



CITY OF VINCENT

ORDINARY COUNCIL MEETING

18 November 2014

Notice of Meeting and Agenda

Notice is hereby given that an Ordinary Meeting of the Council of the City of Vincent will be held at the Administration and Civic Centre, at 244 Vincent Street (corner Loftus Street), Leederville, on **Tuesday 18 November 2014** at 8.00pm.

Len Kosova
CHIEF EXECUTIVE OFFICER

11 November 2014

ENHANCING AND CELEBRATING OUR DIVERSE COMMUNITY

This document is available in other formats and languages.

“Enhancing and celebrating our diverse community”

PURPOSE - The purpose defines the *business we are in*. It describes our reason for being, and the services and products we provide. Our purpose is:

“To provide and facilitate services for a safe, healthy and sustainable community.”

VISION – The vision statement is *what we are striving to become*, what we will look like in the future. Based on accomplishing key strategic challenges and the outcomes of Vincent Vision 2024, the City’s vision is:

“A sustainable and caring community built with vibrancy and diversity.”

GUIDING VALUES (*Describes what values are important to us*)

- **Excellence and Service**
We aim to pursue and deliver the highest possible standard of service and professionalism to the Vincent community.
- **Honesty and Integrity**
We are honest, fair, consistent, accountable, open and transparent in our dealings with each other and are committed to building trust and mutual respect.
- **Innovation and Diversity**
We encourage creativity, innovation and initiative to realise the vibrancy and diversity of our vision.
- **Caring and Empathy**
We are committed to the wellbeing and needs of our employees and community and value each others views and contributions.
- **Teamwork and Commitment**
Effective teamwork is vital to our organisation and we encourage co-operation, teamwork and commitment within and between our employees and our business partners and community.

DISCLAIMER

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PROCEDURE FOR PUBLIC SPEAKING TIME

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

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

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

RECORDING OF COUNCIL MEETINGS

- ◆ All Ordinary and Special Council Meetings are electronically recorded (both visual and audio), except when the Council resolves to go behind closed doors;
- ◆ All recordings are retained as part of the City's records in accordance with the General Disposal Authority for Local Government Records produced by the Public Records Office;
- ◆ A copy of the recorded proceedings and/or a transcript of a particular section or all of a Council meeting is available in accordance with Policy No. 4.2.4 - Council Meetings – Recording and Access to Recorded Information.

ORDER OF BUSINESS

1. (a) Declaration of Opening

(b) Acknowledgement of Country Statement

"Today we meet on the lands of the Nyoongar people and we honour them as the traditional custodians of this land".

2. Apologies/Members on Approved Leave of Absence

Nil.

3. (a) Public Question Time and Receiving of Public Statements

(b) Response to Previous Public Questions Taken On Notice

Nil.

4. Applications for Leave of Absence

Nil.

5. The Receiving of Petitions, Deputations and Presentations

Nil.

6. Confirmation of Minutes

6.1 Special Meeting of Council held on 28 October 2014 – regarding Town Planning Scheme No. 2

6.2 Ordinary Meeting of Council held on 4 November 2014.

7. Announcements by the Presiding Member (Without Discussion)

Nil.

8. Declarations of Interest

Nil.

9. Reports

As listed in the Index.

10. Motions of which Previous Notice has been given

Nil.

11. Questions by Members of which Due Notice has been given (Without Discussion)

Nil.

12. Representation on Committees and Public Bodies

Nil.

13. Urgent Business

Nil.

14. Confidential Items/Matters for which the Meeting May be Closed ("Behind Closed Doors")

Nil.

15. Closure

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9.1 PLANNING SERVICES

9.1.1 No. 233 (Lot: 1 D/P: 29637) Charles Street, North Perth – Proposed Demolition of an Existing Single House and Construction of Nine (9) Multiple Dwellings and associated Car Parking

Ward:	South	Date:	7 November 2014
Precinct:	Smith's Lake; P6	File Ref:	5.2014.446.1
Attachments:	001 – Property Information Report 002 – Development Application Plans 003 – Applicant's Report 004 – Department of Planning Comments dated 3 September 2014 005 – Main Roads WA Comments dated 24 September 2014 006 – Car Parking and Bicycle Tables 007 – Design Advisory Committee Comments dated 3 September 2014		
Tabled Items:	Nil		
Reporting Officer:	T Wright, Planning Officer (Statutory)		
Responsible Officer:	G Poezyn, Director Planning Services		

OFFICER RECOMMENDATION:

