-02403	St John Ambulance	Replenish Stock for 1st Aid Kits	$1,399.57
14/06/2024	EFT-02403	Telstra	Services & Equipment Rental June 24	$1,210.00
14/06/2024	EFT-02403	TOOLMART	Workshop Tools	$4,605.07
14/06/2024	EFT-02403	Total Green Recycling Pty Ltd	E-Waste recycling	$2,010.49
14/06/2024	EFT-02403	Trade West Industrial Supplies	Staff Uniform	$2,418.54
14/06/2024	EFT-02403	Tyrecycle P/L	Tyre Recycling	$2,492.29
14/06/2024	EFT-02403	Wanneroo Crane Hire	Leachate Pumps Removal	$1,069.20
14/06/2024	EFT-02403	Winc Australia P/L	Cleaning Products & Staff Amenities	$512.32
14/06/2024	EFT-02403	Wren Oil	Weekly collections of waste oil for recycling	$407.00
21/06/2024	EFT-02404	A & G Wines Plumbing	Plumbing Maintenance	$2,843.94
21/06/2024	EFT-02404	A1 Locksmiths	Program & Supply 15 x Keys for Boom Gate	$950.00
21/06/2024	EFT-02404	Thomas Petrou T/A Alkimos Autocare	Basic Wash & Interior Clean - MRC Vehicles	$1,605.00
21/06/2024	EFT-02404	All 4 People Pty Ltd	Contract Labour May & June 24	$4,815.10
21/06/2024	EFT-02404	Aussie Natural Spring Water	Water Cooler Bottles	$32.25
21/06/2024	EFT-02404	Australian Training Management	Forklift Training Course	$505.00
21/06/2024	EFT-02404	Bale Data Services	Till Rolls for Weighbridge	$281.03
21/06/2024	EFT-02404	BOC Limited	Dissolved Acetylene and Gas Cylinders	$144.80
21/06/2024	EFT-02404	Brooks Hire	Hire of CAT Skidsteer May 24	$8,354.72
21/06/2024	EFT-02404	ChekRite Asia Pacific Pty Ltd	Checkrite Subscription	$2,194.50
21/06/2024	EFT-02404	City of Stirling	TP Lease June 24	$29,569.46
21/06/2024	EFT-02404	City of Vincent	TP Lease June 24	$7,392.36
21/06/2024	EFT-02404	Cleanaway Operations Pty Ltd	Car Gas Bottles	$613.80
21/06/2024	EFT-02404	Crown Security (WA) Pty Ltd	Weighbridge CCTV Inbound Camera Replacement	$1,833.51
21/06/2024	EFT-02404	Department of Water & Environment Reg	RRF Annual Compliance Fee - Low CPR	$3,500.00
21/06/2024	EFT-02404	ELO Digital Office AU/NA Pty Ltd	ELO Customer Success Plan 1 June 24 - 31 May 26	$21,120.00
21/06/2024	EFT-02404	Environmental & Air Quality Cons. Pty Ltd	Odour Consultant Services	$2,508.00
21/06/2024	EFT-02404	Fennell Tyres International Pty Ltd	Tyres Replacement & Field Service	$2,184.96
21/06/2024	EFT-02404	GHD Pty Ltd	Monthly FOGO Consultancy Charges	$20,980.48
21/06/2024	EFT-02404	Gulf Hydraulics Australia Pty Ltd	Repair & Test Hydraulic Cylinder	$10,608.13
21/06/2024	EFT-02404	Instant Products Group	Toilet hire/clean/restock May 24	$360.05
21/06/2024	EFT-02404	IW Projects	Superintendent Capping Works - Apr 24 to May 24	$7,819.35
21/06/2024	EFT-02404	Jedi Auto Worx	PL135 Supplied & Installed Heavy Duty Camera	$2,099.19
21/06/2024	EFT-02404	Komatsu Australia	PL131 1000-Hour Maint Service	$367.30
21/06/2024	EFT-02404	Kyocera Document Solutions	Monthly Photocopier Expenses	$418.21
21/06/2024	EFT-02404	NAPA Parts	Motor Vehicle Maintenance Supplies	$314.88
21/06/2024	EFT-02404	Nutrien Water Joondalup (Total Eden P/L)	Water Meter Supplied & Installed	$1,698.40
21/06/2024	EFT-02404	Paul Lochhead	IT supplies reimbursement	$111.99
21/06/2024	EFT-02404	Pirtek (Malaga) Pty Ltd	PL83 - Service Call - Repl Fem Elbow	$1,043.57
21/06/2024	EFT-02404	SafeWork Laboratories Pty Ltd	Drug and Alcohol Testing April to June 2024	$2,701.72
21/06/2024	EFT-02404	Satellite Security Services P/L	CCTV Upgrade	$29,153.30
21/06/2024	EFT-02404	Security Specialists Australia Pty Ltd	Monthly Cash Collection	$139.66
21/06/2024	EFT-02404	SLR Consulting Australia Pty Ltd	Sewer and Landfill Gas Investigation & Monitoring May 2024	$42,954.18
21/06/2024	EFT-02404	Soft Landing	MRC Monthly Mattress Collection	$15,510.00

