

9.1.1 No. 11 (Lot: 9 D/P: 2889) Richmond Street, North Perth – Proposed Conversion of Existing Single House to Multiple Dwelling Including the Construction of an Additional New Multiple Dwelling, including Additions and Alterations

Ward:	South	Date:	29 January 2014
Precinct:	Smith's Lake; P6	File Ref:	PRO6129; 5.2013.389.1
Attachments:	001 – Property Information Report and Development Application Plans		
Tabled Items	Nil		
Reporting Officer:	D Bothwell, Planning Officer (Statutory)		
Responsible Officer:	P Mrdja, A/Director Planning Services		

OFFICER RECOMMENDATION:

That the Council:

in accordance with the provisions of the City of Vincent Town Planning Scheme No. 1 and the Metropolitan Region Scheme, **APPROVES** the application submitted by NDP Design on behalf of the owner, J J Harper for Proposed Conversion of Existing Single House to Multiple Dwelling Including the Construction of an Additional New Multiple Dwelling, including Additions and Alterations at No. 11 (Lot: 9 D/P: 2889) Richmond Street, North Perth, and as shown on plans stamp-dated 24 October 2013, subject to the following conditions:

1. Boundary Walls

The owners of the subject land shall finish and maintain the surface of the boundary (parapet) walls retaining walls facing No. 13 and 13A Richmond Street, North Perth, in a good and clean condition. The finish of the boundary walls is to be fully rendered or face brickwork;

2. PRIOR TO THE SUBMISSION OF A BUILDING PERMIT APPLICATION, the following shall be submitted to and approved by the City:

2.1 Landscape and Reticulation Plan

A detailed landscape and reticulation plan in accordance with the requirements of the City's Policy No. 3.4.8 relating to Development Guidelines for Multiple Dwellings in Residential Zones for the development site and adjoining road verge shall be submitted to the City for assessment and approval.

For the purpose of this condition, a detailed landscape and irrigation plan shall be drawn to a scale of 1:100 and show the following:

- 2.1.1 The location and type of existing and proposed trees and plants;
- 2.1.2 All vegetation including lawns;
- 2.1.3 Areas to be irrigated or reticulated;
- 2.1.4 Proposed watering system to ensure the establishment of species and their survival during the hot and dry months; and
- 2.1.5 Separate soft and hard landscaping plans (indicating details of plant species and materials to be used).

The Council encourages landscaping methods and species selection which do not rely on reticulation.

All such works shall be undertaken in accordance with the approved plans prior to the first occupation of the development, and maintained thereafter by the owner(s)/occupier(s);

2.2 The solid portions of front fencing within the Richmond Street front setback area is to be reduced to a maximum height of 1.2 metres.

3. **PRIOR TO THE SUBMISSION OF AN OCCUPANCY PERMIT, the following shall be completed to the satisfaction of the City;**
 - 3.1 **Clothes Drying Facility**

The multiple dwelling shall be provided with a screened outdoor area for clothes drying or clothes tumbler dryer;
 - 3.2 **Car Parking**

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

One (1) class 3 bicycle parking facility shall be provided at a location convenient to the entrances and within the approved development. Details of the design and layout of the bicycle parking facility shall be submitted and approved prior to installation of such facility; and
4. **The development is to comply with all Building, Health, Engineering and Parks Services conditions and requirements to the satisfaction of the City:**

ADVICE NOTES:

1. **All external fixtures, such as television antennas (of a non-standard type), radio and other antennas, satellite dishes, external hot water heaters, air conditioners, and the like, shall not be visible from the street(s), are designed integrally with the building, and be located so as not to be visually obtrusive from Richmond Street;**
2. **No verge trees shall be removed. The verge trees shall be retained and protected from any damage including unauthorised pruning;**
3. **With regard to condition 1, 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/retaining walls;**
4. **A demolition permit shall be obtained from the City prior to commencement of any works on the site; and**
5. **Any new street/front wall, fence and gate within the Richmond Street setback area, including along the side boundaries within this street setback area, shall comply with the City's Policy provisions relating to Street Walls and Fences.**

PURPOSE OF REPORT:

The proposal is for the conversion of existing single house to multiple dwelling including the construction of an additional new multiple dwelling, including additions and alterations to the existing dwelling, and requires Council's determination.

BACKGROUND:

Nil.

DETAILS:

The proposed development is for the conversion of existing house to multiple dwelling and the construction of an additional new multiple dwelling, including additions and alterations.

Landowner:	J J Harper
Applicant:	NDP Design
Zoning:	Residential R40
Existing Land Use:	Single House
Use Class:	"P"
Use Classification:	Multiple Dwellings
Lot Area:	473.55 square metres
Right of Way:	5.0 metres, sealed, City Owned

ASSESSMENT:

Town Planning Scheme/R Codes/Residential Design Element's Initial Assessment

Design Element	'Deemed to Comply' Criteria or TPS Clause	OR	'Design Solution' Assessment or TPS Discretionary Clause
Density/Plot Ratio			✓
Streetscape	✓		
Front Fence			✓
Front Setback	✓		
Lot Boundary Setbacks			✓
Building Height/Number of Storeys	✓		
Open Space	✓		
Landscaping			✓
Bicycles	✓		
Access & Parking	✓		
Privacy	✓		
Solar Access	✓		
Site Works	✓		
Essential Facilities	✓		
Surveillance	✓		

Issue/Design Element:	Plot Ratio
Requirement:	Residential Design Codes Table 1 Plot Ratio – 0.6 – 283.8m2
Applicants Proposal:	Plot Ratio – 0.61 – 289.652m2
Performance Criteria:	Residential Design Codes 6.1.1 Building Size P1 Development of the building is at a bulk and scale indicated in the local planning framework and is consistent with the existing or future desired built form of the locality.
Applicants Justification	<i>"The proposed addition to existing home will incorporate large outdoor living areas with direct access from large indoor living areas. This complements the building without compromising open space. The house maintains a very open feel and has good connection with outdoor living areas as you move through the home, and does not feel restricted on the site. The balcony to the rear 1 bedroom apartment, whilst large, has also incorporated a planter for the full length of the balcony, further enhancing connection from the indoor living to the outdoor living areas."</i>

Issue/Design Element:	Plot Ratio
Officer Technical Comment	Supported. Minor variation not considered to have an undue impact on the amenity of the surrounding locality. The variation was advertised to surrounding landowners with no objections received.

Issue/Design Element:	Street Walls and Fences
Requirement:	Residential Design Elements SADC 13 Maximum height of 1.2 metres (solid) within the front setback area.
Applicants Proposal:	1.8 metres solid within the front setback area.
Design Solution:	<p>(a) Street walls and fences are to be of a style and materials compatible with those of the dwelling on site and/or walls or fences of the immediate surrounding area. Street walls and fences designed with fibre cement or metal sheeting are not acceptable.</p> <p>(1) Street walls and fences within the primary street setback area, including along the side boundaries, and front walls and fences to new infill dwellings fronting a right of way or dedicated road to be as follows:</p> <ul style="list-style-type: none"> • Maximum height of 1.8 metres above adjacent footpath level; • Maximum height of piers with decorative capping to be 2 metres above adjacent footpath level; • Maximum height of solid portion of wall to be 1.2 metres above adjacent footpath level and a minimum of fifty percent visually permeable above 1.2 metres; • Posts and piers are to have a maximum width 355 millimetres and a maximum diameter of 500 millimetres; and • The distance between piers should not be less than the height of the piers except where pedestrian gates are proposed.
Applicant justification summary:	<p><i>"The 1.8 metre high screen wall is setback 1.87 metres from the front boundary and also setback 1.2 metres from the eastern side boundary.</i></p> <p><i>The wall is used to build the new meter boxes for the existing home and the proposed new apartment.</i></p> <p><i>No impact on the existing front setback."</i></p>
Officer technical comment:	<p>Not supported. Considered to have an undue impact on the streetscape and surrounding amenity.</p> <p>A condition applied has been recommended for the solid portions of front wall fence of 1.8 metres within the front setback area to be reduced to a maximum height of 1.2 metres. The applicant can increase the fence height to 1.8 metres, provided that the remaining fence is 50 per cent visually permeable.</p>

Issue/Design Element:	Lot Boundary Setbacks
Requirement:	R-Codes Clause 6.1.4 1.9 metres side setback from the portion of wall on the upper floor to the left (east) side boundary
Applicants Proposal:	1.5 metres
Design Solution:	P4.1 Buildings set back from boundaries or adjacent buildings so as to: <ul style="list-style-type: none"> • ensure adequate daylight, direct sun and ventilation for buildings and the open space associated with them; • moderate the visual impact of building bulk on a neighbouring property; • ensure access to daylight and direct sun for adjoining properties; and • assist with the protection of privacy between adjoining properties.
Applicant justification summary:	<i>“Does not restrict ventilation or direct sun access to the proposed development and there are no habitable rooms that are affected by the reduced setback. Does not shade any habitable rooms or courtyards to the adjoining property, so ventilation and direct sun access will not be affected. The adjoining property to the east is setback quite a distance from the proposed addition.”</i>
Officer technical comment:	Supported. The reduced setback will not cause an adverse impact on the adjoining landowner in terms of building bulk, inadequate sunlight and ventilation or privacy. The subject variation was advertised to the surrounding landowners with no objections received.