That Council in accordance with the provisions of the City of Vincent Town Planning Scheme No. 1 and the Metropolitan Region Scheme, **APPROVES** the application submitted by McDonald Jones Architects Pty Ltd on behalf of the owners, Charles Street Venture Pty Ltd, for the Proposed Demolition of an Existing Single House and Construction of a Three Storey Development Comprising of Nine (9) Two-bedroom Multiple Dwellings and Associated Car Parking at No. 233 (Lot: 1 D/P: 29637) Charles Street, North Perth as shown on amended plans dated 11 September 2014, included as Attachment 002, subject to the following conditions:

1. **Demolition**

A Demolition Permit shall be obtained from the City prior to commencement of any demolition works on the site;
2. **Car Parking and Accessways**
 - 2.1 A minimum of nine (9) residential car bays and two (2) visitor bays, are to be provided on site for the development;
 - 2.2 The car park shall be used only by residents and visitors directly associated with the development;
 - 2.3 The visitor bays are to be marked accordingly;
 - 2.4 The car parking and access areas are to comply with the requirements of AS2890.1;
 - 2.5 Vehicle and pedestrian access points are required to match into existing footpath levels; and
 - 2.6 All new crossovers shall be constructed in accordance with the City's Standard Crossover Specifications;

3. **Building Appearance**

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

4. **Existing Verge Trees**

No existing verge trees shall be removed. The verge trees shall be retained and protected from any damage including unauthorised pruning;

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

5.1 **Section 70A Notification under the Transfer of Land Act**

The owner shall agree in writing to:

5.1.1 A notification being lodged under section 70A of the Transfer of Land Act notifying proprietors and/or (prospective) purchasers of the property; and

5.1.2 A notice being placed on the Sales Contract to alert prospective purchasers of the following:

(a) The use or enjoyment of the property may be affected by noise and traffic; and

(b) The City of Vincent will not issue a residential or visitor car parking permit to any owner or occupier of the residential dwelling;

5.2 **Acoustic Report**

An Acoustic Report in accordance with the City's Policy No. 7.5.21 relating to Sound Attenuation shall be prepared and submitted. The recommended measures of the report shall be implemented;

5.3 **Site Works**

Detailed plans of site works, including identification of pavement type, drainage, parking layout and proposed finished levels, shall be included in the building licence application working drawings;

5.4 **Car Parking Bays**

All car parking bays shall be dimensioned on the Building Permit application working drawings and all car parking facilities shall meet or exceed the minimum specifications of AS2890;

5.5 Landscape and Reticulation Plan

A detailed landscape and reticulation plan for the development site and adjoining road verge shall be submitted to the City for assessment and approval. The plan shall be drawn to a scale of 1:100 and show the following:

- 5.5.1 A minimum of ten (10) percent of the total site area (common) is to be provided as landscaping;
- 5.5.2 A minimum of five (5) percent of the total site area (private courtyards shall be provided as soft landscaping within the development;
- 5.5.3 The location and type of existing and proposed trees and plants;
- 5.5.4 All vegetation including lawns;
- 5.5.5 Areas to be irrigated or reticulated;
- 5.5.6 The details of plant species and materials to be used;
- 5.5.7 The redundant crossover being landscaped in accordance with the landscaping proposed for the remainder of the verge; and
- 5.5.8 The two existing trees on the southern lot boundary to be retained and protected;

5.6 Schedule of External Finishes

A detailed schedule of external finishes (including materials and colour schemes and details) is to be provided to and approved by the City;

5.7 Construction Management Plan

A Construction Management Plan, detailing how the construction of the development will be managed to minimise the impact on the surrounding area, shall be submitted to and approved by the City, in accordance with the requirements of the City's Policy No. 7.5.23 relating to Construction Management Plans. Construction on and management of the site shall thereafter comply with the approved Construction Management Plan;

5.8 Waste Management

- 5.8.1 A Waste Management Plan prepared to the satisfaction of the City shall be submitted and approved;
- 5.8.2 A bin store of sufficient size to accommodate the City's bin requirements shall be provided, to the satisfaction of the City; and
- 5.8.3 Waste management for the development shall thereafter comply with the approved Waste Management Plan;

5.9 Vehicular Entry Gates

Any proposed vehicular entry gates to the car parking shall have a minimum 50% permeability; and

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

6.1 **Clothes Drying Facility**

Each multiple dwelling shall be provided with a clothes drying facility or communal area in accordance with the Residential Design Codes of WA 2013;

6.2 **Car Parking**

The car parking areas 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;