Date	Document No.	Vendor Name	Description	Amount
21/06/2024	EFT-02404	Specialized Cleaning Group Pty Ltd	Monthly TP Road Sweeping Service	$975.00
21/06/2024	EFT-02404	Super Choice Services Pty Ltd	Monthly Single Touch Payroll	$14.94
21/06/2024	EFT-02404	Synergy	TP & RRF Electricity May 24	$38,532.54
21/06/2024	EFT-02404	T & C Couriers	Monthly Courier service	$102.24
21/06/2024	EFT-02404	Talis Consultants P/L	Piggy Back & Landfill Consultancy Services	$2,142.25
21/06/2024	EFT-02404	Total Green Recycling Pty Ltd	Weekly E-Waste recycling	$4,148.89
21/06/2024	EFT-02404	Town of Victoria Park	TP Lease - June 24	$7,392.36
21/06/2024	EFT-02404	Tyrecycle P/L	Tyre Recycling	$466.55
21/06/2024	EFT-02404	Veolia Recycling & Recovery Pty Ltd	Confidential Paper Bin Rental Charge	$85.06
21/06/2024	EFT-02404	Western Tree Recyclers	CoJ Greens Handling	$7,881.48
21/06/2024	EFT-02404	Winc Australia P/L	Stationery and printing	$163.35
21/06/2024	EFT-02404	Wren Oil	Weekly collections of waste oil for recycling	$781.00
21/06/2024	EFT-02404	ZircoDATA Pty Ltd	File Storage	$64.66
26/06/2024	EFT-02405	Albert Jacob	Meeting Fees - 1 Jan - 30 Jun 24	$6,015.00
26/06/2024	EFT-02405	Alexandra Castle	Meeting Fees - 1 Jan - 30 Jun 24	$6,015.00
26/06/2024	EFT-02405	Andrea Creado	Meeting Fees - 1 Jan - 30 Jun 24	$5,945.75
26/06/2024	EFT-02405	Chris Hatton	Meeting Fees - 1 Jan - 30 Jun 24	$6,015.00
26/06/2024	EFT-02405	Christopher May	Meeting Fees - 1 Jan - 30 Jun 24	$6,015.00
26/06/2024	EFT-02405	Gary Mack	Meeting Fees - 1 Jan - 30 Jun 24	$5,945.75
26/06/2024	EFT-02405	Joe Ferrante	Meeting Fees - 1 Jan - 30 Jun 24	$6,015.00
26/06/2024	EFT-02405	Jordan L Wright	Meeting Fees - 1 Jan - 30 Jun 24	$5,945.75
26/06/2024	EFT-02405	Karen Vernon	Meeting Fees - 1 Jan - 30 Jun 24	$5,970.91
26/06/2024	EFT-02405	Liam Gobbert	Meeting Fees - 1 Jan - 30 Jun 24	$6,015.00
26/06/2024	EFT-02405	Paul Miles	Member Allowance (ICT) - 1 Jan - 30 Jun 24	$18,974.32
26/06/2024	EFT-02405	Stephanie Proud	Meeting Fees - 1 Jan - 30 Jun 24	$8,461.45
27/06/2024	EFT-02406	Aswin Budhavaram	External Auditor-Expenses-23/24 financial year	$300.00
28/06/2024	EFT-02408	A & G Wines Plumbing	Install Steel Sink & Water Heater - Transfer Station Hut	$3,449.60
28/06/2024	EFT-02408	All 4 People Pty Ltd	Contract Labour May & June 24	$4,696.38
28/06/2024	EFT-02408	All Fence U Rent P/L	Temporary Fence & Bracing 01 May - June 24	$753.23
28/06/2024	EFT-02408	Allpipe Technologies P/L	Investigation of 5 wells	$1,391.50
28/06/2024	EFT-02408	Ampol Australia Petroleum Pty Ltd	Fuel Usage - May 24	$1,359.94
28/06/2024	EFT-02408	Aptella Pty Ltd - (prev Position Partners)	Annual Subs-System/Software/support-Bomag Compaction Monitoring	$1,265.00
28/06/2024	EFT-02408	Aussie Natural Spring Water	Water Cooler Bottles	$21.50
28/06/2024	EFT-02408	Australia Post	Postage - Stamps	$8.00
28/06/2024	EFT-02408	Australian Institute of Management	CEO Training Mastering Dialogue	$1,576.00
28/06/2024	EFT-02408	Australian Services Union	Union Fees	$53.00
28/06/2024	EFT-02408	Blue Diamond Machinery Pty Ltd	22 KVA Perkins 415V Diesel Generator Long Range	$16,494.50
28/06/2024	EFT-02408	BOQ Finance (Aust) Limited	Monthly Printer Rental	$421.53
28/06/2024	EFT-02408	Bunnings	Weighbridge & Maintenance Supplies	$78.04
28/06/2024	EFT-02408	Services Australia	Employees deductions for Child Support	$1,675.78
28/06/2024	EFT-02408	City of Wanneroo	TP Lease - July 24	$14,784.73
28/06/2024	EFT-02408	Cleanaway Operations Pty Ltd	Co Mingled Waste	$308.55
28/06/2024	EFT-02408	Envirocare Systems	Supplies	$119.90
28/06/2024	EFT-02408	Fennell Tyres International Pty Ltd	PL83 Truck Field Service	$115.50
28/06/2024	EFT-02408	Flick Anticimex P/L	Rodent Service & Cockroach spray - monthly service	$327.42
28/06/2024	EFT-02408	GCM Agencies Pty Ltd	Multipac 120H-2 16T Drum Vibrating Roller	$198,000.00
28/06/2024	EFT-02408	GHD Pty Ltd	Critical Infrastructure Plan Consultancy	$19,307.64
28/06/2024	EFT-02408	Great Southern Fuel Supplies	Diesel Delivered	$44,121.24
28/06/2024	EFT-02408	Heavy Automatics PTY Ltd -WA	PL148 - Call Out Vehicle Stuck in Neutral	$1,162.15
28/06/2024	EFT-02408	Iron Mountain Australia Pty Ltd	Tape Backup Monthly	$47.47
28/06/2024	EFT-02408	Landgate	Gross Rental Market Valuation Tamala Park	$5,500.00
28/06/2024	EFT-02408	Local Government Professionals Australia	Local Government Subscription Gold Membership 24-25	$3,300.00
28/06/2024	EFT-02408	MRP Pest Control	Pest Control 23/24	$892.20
28/06/2024	EFT-02408	NAPA Parts	PL132 - Gasket Sheet	$32.45
28/06/2024	EFT-02408	Nicolle Allison Byrne	Catering for EOFY Staff Lunch	$164.63
28/06/2024	EFT-02408	Oceanside Power & Communications	Electrical Repairs and Maintenance	$2,105.36
28/06/2024	EFT-02408	Olivers Lawn & Landscaping Pty Ltd	TP Monthly Lawn Mowing Service June 24	$225.00
28/06/2024	EFT-02408	Perth Workplace Safety Consultants Pty Ltd	WHS Audit - Stages 1 and 2	$15,510.00
28/06/2024	EFT-02408	Peter Raymond Kerr T/A ATA Consulting	Consultancy Tamala Park Energy Generation	$5,775.00
28/06/2024	EFT-02408	Robert Walters Pty Ltd	Contract Labour May & June 24	$1,325.68
28/06/2024	EFT-02408	Ronald James Back	Consultancy Services	$16,940.00
28/06/2024	EFT-02408	SafeWork Laboratories Pty Ltd	Drug and Alcohol Testing Apr to June 24	$2,935.29
28/06/2024	EFT-02408	SEEK Limited	Recruitment Trades Assistant Advert	$704.00
28/06/2024	EFT-02408	Signs & Lines	Diagnose Pylon Screen to be able to Upload Content	$763.40
28/06/2024	EFT-02408	Soft Landing	COS On Demand Mattresses	$29,758.30
28/06/2024	EFT-02408	Soft Landing	COS RCB Mattresses	$29,832.00
28/06/2024	EFT-02408	Stantons International	Probity Consultancy for FOGO-up to 31 May 24	$1,964.60
28/06/2024	EFT-02408	Super Choice Services Pty Ltd	Single Touch Payroll - Apr- May 24	$42.96
28/06/2024	EFT-02408	Synergy	RRF - Electricity May 24	$1,036.01
28/06/2024	EFT-02408	Talis Consultants P/L	Piggy Back & Leachate Pond Design & Capping	$2,516.25
28/06/2024	EFT-02408	Total Green Recycling Pty Ltd	Weekly E-Waste recycling	$2,286.88
28/06/2024	EFT-02408	Town of Cambridge	TP Lease - Jul 24	$7,392.36
28/06/2024	EFT-02408	Trade West Industrial Supplies	Safety Uniforms	$471.71
28/06/2024	EFT-02407	Department of Transport	Fleet Vehicle Registration for 24/25 & Fees	$5,362.15
28/06/2024	EFT-02408	Tyrecycle P/L	Tyre Recycling	$5,245.40
28/06/2024	EFT-02408	Volco Minerals Pty Ltd	1.6mm-3.mm Zeolite - 20ft sea container x (2)	$83,320.00

Date	Document No.	Vendor Name	Description	Amount
28/06/2024	EFT-02408	Wanneroo Glass	Window Film replacement	$384.00
28/06/2024	EFT-02408	Winc Australia P/L	Cleaning Products & Photocopying Paper	$197.51
14/06/2024	87	Payroll	Staff Payroll	$123,660.23
28/06/2024	88	Payroll	Staff Payroll	$123,113.95
				$1,431,477.81

CBA Cheque No. 890	**$970.75**
Electronic Payments:	
DP-02405 to DP-02426	**$5,455,267.46**
Inter-Account Transfers	**$0.00**
EFT-02400 to EFT-02408	**$1,431,477.81**
Grand Total	**$6,887,716.02**

CERTIFICATE OF CHIEF EXECUTIVE OFFICER

This schedule of accounts which was passed for payment, covering vouchers as above which was submitted to each member of Council on 18th July, 2024 has been checked and is fully supported by vouchers and invoices which are submitted herewith and which have been duly certified as to the receipt of goods and the rendered services and as to prices, computations, and costing and the amounts due for payment.

Schedule of Payments for June 2024
Council Meeting - 18 July 2024
CBA Credit Card

Date	Payment to	Description	Amount
28/05/2024	Truevine WA	Vehicle License	$12.50
13/06/2024	City Of Vincent	WMRR Branch Meeting	$6.00
18/06/2024	PLE Computers	Computer Monitors	$877.00
24/06/2024	Kennards Hire	Traffic Board Sign Hire	$927.00
24/06/2024	NMI	Weighbridge Accreditation	$1,376.00
	Total CBA Credit Card ending 7336		**$3,198.50**
28/05/2024	Coles	Staff Amenities	$337.35
31/05/2024	Kennards Hire	WA Day Signs Hire	$780.00
6/06/2024	Alpha Trophies	Name Badge for Council Meetings	$30.60
7/06/2024	ASIC	ASIC Report for new vendor application fee	$19.00
14/06/2024	ASIC	ASIC Report for new vendor application fee	$19.00
14/06/2024	ASIC	ASIC Report for new vendor application fee	$19.00
17/06/2024	ASIC	ASIC Report for new vendor application fee	$19.00
20/06/2024	ASIC	ASIC Report for new vendor application fee	$19.00
21/06/2024	Green Shoots	HR Advise - policy reviews	$1,469.02
24/06/2024	Coles	Staff Amenities	$236.30
	Total CBA Credit Card ending 7977		**$2,948.27**
28/05/2024	ABC Blinds	Blinds for transfer hut	$590.00
30/05/2024	Officeworks	Furniture for transfer hut	$1,215.95
30/05/2024	The Good Guys	Fridge/Coffee machine	$525.35
26/05/2024	Coles	Meeting Supplies	$129.20
20/06/2024	Basil's Fine Foods	Staff farewell	$91.96
	Total CBA Credit Card ending 2225		**$2,552.46**
	Total CBA Credit Card Payments		**$8,699.23**

Schedule of Payments for June 2024
Council Meeting - 18 July 2024
Ampol Purchasing card

Date	Document No.	Description	Amount
6/05/2024	EFT-2408	Fuel	$89.68
6/05/2024	EFT-2408	Fuel	$25.00
6/05/2024	EFT-2408	Fuel	$140.11
	Total Ampol Card for Rego 1938		**$254.79**
4/05/2024	EFT-2408	Fuel	$147.94
19/05/2024	EFT-2408	Fuel	$151.52
	Total Ampol Card for Rego 9808		**$299.46**
30/05/2024	EFT-2408	Fuel	$180.34
	Total Ampol Card for Rego 5213		**$180.34**
6/05/2024	EFT-2408	Fuel	$183.69
8/05/2024	EFT-2408	Fuel	$175.14
20/05/2024	EFT-2408	Fuel	$115.34
28/05/2024	EFT-2408	Fuel	$151.18
	Total Ampol Card for Rego 2010		**$625.35**
	Total Ampol Purchase Card Payments		**$1,359.94**

35

Schedule of Payments for June 2024
Council Meeting - 18 July 2024
Bunnings Power Pass

Date	Document No.	Description	Amount
8/04/2024	EFT-02400	Roofing Steel Zinc	$258.00
7/03/2024	EFT-02400	Rounds Pails	$78.72
10/04/2024	EFT-02400	Blower Cordless Kit	$199.00
11/04/2024	EFT-02400	Concrete Sealer & paint porters	$252.07
15/04/2024	EFT-02400	Concrete Quikset	$57.84
17/04/2024	EFT-02400	Tool Trolley	$901.55
17/04/2024	EFT-02400	Plate Compactor	$589.00
2/05/2024	EFT-02400	Workshop Supplies	$302.00
24/05/2024	EFT-02400	Workshop Supplies	$9.12
21/05/2024	EFT-02408	Workshop Supplies	$47.88
24/05/2024	EFT-02408	Workshop Supplies	$30.16
	Total for Card ending 31614		**$2,725.34**
19/04/2024	EFT-02400	Carabiner Taskmaster	$50.34
	Total for Card ending 51400		**$50.34**
	Total Bunnings Power Pass Payments		**$2,775.68**

12 MEMBERS INFORMATION BULLETIN – ISSUE NO. 85

RESPONSIBLE OFFICER RECOMMENDATION

That the Members Information Bulletin Issue No. 85 be received.