Issue/Design Element:	Landscaping
Requirement:	Multiple Dwellings Policy No. 3.4.8 Clause 4.2 A2 <ul style="list-style-type: none"> • A minimum of 30 percent of the total site area is to be provided as landscaping (141.90m²). • A minimum of 10 percent of the total site area shall be provided as soft landscaping within the common property area of the development (47.35m²). • A minimum of 5 percent of the total site area shall be provided as soft landscaping within the private outdoor living areas of the dwellings (23.65m²). Residential Design Codes Clause 6.3.2 A2 Landscaping of open spaces in accordance with the following: <ul style="list-style-type: none"> • The street setback areas developed without car parking, except for visitors bays, and with a maximum of 50 per cent hard surface; • Separate pedestrian paths providing wheelchair accessibility connecting all entries to buildings with the public footpath and car parking areas; • Landscaping between each six consecutive external parking spaces and to include shade trees; • Lighting provided to pathways, and communal open space and car parking areas; and • Clear sight lines at pedestrian and vehicle crossings.

Issue/Design Element:	Landscaping
Applicants Proposal:	<p>Landscaping – 30.3% or 143.49m² - Landscaping of the Total Area;</p> <p>0% or 0m² – Landscaping (Soft) of the Common Property Area; and</p> <p>5.9% or 27.79m² Landscaping in Outdoor Living Areas</p>
Performance Criteria:	<p>Multiple Dwellings Policy No. 3.4.8 Clause 4.2 P2</p> <ul style="list-style-type: none"> • Assists in contributing to the amenity of the locality. • Assists in providing a landscaped setting for the building. • Assists in the protection of mature trees. • Maintains a sense of open space between buildings. • Assists in increasing tree and vegetation coverage. <p>Residential Design Codes Clause 6.3.2 P2</p> <p>The space around the building is designed to allow for planting. Landscaping of the site is to be undertaken with appropriate planting, paving and other landscaping that:</p> <ul style="list-style-type: none"> • Meets the projected needs of the residents; • Enhances security and safety for the residents; and • Contributes to the streetscape.
Applicants Justification	<p>Due to the uniqueness of the proposed development, the requirement of a “common property area” should not apply in this instance.</p> <p>The requirement is mainly for larger developments where a common property area is warranted due to the large number of dwellings on the same property.</p> <p>The existing front cottage has a very large outdoor living area which incorporates both hard and soft landscaping, with no need for a common property area.</p> <p>The rear bedroom 1 bedroom apartment has a large balcony, with a planter incorporated soft landscaping for full length of the balcony, further enhancing the outdoor living area.</p> <p>The front of the existing residence also includes large areas of hard and soft landscaping, further enhancing the development and streetscape appearance.</p>
Officer Technical Comment	<p>Supported. A compliant 30% landscaping has been provided for the total site as well as 5% for soft/green landscaping in the outdoor living areas.</p> <p>The subject development, although a multiple dwelling proposal, is of a very small scale without a large common property area with the need for significant soft landscaping. As such the “nil” provision of soft landscaping within the common area is supported in this instance.</p> <p>The proposal was advertised to surrounding properties with no objections received.</p>

Car Parking

The car parking calculation is as follows:

Residential Car Parking	
Medium Multiple Dwelling (75 square metres – 110 square metres)- 1 bay per dwelling (2 dwellings)= 2 car bays Visitors= 0.25 per dwelling (2 dwellings) = 1 car bay Total Car bays required= 3 car bays	4 car bays provided, inclusive of one (1) visitor bay
Surplus	1 car bay

Bicycle Parking		
Bicycle Parking	Residential component (as per the R-Codes- 1 bicycle space to each 3 dwellings (2 multiple dwellings) for residents and 1 bicycle space to each 10 dwellings for visitors): <u>Required</u> 1 space for residents Nil for visitors	Nil.

CONSULTATION/ADVERTISING:

Required by legislation:	Yes	Required by City of Vincent Policy:	Yes
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Comments Period:	18 November 2013 to 2 December 2013
Comments Received:	Nil

DESIGN ADVISORY COMMITTEE (DAC):

Referred to the DAC: No.

LEGAL/POLICY:

- Planning and Development Act 2005;
- Residential Design Codes of Western Australia 2013;
- City of Vincent Town Planning Scheme No. 1;
- Residential Design Elements Policy No. 3.2.1; and
- Development Guidelines for Multiple Dwellings in Residential Zones Policy No. 3.4.8.

RISK MANAGEMENT IMPLICATIONS:

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

STRATEGIC IMPLICATIONS:

The City's Strategic Plan 2013-2017 states:

"Natural and Built Environment

- 1.1 *Improve and maintain the natural and built environment and infrastructure.*
 - 1.1.2 *Enhance and maintain the character and heritage of the City."*

SUSTAINABILITY IMPLICATIONS:

The City's Strategic Plan 2013-2017 states:

"Encourage the incorporation of sustainable design principles and features in existing and new development within the City as standard practice."

ENVIRONMENTAL	
Issue	Comment
	The proposed design allows for adequate light and good cross ventilation.

SOCIAL	
Issue	Comment
	The proposal provides for an increase in housing diversity and provides housing for smaller households within the City, which are anticipated to grow and become a significant proportion of the households.

ECONOMIC	
Issue	Comment
	The construction of the building will provide short term employment opportunities.

FINANCIAL/BUDGET IMPLICATIONS:

Nil.

COMMENTS:

The proposed conversion of existing house to multiple dwelling and the construction of an additional new multiple dwelling, including additions and alterations is considered to be respectful of the existing traditional streetscape with the two storey component setback a significant distance from the street. This reduces any perception of building bulk as well as creating a diversity of housing type with the new single bedroom multiple dwellings being accessed from the rear laneway. On the above basis, the application is supported subject to standard and appropriate conditions.

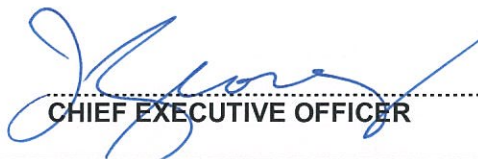
9.1.1 No. 11 (Lot: 9 D/P: 2889) Richmond Street, North Perth – Proposed Conversion of Existing Single House to Multiple Dwelling Including the Construction of an Additional New Multiple Dwelling, including Additions and Alterations

(To be completed by Chief Executive Officer)

UNDER DELEGATED AUTHORITY THE OFFICER RECOMMENDATION IS:

~~APPROVED/NOT APPROVED/APPROVED AS AMENDED~~

(Vote 6-2)


...../2014

9.2.1 Proposed “Eco-zoning” of Birdwood Square and Charles/Vincent Street Reserve

Ward:	Both	Date:	8 January 2014
Precinct:	All	File Ref:	RES0039
Attachments:	001 – Plan No. 2772-CP-03A & Plan No. 2772-CP-17B 002 – Eco-zoning Implementation Plan		
Tabled Items:	Nil		
Reporting Officer:	K Godfrey, Parks Technical Officer J van den Bok, Manager Parks and Property Services		
Responsible Officer:	R Lotznicker, Director Technical Services		

OFFICER RECOMMENDATION:

That the Council;

- 1. APPROVES the proposal to “Eco-zone” sections of Birdwood Square and Charles/Vincent Street Reserve in accordance with the Eco-zoning Implementation Program and as shown on the attached plans; and**
- 2. ADVISES the local community of the proposed works.**

PURPOSE OF REPORT:

The purpose of this report is to advise Council of the proposed “eco-zoning” of selected areas identified within Birdwood Square and Charles/Vincent Street Reserve and to seek approval for the works to be implemented following advice to local residents within the vicinity.

BACKGROUND:

Ordinary Meeting of Council on 8 February 2011:

The Council adopted the Eco-zoning Implementation program in principle subject to changes in the program. The program was subsequently amended (as attached) and identifies areas within the City’s Parks and Reserves where turf can be potentially removed and replaced with native vegetation.

The Council also requested that concept plans for each specific park/reserve be reported to it for approval on an annual basis prior to implementation.

The program has been very successful to date with native vegetation now flourishing in various parks where unused sections have been transformed into garden areas increasing biodiversity and the aesthetics of the general area.

DETAILS:

Eco-zoning Implementation Program:

In accordance with the Council decision at the Ordinary Meeting held on the 8 February 2011, the proposed Eco-zoning Parks and Reserves Implementation Program 2011-2025 was advertised for comment for a period of twenty-one (21) days, and at the end of the consultation period no responses were received.

Therefore the plan is being implemented as approved by Council with an annual report presented outlining the specific areas proposed and any particular requirements or issues arising.

Birdwood Square:

This reserve is located in Perth and is bounded by Beaufort, Bulwer, Brisbane Street and Baker Avenue, adjacent to residential and commercial properties. The reserve surface consists predominantly of Kikuyu grass and there a number of trees along each frontage.

A row of Jacaranda trees are located along the Baker Avenue frontage in addition to a large Moreton Bay Fig located in the south west corner of the reserve.. London Plane trees are located on the frontage of both Bulwer and Beaufort Streets. The tree species on the Brisbane Street frontage are a mixture of Queensland Box and Paper Bark.