6.3 **Stormwater**

6.3.1 All storm water produced on the subject land shall be retained on site, by suitable means to the satisfaction of the City; and

6.3.2 No stormwater shall be discharged onto the existing Charles Street road reserve;

6.4 **Acoustic Report Certification**

In relation to condition 6.2, certification from an acoustic consultant that the recommended measures have been undertaken shall be provided to the City;

6.5 **Section 70A Notification under the Transfer of Land Act lodgement and registration**

In relation to condition 6.1, the notification shall be lodged and registered in accordance with the Transfer of Land Act;

6.6 **Landscape Plan and Verge Upgrade Plan**

In relation to condition 6.5, all works shown in the plans approved with the Building Permit shall be undertaken in accordance with the approved plans and maintained thereafter to the satisfaction of the City at the applicant's expense; and

6.7 **Bicycle Bays**

A minimum of three (3) residential bicycle bays and one (1) visitor bay to be provided on-site. Bicycle bays must be provided at a location convenient to the entrance, publically accessible and within the development. The bicycle facilities shall be designed in accordance with AS2890.3.

ADVICE NOTES:

1. With regard to condition 2.5, the portion of the existing footpath traversing the proposed crossover must be retained. The proposed crossover levels shall match into the existing footpath levels. Should the footpath not be deemed to be in satisfactory condition, it must be replaced with in-situ concrete panels in accordance with the City's specification for reinstatement of concrete paths;
2. With reference to condition 2.6 all new crossovers to the development site are subject to a separate application to be approved by the City;
3. A Road and Verge security bond for the sum of \$2500 shall be lodged with the City by the applicant, prior to the issue of a building permit, and will be held until all building/development works have been completed and any disturbance of, or damage to the City's infrastructure, including verge trees, has been repaired/reinstated to the satisfaction of the City's Technical Services Directorate. An application for the refund of the security bond shall be made in writing. The bond is non-transferable;
4. With regard to condition 5.5, Council encourages landscaping methods and species selection which do not rely on reticulation;
5. The movement of all path users, with or without disabilities, within the road reserve, shall not be impeded in any way during the course of the building works. This area shall be maintained in a safe and trafficable condition and a continuous path of travel (minimum width 1.5m) shall be maintained for all users at all times during construction works. If the safety of the path is compromised resulting from either construction damage or as a result of a temporary obstruction appropriate warning signs (in accordance with AS1742.3) shall be erected. Should a continuous path not be able to be maintained, an 'approved' temporary pedestrian facility suitable for all path users shall be put in place. If a request to erect scaffolding, site fencing etc. or if building materials is required to be stored within the road reserve once a formal request has been received, the matter will be assessed by the City and if considered appropriate a permit shall be issued by the City's Ranger Services Section. No permit will be issued if the proposed encroachment into the road reserve is deemed to be inappropriate; and
6. With reference to condition 6.3, no further consideration shall be given to the disposal of stormwater 'off site' without the submission of a geotechnical report from a qualified consultant. Should approval to dispose of stormwater 'off site' 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.

PURPOSE OF REPORT:

The proposal is referred to Council for determination as it is for nine (9) multiple dwellings.

BACKGROUND:

Nil.

DETAILS:

Landowner:	Charles Street Venture Pty Ltd
Applicant:	McDonald Jones Architects Pty Ltd
Zoning:	Metropolitan Region Scheme: Urban Town Planning Scheme No. 1 (TPS1): Residential
Existing Land Use:	Single Dwelling
Use Class:	Multiple Dwellings
Use Classification:	"P"
Lot Area:	916 square metres
Right-of-Way:	NA

The proposal is for the demolition of an existing single house and the construction of a three storey development comprising of nine (9) two-bedroom multiple dwellings and associated car parking.

The subject site is located in the Smith's Lake Precinct – Scheme Map 6. Draft TPS2 proposes a new zoning of R60-100.

ASSESSMENT:

The table below is a summary of the planning assessment of the proposal against the provisions of the City of Vincent Town Planning Scheme No 1, the Residential Design Codes and the City's policies. In each instance where the proposal requires the exercise of discretion, the relevant planning element is discussed in the section of the report following from this table.