Moved Cr Ferrante, Seconded Cr Mack
RESOLVED
That the recommendation be adopted

CARRIED UNANIMOUSLY 12/0
For: Crs Castle, Creado, Ferrante, Gobbert, Hatton, Jacob, Mack, May, Miles, Proud, Vernon and Wright
Against: Nil

13 MOTIONS OF WHICH PREVIOUS NOTICE HAS BEEN GIVEN

Nil

14 URGENT BUSINESS

Nil

15 QUESTIONS BY MEMBERS OF WHICH DUE NOTICE HAS BEEN GIVEN

Nil

16 MATTERS FOR WHICH THE MEETING MAY BE CLOSED TO THE PUBLIC

Nil

17 NEXT MEETING

The next Ordinary Council meeting is to be held on Thursday 26 September 2024 at the City of Vincent commencing at 6.30 pm.

18 CLOSURE

The Chair closed the meeting at 7.23 pm and thanked the City of Stirling for their hospitality and use of their meeting facilities.

Signed……Chair

Dated……day of …….....2024

Statistics for Development Applications
As at the end of July 2024

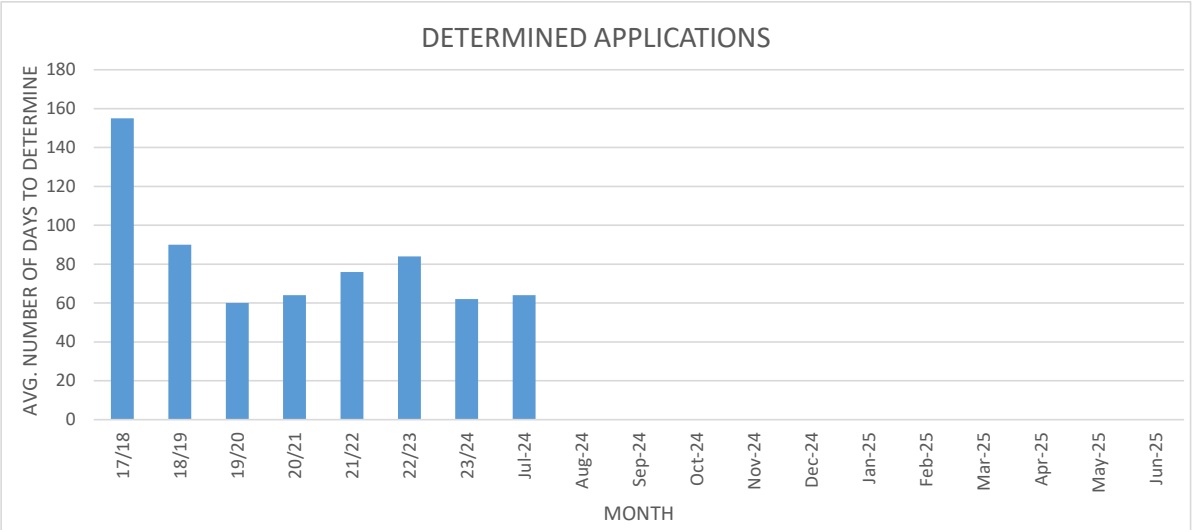
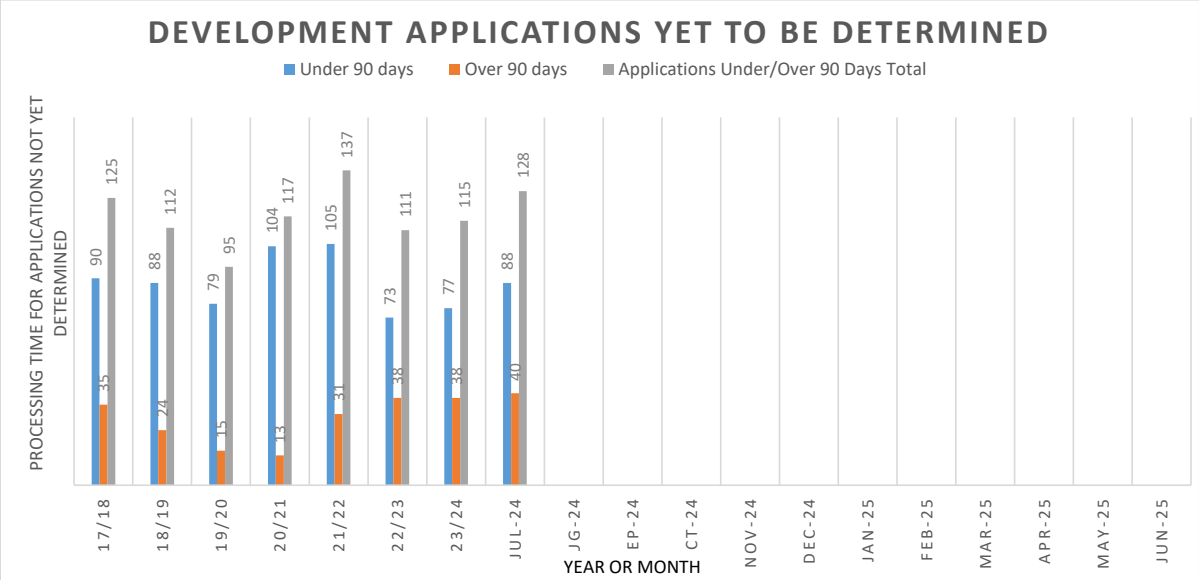


Table 1: Minimum, Average and Maximum Processing Timeframes for determined applications in each financial year since 2017/2018 and each month since July 2024.

Processing Days	17/18	18/19	19/20	20/21	21/22	22/23	23/24	Jul 24	Aug 24	Sept 24	Oct 24	Nov 24	Dec 24	Jan 25	Feb 25	Mar 25	Apr 25	May 25	Jun 25
Minimum	1	0	0	0	1	0	9	0											
Average	155	85	60	64	76	84	62	64											
Maximum	1008	787	499	268	298	280	145	90											

	20/21	21/22	22/23	23/24	Jul 24	Aug 24	Sept 24	Oct 24	Nov 24	Dec 24	Jan 25	Feb 25	Mar 25	Apr 25	May 25	Jun 25
DA's Determined *(excludes exempt from approval or cancelled)*	403	385	281	311	27											
Value of Determined DA's *(in millions)*	217	143	417	405	86.5											



	Jul 24	Aug 24	Sept 24	Oct 24	Nov 24	Dec 24	Jan 25	Feb 25	Mar 25	Apr 25	May 25	Jun 25
DA's lodged	33											
DA's to be Determined	128											
Value of DA's to be Determined *(in millions)*	$126											

REGISTER OF STATE ADMINISTRATIVE TRIBUNAL (SAT) APPEALS
AS AT 6 AUGUST 2024

NO.	ADDRESS & SAT REVIEW NO.	DATE RECEIVED	APPLICANT	REVIEW MATTER & COMMENTS
1.	Nos. 212-214 Lake Street, Perth (DR 223 of 2021)	19 October 2021	Hanoze Park Pty Ltd	Application for review of notice issued in accordance with the *Health (Miscellaneous Provisions) Act 1911* to address odour nuisance at 7 Grams Chicken Café. Hanoze Park Pty Ltd believes the notice to be invalid. ********** SAT Directions Hearings were held on 5 and 11 November 2021, and a further directions hearing held 1 March 2022. The presiding member heard submissions from the City and from the Applicant. On 20 April 2022, the Tribunal handed down their decision, affirming the decision of the City that a Notice can be given under S.184 of the *Health (Miscellaneous Provisions) Act 1911* (for a nuisance not specifically mentioned in Section 182 of that Act). The matter proceeded to confidential mediation on 5 July 2022. The session centred on a practical solution proposed by the business. The business agreed to present plans for this solution to the City to review by 2 August 2022 with a further mediation hearing scheduled for 9 August 2022. SAT agreed to further adjournment to 21 September 2022. Applicant required to submit mechanical drawings prior to the next SAT Hearing. Matter further adjourned to 17 November 2022 as the consultant contracted by Hanoze Park Pty Ltd passed away. Mechanical drawings have been submitted and it has been identified that a development application and building application would be required. Mediation listed for 17 November 2022 was vacated, and matter is listed for hearing on 3 March 2023. A development approval has been issued for external fixtures, and the City is awaiting submission of a building application for solution. The SAT mediation hearing that was schedule for 3 March 2023, was adjourned, with the matter relisted for a Directions Hearing on 14 April 2023. The City is advised the installation of the new exhaust system at the premises is imminent. The SAT hearing that as schedule for 14 April 2023, was adjourned, with the matter relisted for 12 May 2023. The City is advised the installation of the new exhaust system will be completed by 2 May 2023. The two parties will return to SAT on 23 June 2023. At this time, the matter will either be resolved to the satisfaction of both parties, adjourned to a later mediation or programmed for a Hearing by the SAT Member. 29 June 2023. The SAT Directions hearing set for 23 June was adjourned and relisted for 21 July 2023. At this time, the matter will either be resolved to the satisfaction of both parties, or it will likely be programmed for a Hearing by the SAT Member. The matter was heard by the Senior Member at SAT on 21 July 2023. The matter was listed for a directions hearing on 29 September 2023. Within the timeframe specified by the Order, the City and the Applicant lodged their statements of issues, facts and contentions. As at 30 October 2023 – matter has been listed for a final hearing, commencing 18 March 2024. SAT hearing took place between 18 – 21 March 2024. Matter has been adjourned, for a decision. Decision not expected for 2 – 3 months. Update as at 29 May 2024 – no decision has been handed down by the Tribunal yet.