The London Plane trees on the frontages of both Beaufort and Bulwer Streets have been in decline in health and vigour since 2000 and were subsequently inspected by an Arboricultural Consultant who diagnosed that the trees has been infected with *Armillariella mella* ("Honey Fungus"). Their future is a subject of a further report which is also being presented to Council in February 2014.

This reserve also features a playground and clubroom with full facilities to cater for sporting activities.

The 'Eco-zoning' of this reserve has been aligned with the design of the reticulation system to achieve the best result in terms of saving groundwater usage.

The only area that will not be eco-zoned and planted up will be the Baker Avenue frontage of the reserve. This area will be left under turf to enable the public to sit under the shade of the Jacaranda trees to readily access the park and watch any sporting/activities in progress.

There will still be an ample area of turf left to accommodate sporting activities such as soccer and the annual sport days held there by Highgate Primary School.

The eco-zoned areas will be planted up with attractive low growing native shrubs and ground covers. Once established they will increase the biodiversity of the area and add an attractive visual element to the reserve.

Irrigation of the Reserve:

As outlined above the current design of the irrigation system lends itself to cutting off the groundwater supply to the various areas around the perimeter of the reserve that comprises of around 5,900m².

Estimated Cost Benefits:

The current water budget (allocation) for Birdwood Square is 5,000 KL per hectare per annum. The estimated ground water savings is 2,950 KL each season. The saving of this water combined with electricity to run the bore and fertilise the reserve will potentially save the City \$4,720 per annum.

Charles/Vincent Street Reserve:

This reserve is located in North Perth and is bounded by two major arterial roads Charles and Vincent Streets. The reserve consists predominantly of Kikuyu grass and several Jacaranda trees. A park bench is located in the centre of the reserve and a parking bay located off the right of way within the reserve for residents/park patrons to utilise.

As this reserve is so small a stabilised gravel area around two (2) park benches will be linked to the Charles Street footpath. The remaining area of the reserve will be planted up with attractive low growing native shrubs and plants. Once established they will increase the biodiversity of the area and enhance the visual appeal of this reserve.

Irrigation of the Reserve:

The irrigation system for this reserve is connected to the perimeter of adjacent Beatty Park Reserve and can be reduced or hydro-zoned accordingly.

Estimated Cost Benefit:

The current water budget (allocation) for Charles/Vincent Street Reserve is 5,000KL per annum. The estimated ground water savings is 172 KL each season. The saving of groundwater combined with electricity to run the bore and fertilise the reserve will potentially save the City approximately \$688 per annum.

CONSULTATION/ADVERTISING:

Adjacent owner/occupiers will be notified prior to the implementation of any on-ground works.

LEGAL/ POLICY:

Not applicable.

RISK MANAGEMENT IMPLICATIONS:

Low: Insignificant.

STRATEGIC IMPLICATIONS:

In accordance with the City's *Strategic Plan 2013-2023*, Objective 1 states:

"Improve and maintain the natural and built environment and infrastructure;

1.1.5 Take action to improve transport and parking in the City and mitigate the effects of traffic

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

SUSTAINABILITY IMPLICATIONS:

Implementation of the Eco-zoning will have long-term environmental and social benefits for the City of Vincent.

FINANCIAL/BUDGET IMPLICATIONS

Expenditure for this matter will be incurred under the following budgeted item:

Eco-zoning program

Budget Amount:	\$30,000
Expenditure to Date:	<u>\$18,450</u>
Balance:	\$11,550

An additional \$30,000 will be listed for consideration in the draft 2014/2015 budget to continue this program.

COMMENTS:


When the native plants within the eco-zoned areas mature, they will provide brilliant seasonal colour, increase the biodiversity of each respective area and enhance the visual aesthetic appeal of the park/reserve. The City will also achieve a reduction in its groundwater use thus contributing in saving Perth's precious ground water resources.

9.2.1 Proposed "Eco-zoning" of Birdwood Square and Charles/Vincent Street Reserve

(To be completed by A/Chief Executive Officer)

UNDER DELEGATED AUTHORITY THE *OFFICER RECOMMENDATION* IS:

APPROVED



A/CHIEF EXECUTIVE OFFICER

16/01/2014

9.2.2 Proposed 2014 – Local Plant Sales

Ward:	Both	Date:	8 January 2014
Precinct:	All	File Ref:	CMS0096
Attachments:	Nil		
Tabled Items:	Nil		
Reporting Officer:	K Godfrey, Technical Officer Parks Services		
Responsible Officer:	R Lotznicker, Director Technical Services		

OFFICER RECOMMENDATION:

That the Council

- APPROVES holding two (2) Local Plant Sales on Saturday 19 April 2014 and Saturday 16 August 2014 commencing at 8.00am outside the City's Library and Local History Centre; and**
- NOTES that the previous Spring Walk has been superseded by the City's 'Step with a Wildflower Walk' as part of the City's Community Development 'Step Out in Vincent' program.**

PURPOSE OF REPORT:

The purpose of this report is to obtain the Council's approval to conduct two (2) Local Plant Sales in 2014.

BACKGROUND:

A report was presented and approved under delegated authority on 22 January 2013 in relation to the 2012 Local Plant Sales as follows;

"That the Council;

- APPROVES conducting two (2) Local Plant Sales to be held at the front of the City's Library and Local History Centre on Saturday 20 April 2013 and Saturday 24 August 2013 commencing at 8.00am; and*
- NOTES that the "Spring Walk: will be scheduled for Saturday 14 September 2013 and if sufficient interest is pre-registered the walk will commence at 2pm outside the city's Main Administration and Civic Centre."*

DETAILS:

Local Plant Sales

The first (1st) plant sale for 2013 was held on Saturday 20 April and attracted 154 residents which eclipsed the previous attendance record of 146 set in April 2006. The second (2nd) plant sale held on Saturday 24 August 2013 was even more successful with 177 residents turning up on the day and purchasing plants.

Officers Comments

With the ongoing strong support shown by the City's resident's clearly evident with increased attendances and purchases at both the April and August plant sales it is recommended that the City continues holding two (2) local plant sales per year.

Spring Walk

The Spring Walk scheduled for 14 September 2013 did not proceed and was superseded by the City's 'Step Out in Vincent' program which comprised a series of free activities which

included a Wildflower Walk held on 29 September 2013. Nineteen (19) persons attended this event which subject to budgetary approval will again occur through 2014.

CONSULTATION/ADVERTISING:

These projects, once approved by the Council, will be extensively advertised in local papers, on the City's website, newsletters and on banner displays within parks around the City.

LEGAL/POLICY:

Not applicable.

RISK MANAGEMENT IMPLICATIONS:

Not applicable.

STRATEGIC IMPLICATIONS:

In accordance with the City's *Strategic Plan 2013-2023*, Objective 1 states:

"Improve and maintain the natural and built environment and infrastructure;"

SUSTAINABILITY IMPLICATIONS:

The City has been committed to promoting and encouraging residents to use local native and other water wise plant species as being the most sustainable option when it comes to establishing a new garden, or renovating an old European styled garden.

Native plants are more suited to our hot drying climate and have a better survival rate compared to exotic plant species which require a lot more water to survive. As an incentive to utilise native plants, all stock sold on the day is provided to the City's residents at a subsidised cost.

FINANCIAL/BUDGET IMPLICATIONS:

Expenditure for this matter will be incurred under the following budgeted item:

Local Plant Projects

Budget Amount:	\$7,000
Expenditure to Date:	<u>\$5,641</u>
Balance:	\$1,359

An amount of \$7,182.80 (revenue) was collected from the April and August 2013 plant sales.

COMMENTS:

The Local Plant Sales undertaken in 2013 set records for attendance and as each year goes by it is apparent that residents within the City appear to be getting the message of how they can create a more waterwise and environmentally sustainable garden by utilising native plants.

This is particularly evident with many of the City's street verges now being beautified with native plants. Whilst there was a relatively good winter in terms of total rainfall, Western Australia experienced the lowest winter rainfall in June ever recorded and the state's water storage levels are well below capacity.

Therefore it is vital that the City of Vincent continues to take the lead and encourage residents to incorporate waterwise native plants within their gardens in order to save our precious water resources.

It is therefore recommended that the Council approves the Local Plant Sales and advertises the dates accordingly.