Design Element	Complies	Requires the Exercise of Discretion
Density/Plot Ratio	✓	
Streetscape	✓	
Front Fence	N/A	
Front Setback		✓
Rear Building Interface		✓
Building Setbacks		✓
Boundary Wall	N/A	
Building Height	✓	
Roof Forms		✓
Open Space	✓	
Bicycles	✓	
Access & Parking		✓
Privacy	✓	
Solar Access	✓	
Site Works	✓	
Essential Facilities	✓	
Surveillance	✓	
Landscaping		✓
Dwelling Size	N/A	

Acceptable Variations

Planning Element:	Street Setbacks
Requirement:	<p>Residential Design Elements Policy No. 7.2.1</p> <p>Buildings are to be setback from the street alignment such distance as is generally consistent with the building setback on adjoining land and in the immediate locality.</p> <p>This equates to:</p> <ul style="list-style-type: none"> • 9.4 metres for the ground floor; • 11.4 metres for the upper floors; and • 10.4 metres for the upper floor balconies.
Applicant's Proposal:	<ul style="list-style-type: none"> • 3.6 metres for the ground floor, creating a variation of 5.8 metres. • 3.6 metres for the upper floors, creating a variation of 7.8 metres; and • 6.8 metres for the upper floor balconies, creating a variation of 5.8 metres.
Design Principles	<p>Residential Design Elements Policy No. 7.2.1</p> <p>SPC 5</p> <p>(i) Development is to be appropriately located on site to:</p> <ul style="list-style-type: none"> • Maintain streetscape character; • Ensure the amenity of neighbouring properties is maintained; • Allow for the provision of landscaping and space for additional tree plantings to grow to maturity; • Facilitate solar access for the development site and adjoining properties; • Protect significant vegetation; and • Facilitate efficient use of the site. <p>(ii) Variations to the Acceptable Development Criteria relating to upper floor setbacks may be considered where it is demonstrated that the lesser upper floor setbacks incorporate appropriate articulation, including but not limited to; varying finishes and staggering of the upper floor walls to moderate the impact of the building on the existing or emerging streetscape and the lesser setback is integral to the contemporary design of the development.</p>
Applicant's Justification	Nil.
Comments	<p>The street setbacks on adjoining land in the immediate locality are inconsistent due to the transitioning nature of the street created by the mix of low and medium density development.</p> <p>The proposed reduced setback is consistent with other recently developed medium density developments in the area (284 and 286-288 Charles Street). It is therefore appropriate in this context that the original setback requirements are varied.</p> <p>The proposed setback reflects Council's vision to increase density along main arterial roads.</p>

Planning Element:	Rear Building Interface
Requirement:	<p>Development Guidelines for Multiple Dwellings 2.3.1</p> <p>Ground and first floor rear setback: 2.4 metres.</p> <p>Second floor rear setback: 6 metres.</p>
Applicant's Proposal:	<p>Ground and first floor rear setback: 2.77 metres to 1.9 metres, creating a variation of between 0 metres and 0.5 metres.</p> <p>Second floor rear setback: 2.77 metres to 1.9 metres, creating a variation of between 3.23 metres and 4.1 metres.</p>
Design Principles	<p>Development Guidelines for Multiple Dwellings 2.3.2</p> <p>2.3.2 Variations to the requirements of 2.3.1 may be considered where the applicant demonstrates special circumstances that ensure that greater height close to the boundary will not have a negative impact on the neighbour in regards to overshadowing, bulk or general amenity.</p>
Applicant's Justification	Nil.
Comments	<p>The building width as viewed from the rear elevation is narrow and is articulated with areas of open space produced by the northern and southern side boundary setbacks and the use of different colours and materials to reduce the perceived bulk to the neighbouring property to the rear.</p> <p>The applicant is also proposing to plant mature vegetation along the rear boundary and retain existing mature trees on the southern boundary, which will help to soften the built form.</p> <p>As a result it is considered that the amenity of the neighbouring properties will not be affected.</p>

Planning Element:	Lot Boundary Setbacks
Requirement:	<p>Residential Design Codes Clause 6.1.4</p> <p><u>Southern Boundary</u></p> <ul style="list-style-type: none"> • First floor bulk wall to be setback 6.3 metres from the southern boundary. • Second floor bulk wall to be setback 9 metres from the southern boundary. <p><u>Northern Boundary</u></p> <ul style="list-style-type: none"> • Second floor bulk wall to be setback 4.8 metres from the northern boundary.
Applicant's Proposal:	<p><u>Southern Boundary</u></p> <ul style="list-style-type: none"> • First floor bulk wall setback 6 metres from the southern boundary, creating a variation of 0.3 metres. • Second floor bulk wall setback 6 metres from the southern boundary, creating a variation of 3 metres. <p><u>Northern Boundary</u></p> <ul style="list-style-type: none"> • Second floor bulk wall setback 3 metres from the northern boundary, creating a variation of 1.8 metres.