REGISTER OF STATE ADMINISTRATIVE TRIBUNAL (SAT) APPEALS
AS AT 6 AUGUST 2024

NO.	ADDRESS & SAT REVIEW NO.	DATE RECEIVED	APPLICANT	REVIEW MATTER & COMMENTS
				On 21 June 2024, the City was provided Orders from the SAT, advising the time in which the Tribunal has to deliver its decision is extended to 26 July 2024. On 25 June 2024, the City was provided an update in respect to the Order received on 21 June 2024, advising that the time in which the Tribunal has to deliver its decision has been extended to 20 September 2024. On 22 July 2024, the Tribunal handed down its decision. The City was unsuccessful. The Tribunal found *"…that the odour being emitted at the exhaust stack is not as described in the Notice, being oily, fried, greasy, rancid and burnt. Rather, we found that the odour of the treated emissions at the exhaust stack is 'fresh, sweet clean light oil'"*. As such, they then found that *"…there is no basis that the exhaust stack emissions constitute a nuisance for the purpose of s 184 of the Health (Miscellaneous Provisions) Act 1911".* Finally, that *"…there is no basis for the Notice to be affirmed."* As such, the Tribunal orders that the City's Notice issued 24 September 2021 *"…is set aside".* Administration have notified affected residents. **Completed**. *Representation by: McLeods*
2.	Nos. 41-43 & 45 Angove Street, North Perth (DR 81 of 2023)	1 June 2023	Hidding Urban Planning/Lavan	Application for review of a Development Assessment Panel decision to refuse an application for a Service Station on 3 May 2023. ********** Directions hearing held on 16 June 2023. Mediation held on 4 July 2023, with Mayor Cole and interested community members in attendance to make a presentation. A second mediation was scheduled for 14 August 2023 and was vacated. Mediation was rescheduled to 10 October 2023 and was subsequently vacated. The matter was listed for a directions hearing on 10 November 2023 to schedule a new date for mediation. This was vacated. The matter has been listed for a directions hearing on 2 February 2024 with the applicant to provide additional information by 11 January 2024. The applicant has yet to provide any additional information and the matter is still proceeding to the directions hearing on 2 February 2024. The directions hearing has been vacated and the matter has been listed to a further mediation on 27 February 2024. This mediation was scheduled for 6 May 2024. Following this the matter has been listed for a further mediation to be held on 2 July 2024. This was vacated and has been rescheduled to 2 September 2024. *Representation by: DAP Executive Director*

REGISTER OF STATE ADMINISTRATIVE TRIBUNAL (SAT) APPEALS
AS AT 6 AUGUST 2024

NO.	ADDRESS & SAT REVIEW NO.	DATE RECEIVED	APPLICANT	REVIEW MATTER & COMMENTS
3.	Nos. 37-43 Stuart Street, Perth (DR184 of 2023)	20 December 2023	Planning Solutions/Lavan	Application for review of conditions of a Joint Development Assessment Panel decision to approve an application for an Unlisted Use (Community Purpose) and Alterations and Additions on 10 November 2023. ********** Directions hearing vacated and mediation scheduled for 14 February 2024. Mediation held on 14 February 2024. Matter listed for a further mediation on 19 April 2024 with the applicant having provided further information for consideration on 27 March 2024. Following this mediation the SAT issued orders inviting the DAP to reconsider the application pursuant to s.31(1) of the *State Administrative Tribunal Act 2004*. The key dates associated with this are: • The applicant is to provide additional information by 6 May 2024. • The DAP is to reconsider the application on or before 12 July 2024 (note this timeframe accounts for the meeting itself as well as the publishing of the minutes). • A further directions hearing has been scheduled for 19 July 2024. The DAP meeting to reconsider the application was held on 3 July 2024 where the DAP approved a number of amended conditions. The appeal has not been withdrawn and has been scheduled for a further directions hearing on 16 August 2024. *Representation by: DAP Executive Director*
4.	No. 5 Berryman Street, Mount Hawthorn (DR71 of 2024)	22 May 2024	George Seal	Application for review of conditions of a Council decision to approve an application for a Change of Use from Single House to Single House and Restaurant/Cafe on 23 April 2024. ********** The matter was listed for a directions hearing on 7 June 2024, which on agreement between the parties, was vacated and rescheduled for 5 July 2024. Following the directions hearing on 5 July 2024 the SAT issued orders inviting Council to reconsider the application pursuant to s.31(1) of the *State Administrative Tribunal Act 2004*, on or before 29 October 2024. The matter is also listed for a further Directions Hearing on 1 November 2024. *Representation by: Administration*
5.	No. 120 Claisebrook Road, Perth (DR110 of 2024)	30 July 2024	Allerding and Associates	Application for review of conditions of Western Australian Planning Commission decision to approve the Holcim Concrete Batching Plant to continue to operate until 30 December 2027 on 27 June 2024. ********** The matter has been listed for a direction's hearing on 30 August 2024. *Representation by: DPLH Director Planning Appeals*

METRO INNER DEVELOPMENT ASSESSMENT PANEL (DAP)
REGISTER OF APPLICATIONS RELATING TO THE CITY OF VINCENT
AS AT 1 AUGUST 2024

No.	ADDRESS	APPLICANT	PROPOSAL	DATE APPLICATION RECEIVED	DAP MEETING DATE	DAP DECISION
1.	No. 2 Venn Street, North Perth	Stadt Pty Ltd	Form 1 – Six Multiple Dwellings	10 May 2024	Not yet scheduled	The application is currently under assessment. Responsible Authority Report is currently due on 16 August 2024.
2.	Nos. 38-40 and 44 Brisbane Street, Perth	Rowe Group	Form 2 – Mixed Use Development (Amendment to Approved)	5 June 2024	Not yet scheduled	The DAP Form 2 application has been withdrawn by the applicant. The application will be determined under Delegated Authority.
3.	No. 189 Charles Street, West Perth	Apex Planning	Form 2 – Multiple Dwelling Development (Amendment to Approved) (Extension of Time)	20 June 2024	Not yet scheduled	The application is currently under assessment. Responsible Authority Report is currently due on 26 September 2024.

DAP Process Improvements:
The City's Administration has changed the process for DAP matters. This will include early confirmation of the availability of Elected Members that are DAP Members to attend DAP meetings. This will also include the circulation of the Responsible Authority Report to all Elected Members on contentious DAP items.

CITY OF VINCENT DESIGN REVIEW PANEL (DRP)
REGISTER OF APPLICATIONS CONSIDERED BY DESIGN REVIEW PANEL
AS AT 1 AUGUST 2024

ADDRESS	APPLICANT	PROPOSAL	DRP MEETING DATE	REASON FOR REFERRAL
Nil				

Nil items referred to the Design Review Panel in July 2024.

CITY OF VINCENT

INFORMATION BULLETIN

SUBJECT:	**Unrecoverable Parking Infringements Write-off for 4th Quarter 2023/2024**
DATE:	**13 August 2024**
AUTHOR:	**Chris Dixon, Senior Projects & Strategy Officer, Ranger Services**
AUTHORISER:	**Peter Varris, Executive Director Infrastructure & Environment**

PURPOSE:

To advise Council of the write-off of Parking Infringement Notices that the Fines Enforcement Registry have advised are unrecoverable for the fourth quarter of the 2023/2024 financial year.

BACKGROUND:

At the Ordinary Council Meeting of 14 May 2024, a report was presented on the total write-offs of parking infringements advised by the Fines Enforcement Registry for the third quarter of the 2023/2024 financial year. That report also noted that future reports would be provided on a quarterly basis.

For the fourth quarter of the 2023/2024 financial year, there were a total of 85 Parking Infringement Notices, valued at $13,186.56 withdrawn as advised by the Fines Enforcement Registry that these infringements are unrecoverable, and they will no longer be pursuing payment.

While these infringements have been deemed unrecoverable and subsequently withdrawn by the Fines Enforcement Registry, it should be noted that a total infringement value of $242,944.30 has been recovered and paid through the Fines Enforcement Registry for the period 1 April 2024 to 30 June 2024.

The unrecoverable individual infringements have been written off under delegated authority.

COMMENTS:

Future reports will be provided on a quarterly basis.

Please find below listing of written off infringements for the period 1 April 2024 to 30 June 2024.