9.2.2 Local Plant Sales for 2014

(To be completed by A/Chief Executive Officer)

UNDER DELEGATED AUTHORITY THE *OFFICER RECOMMENDATION IS:*

APPROVED



A/CHIEF EXECUTIVE OFFICER

16/01/2014

9.2.3 Birdwood Square – Staged Removal /Replacement of existing London Plane Trees located along the Bulwer & Beaufort Street frontages

Ward:	South	Date:	8 January 2014
Precinct:	Hyde Park (12)	File Ref:	RES0022
Attachments:	001 – Tree Report		
Tabled Items:	Nil		
Reporting Officer:	K Godfrey, Parks Services Technical Officer J van den Bok, Manager Parks and Property Services		
Responsible Officer:	R Lotznicker, Director Technical Services		

OFFICER RECOMMENDATION:

That the Council;

1. NOTES;

1.1 the recommendations of the appointed arboricultural consultant, as outlined within the attached arboricultural report, which recommends the;

1.1.1 continued treatment, re-pollarding/pruning and retention of the trees; and

1.1.2 that the trees be re-inspected in October 2018 when consideration could be given to their replacement with an appropriate similar tree such as the Liquidambar;

2.1 that the City's Officers consider that further treatment of the trees will be futile and costly as the efforts and actions previously undertaken over the last ten (10) years have had little if no affect;

2.2 that while also possibly susceptible to the Honey fungus virus, should the existing trees be removed, the recommended replacement tree species is the Flooded Gum (Eucalyptus rudis), in lieu of the Liquidambar for the reasons as outlined in the Officers' report;

3. APPROVES the staged removal of the London Plane trees located along the Beaufort and Bulwer Street frontages of Birdwood Square where their form has been severely compromised due to poor health and vigour and replaces them with Flooded Gum (Eucalyptus rudis), commencing in 2014/2015; and

4. ADVISES the local community of the reasons for the proposed staged tree removal/replacement program.

PURPOSE OF REPORT:

The purpose of this report is to advise the Council of the current health/condition of the remaining London Plane trees located within Birdwood Square and to seek the Council's approval for a staged removal/replacement program to be implemented as the trees decline in health and their form is severely compromised.

BACKGROUND:

In late 2002 a decline in the overall health and vigour of the London Plane trees located in Birdwood Square was identified by the City's Officers.

An arboriculturalist was engaged to assess the trees, provide a report and recommendations in an effort to save these significant specimens. The report identified the presence of

Armillariella mellea (Honey fungus) which infects and damages the roots of trees without immediate visible symptoms. The fungus produces tough rhizomorphs (fungal roots) that branch out through the soil in search of fresh hosts.

Subsequently, a number of reports were considered by the Council in relation to the declining health of the London Plane trees located within Birdwood Square, as follows;

Ordinary Meeting of Council – 3 April 2002:

The Council approved the implementation of a program using the antagonistic pathogen Trichoderma as recommended.

Ordinary Meeting of Council – 20 November 2003:

The Council received a progress report regarding the condition of the London Plane Trees in Birdwood Square and a further report was to be submitted on the continual treatment/effectiveness of the Trichoderma program and Phosphonate applications in spring 2004.

Ordinary Meeting of Council – 17 May 2004:

The Council received a further progress report outlining the investigations undertaken by Arboricultural Consultant, Jonathon Epps, regarding the treatments applied to the London Plane Trees, and approved the retention of all the trees and continued monitoring/treatment as specified by original Arboricultural Consultant, Charles Aldous –Ball.

Ordinary Meeting of Council – 12 December 2006:

The Council received a further progress report regarding the condition of the London Plane trees in Birdwood Square and approved the removal of three (3) trees/replanting replacements and also to undertake the pruning of the remaining trees as recommended in the Arboricultural report.

DETAILS:

History:

The area of Birdwood Square, where the existing plane trees are located, has a very high water table and due to the reserve being a former swamp this area often becomes water logged during winter. The ground also contains a large quantity of organic material within the soil profile all of which provides ideal conditions for Armillariella (Honey fungus) to thrive.

The recommended treatment for Armillariella (Honey fungus) was to inject a product named "Trichoshield." This was subsequently undertaken in 2000, 2001, 2002, 2003, 2004 and again in December 2006.

The treatment, applied to the trees root zone, works by feeding on the destructive threads of the Armillariella mellea (Honey fungus). Recovery can be very slow and any visible signs of recovery can take as long as two (2) to five (5) years.

Birdwood Square – Trees 2013:

Parks Services Officers have observed the gradual decline of the London Plane trees within Birdwood Square on the Beaufort Street frontage which have now reached a point where it appears that they have not responded to any of the treatment/s recommended by two (2) independent arboricultural consultants over the years.

In addition to the "Tricoshield" soil drench that was applied around the root zone of the trees, and another form of treatment recommended by an arboricultural consultant was Tricoderma dowels which were sticks of this product that were inserted into holes drilled directly into each

tree's trunk. This form of treatment was designed to ensure that the product would be encapsulated within the tree and provide better treatment.

To date, the trees that were in decline on the Beaufort Street frontage have only displayed weak epicormic regrowth along their branch structure and are still declining with each passing season. This is more evident in the summer when the trees normally display a healthy coverage of leaf; however, they have a sparse coverage with large branches devoid of leaf and some dead wood evident.

In June 2013 two (2) of the trees had significant amounts of dead wood within their canopy structure; therefore, in the interest of public safety, Parks Services removed the two (2) trees immediately.

Since the Honey fungus was first detected in December 2002 in the row of trees along the Beaufort Street frontage of Birdwood Square, the London Plane trees on the Bulwer Street frontage of the reserve have remained largely unaffected. However, Officers have now observed that it appears that these mature London Plane trees are now also infected with the fungus.

Arboricultural Report – Jonathan Epps:

As noted in the arboricultural report all trees in general will be affected by Honey fungus to some degree and once on site it is practically impossible to eradicate.

The arboriculturalist has recommended that the trees be retained, based on the re-growth shown of Tree No. 7 following previous pruning and he indicates that it may make sense to pose a system of re-pollarding to assist them in improving their foliage density.

Pollarding the London Plane trees requires removal of major water shoots leaving a leafless branch structure that is unlikely to ever form (given the affects of the Honey fungus) a tree of any size and/or usual form.

The arboriculturalist has also recommended the Liquidambar as the replacement tree as they are known to have some resistance to the Honey fungus.

Officer's Comments:

As has been the case in recent years, the trees significantly affected, no matter what treatment or pruning method was engaged, have further declined and copious amounts of deadwood have required removal particularly where these overhang Beaufort Street or the adjacent sporting field.

Honey fungus may have lain dormant in the soil profile for years or possibly but unlikely been transported into the site and whilst the trees were healthy for a significant period it was only first noted in early 2000.

Trees planted since 2000, including one (1) or two (2) additional London Plane trees, are all thriving and show no affects of the Honey fungus to date.

Proposed Removal/Replacement Species:

The Officers consider that with the proposal to "Eco-zone" parts of Birdwood Square during the 2014/14 financial year that an indigenous native tree would be more appropriate as the replacement tree species.

Flooded Gums (*Eucalyptus rudis*) along with Paperbarks would most likely have been the predominant species of tree established in and around Birdwood Square prior to European settlement/development.

The Flooded Gum thrives in wet areas and in locations that are high in organic matter. Whilst Honey fungus has been noted in one (1) mature specimen in Yanchep, staff are confident given their fast establishment in other wet areas around Vincent that the trees would be successful and a better option than another exotic that is possibly resistant to the Honey fungus.

The proposed staged removal of the London Plane and subsequent replanting with this species of Eucalypt would also greatly enhance the biodiversity of Birdwood Square as it will provide nectar producing flowers for the inner city fauna.

CONSULTATION/ADVERTISING:

Adjacent owner/occupiers will be consulted prior to the commencement of any tree removal/replacement program in accordance with the Council's policy.

LEGAL POLICY:

Not applicable.

RISK MANAGEMENT IMPLICATIONS:

Medium/High: The removal of these trees, which are located in a highly visible area may cause community concern.

STRATEGIC IMPLICATIONS:

In accordance with the City's *Strategic Plan 2013-2023*, Objective 1 states:

"Improve and maintain the natural and built environment and infrastructure;

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

1.1.5 Enhance and maintain the City's infrastructure, assets and community facilities to provide a safe, sustainable and functional environment."

SUSTAINABILITY IMPLICATIONS:

Implementing the staged removal of an exotic tree species and replanting with native tree species will increase biodiversity, habitat opportunities and contribute to inner City conservation values.

FINANCIAL/BUDGET IMPLICATIONS:

Funding for the removal and replacement of the proposed staged removal of the trees along the Beaufort Street frontage is estimated to be \$20,000. Funding for this program can be sourced from the 2014/2015 Amenity Tree pruning budget.

COMMENTS

As all avenues of treatment to restore the health of the London Plane Trees within Birdwood Square have not been particularly successful it would be prudent to adopt a staged removal program of the trees in poor health and form and replace these exotic tree species with native trees that will further enhance the eco-zoning of this park which is scheduled to be undertaken in 2014/15.

Flooded Gums will thrive in a location such as Birdwood Square and would become well established within five (5) to ten (10) years.

**9.2.3 Birdwood Square – Staged removal /replacement of London Plane
Trees located along the Bulwer & Beaufort Street frontages**

(To be completed by A/Chief Executive Officer)

UNDER DELEGATED AUTHORITY THE *OFFICER RECOMMENDATION* IS:

APPROVED



A/CHIEF EXECUTIVE OFFICER

16/01/2014

9.2.4 Proposed Involvement of the City of Vincent in the 2014 'Bike Futures Seminar'

Ward:	Both	Date:	8 January 2014
Precinct:	All	File Ref:	TES0524; TES0172
Attachments:	Nil		
Tabled Items:	Nil		
Reporting Officer:	F Sauzier, TravelSmart Officer		
Responsible Officer:	R Lotznicker, Director Technical Services		

OFFICER RECOMMENDATION:

That the Council;

1. **NOTES** that the 'Bicycle Network' has approached the City of Vincent to take an active part in the 'Bike Futures Seminar' to be held in March 2014, in order to focus on the particular challenges faced by the City of Vincent in delivering two (2) Strategic Recommendations of its Bicycle Network Plan; and
2. **APPROVES** the City of Vincent taking an active involvement in the Bicycle Network 'Bike Futures Seminar 2014' to be held on 20 and 21 March 2014 at a cost of \$3,000 to be funded from the 2013/2014 TravelSmart Community Program budget.