Planning Element:	Lot Boundary Setbacks
Design Principles	<p>Residential Design Codes Clause 6.1.4</p> <p>P3.1 Buildings set back from lot boundaries so as to:</p> <ul style="list-style-type: none"> • reduce impacts of building bulk on adjoining properties;
	<ul style="list-style-type: none"> • 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.
Applicant's Justification	<p>The southern boundary setback for this proposal is 6.0 metres to avoid the need for privacy screening on the South facing balconies.</p> <p>The northern boundary setbacks vary between 2240 millimetres and 6984 millimetres. It is proposed that as the north facing walkways are considered access ways, they would not be subject to privacy/overlooking issues. It is considered that any reduction in the northern setbacks below the values stipulated in the R-Codes are justified by the increased solar access provided by this proposal.</p>
Comments	<p>The large setback requirements reflect the long and narrow nature of the site and the limited built form options to the applicant. Despite this, both side elevations are well articulated with the use of different colours and materials to reduce the perceived bulk to the neighbouring side properties. In addition the planting of mature vegetation along both side boundaries will help to soften the built form.</p> <p>The proposal is fully compliant with the privacy and overshadowing requirements of the R-Codes.</p> <p>As a result it is considered that the amenity of the neighbouring properties will not be affected.</p>

Planning Element:	Landscaping
Requirement:	<p>Development Guidelines for Multiple Dwellings</p> <ul style="list-style-type: none"> • 30 percent or 274.8 square metres of total site area to be landscaped. • 10 percent or 91.6 square metres of total site area to be soft landscaping within common property area. • 5 percent or 45.8 square metres of total site area to be soft landscaping within private outdoor living areas of dwellings.
Applicant's Proposal:	<ul style="list-style-type: none"> • 32.8 percent or 300.8 square metres total landscaping. • 16.8 percent or 154.4 square metres soft landscaping. • 2.1 percent or 20 square metres soft landscaping within private outdoor living areas of dwellings.
Design Principles	<p>Development Guidelines for Multiple Dwellings</p> <p>P2 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 residents; and • contributes to the streetscape. • Assists in contributing to the amenity of the locality.

Planning Element:	Landscaping
	<ul style="list-style-type: none"> 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.
Applicant's Justification	Nil.
Comments	<p>The shortfall in soft landscaping only applies to the requirements for soft landscaping within private outdoor living areas. The provision of total soft landscaping exceeds the requirement by 6.8 percent.</p> <p>It is considered that the additional provision of total soft landscaping adequately offsets the proposed reduction of soft landscaping within private outdoor living areas.</p>

Planning Element:	Roof Forms
Requirement:	<p>Residential Design Elements Policy No. 7.2.1</p> <p>Roof pitch to be between 30-45 degrees.</p>
Applicant's Proposal:	6 degree skillion roof.
Design Principles	<p>Residential Design Elements Policy No. 7.2.1</p> <p>BDPC 3</p> <p>(i) The roof of a building is to be designed so that:</p> <ul style="list-style-type: none"> It does not unduly increase the bulk of the building; In areas with recognised streetscape value it complements the existing streetscape character and the elements that contribute to this character; and It does not cause undue overshadowing of adjacent properties and open space.
Applicant's Justification	Nil.
Comments	Charles Street is a street transitioning from low to medium density development. There is little consistency with development form between older and newer developments. Therefore there is no established development form that needs to be preserved or protected along the street.

Planning Element:	Car Parking
Requirement:	<p>Residential Design Codes Clause 6.3.3</p> <p>9 residential bays. 3 visitor car bays.</p>
Applicant's Proposal:	9 residential bays. 2 visitor car bays.
Design Principles	<p>Residential Design Codes Clause 6.3.3</p> <p>P3.1 Adequate car and bicycle parking provided on-site in accordance with projected need related to:</p> <ul style="list-style-type: none"> the type, number and size of dwellings; the availability of on-street and other off-site parking; and the proximity of the proposed development in relation to public transport and other facilities.
Applicant's Justification	Nil.
Comments	On-street parking for visitors is not provided for on Charles Street, however other streets in close proximity to the site allow for the provision of on-street parking.