CITY OF VINCENT

INFORMATION BULLETIN

Infringement No	FER Comment	Infringement Write-Off
19325825	Case reg over 8 years ago	217.35
19760253	Uneconomical to enf	2.6
19320847	Case reg over 8 years ago	152.35
19331048	Case reg over 8 years ago	142.35
19322109	Case reg over 8 years ago	152.35
19322526	Case reg over 8 years ago	152.35
19329039	Case reg over 8 years ago	217.35
19316717	Case reg over 8 years ago	352.35
19302601	Case reg over 8 years ago	152.35
19590121	Uneconomical to enf	0.01
19327067	Case reg over 8 years ago	142.35
19335054	Case reg over 8 years ago	142.35
19325489	Case reg over 8 years ago	217.35
19311896	Case reg over 4 years ago	152.35
19326155	Case reg over 8 years ago	142.35
19324686	Case reg over 4 years ago	152.35
19329181	Case reg over 8 years ago	142.35
19297392	Case reg over 8 years ago	152.35
19321022	Case reg over 8 years ago	152.35
19302684	Case reg over 8 years ago	152.35
19317863	Case reg over 8 years ago	217.35
19326395	Case reg over 8 years ago	138.2
20275027	Uneconomical to enf	0.8
19600087	Case reg over 4 years ago	245.55
19330071	Case reg over 8 years ago	142.35
19318164	Case reg over 4 years ago	152.35
19325198	Case reg over 8 years ago	177.35
19316544	Case reg over 8 years ago	152.35
20302234	Uneconomical to enf	0.8
19328442	Case reg over 8 years ago	217.35
19325152	Case reg over 8 years ago	177.35
19955525	Uneconomical to enf	0.8
20095682	Uneconomical to enf	1.8
19327726	Case reg over 8 years ago	142.35
19326154	Case reg over 8 years ago	142.35
19326833	Case reg over 8 years ago	217.35
19328288	Case reg over 8 years ago	152.35
19314461	Case reg over 8 years ago	142.35
19273263	Case reg over 8 years ago	167.55
19288092	Case reg over 8 years ago	167.55

CITY OF VINCENT INFORMATION BULLETIN

19313892	*Case reg over 8 years ago*	*149.1*
19308789	*Case reg over 8 years ago*	*149.1*
19308902	*Case reg over 8 years ago*	*138.2*
19310169	*Case reg over 8 years ago*	*149.1*
19284683	*Case reg over 8 years ago*	*133.7*
19318247	*Case reg over 8 years ago*	*152.35*
19317198	*Case reg over 8 years ago*	*217.35*
19317019	*Case reg over 8 years ago*	*350.6*
19296385	*Case reg over 8 years ago*	*142.35*
19298525	*Case reg over 8 years ago*	*143.7*
19298584	*Case reg over 8 years ago*	*143.7*
19300103	*Case reg over 8 years ago*	*133.7*
19269301	*Case reg over 8 years ago*	*133.7*
19304645	*Case reg over 8 years ago*	*343.7*
19284652	*Case reg over 8 years ago*	*133.7*
19254435	*Case reg over 8 years ago*	*128*
19206765	*Case reg over 8 years ago*	*128*
19258915	*Case reg over 8 years ago*	*188*
19219415	*Case reg over 8 years ago*	*128*
19206242	*Case reg over 8 years ago*	*153*
1670961	*Case reg over 8 years ago*	*153*
19277105	*Case reg over 8 years ago*	*13*
20302665	*Uneconomical to enf*	*0.8*
19485807	*Case reg over 4 years ago*	*180.55*
19334565	*Case reg over 8 years ago*	*142.35*
19325444	*Case reg over 8 years ago*	*177.35*
19335069	*Case reg over 8 years ago*	*142.35*
19302672	*Case reg over 8 years ago*	*152.35*
19322285	*Case reg over 8 years ago*	*152.35*
19333992	*Insufficient details to enf*	*142.35*
19333688	*Insufficient details to enf*	*142.35*
20083865	*Offender deceased*	*201*
19336519	*Insufficient details to enf*	*184.9*
19481515	*Insufficient details to enf*	*245.55*
20095110	*Offender deceased*	*201*
19328746	*Insufficient details to enf*	*142.35*
20273630	*Company no longer registered*	*187.8*
20270083	*Offender deceased*	*197.3*
20103235	*Offender deceased*	*201*
19331850	*Insufficient details to enf*	*142.35*
20091070	*Offender deceased*	*197.3*
19325919	*W/O Policy Sent Prisoner*	*142.35*
19583244	*Offender deceased*	*195.4*
19363910	*Company no longer registered*	*163.25*
19954833	*Offender deceased*	*201*

CITY OF VINCENT

INFORMATION BULLETIN

TITLE:	**Register of Petitions – Progress Report – August 2024**
DIRECTORATE:	**Chief Executive Officer**

DETAILS:

Petitions received by the City of Vincent are read out at the Council Meeting and are referred to the appropriate Director for investigation and report. This normally takes 6-8 weeks and the purpose of this report is to keep the Council informed on the progress of the petitions which have been reported to the Council.

A status report is submitted to Council as an Information Bulletin item on a monthly basis.

The following petitions still require action or are in the process of being actioned.

Key Index:

CEO:	Chief Executive Officer
EDCBS:	Executive Director Community & Business Services
EDIE:	Executive Director Infrastructure & Environment
EDSD:	Executive Director Strategy & Development

Date Rcd	Subject	Action Officer	Action Taken
18/7/2024	A petition with 12 signatures requesting that the artwork The Globe be moved to a new site.	EDSD	A report is to be provided to October Council Meeting.

CITY OF VINCENT

INFORMATION BULLETIN

TITLE:	**Register of Notices of Motion – Progress Report – August 2024**
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: Office of the CEO
EDCBS: Executive Director Community & Business Services
EDIE: Executive Director Infrastructure & Environment
EDSD: Executive Director Strategy & Development

Details	Action Officer	Comment
Protection and promotion of trees on private land	**EDSD**	Administration presented options for planning controls at Council Workshops in May and July 2024. Planning controls and initiatives are now being prepared.

Item Number	Meeting Type	Council Meeting	Agenda Report Item	Resolution Action Item	Council Decision	Director	Comments	Time frame for Completion
10.2	OCM	18/06/2024	Advertising of Amended Policy - Stormwater Drainage Connections	That Council APPROVES the proposed amendments to the Stormwater Drainage Connections Policy, at Attachment 1, for the purpose of community consultation.	Carried 9/0	EDIE	Consultation finalised. To be presented to September OCM.	September 2024
9.1	OCM	18/06/2024	Outcome of Advertising - Review of Heritage Management Policies	3. Council DOES NOT SUPPORT the REVOCATION of Policy No 7.6.9 Heritage Assistance Fund, included as Attachment 9 and REQUESTS Administration presents a report to Council in December 2024 on the revocation of Policy No 7.6.9 Heritage Assistance Fund, as part of the Community Funding Policy review.	Carried with Amendment	EDSD	Community Funding Policy review commenced and update presented to Council Workshop in July 2024.	December 2024
10.2		21/05/2024	Beaufort Street Precinct Area Road Safety Treatments	The draft Road Safety Implementation Plan to be presented for Council consideration by May 2025 (with progress update via Council Workshop February 2025) with delivery of works prioritised based on the treatment of severely or seriously injured crashes identified within the Highgate precinct, with the intersections of Harold Street / Beaufort Street and Chatsworth Road / Beaufort Street ranked as high priority projects;	Carried 7/1 with amendments	EDIE	Implementation Plan framework being scoped. Return to Council Workshop February 2025	February 2025
12.2	OCM	21/05/2024	Advertising of Amended Policy - Council Members Continuing Professional Development	That Council APPROVES BY ABSOLUTE MAJORITY the proposed amendments to the Council Members Continuing Professional Development Policy, at Attachment 1 for the purpose of community consultation.	Carried by Absolute Majority 7/1	EDSD	To be considered August OCM	August 2024
13.1	OCM	19/03/2024	Notice of Motion - Mayor Alison Xamon - Protection and Promotion of Trees on Private Land	REQUESTS that the City: 2.1 Prioritises the progress of planning controls to ensure greater protection of trees and canopy provision on private land; and 2.2 Advocates to the Western Australian Planning Commission and Minister for Planning for greater protection of trees on private land.	Carried 9/0	EDSD	Update to be presented to 30 July 2024 Council workshop, and review of Trees of Significance Policy to be presented through the August Policy Paper and to October OMC for approval to advertise.	October 2024
12.4	OCM	19/03/2024	Responses to Motions Carried at the Annual General Meeting of Electors held on 1 February 2024	Motion 4.2 – Dust at Menzies Park - That Council REQUESTS Administration identifies a temporary solution to stabilise and mitigate dust on this section of verge and brings a report back to Council with a recommendation for a permanent solution by no later than March 2025.	Carried with amendment	EDIE	Investigations for alternate treatment progressing.	March 2025
10.2	OCM	12/12/2023	Response to Petition - Ellesmere Street, North Perth Parking	RECEIVES a further report at the conclusion of the collection of traffic data and public consultation.	Carried 7/0	EDIE	Traffic Warrants are underway.	November 2024
10.1	OCM	12/12/2023	Response To Petition - Corner Scarborough Beach Road and Killarney Street - Maintenance and Infrastructure	REQUESTS administration to complete a review of the location of Scarborough Beach Road and Killarney Street for improved and additional signage and if warranted, provide a concept design on road infrastructure improvements to address road safety concerns which will be included in the wider precinct wide traffic modelling for the Mount Hawthorn area.	Carried 7/0	EDIE	Traffic data and concept design to be issued for community consultation with residents and school in March 2024.	November 2024
10.4	OCM	22/08/2023	Tender - Escooter Shared Scheme Trial	REQUESTS the CEO to provide a report to Council within nine months of practical operation of the trial assessing its impacts and whether an extension of the permit will be issued.	Carried with amendment 7/1	EDIE	Neuron and BEAM engaged for the 12-month trial. Report to be issued to Council Workshop on the trial in July 2024 & Council Brieifing Launch of EES achieved 12 November 2023. One provider (Bird) has withdrawn from trial. Initial report of first week of operations to Council Workshop November 2023.	Workshop: 30 July 2024
12.4-4.2(1)	AGM	14/03/2023	Development Green Space	That Council REQUEST the CEO to present a review of the landscaping requirements in the City's Built Form Policy to Council by December 2023.	Carried En bloc	EDSD	Administration will present a review of the impact to the Built Form Policy from the R Codes amendments at the 30 July workshop, to confirm the intent to pursue a determination from the WAPC. Once the Built Form Policy has been determined Administration will undertake a further review as part of the investigation of planning controls NoM.	End 2024
Motion 4.5	AGM	14/03/2023	Pedestrian Safety (Newcastle / Fitzgerald)	""4.5.1 That the City of Vincent-addresses the safety issues for pedestrians at the corner of Fitzgerald Street and Newcastle Street in this financial year 2022/23. "" ""4.5.2 That the City of Vincent places a bollard or visual deterrent to offer a pedestrian refuge and protection of the Heritage listed building on the corner Newcastle Street and Fitzgerald Street. (similar to what exists on the City of Perth side of the fore mentioned intersection).""	Carried 8/0	EDIE	Improvements / modifications to the intersection of Newcastle and Fitzgerald Streets requires the collaboration of several stakeholders and is expected to take over eighteen months to achieve. The interim solution has the support of the proposer of the motion.	Mid 2025
10.1	OCM	13/12/2022	Stormwater Drainage	That Council SUPPORTS the City's approach to develop a stormwater drainage strategy over the next three (3) financial years predicated on the following:	Unanimous 9/0	EDIE	Commencing within the Mount Hawthorn precinct; Hydraulic modelling to be undertaken in 2023 – 2024 financial year (estimated cost of $80,000 - $160,000). Initial works undertaken to address flooding in William Street. Designs finalised for works in Lynton Street.	Anticipated be undertaken during the 2023 - 2024 financial year (funded through the above modelling project); and 2023 - 2024 Annual Budget preparations.
9.7	OCM	14/09/2021	Outcomes of Advertising: Draft Precinct Structure Plan and Draft Place Plan – Leederville; and Preparation of Amendment 7 to Local Planning Scheme No. 2	RECOMMENDS that the Western Australian Planning Commission approve the modifications listed at Attachment 4 and the revised Leederville Precinct Structure Plan included as Attachment 5; subject to modifying the Public Open Space at Oxford Street Reserve to reflect Attachment 7, with the remainder of 62 Frame Court, Leederville zoned Mixed Use R-AC0;	Carried with Amendment	EDSD	SPC considered draft LPSP in May 2024 and has requested further community consultation on modifications before it is reconsidered. Intended to be presented to a future Council workshop in September 2024 before community consultation is undertaken	Late 2024