PURPOSE OF REPORT:

To advise the Council of a request by Bicycle Network for the City of Vincent to take part in a seminar, in which the City would benefit from the professional expertise of a number of national, state and local cycling infrastructure representatives and to recommend the involvement of the City in the 'Bike Futures Seminar 2014'.

BACKGROUND:

Bicycle Network is a Victorian based organisation with 50,000 Australia-wide members. The organisation is a leading voice in cycling in Australia, coordinating the 'Ride to Work' and 'Ride to School' programs as well as 'Super Tuesday' and 'Super Sunday' bike counts.

The Bike Futures Seminar, presented by Bicycle Network, is an annual two (2) day conference, attended by over fifty (50) representatives from organisations with an interest in cycling infrastructure including local and state government; RAC; Department of Transport; lobby groups and transport planners and engineers. It provides an opportunity for a number of infrastructure and behaviour change experts to consider global and Australia-wide innovations and apply learnings to local issues.

The opportunity to workshop up to two (2) of the Vincent Bike Network Plan's Strategic Recommendations with a number of cycling infrastructure representatives would be invaluable.

DETAILS:

The Bicycle Network has approached the City of Vincent with the opportunity for the City to take an active role in the upcoming Bike Futures Seminar. In previous seminars, a cycle tour of a local government area was undertaken by a number of the participants, with an intensive workshop led by Bicycle Network the following day, allowing a range of stakeholders to contribute to resolving a real life challenge to a local government.

Bicycle Network is offering the City of Vincent the following:

- Opportunity to develop and run a bike tour (Thursday 20 March) through the City of Vincent focusing on key areas (Bicycle Network will assist with bike hire, lunch catering etc);

- Opportunity to deliver a dedicated interactive workshop (Friday 21 March) addressing two (2) key issues within Vincent and a practical exploration of treatment solutions with delegate input;
- Acknowledgment as a seminar sponsor on all relevant marketing and promotional collateral produced (electronic will include a URL link);
- Council profile on the seminar website (image, URL and copy of fifty (50) words);
- Opportunity to insert copy (fifty (50) words and hyperlink) in one (1) pre event e-communication;
- Opportunity to supply/display council signage at the seminar;
- Opportunity to include promotional/marketing collateral of upcoming events in Vincent in the event packs (subject to size and weight restrictions); and
- Two (2) complimentary passes to the seminar and bike tour.

Note: A Financial contribution from the City of Vincent for the above benefits would be \$3,000.

The dedicated interactive workshop could look at the delivery of:

- Stage 1 Bulwer Street Bike Lanes; and
- Oxford Street Bike lanes.

Both of these are detailed as Strategic Recommendations within the Vincent Bike Network Plan.

Officers Comments:

Considering the large bicycle related projects the City is planning, taking a more active part in the seminar will provide the City with an excellent opportunity to outline some of the challenges, garner the support of stakeholders (the seminar is attended by the RAC, Bicycle Transportation Alliance, Department of Transport and others) and explore innovative solutions.

CONSULTATION/ADVERTISING:

Not applicable.

LEGAL/POLICY:

Not applicable.

RISK MANAGEMENT IMPLICATIONS:

Low: Insignificant

STRATEGIC IMPLICATIONS:

The City's *Strategic Plan 2011-2016*, Objective 1.1 states:

"Improve and maintain the natural and built environment and infrastructure;

1.1.5 Take action to improve transport and parking in the City and mitigate the effects of traffic

(f) In partnership with the State Government and stakeholders, investigate options for a light rail system in the City, or alternative similarly dedicated service, to increase 'cross town' public transport."

SUSTAINABILITY IMPLICATIONS:

Involving a broad scope of professional stakeholders in a workshop style seminar will result in a range of more innovative and robust solutions to some of the recommendations of the City of Vincent's Bike Network Plan.

FINANCIAL/BUDGET IMPLICATIONS:

Expenditure for this matter will be incurred under the TravelSmart Community Program budgeted item:

Budget Amount: \$55,000
Spent to Date: \$ 5,000
Balance: \$50,000

COMMENTS:

Taking part in the Bicycle Network Bike Futures Seminar 2014 will provide the City of Vincent with an excellent opportunity to present projects within the Vincent Bicycle Network Plan to a wide range of stakeholders, taking advantage of their expertise and garnering their support.

9.2.4 Proposed Involvement of the City of Vincent in the 2014 'Bike Futures Seminar'

(To be completed by A/Chief Executive Officer)

UNDER DELEGATED AUTHORITY THE *OFFICER RECOMMENDATION IS:*

APPROVED



A/CHIEF EXECUTIVE OFFICER

16/01/2014

9.2.5 Progress Report No. 6 – Strategies to Reduce Speed Limits on Higher Order Roads Within the Town – Proposed Oxford Street "50 kph Speed Limit"

Ward:	Both	Date:	8 January 2014
Precinct:	Mt Hawthorn (1); Mt Hawthorn Centre (2); Leederville (3); Oxford (4)	File Ref:	TES0089
Attachments:	Nil		
Tabled Items:	Nil		
Reporting Officer:	R Lotznicker, Director Technical Services		
Responsible Officer:	R Lotznicker, Director Technical Services		

OFFICER RECOMMENDATION:

That the Council;

1. NOTES;

1.1 the request from the Director Technical Services to Main Roads WA to permanently lower the posted speed limit along Oxford Street between Scarborough Beach Road and Vincent Street from 60 kph to 50 kph for the reasons outlined in the report; and

1.2 Main Roads WA response seeking the Council's formal endorsement for the abovementioned change; and

2. ADVISES Main Roads WA that it **ENDORSES** the proposal to permanently lower the posted speed limit along Oxford Street between Scarborough Beach Road and Vincent Street from 60 kph to 50 kph.

PURPOSE OF REPORT:

The purpose of this report is to advise the Council of Main Roads WA (MRWA) proposal to impose a 50 kph speed limit in Oxford Street, Leederville, from Scarborough Beach Road to just north of Vincent Street.

BACKGROUND:

Ordinary Meeting of Council - 24 August 2004:

The Council adopted a Notice of Motion seeking, in part, a review of "60 kph speed limits in the Town, with particular reference to whether a lower speed limit would be appropriate for roads passing through or in close proximity to concentrations of activity and sensitive uses such as primary schools..."

Ordinary Meetings of Council - 24 April 2007 and 11 November 2007:

The Council subsequently received two (2) progress reports advising of the Town's unsuccessful endeavours to have MRWA review the 60 kph speed limit on higher order roads.

December 2007:

MRWA contacted the Town's Technical Services Directorate and advised that they had re-considered their stance and were prepared to trial the use of "speed cushions" in selected locations as a means of reducing traffic speed. Furthermore, they were considering two (2) locations within the Town to conduct the first such trial in the Perth metropolitan area, being Beaufort Street, Mount Lawley/Highgate or Fitzgerald Street, North Perth.

Ordinary Meeting of Council – 13 May 2008:

The Fitzgerald Street speed cushion trial commenced in June 2008, with the interim results showing a sustained 10-15 kph drop in the 85th percentile speed through the trial zone.

If, at the end of the trial it is judged a success, MRWA will introduce an 'appropriate' speed limit, which is expected to be 40 kph.

Ordinary Meeting of Council – 14 April 2009:

The Council received a report on the proposed Beaufort Street Variable Speed Zone trial whereby the posted speed would be set at either 40 kph or 60 kph depending upon the time day and taking into consideration pedestrian activity and traffic volumes.

Ordinary Meeting of Council – 8 October 2013:

The Council resolved to write to MRWA advising that the existing speed cushions in Fitzgerald Street will be made permanent and request that consideration be given to permanently lowering the posted speed along Fitzgerald Street between Burt Street and Raglan Road to 40 kph.

Ordinary Meeting of Council – 17 December 2013:

The Council endorsed MRWA's proposal to make the '40 kph Variable Speed Zone' permanent in Beaufort Street.

DETAILS:

Request to lower the posted speed limit from 60 kph to 50 kph along Oxford Street – between Scarborough Beach Road and Vincent Street:

In a continuing initiative of a reviewing "60 kph speed limits in the City with particular reference to whether a lower speed limit would be appropriate for roads passing through or in close proximity to concentrations of activity and sensitive uses such as primary schools..." the City's Officer wrote to MRWA on 3 October 2013 regarding Oxford Street south of Scarborough Beach Road.

MRWA were advised that several years ago the City of Vincent changed the above section of Oxford Street from a four (4) lane undivided road to a two (2) lane divided road with a central median and embayed parking.

As part of the works and earlier discussions with MRWA it was considered that the change to the road layout would lend itself to reducing the posted speed from 60 kph to 50 kph speed limit at all times as the perceived benefits of the lower speed limit are:

- Reduction in vehicle travel speeds in a high pedestrian activity zone; and
- Improved safety for pedestrians, cyclists and other vulnerable road users.

Therefore, as the changes have been in place for in excess of five (5) years the City formally requested that MRWA give consideration to a permanent speed reduction in this section of Oxford Street.