Planning Element:	Car Parking
	<p>The site is well served by public transport routes running along Charles Street, which provide a convenient alternative for visitors.</p> <p>As a result it is considered that the proposed 1 visitor bay shortfall is acceptable.</p>

CONSULTATION/ADVERTISING:

Required by legislation:	Yes	Required by City of Vincent Policy:	Yes
Consultation Period	22 September 2014 to 14 October 2014		
Comments received	Two (2) objections and One (1) support		

Summary of Comments Received:	Officers Technical Comment:
<p><u>Higher Density Development</u></p> <p><i>"I commend the City of Vincent's initiative in allowing higher density developments along the major arterial roads in the City."</i></p>	<p>The proposal is consistent with Council's aim of encouraging higher density developments along main arterial roads.</p>
<p><u>Setbacks</u></p> <p><i>"All setbacks should be as "Deemed to Comply" as per the R-Code requirements.</i></p> <p><i>From what I can see the proposed placing of the building appears to be very close to the footpath. On the Details of Aspects table it says that setback of 9.4 m is deemed to comply and the proposal is for 3.6m which is a long way from being even close to complying. My understanding is that this is required as an allowance for future road widening."</i></p>	<p>The proposed setback variations are considered acceptable, as potential impacts by way of bulk and scale have been adequately addressed with a high degree of material and colour articulation proposed as well as vegetation planted along side and rear boundaries to soften the built form.</p> <p>The proposal also complies with the overshadowing and privacy requirements of the R-Codes.</p> <p>Mains Roads WA have confirmed that the acquisition of land for road widening along Charles Street is not required for this site.</p>
<p><u>Parking</u></p> <p>There is insufficient allowance for parking. No parking is allowed along Charles Street.</p> <p>The verge area along Charles Street will be used for parking by residents and visitors of the development.</p> <p><i>"Quite a few of these units have two bedrooms and two bathrooms which suggests that at least two tenants will be in each and each tenant would need somewhere to park their car. Most people these days (even if they commute to work on bicycle or public transport) still own a car. Only having two 'visitor' parking bays when there is nowhere else to park is going to be a huge issue."</i></p>	<p>The amount of car parking provided for residents complies with the requirements of the R-Codes.</p> <p>The site is well served by high frequency bus routes running along Charles Street, which provide a convenient alternative for visitors.</p>

Summary of Comments Received:	Officers Technical Comment:
<p><u>Construction</u></p> <p><i>“During demolition and construction at 233, the space in front of my house will be continually used by trades and construction workers.”</i></p>	<p>A construction management plan will be required as a condition of approval, which will detail how the construction of the development will be managed to the satisfaction of the City. The purpose of the plan is to minimise impact during construction.</p>
<p><u>Amenity</u></p> <p><i>“I also feel that this planned building is not in keeping with the ambience of the area.</i></p> <p><i>All new construction in this area is of high quality and of a style that attracts owner/occupier investors who would actually live in the buildings as a home.</i></p>	<p>The proposal is considered to be of a high architectural quality, incorporating and reinterpreting design elements of the local area. The design includes a high degree of articulation in both material and colour as well as using landscaping to soften bulk and increase visual amenity.</p>
<p><i>These proposed buildings at 233 I feel are more like flats designed to attract an itinerant rental market. When people are short term renting they often have a different mindset towards the neighbourhood than those who think of their property as their home.</i></p> <p><i>I therefore think that a design with a smaller number of dwellings and more provision for residents parking would be more in keeping with the environment of this residential part of North Perth.”</i></p>	<p>It is expected that the dwellings will attract a mixture of owner/occupiers and renters. The dwellings will improve the diversity of housing supply in the area in terms of affordability, size and style.</p> <p>The proposal has received support from the City’s Design Advisory Committee.</p>
<p><u>Landscaping</u></p> <p>No Communal gardens for entertaining are incorporated into the design.</p>	<p>Communal entertaining areas are not required.</p>
<p><u>Waste</u></p> <p><i>“There appears to have been little thought towards such things as where 18 rubbish bins will be stored (provision for only 9 as far as I could see) and, especially on recycling week, how all these bins will fit on the verge for collection.”</i></p>	<p>The provision of bins and the bin store area is compliant with the City’s requirements.</p> <p>A Waste Management Plan will be required to be submitted, approved and thereafter conformed to as a condition of approval.</p>

Design Advisory Committee:

As per the City’s Policy No. 4.2.13 relating to Design Advisory Committee (DAC), the plans were referred to the DAC on 16 July 2014 and 3 September 2014.

The DAC commended the applicant for addressing the DAC’s recommendations. The DAC raised only one item which was the provision of privacy screens to the small occasional seating areas in the “pop outs” along the open corridors to prevent overlooking.

This item has been addressed with revised plans and given that the proposal does not require Design Excellence, the proposal was not presented back to the DAC. For a full extract of the DAC comments please refer to Attachment 0066.