COUNCIL WORKSHOPS

One workshop has been held since 16 July 2024, it was on 30 July 2024.

The topics on the agenda were:

- E-Scooter Trial Review
- Leederville Carpark Redevelopment
- Tree Update - PSHB
- Loftus Recreation Centre - Financial Sustainability Discussion
- Community Infrastructure Plan - Progress Update
- Community Funding Policy Review
- Update on Planning Controls for the Protection and Improvement of Tree Canopy on Private Land
- Arts Rebound: William Street Town Centre artwork commission
- Place Plan Annual Review 2023/24
- Annual Review - Accessible City Strategy, Thriving Places Strategy and Arts Plan
- Delegation Changes to Determine Single House Development Applications

CITY OF VINCENT

NOTES

Council Briefing

16 July 2024

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NOTES OF CITY OF VINCENT
COUNCIL BRIEFING
HELD AS E-MEETING AND AT THE ADMINISTRATION AND CIVIC CENTRE,
244 VINCENT STREET, LEEDERVILLE
ON TUESDAY, 16 JULY 2024 AT 6.00PM

PRESENT:	**Cr Alex Castle**	**North Ward (Acting Presiding Member)**
	Cr Ron Alexander	**North Ward**
	Cr Suzanne Worner	**North Ward**
	Cr Nicole Woolf	**North Ward (electronically)**
	Cr Jonathan Hallett	**South Ward**
	Cr Ashley Wallace	**South Ward**
	Cr Ashlee La Fontaine	**South Ward**
IN ATTENDANCE:	**David MacLennan**	**Chief Executive Officer**
	Peter Varris	**Executive Director Infrastructure & Environment**
	Rhys Taylor	**A/Executive Director Community & Business Services**
	Jay Naidoo	**A/Executive Director Strategy & Development**
	Karsen Reynolds	**A/Manager Development & Design (left at 6.30pm after Item 5.1)**
	Aaron Griffiths	**Manager Waste & Recycling (left at 6.34 after Item 7.1)**
	Joslin Colli	**Executive Manager Corporate Strategy & Governance**
	Wendy Barnard	**Council Liaison Officer**
Public:	Approximately six members of the public.	

1 DECLARATION OF OPENING / ACKNOWLEDGEMENT OF COUNTRY

The Acting Presiding Member, Alex Castle, declared the meeting open at 6.00pm and read the following Acknowledgement of Country statement:

“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 and present.”

2 APOLOGIES / MEMBERS ON APPROVED LEAVE OF ABSENCE

Mayor Alison Xamon on approved leave of absence from 10 July 2024 to 17 July 2024.
Cr Sophie Greer on approved leave of absence from 11 July 2024 to 03 August 2024.

3 PUBLIC QUESTION TIME AND RECEIVING OF PUBLIC STATEMENTS

The following is a summary of questions and submissions received and responses provided at the meeting. This is not a verbatim record of comments made at the meeting.

The following questions statements were received in writing prior to the meeting.

3.1 Gary Simmons of Perth – Item 5.1

Mr Simmons provided the following comments in writing and spoke to them. His full statement can be found here.

Questions

Question 1

What level of evidence was provided by the applicant in satisfying the City of Vincent that the number of children (i.e. 7) were enrolled and continually cared for since 2018 to support the statement that there will be the same intensity of use of the land?

Administration Response

The applicant has advised that the number of children in care at the existing Family Day Care on the subject site varies between four and seven. This is dependent on the time of year and the age of the children. The applicant confirmed that the subject site has regularly operated with seven children in care over the last five years.

Question 2

Did the applicant demonstrate that the current building is fit for purpose as a Child Care Centre and satisfies the regulatory requirements to obtain a licence to operate administered by the Department of Communities?

Administration Response

The application has been assessed against all relevant considerations required under the planning framework, as detailed within Administration's report.

Assessment of the proposal against legislation, specifically the National Education and Care Services Regulations 2012, is not a relevant consideration under the planning framework and does not form part of the City's assessment.

Separate to the planning approval process, the applicant is required to meet obligations of the National Education and Care Services Regulations 2012, which requires registration through the Department of Communities. The applicant is aware of these obligations that they will separately need to meet.

Question 3

Why does the Executive summary in Recommendation 2.1 state "That the use of the subject land for any other land use may require further approval from the City"?

Should this recommendation say "shall require?

Administration Response

The wording as referenced within Condition 2.1 of the Administration's Recommendation is correct.

The intent of the condition is confirming the land use subject to the approval and to advise the applicant that any future change of use may require planning approval from the City.

The word 'may' is used because not all land uses require planning approval under the City's Local Planning Scheme No. 2 (LPS2). Some land uses are 'permitted' uses, meaning they do not require planning approval in accordance with the Planning and Development (Local Planning Scheme) Regulations 2015.

For example, if a proposed sought to change the property back to being used as a Single House, further planning approval would not be required from the City. This is because the Single House land use is permitted within the Residential zone, to which the subject site is located.
There are, however, a number of land uses that do require planning approval before a change of use can occur.

Question 4

The Executive Summary in Paragraph 4 states *" The applicant seeks this change of use due to restrictions they have experienced under the National Regulations 2012."*

How has the applicant demonstrated greater flexibility in running their business given that the care of 7 children apply to both schemes (Family Day Care/Child Care Premise)? Have they provided running costs of a Child Care Premise?

Administration Response

The applicant's reason for the proposed change of use application is provided for background information only. This reason has no bearing on the acceptability of the proposal against the planning framework.

Instead, the City is required to consider the proposed land use on its merits under relevant planning framework, as provided within the Officer Report.

It is not a relevant planning consideration for the City to consider the financial implications of a proposal when determining a planning application.

Question 5

Is the following current policy?

The Local Planning Authority Policy [Policy prepared under the provisions of Schedule 2, Part 2 and 3 of the *Planning and Development (Local Planning Schemes) Regulations 2015* by the CoV requires that:

- Centre-Based Child Care Services are to be located with a mixed use, Local centre, District Centre, Regional Centre or Commercial zone (Policy 3.1 Refers);
- Centre-Based Child Care Services are adjacent to and compliment other non-residential land uses, and are located so as to avoid non-residential development encroaching upon areas which are residential in nature and resulting in adverse impacts (Policy 3.2 refers); and
- The impacts to the amenity and property values of surrounding residents, in particular those immediately adjacent to the proposed facility (Policy 3.2 refers).