MRWA were provided with the following vehicle classifier results from 2011 where it is evident that the 85% speed is well below the posted speed of 60 kph.

ROAD	DATE		LOCATION	85% SPEED
	START	FINISH		
Oxford Street	23-Jun-11	30-Jun-11	Anzac-Salisbury	51.8
Oxford Street	23-Jun-11	30-Jun-11	Bourke-Galway	52.9
Oxford Street	23-Jun-11	30-Jun-11	Britannia-Franklin	54
Oxford Street	23-Jun-11	30-Jun-11	Marian-Tennyson	56.9

MRWA Response 4 December 2014:

"Thank you for your letter dated 3 October 2013, in which Council is seeking Main Roads consideration for a speed limit reduction on Oxford St, between Anzac Rd and Vincent St. Main Roads acknowledge reasons provided in support of this request, and are appreciative of the existing vehicle speed data which has assisted with the review.

I wish to advise that a preliminary desktop assessment has been completed, and conclusions from this assessment is that a speed reduction for Oxford St appear to be justified and reasonable in light of current developments and associated activity generated by these developments. Furthermore, existing traffic calming treatments have afforded this section of Oxford St with the appearance of a slower speed environment, and vehicle speed data provided by Council has supported this observation.

Part of the assessment process involved a drive-by along the section being considered, at the proposed speed limit. Having driven the section of Oxford Street at 50 km/h, it was concluded that the proposed speed limit appeared reasonable and in keeping with the environment.

Therefore, Main Roads has no objection to the City's suggestion of applying a posted 50 km/h speed limit on Oxford Street. However, the department recommends that the extent be applied from Scarborough Beach Rd to Vincent St.

As with all proposed speed limit amendments affecting Council controlled roads, Main Roads seeks formal endorsement for the abovementioned change."

CONSULTATION/ADVERTISING:

WA Police will be advised of the Council's decision.

LEGAL/POLICY:

While Oxford Street is under the care and control of the City, MRWA is responsible for speed zoning, regulatory signage and line marking of all of the State's roads.

STRATEGIC IMPLICATIONS:

Keeping in line with the City's *Strategic Plan 2011-2016*, Objective 1.1 states:

"Improve and maintain the natural and built environment and infrastructure;

1.1.5 Take action to improve transport and parking in the City and mitigate the effects of traffic

(f) In partnership with the State Government and stakeholders, investigate options for a light rail system in the City, or alternative similarly dedicated service, to increase 'cross town' public transport."

FINANCIAL/BUDGET IMPLICATIONS:

Not Applicable

COMMENTS:

The City has for some considerable time been advocating lowering the posted speed limit on appropriate sections of District Distributor Roads within its jurisdiction.

It is recommended that the Council endorse the MRWA proposal to reduce the posted speed limit on Oxford Street south of Scarborough Beach Road from 60 kph to 50 kph.


9.2.5 Progress Report No. 6 – Strategies to Reduce Speed Limits on Higher Order Roads Within the Town – Proposed Oxford Street "50 kph Speed Limit"

(To be completed by A/Chief Executive Officer)

UNDER DELEGATED AUTHORITY THE OFFICER RECOMMENDATION IS:

NOT APPROVED

**To be reported to the first OMC to be held on
11 February 2014**



A/CHIEF EXECUTIVE OFFICER

16/01/2014

9.2.6 Vincent Bike Network Plan Initiative - Proposed Bike Maintenance Sessions

Ward:	Both	Date:	15 January 2014
Precinct:	All	File Ref:	TES0524
Attachments:	Nil		
Tabled Items:	Nil		
Reporting Officer:	F Sauzier, TravelSmart Officer		
Responsible Officer:	R Lotznicker, Director Technical Services		

ALTERNATIVE OFFICER RECOMMENDATION:

That the Council;

1. **APPROVES** funding a series of Bike Maintenance Sessions in the City at a cost of \$2,500 to be funded from the 2013/2014 TravelSmart Community;

2. **NOTES** that;

2.1 three (3) 'BIKE Dr' sessions, as outlined in the report, to be held as follows;

Thursday 23 January	Britannia Reserve/Bourke Street, Principal Shared Path
Friday 31 January	Banks Reserve, Recreational Shared Path
Friday 7 February	Stuart Street Reserve, Palmerston Street, Perth Bicycle Network Route NE4
<u>Friday 14 February 2014</u>	<u>Britannia Reserve/Bourke Street, Principal Shared Path</u>

2.2 the proposed 'Bike Maintenance Sessions' to be held at the City of Vincent Administration and Civic Centre undercroft, to be as follows;

Saturday 15 February 10am - 12noon	BM1 – beginners' session
Saturday 15 March 1pm - 3.30pm	BM2 – in-depth session

3. **PROMOTES** the initiative to the City's residents and to all respondents to the Vincent Bike Network Plan consultation and to the surveys undertaken to attend the sessions as outlined in clause 2 above.

ADDITIONAL INFORMATION:

It was considered that there was insufficient time to promote the first session i.e. 23 January 2014 therefore in discussion with the contractor (DISMANTLE) it is recommended that this be rescheduled to 14 February 2014.

It is recommended that the remaining sessions remain unchanged

PURPOSE OF REPORT:

The purpose of this report is to seek Council approval to fund and host a series of bike maintenance sessions within the City of Vincent.

BACKGROUND:

Findings from the Vincent Bike Network Plan consultation as well as surveys conducted during both the Vincent "BikeWeek 2013" and "Ride to Work 2013" breakfasts indicated a strong demand (50% of 237 survey respondents) for bike maintenance sessions to be delivered to community members. Delivering bike maintenance sessions early in the year would assist current and perspective cyclists to get more confidence in maintaining their bike, thus increasing the likelihood of using their bike more often.

DETAILS:

Approach:

A two-staged approach is recommended where residents would be offered the following:

- Quick, non-committal 'diagnostic workshop' on their commute to work; and
- The opportunity to take part in more formal bike maintenance education sessions, provided by 'DISMANTLE'*.

Note:* A not-for-profit organisation who deliver a wide variety of bike maintenance courses to the general public such as BIKE Dr, BM1 and BM2 workshops.

BIKE Dr:

DISMANTLE have developed a mobile diagnostic workshop (BIKE Dr) whereby commuters can chat with a mechanic, run through a nine (9) point health checklist and get an idea of future maintenance needs. The sessions run like a pop-up shop and usually take place along a main cycleway.

Three (3) BIKE Dr sessions are planned to take place across the City:

- Thursday 23 January – Britannia Reserve/Bourke Street, Principal Shared Path;
- Friday 31 January – Banks Reserve, Recreational Shared Path; and
- Friday 7 February – Stuart Street Reserve, Palmerston Street, Perth Bicycle Network Route NE4.

These three (3) locations are the most popular routes used by commuter cyclists within the City of Vincent, as noted in the "2012 Bicycle Network Super Tuesday" bike counts. The sessions would take place between 7am and 9am, at a total cost of \$1,080, and would be free for all attendees.

Bike Maintenance Sessions 1 and 2:

Leading on from the BIKE Dr workshop, the City would host two (2) bike maintenance sessions. These sessions would provide residents with an opportunity to get hands-on experience on how to maintain their bikes.

The bike maintenance sessions would be separated into two (2) levels:

- BM1 – beginners' session, Saturday 15 February, 10am - 12noon; and
- BM2 – in-depth session, Saturday 15 March, 1pm - 3.30pm.

These sessions would be held in the City's undercroft carpark and the City's TravelSmart Officer would be in attendance.

Those taking advantage of the BIKE Dr diagnostic service would be given leaflets promoting the BM1 and BM2 sessions. If there is significant interest, there would be scope to add additional sessions on both dates.

CONSULTATION/ADVERTISING:

The initiative will be promoted via direct email to previous attendees of Vincent TravelSmart events who have expressed an interest in attending a bike maintenance session. Social media including Vincent and DISMANTLE Facebook pages and webpages would also be used. Posters would be placed on the Principal Shared and Recreational Shared paths and leaflets distributed at the Bike Dr sessions.

LEGAL/POLICY:

Not applicable.

RISK MANAGEMENT IMPLICATIONS:

Low: Insignificant.

STRATEGIC IMPLICATIONS:

The City's *Strategic Plan 2011-2016*, Objective 1.1 states:

"Improve and maintain the natural and built environment and infrastructure;

1.1.5 Take action to improve transport and parking in the City and mitigate the effects of traffic

b) Contribute to cleaner air by encouraging the use of and promoting alternative modes of transport (other than car use)".

SUSTAINABILITY IMPLICATIONS:

The City's *Sustainable Environment Strategy 2011-2016*, Objective 3.1 states:

"Air and Emissions;

Contribute to a cleaner local and regional air environment by promoting alternative modes of transport than car use to residents and employees within the City;

3.1.1.9 Promote cycling as an alternative method of transport within and to the City".

Providing residents with the skills to service their own bicycles would improve their confidence in using their bikes and thus increase the likelihood that they will use them more often.

FINANCIAL/BUDGET IMPLICATIONS:

The City's residents would be offered a place at the subsidised rate of \$15 for the BM1 session (normally \$55) and \$25 for the BM2 (normally \$80). Residents are more likely to commit and attend if there is a high perceived value and low cost to them.