LEGAL/POLICY:

The following legislation and policies apply to the demolition of an existing single house and the construction of a three storey development comprising of nine (9) two-bedroom multiple dwellings and associated car parking.

- Planning and Development Act 2005;
- City of Vincent Town Planning Scheme No. 1;
- Residential Design Codes of Western Australia 2013;
- Residential Design Elements Policy No. 7.2.1;
- Development Guidelines for Multiple Dwelling Policy No. 7.4.8; and
- Smith's Lake Precinct Policy No. 7.1.6.

RISK MANAGEMENT IMPLICATIONS:

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

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".

The following tables outline the applicable sustainability issues for this proposal:

ENVIRONMENTAL
The development will help to offset urban sprawl and its associated negative impacts.

SOCIAL
The development contributes positively to the social sustainability of the area by increasing density, social mix and diversity of dwelling types.

ECONOMIC
The development will make use of existing infrastructure and services available in an already built-up area, avoiding the cost of the new infrastructure required by Greenfield developments. It will also result in more affordable living for residents by avoiding the significant transport and car ownership costs that come with living in middle and outer suburbs.

FINANCIAL/BUDGET IMPLICATIONS:

Nil.

COMMENTS:

Heritage Services

The proposed development application involves the demolition of the existing brick and tile residential building at Nos. 233 Charles Street, North Perth. The subject property is not listed on the City's Municipal Heritage Inventory (MHI) or the MHI Review List.

A preliminary heritage assessment indicates that the subject place has little aesthetic, historic, scientific or social heritage significance. The place is not rare and does not represent any aspect of cultural heritage of the City of Vincent that may be endangered.

In light of the above, it is considered that demolition can be supported.

Technical and Health Services

Both departments have no objections to the proposal and their conditions have been incorporated.

Department of Planning

The Department of Planning has no objections to the proposal.

Main Roads WA

Main Roads WA has no objections to the proposal and their conditions have been incorporated.

Planning Services

The proposed three storey development is considered to be of a scale that is consistent with the City's vision to locate higher density development along main arterial roads. The design is consistent with other higher density infill developments along the street and contributes positively to the transition of Charles Street to a medium density corridor.

All of the residential units have access to natural light and ventilation and exceed the minimum dwelling size requirements of the R-Codes. The dwellings will add variety to the housing stock in the area in terms of affordability, size and style. The design has been carefully considered to minimise adverse impacts to the streetscape and neighbouring properties.

CONCLUSION:

The proposal is considered acceptable, and will contribute positively to the transition of Charles Street into a medium density residential corridor. It is therefore recommended that the proposal is approved subject to conditions.

9.1.2 Nos. 193-195 (Lot: 35 D/P: 861) Brisbane Street, Perth – Existing Eating House and Associated Showroom (Retrospective)

Ward:	South	Date:	7 November 2014
Precinct:	Hyde Park; P12	File Ref:	PR18778, PRO0462, 5.2014.538.1
Attachments:	001 – Property Information Report 002 – Development Application Plans 003 – Applicant Justification Submission		
Tabled Items:	Nil		
Reporting Officer:	A Groom, Planning Officer (Statutory)		
Responsible Officer:	G Poezyn, Director Planning Services		

OFFICER RECOMMENDATION:

That Council, in accordance with the provisions of the City of Vincent Town Planning Scheme No. 1 and Metropolitan Region Scheme, **APPROVES** the application submitted by M Walker on behalf of the owners Fondstream Pty Ltd and S Sparta, for the Existing Eating House and Associated Showroom (Retrospective) at Nos. 193-195 (Lot: 35 D/P: 861) Brisbane Street, Perth as shown on plans date-stamped 30 September 2014, included as Attachment 002, subject to the following conditions:

1. **Interactive Front**

Windows, doors and adjacent areas fronting Brisbane Street shall maintain an active and interactive relationship with the street;

2. **Public Floor Area and Maximum Occupancy**

2.1 **Showroom (Art Gallery)**

The floor areas available to the public shall be limited to 28.64 square metres for the Gallery component; and

2.2 **Café**

The floor areas available to the public shall be limited to 30 square metres for the café component. The maximum number of patrons allowed internally within the cafe at any one time shall not exceed twenty (20) patrons;

3. **Hours of Operation**

The hours of operation of the Cafe shall be restricted to the following:

Monday to Thursday – 6:30am to 5:00pm;
 Friday and Saturday – 6:30am to 8:00pm; and
 Sunday – 6:30am to 3:00pm;