Administration Response

No, the above is not consistent with the City of Vincent's current Local Planning Policy. The above may have been extracted from a revoked policy. The planning assessment and decision shall have no regard to the above extract.

The City's current Local Planning Policy that provides standard for education and care services within the City of Vincent can be found here: Local Planning Policy: Child Care and Family Day Care.

Statement

This written statement is intended to provide a response to and additional details from the perspective of residents that is not contained within the Executive Summary (ES) provided to Councillors for the Council Briefing Agenda dated 16 July 2024.

As per the ES the subject site and adjoining properties are zoned Residential R50 and within the Residential Built Form Area; the additional comments from residents are:

- ***Paragraph 2*** - approval of the Child Care Use, whether it is 7 children or more, is inconsistent with the Town's *Local Planning Policy: Child Care and Family Day Care (2015)* as it establishes a non-residential use in a residential area that is not adjacent to any existing non-residential use. Approving this would pave the way for additional non-residential uses to be approved adjacent to it, as per the policy.
- **Paragraph 4** – the restriction the applicants refer to under the legislation is a minimal fee (14% of gross turnover) for the engagement of a Family Day Care Co-ordinator.

- **Paragraph 5** – in respect to the ES summary that there would be no change in the "intensity of use of the land":
  - The Cao family and their 2 children currently live in the house used as a Family Day Care but are now proposing to move out of the house to establish a full-time dedicated Child-Care Centre; and
  - from 2018 the Cao family ceased operations for two 1-yr periods for the birth of their two children and also had to contend with the Covid 19 disruption. In any event they only ever catered for a small number of very young children that hardly ever used the backyard.

  With this being the case "the intensity of use of the land" will likely increase and negatively impact the amenities of adjacent neighbours. Given that the Cao family will be moving out you cannot draw on similarities of the current "in home" Family Day Care business compared to the proposed dedicated Child Care Premises.
- **Paragraph 6** – due to not operating at capacity and the small number of children using the backyard the adjoining neighbours approached the Cao family directly with any concerns they had without lodging a formal complaint. In line with the "good neighbour principle" no formal complaints were made to CoV.
- **Paragraph 10** – See Paragraph 2 above.

The residents of Brisbane Street are pleased that Councillors have agreed to attend a site visit scheduled for Thursday 18 July at 5pm.

3.2 Robert Bowe of Perth – Item 5.1

His full statement can be found here.

3.3 Megan Alwyn of Perth – Item 5.1

Her full statement can be found here here.

There being no further speakers, Public Question Time closed at approximately 6.11pm.

4 DECLARATIONS OF INTEREST

Nil

REPORTS

The Acting Presiding Member, Cr Alex Castle, requested Council Members to indicate:

Items which Council Members wish to discuss which have not already been the subject of a public question/comment and the following was advised:

COUNCIL MEMBER	ITEMS TO BE DISCUSSED
Cr Castle	7.1 and 8.2
Cr Worner	6.1
Cr La Fontaine	5.1

REPORTS WITH DISCUSSION

5.1 NO. 235 (LOT: 4; D/P: 1189) BRISBANE STREET, PERTH - CHANGE OF USE FROM FAMILY DAY CARE TO CHILD CARE PREMISES

Ward: South Ward

Attachments:
1. Location and Consultation Plan
2. Development Plans
3. Noise Management Plan
4. Applicant's Justification
5. Site Photographs
6. Summary of Submissions - Administration's Response
7. Summary of Submissions - Applicant's Response
8. 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 Family Day Care to Child Care Premises at No. 235 (Lot: 4; Plan: 1189) Brisbane Street, Perth, in accordance with plans provided in Attachment 2, subject to the following conditions, with the associated determination advice notes in Attachment 8:

1. Development Approval

This approval is for a Change of Use from Family Day Care to Child Care Premises as shown on the plans dated 16 May 2024. No other development forms part of this approval.

2. Use of the Premises

2.1. This approval is for Child Care Premises as defined in the City of Vincent Local Planning Scheme No. 2. The use of the subject land for any other land use may require further approval from the City.

2.2. The Child Care Premises shall be limited to the following hours of operation:
- **Monday to Friday: 7:00am to 6:00pm**
- **Saturday, Sunday and Public Holidays: Closed**

2.3. The Child Care Premises shall be limited to providing care for a maximum of seven children at any time.

2.4. The Child Care Premises shall have a maximum of two staff on site at any time.

3. Landscaping

Trees within the external play area shall be maintained at the expense of the owners/operators to provide for a minimum of 30 percent of the external play area as canopy coverage at maturity, to the satisfaction of the City.

4. Bicyle Parking

A minimum of two bicycle parking bays shall be provided on site prior to the commencement of the Child Care Premises use. The design and construction of the bike bays shall be in accordance with Australian Standards AS 2890.3:2015 Parking Facilities Part 3: Bicycle Parking, to the satisfaction of the City.

5. Noise Management

The Child Care Premises shall at all times operate in accordance with the operational measures outlined in the approved Noise Management Plan dated 29 May 2024, to the satisfaction of the City.

6. Signage

All signage shall be in strict accordance with the City of Vincent Local Planning Policy: Signs and Advertising, to the satisfaction of the City, unless further development approval is obtained.

CR CASTLE:
No complaints are listed, but the member of the public advised that they had raised concerns with the family day care directly to the applicant. Could the applicant please provide a response?

A/MANAGER DEVELOPMENT & DESIGN:
The applicant has provided advice to Administration that no concerns or complaints have been raised with them from surrounding community members regarding the operations of the Family Day Care since it commenced.

The applicant's proposed Noise Management Plan includes a procedure to manage any future complaints or concerns raised by surrounding community members.

CR WALLACE:
The application includes a Noise Management Plan rather than an Acoustic Report. Can Administration please provide more detail on how it was determined that an acoustic report was not required?

A/MANAGER DEVELOPMENT & DESIGN:
In assessing the need for an acoustic report, Administration considered the intensity and scale of the proposed use and the management controls proposed in the Noise Management Plan (NMP). This assessment has had regard to the objectives of the City's Sound Attenuation Policy.

The primary reason an acoustic report is not required in this particular instance is because the scale of the proposed use for the care of up to seven children is consistent with the scale and intensity of a Family Day Care that is permitted to operate in a Residential zone without planning approval, and for which an acoustic report is not required (as per exemption within the Planning Exemptions Policy).

In addition to this, the following measures were considered to assist in reducing noise impacts:

- *The use would only operate on weekdays, when surrounding residents could reasonably be expected to be at work.*
- *The NMP includes operational measures to minimise the impact of the operations on the amenity of the surrounding residential properties. These include:*
  - *Advice to parents and caregivers to avoid:*
    - *Slamming of car doors and premises doors and gates.*
    - *Loud conversations outside of the building.*
  - *Limitation of outdoor play to two one-hour sessions daily, after 9:00am, during normal business hours.*
  - *Operational measures to redirect children away from the fence shared with the adjoining property.*
  - *Restrictions on the types of play equipment, including no use of hard-wheeled or percussive toys.*

These measures would appropriately mitigate any the amenity impact to the adjoining properties. The development would also still be covered by the Environmental Protection (Noise) Regulations 1997 with which it would need to always comply with.

CR LA FONTAINE:
The site has capacity for 13 children, but Condition 2.3 limits the number of children in care to seven. If the operator proposed to increase the number of children in care, would that decision come back to Council for determination?

A/MANAGER DEVELOPMENT & DESIGN:
Yes. If the subject application were approved, any future proposal to increase the number of children in care to more than seven would require a further development application to amend Condition 2.3.

An amended development application would require re-assessment against the relevant planning framework

and would be presented to Council for decision, as per the current Register for Delegations, Authorisations and Appointments.

CR WORNER:
Request for clarification about the extent of change proposed in this application, and whether the change is purely administrative or if it would change the purpose of the existing building?

A/MANAGER DEVELOPMENT & DESIGN:
Further to the response provided at Council Briefing, the applicant has advised that No. 235 Brisbane Street is not their current primary place of residence. There is also no requirement under the planning framework or the Education and Care Services National Law (WA) Act 2012 and associated regulations for an operator to reside at a Family Day Care.

The lack of a residential component to the proposed use would not:

- *Impact upon the proposed the operations of the facility due to the daytime operating hours proposed; or*
- *Adversely impact the amenity of surrounding properties; or*
- *Reduce the compatibility of the proposal with the surrounding properties.*

In assessing the acceptability of the land use proposal, the decision maker is to consider various elements with appropriate weighting.

While it is important to understand the site history of the proposal in considering how the child care centre may operate and any changes to previous and future operation, the decision of this application must be grounded in how the proposed land use meets the relevant planning framework. This is specifically the City's Local Planning Policy: Child Care and Family Day Care, the objectives of Residential zone, and Clause 67 matters, as detailed in Administration's report.