Non-residents would be charged the normal rates, with priority of spaces given to residents.

The total series of BIKE Dr and BM1 and BM2 is costed at \$2,500. Expenditure for this matter will be incurred under the TravelSmart Community Program budgeted item:

Budget Amount:	\$55,000
Spent to Date:	<u>\$ 5,000</u>
Balance:	\$50,000

COMMENTS:

Surveys undertaken during "BikeWeek 2013" and "Ride to Work 2013" breakfasts indicated a significant interest from respondents wanting to undertake bike maintenance workshops on the weekends.

It is recommended that DISMANTLE be contracted to deliver a series of bike diagnostic sessions on the main bike routes within Vincent in late January to be followed by formal bike maintenance sessions being offered to residents in February and March.

9.2.6 Vincent Bike Network Plan Initiative - Proposed Bike Maintenance Sessions

(To be completed by Chief Executive Officer)

UNDER DELEGATED AUTHORITY THE *OFFICER RECOMMENDATION IS:*

APPROVED



.....
CHIEF EXECUTIVE OFFICER

23/01/2014

9.2.7 Proposed Introduction of Timed Parking Restrictions in Bulwer Street, Fitzgerald Street to Vincent Street and Lawley Street, Fitzgerald Street to Gallop Street, West Perth

Ward:	South	Date:	15 January 2014
Precinct:	Hyde Park (12)	File Ref:	TES0115; TES0523
Attachments:	001 – Plan No. 3096-PP-01 002 – Plan No. 3097-PP-01 & 3097-PP-01A		
Tabled Items:	Nil		
Reporting Officer:	C Wilson, Manager Asset and Design Services		
Responsible Officer:	R Lotznicker, Director Technical Services		

OFFICER RECOMMENDATION:

1. That the Council **APPROVES;**
 - 1.1 the introduction 2P Parking Restrictions, 8.00am and 5.30pm Monday to Friday, in Bulwer Street, Fitzgerald Street to Vincent Street, West Perth, as shown on attached Plan No. 3096-PP-01; and
 - 1.2 the introduction a variety of Parking Restrictions, 8.00am and 5.30pm Monday to Friday, in Lawley Street, Fitzgerald Street to Gallop Street, West Perth, as shown on attached Plan No. 3097-PP-01A; and
3. **PLACES** a moratorium on issuing infringement notices for a period of two (2) weeks from the installation of the new parking restriction signage.

PURPOSE OF REPORT:

The purpose of this report is to inform the Council of the outcome of the public consultation with residents regarding the proposed installation of timed parking restrictions in Bulwer Street, Fitzgerald Street to Vincent Street, and Lawley Street, Fitzgerald Street to Gallop Street, West Perth.

BACKGROUND:

The City has been approached on a number of occasions, both recently and in the past, by residents of the aforementioned streets to install timed parking restrictions as means of controlling all-day commuter parking.

The residents contend that as Bulwer Street (Fitzgerald Street to Vincent Street) and Lawley Street are currently unrestricted, within two (2) kilometres of the City centre and adjacent high frequency bus routes, that they are an ideal location for commuters to all day, free of charge, park their cars and catch a bus or walk to work.

Informal regular surveys of both streets indicated that the majority of the on-road parking was occupied, with little turn over, during the working week. The matter was referred to the City's internal *Car Parking Strategy Implementation Working Group* where it was agreed to consult with the residents with the suggestion to installed time parking restrictions and to report the outcome to the Council.

In November 2013, the City conducted simultaneous (separate) consultations with the residents of both streets.

DETAILS:

Bulwer Street Consultation:

In accordance with the Council's *Community Consultation Policy*, the City wrote to all the residents and businesses of Bulwer Street, between Fitzgerald and Vincent Streets on 21 November 2013.

Eighty two (82) letters were sent out to which the City received seventeen (17) responses by the close of the consultation period on 6 December 2013.

The suggested parking restrictions were 2P, 8.00am to 5.30pm, Monday to Friday.

Twelve (12) respondents, or 71%, were in favour, two (2), or 12%, were against, whilst three (3), or 17%, offered alternate comments not specially addressing the proposal parking restrictions.

Further, the consultation letter also advised that as a result of the Public Transport Authority discontinuing the 401 bus service that the bus zones and shelters would be removed and the respective areas returned to on-road parking.

A summary of the comments received are below.

Related Comments *In Favour* of the Proposal:

- Seven (7) in favour with no further comment.
- I have concerns that the problem could move to surrounding streets...I also have concerns for friends and families of the residents that could be unfairly targeted by the Rangers for not having a parking permit due to the maximum of 2 visitor permits being issued... the above should be seriously considered by the City of Vincent prior to any final decisions....
- ...residents and friends of residents in Bulwer Street parking in Vincent Street means I have to park at least 6 to 10 houses away....so will the 2 hour permit card to be displayed need to reflect applicable house number? Homes in Bulwer St are running a business from the premises and have clients coming/going all day, every day, often running all day seminars...again causing residents to resort to finding parking elsewhere....
- I would prefer 3 hour parking limit.
- Whilst we have no objection to the proposed 2P parking restrictions, we do have concerns that this will place added pressure on available parking in side streets. Both Victoria and Gallop Streets are already being used by commuters as a free parking zone. Additionally, Victoria Street is also used as a "shortcut" by drivers trying to avoid the congestion at the Vincent/Bulwer intersection, creating dangerous situations for residents attempting to exit which will only be increased by commuters looking for a free parking space. We feel that as it is a particularly narrow street with limited off street parking for residents, consideration should be given to both extending the 2P parking restrictions to Victoria Street and limiting the traffic flow.
- I envisage more than two vehicles owned by workmen will need parking and there are already two permanent vehicles for the above property. Is it possible to also have temporary permits for workmen if a renovation/development is approved?

Related Comments *Against* the Proposal:

- One (1) against the proposal with no further comment.
- Currently no issues with parking for my household.

Related Other Comments:

- I renovated the rear of my premises and now have a 2-car carport...the carport is probably regarded as a 2-car carport but it is a real challenge to get even 2 small cars into the space due to the restricted turning arc in the small laneway...do I qualify for a residents permit or not? Will the fact that I had to surface the laneway be taken into consideration?
- Excessive traffic congestion in am and pm peak times leading into Fitzgerald Street and Bulwer Street. I cannot understand why a council would place a sign at the beginning of a RESIDENTIAL street saying FITZGERALD STREET FREE PARKING. We respectfully ask that this proposal be amended to residential parking only at all times with permits of resident and visitors at ALL TIMES on the residential side of this street and 3P on the Dorrien garden side of the road for all other times.
- We agree that something needs to be done to prevent commuters from using Bulwer Street for free parking all day...we have a large family – 7 kids plus 10 grandkids, which makes it difficult for even us to be able to comply with the requirements...this is especially exacerbated by the street markings placed on the road directly outside our driveway, preventing parking on that part of the road – residents should be allowed to park in front of their own driveway on the road (not on verge or blocking footpath).

Officers Comments

Independent of the of the public consultation, the City has received further requests for timed parking restrictions in Bulwer Street, between Fitzgerald and Vincent Streets.

This is in part because the majority of Bulwer Street, east of Fitzgerald Street (through to Lord Street) has parking restrictions. As does many of the surrounding streets.

As a result the section between Fitzgerald and Vincent Streets, as well as Lawley Street, are two of the few remaining restriction free streets in the immediate area.

Therefore, the introduction 2P Parking Restrictions, 8.00am and 5.30pm, Monday to Friday, in Bulwer Street, Fitzgerald Street to Vincent Street, West Perth is recommended.

Lawley Street Consultation:

In accordance with the Council's *Community Consultation Policy*, the City wrote to all the residents and businesses of Lawley Street, between Fitzgerald Street and Gallop Street on 21 November 2013.

Fifty six (56) letters were sent out to which the City received one (1) response by the close of the consultation period on 6 December 2013.

The suggested parking restrictions are a combination of 3P adjacent Dorrien Gardens, 2P adjacent the residential portion and thirty (30) minutes directly outside the Dan Murphy's, 8.00am to 5.30pm, Monday to Friday. The exiting ACROD and 1/4P bays on the southern side nearest Fitzgerald Street were to remain.

The single respondent was in favour, with no further comment.

The City previously canvassed the residents of Lawley Street in 2009 with a similar result, in that there was very little response. The City subsequently advised the respondents that:

"...wish to advise that because the Town received a very small number of responses, the Town will not, at this point in time, consider introducing parking restrictions."

However, since the last consultation, Dan Murphy's has opened generating considerably more traffic while the number of all commuter vehicles parking in Lawley Street has increased significantly to the extent that the majority of the on-parking, particularly along the Dorrien Gardens side, is occupied all day with little or no turn-over.

Officers Comments

The above becomes a philosophical discussion as to whether the City should be providing free parking those working in the City.

However, in light of the lack of response from the residents of Lawley Street, an alternate proposal would be to install the 2P along the residential side, the 1/2P adjacent Dan Murphy's and not proceed with the 3P adjacent Dorrien Gardens.

This would afford the residents some surety of on-road parking during the week, as well turning over the on-road bays adjacent Dan Murphy's, which tend to be continuously occupied on weekdays.