The proposed scale and operations of the use would ensure that it is consistent with and complementary to the established residential neighbourhood. This is because of the following elements of the application:

- *Scale and Intensity: The City's planning framework identifies that proposals that involve the care of up to seven children represents an appropriate scale and intensity within the Residential Zone. This acceptance is regardless of any management measures required to mitigate impacts to surrounding properties. The proposed application is consistent with this accepted scale and intensity and provides management plans to preserve the amenity of adjoining properties.*
- *Low Traffic Generation: Low intensity childcare uses are identified in the City's planning framework as not resulting in excessive traffic generation and would be compatible with the traffic expected in a residential area. All vehicle access is provided from Brisbane Street, reducing impacts to the rear ROW.*
- *Protection of Amenity: In conjunction with the low scale and intensity of the proposal, the amenity of surrounding properties would be protected by the operational measures included in the NMP which include:*
  - *Notification to parents and caregivers on behaviours required when bringing children to site.*
  - *Restriction to two hours of outdoor play after 9:00am.*
  - *Use of soft materials and play equipment.*

At 6.30pm A/Managecr Development & Design left the Meeting and did not return.

6.1 VERGE VALET SERVICE REVIEW

Attachments: Nil

RECOMMENDATION:

That Council:

1. **NOTES the feedback from the Verge Valet Vincent trial; and**
2. **APPROVES the adoption of pre-booked bulk verge collections as a standard service offering.**

CR CASTLE:
Will detail be determined by Administration? Number of days,collections etc.

MANAGER WASTE & RECYCLING:
The adoption of the recommendations will be determined by Administration and added to the contract.

CR CASTLE:
Page 69 refers to 2023/24 financial year and on page 70 current trial concluded on 30 June 2024.

MANAGER WASTE & RECYCLING:
The report has been updated.

7.1 FINANCIAL STATEMENTS AS AT 31 MAY 2024

Attachments: 1. Financial Statements as at 31 May 2024

RECOMMENDATION:

That Council RECEIVES the Financial Statements for the month ended 31 May 2024 as shown in Attachment 1.

CR CASTLE:
Page 74 – unpaid infringements – do we have an indication of what the Registry's recovery rate is?

EXECUTIVE DIRECTOR INFRASTRUCTURE & ENVIRONMENT:
Should an infringement remain unpaid after the 90 day period has expired, the debt is lodged with the Fines Enforcement Registry.

In respect to recovery rates, the last two financial years reflect the following –

FY23 (1/7/22 - 30/6/23) - received in total $513,887.50. Total written off as irrecoverable $118,702.30

FY24 (1/7/23 - 30/6/24) - received in total $843,552.96. Total written off as irrecoverable $114,995.06*

**Note – Increased penalties from local law revision came into effect.*

At 6.34pm Manager Waste and Recycling left the meeting and did not respond.

8.2 INFORMATION BULLETIN

Attachments:

1. **Confirmed Minutes of the Mindarie Regional Council Meeting held on 30 May 2024**
2. **Unconfirmed Minutes of the Mindarie Regional Council Meeting held on 27 June 2024**
3. **Minutes of the Catalina Regional Council meeting held on 20 June 2024**
4. **Statistics for Development Services Applications as at the end of June 2024.**
5. **Register of Legal Action and Prosecutions Monthly - Confidential**
6. **Register of State Administrative Tribunal (SAT) Appeals - Progress Report as at 28 June 2024**
7. **Register of Applications Referred to the Metro Inner-North Joint Development Assessment Panel (DAP) - Current**
8. **Register of Applications Referred to the Design Review Panel (DRP) - Current**
9. **Council Meeting Statistics**
10. **Register of Petitions - Progress Report - July 2024**
11. **Register of Notices of Motion - Progress Report - July 2024**
12. **Register of Reports to be Actioned - Progress Report - July 2024**
13. **Council Workshop Items since 29 May 2024**
14. **Council Briefing Notes - 11 June 2024**

RECOMMENDATION:

That Council RECEIVES the Information Bulletin dated July 2024.

CR CASTLE:
Could we please request an update on the State Administrative Tribunal (SAT) Application on No. 5 Berryman Street?

EXECUTIVE MANAGER CORPORATE STRATEGY & GOVERNANCE:
Following the directions hearing held on 5 July 2024, the SAT issued orders inviting Council to reconsider its decision, pursuant to s.31(1) of the State Administrative Tribunal Act 2004, on or before 29 October 2024.

The SAT invited Council to reconsider its decision as the applicant seeks to submit additional/amended information in relation to the proposal.

The application is intended to be presented to the 22 October 2024 Ordinary Meeting of Council for reconsideration.

The matter is also listed for a further Directions Hearing on 1 November 2024.

ADDITIONAL INFORMATION:

- *The SAT register in respect to appeals for No. 5 Berryman Street, Nos. 41-43 & 45 Angove Street and Nos. 37-43 Stuart Street have been updated.*
- *The DAP register in respect to the application for No. 299 Charles Street has been updated.*

REPORTS WITH NO DISCUSSION

5.2 NO. 3 (LOT: 0; D/P 10569) LAWLEY STREET, WEST PERTH - SOCCER NET ADDITION TO RECREATION FACILITY (DORRIEN GARDENS) (UNAUTHORISED EXISTING DEVELOPMENT)

Ward: South

Attachments:
1. Location and Consultation Plan
2. Development Plans
3. 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 a Soccer Net Addition to Recreation Facility (Dorrien Gardens) (Unauthorised Existing Development) at No. 3 (Lot: 0; D/P 10569) Lawley Street, West Perth, in accordance with the plans shown in Attachment 1, subject to the following conditions, with the associated determination advice notes in Attachment 3:

1. Development Plans

This approval is for a Soccer Net Addition to Recreational Facility (Dorrien Gardens) as shown on the approved plans dated 16 April 2024. No other development forms part of this approval.

NO QUESTIONS

7.2 AUTHORISATION OF EXPENDITURE FOR THE PERIOD 01 MAY 2024 TO 31 MAY 2024

Attachments:
1. **May 2024 Payments by EFT and Payroll**
2. **May 2024 - Payments by Direct Debit**
3. **May 2024 - Payments by Cheques**
4. **May 2024 Payments Fuel cards**

Recommendation:

That Council RECEIVES the list of accounts paid under delegated authority for the period 1 May 2024 to 31 May 2024 as detailed in Attachments 1, 2 and 3 as summarised below:

EFT payments, including payroll		**$8,068,989.92**
Cheques	**82771-82773**	**$900.30**
Direct debits, including credit cards		**$121,492.63**
Total payments for May 2024		**$8,191,382.85**

NO QUESTIONS

7.3 INVESTMENT REPORT AS AT 31 MAY 2024

Attachments: 1. Investment Statistics as at 31 May 2024

RECOMMENDATION:

That Council NOTES the Investment Statistics for the month ended 31 May 2024 as detailed in Attachment 1.

NO QUESTIONS

8.1 REPORT AND MINUTES OF THE AUDIT AND RISK COMMITTEE MEETING HELD ON 27 JUNE 2024

Attachments:
1. **Audit and Risk Committee Minutes - 27 June 2024**
2. **Attachment Item 5.1 OAG Planning Summary - Confidential**
3. **Attachment Item 5.5 - Audit Log - Confidential**

RECOMMENDATION:

That Council:

1. RECEIVES the minutes of the Audit and Risk Committee Meeting of 27 June 2024, at Attachment 1 and Confidential Attachments at Attachment 2 and Attachment 3; and

2. APPROVES the recommendations from the Audit Committee as follows:

2.1 DEFER consideration of the Integrity Framework until the Integrity, Fraud and Corruption Risk Assessment is discussed with the CEO. Updated Integrity Framework to be presented to the October meeting of the Audit and Risk Committee;

2.2 APPROVES progressing with the internal audit of the swimming pool inspection process;

2.3 REQUESTS Administration review Corporate Risk Register and identify three priority audits for the remainder of the internal audit program. Having regard to audits already completed and feedback of Elected Members on the Audit and Risk Committee, to be tabled at the October Audit and Risk Committee Meeting;

2.4. APPROVES the risk management actions for the high and extreme risks; and

1. 2.5. APPROVES closure of action items noted within the City's Audit Log.

3. NOTES

3.1 The Audit Planning summary for the 2023/2024 financial year;

3.2 The progress of the Fraud and Corruption Prevention Plan Actions;

3.3 The summary of the Internal Audit Program for years 1 and 2;

3.4 The alignment of Corporate Risks to risk appetite and tolerance ratings;

3.5 The Audit and Risk Committee Forward Agenda; and

3.6 The status of the City's Audit Log.

4. RECEIVES

4.1 The Local Government 2022-23 Financial Audit and Information System Audit Results reports from the Officer of the Auditor General; and

4.2 The City's Corporate Risk Register at Attachment 1.

NO QUESTIONS

9 MOTIONS OF WHICH PREVIOUS NOTICE HAS BEEN GIVEN

Nil

10 REPRESENTATION ON COMMITTEES AND PUBLIC BODIES

Nil

11 CONFIDENTIAL ITEMS/MATTERS FOR WHICH THE MEETING MAY BE CLOSED

Nil

12 CLOSURE

There being no further business the meeting closed at 6.36pm.

9 MOTIONS OF WHICH PREVIOUS NOTICE HAS BEEN GIVEN

Nil

10 REPRESENTATION ON COMMITTEES AND PUBLIC BODIES

Nil

11 CONFIDENTIAL ITEMS/MATTERS FOR WHICH THE MEETING MAY BE CLOSED ("BEHIND CLOSED DOORS")

Nil

12 CLOSURE