CONSULTATION/ADVERTISING:

Consultation was undertaken in accordance with the Council's Community Consultation Policy No. 4.1.5. All residents will be informed of the Council's decision.

LEGAL/POLICY:

Not applicable.

RISK MANAGEMENT IMPLICATIONS:

Low: Mainly related to amenity improvements for residents and their visitors.

STRATEGIC IMPLICATIONS:

In keeping with the City's *Strategic Plan 2013-2023*, Objective 1 states:

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

1.1.4 Enhance and maintain the City's infrastructure, assets and community facilities to provide a safe, sustainable and functional environment.

1.1.5(a) Implement the City's Car Parking Strategy and associated Precinct Parking Management Plans."

SUSTAINABILITY IMPLICATIONS:

Not applicable.

FINANCIAL/BUDGET IMPLICATIONS:

The inclusive cost to install signage (both locations) is estimated to be \$1,200.

COMMENTS:

Similar restrictions are currently in place in other streets within the vicinity of Bulwer and Lawley Streets to prevent City commuters using the streets as a 'Park and Ride' area. The proposed restrictions will improve weekday access to on-road parking for the residents.

However, in view of the apathy of the Lawley Street residents it is proposed to maintain the free parking on the southern or Dorrien Gardens side and impose restrictions on the northern or residential side only.

9.2.7 Proposed Introduction of Timed Parking Restrictions in Bulwer Street, Fitzgerald Street to Vincent Street and Lawley Street, Fitzgerald Street to Gallop Street, West Perth

(To be completed by Chief Executive Officer)

UNDER DELEGATED AUTHORITY THE *OFFICER RECOMMENDATION IS:*

APPROVED AS AMENDED



.....
CHIEF EXECUTIVE OFFICER

23/01/2014

9.2.8 2013 Vincent TravelSmart Workplace Plan Initiative - Vincent Staff Electric Bike Fleet

Ward:	Both	Date:	29 January 2014
Precinct:	All	File Ref:	TES0524
Attachments:	-		
Tabled Items:	-		
Reporting Officer:	F Sauzier, Travel Smart Officer		
Responsible Officer:	R Lotznicker, Director Technical Services		

OFFICER RECOMMENDATION:

That the Council;

1. NOTES that;

- 1.1** the 2013 Vincent TravelSmart Workplace Plan lists, as a key action, the creation of a 'Staff Electric Bike Fleet' to be used by staff for short business trips/site visits; and
- 1.2** a Healthier Workplace WA Small Grant of \$5,000, to fund the purchase of two electric bikes and some cycle education, has been received;

4. AUTHORISES the Chief Executive Officer to;

- 4.1** progress the purchase and management of the Vincent Staff Electric Bike Fleet;
- 4.2** develop Staff Bike fleet guidelines/procedures; and
- 4.2** prepare a report on the usage of the Bike Fleet in 12 months time.

PURPOSE OF REPORT:

The purpose of this report is to seek council approval for the development of a Vincent Staff Electric Bike fleet.

BACKGROUND:

The Vincent TravelSmart Workplace Plan was approved in August 2013. The overarching purpose of the travel plan is to reduce the single occupancy car usage by City of Vincent employees and to promote alternative modes of transport such as walking, cycling, public transport, carpooling and telecommunications.

DETAILS:

Vincent TravelSmart Workplace Plan:

The Vincent TravelSmart Workplace Plan was developed in conjunction with the Department of Transport's (DOT) TravelSmart Workplace coordinator and Vincent staff. The plan is the result of staff online surveys and an employee workshop, which have helped inform strategies for change. These strategies include the following:

- Encourage those with City owned vehicles to carpool once a week;
- Engage all of the City's employees to consider sustainable travel choices;
- Enhance workplace policies and practices; and
- Promote carpooling and other Active Transport for business trips.

A significant action identified within Strategy 4.3 is to set up an electric bike fleet at the City of Vincent.

The establishment of the staff bike fleet will allow staff members who feel confident, to cycle to meetings or to site visits within the City's boundaries. In addition, the electric bikes could be used by the new Town Centre Managers, providing a high profile example of the City supporting more sustainable transport systems.

Proposed Bikes:

A total of \$5000 in funding for the electric bike fleet has been successfully obtained from the Healthier Workplace WA Small Grants Scheme. This has included funds for the purchase of two (2) electric bikes and trailers.

Three quotes have been received for the purchase and regular servicing of the fleet.

Supplier	Items	Purchase Costs	Service fees
Mercer Cycles	2 x Gazelle E-bikes, helmets, panniers	\$7,000	2 year free service
EasyBike	2 x Galvani bikes, helmets, panniers	\$5,825	Plus \$180 per bike plus parts
ZAP	2 x City to Surf bikes, helmets, panniers	\$5,072	1 year full (monthly)service and all parts included in bike purchase

Each electric bike will include a pannier, lights, and helmets and will be based in the CoV Administration building secure carpark. It must be noted that these bikes are 'pedal assist' electric bikes, and that the rider must pedal to achieve mobility (it is not just a throttle system).

Given the price and service commitment the ZAP Electric bikes will be purchased for the establishment of the Vincent Staff Electric Bike Fleet.

Additional Costs:

In addition to the purchase costs the following costs are anticipated:

\$800 – 2 x bike cargo trailers

\$450 – bike education course for staff (provided by Cycling WA)

\$300 - installation of 2 x power points for bike recharging

\$400 – bike carrier attachment (recommended)

\$1950.00 Total additional costs

Management of the Fleet:

Education:

Prior to access, all staff interested in riding the fleet bikes will be invited to a safe cycling course held at the city's Administration. Staff who already have cycling competence will be asked to sign a 'skills/competency sheet';

Access:

Staff will be able to book the bikes by use of a Calendar on the City's Microsoft Outlook service;

Storage:

The bikes will be stored in the secure underground carpark of the Administration building, ideally in the immediate vicinity of the current bike racks;

Recharging:

Two standard power outlets will be installed in this area to allow for the bikes to always be recharged;

Insurance:

The bikes and the use of them will be covered under the City's Public Liability and Worker's Compensation insurances;

Maintenance:

The bikes will be regularly serviced by the suppliers, under a maintenance agreement to be funded by the TravelSmart Actions fund. Staff will also be advised that a 'fault reporting' form will need to be completed if any issues are detected during use;

Monitoring use:

The use of the bikes will be monitored by the number of kilometres ridden and by the number of bookings made through the Staff Calendar function. In addition, there will be an official launch as well as a 'staff breakfast' held six months post the launch to maintain the profile of the fleet with staff;

Marketing:

Local newspaper editorial will be sought to publicise the use of an innovative electric bike fleet by the Council, acknowledging the Healthier Workplace funding; and

Review:

The use of the bike fleet will be reviewed 12 months after set up.

CONSULTATION/ADVERTISING:

The advent of the staff electric bike fleet comes out of the Workplace TravelSmart online survey and staff workshop.

LEGAL/POLICY:

Staff will be required to abide by the Guidelines developed for the usage of the bikefleet.

RISK MANAGEMENT IMPLICATIONS:

Low: Staff will be required to sign a cycling competency note and/or take part in a bike riding workshop.

STRATEGIC IMPLICATIONS:

City of Vincent Strategic Plan 2011-16

1.1.3 take action to reduce the City's environmental impacts and provide leadership on environmental matters Contribute to cleaner air by encouraging the use of and promoting alternative modes of transport (other than car use).

SUSTAINABILITY IMPLICATIONS:

City of Vincent Sustainable Environment Strategy 2011-16

- 3. Ensure that the City acts in an environmentally sustainable manner in all its operations
- Consider green alternatives to ensure that the City Administration's purchases are sustainable, environmentally friendly, and energy efficient where possible and practicable.
- 3.1 Air & Emissions - Contribute to a cleaner local and regional air environment by promoting alternative modes of transport than car use to residents and employees within the City.

FINANCIAL/BUDGET IMPLICATIONS:

Principal funding for this initiative will come from a Healthier Workplace WA Grant (\$5000).

Additional costs for the establishment of the Staff Electric Bike fleet are estimated at \$2000.

Expenditure for this matter will be incurred under the Travelsmart Actions budgeted item:

Budget Amount: \$10,000
Spent to Date: \$ 2,200
Balance: \$ 7,800

COMMENTS:

The establishment of a Staff Electric Bike Fleet is a key action of the Vincent TravelSmart Workplace Plan. The initiative contributes to a reduction in traffic and congestion and greenhouse gas emissions in Vincent as well as improving the health of staff through the use of an Active Transport mode. It will also be a highly visible example of the City's commitment to sustainable transport to the broader community.

Funding has been successfully obtained to finance the purchase of the Electric Bike Fleet including initial servicing for 12 months, and it is recommended that the ZAP Electric bikes be purchased and the initiative progressed.

9.2.8 2013 Vincent TravelSmart Workplace Plan Initiative - Vincent Staff Electric Bike Fleet

(To be completed by Chief Executive Officer)

UNDER DELEGATED AUTHORITY THE OFFICER RECOMMENDATION IS:

~~APPROVED~~ NOT APPROVED ~~APPROVED AS AMENDED~~

VOTE: 4-4


.....
CHIEF EXECUTIVE OFFICER

5.2
...../...../14

Please place on agenda for OMC 25/2/2014.