4. **Change of Use**

Any change of use from Eating House and associated Showroom shall require Planning Approval to be applied for and obtained from the City prior to the commencement of such use;

5. **Building Appearance**

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 Brisbane Street;

6. **On-Site Parking Provision**

6.1 A minimum of three (3) car bays, are to be provided on site for the change of use component of the development; and

6.2 Where the bays cannot be provided, the owner(s) or the applicant on behalf of the owner(s) shall pay a cash-in-lieu contribution of \$11,440 for the equivalent value of 2.2 car parking spaces, based on the cost of \$5,200 per bay as set out in the City's 2014/2015 Budget;

7. **Right-of-Way**

The Right-of-Way shall remain open at all times and must not be used to store any building or other material or be obstructed in anyway;

8. **Bin Store**

A bin store is required to be provided, of sufficient size to accommodate the City's maximum bin requirement, as assessed by the City; and

9. Signage that does not comply with the City's Policy relating to Signs and Advertising shall be subject to a separate Planning Application, and all signage shall be subject to a separate Sign Permit application, being submitted to and approved by the City prior to the erection of the signage.

ADVICE NOTES:

1. In relation to Condition 7, alternatively the applicant may lodge an appropriate assurance bond/bank guarantee of a value of \$11,440 to the satisfaction of the City. This assurance bond/bank guarantee will only be released in the following circumstances:

1.1 To the City at the date of issue of the Building Permit for the development, or first occupation of the development, whichever occurs first; or

1.2 To the owner(s)/applicant following receipt by the City of a Statutory Declaration of the prescribed form endorsed by the owner(s)/applicant and stating that they will not proceed with the subject 'Approval to Commence Development'; or

1.3 To the owner(s)/applicant where the subject 'Approval to Commence Development' did not commence and subsequently expired; and

2. Any proposed alfresco seating area outside the subject property is subject to an Outdoor Eating Area Permit (OEAP) from the City's Health and Compliance Services.

PURPOSE OF REPORT:

The proposal is referred to Council for determination given that the development comprises an "SA" use and an "AA" use.

One (1) objection was received during the Community Consultation process.

BACKGROUND:

Harvison Gallery has been operating from its current location since 2011. Planning Approval was granted under Delegated Authority for the Change of Use from Warehouse to Eating House and Associated Showroom on 17 April 2014 with a condition, restricting the maximum number of patrons within the eating house to 10 persons at any one time.

Since the Cafe commenced operations, concern was raised from the adjoining landowners that the café was not operating in accordance with the proposed hours of operation that were advertised during the community consultation process and the restricted number of patrons.

A retrospective application was submitted detailing the exact hours of operation and to increase the number of patrons from 10 to 20.

In the original approval, both car bays provided on the lot were considered to be available for this tenancy only. During the retrospective application, additional information was provided showing that the car bays are shared between No. 193 and No. 195 Brisbane Street with one car bay per tenancy. Only 1 car bay on site is therefore available for this proposal.

DETAILS:

Landowner:	Fondstream Pty Ltd and S Sparta
Applicant:	M Walker
Zoning:	Metropolitan Region Scheme: Urban Town Planning Scheme No. 1: Local Centre
Existing Land Use:	Eating House and Associated Showroom
Use Class:	"AA" and "SA" use
Use Classification:	Eating House
Lot Area:	316 square metres
Right of Way:	North-West, approximately 3.5 metres wide

The applicant proposes to increase the maximum number of patrons from 10 to 20. Since commencing operations, the applicant has advised that it is economically unviable to continue operations with only 10 patrons. The applicant seeks to increase the number of patrons only and there are no proposed structural changes to the eating house and showroom.

ASSESSMENT:

Car Parking

Under the City's current Car Parking Policy No. 7.7,1, the parking rate is: 1 space per 5 persons for an eating house, and 1 space per 100 square metres net lettable area for a Showroom.

Accordingly the following car parking calculations apply for this proposal:

Commercial Car Parking	
Showroom – 1 space per 100 square metres Net Lettable Area – 28.64 square metres/100 = 0.28 car bays Eating House – 1 space per 5 persons – 20 persons/5 = 4 car bays Total = 4.28 car bays = 4.0 car bays	4 car bays
Adjustment Factors 0.80 – The development is located within 400 metres of a bus route	(0.80) x 4 3.2 car bays
Available Car Parking Bay on-site	1 car bay
Shortfall	2.2 car bays

There is one (1) car parking bay provided for each unit at the rear of the properties, as such only 1 car bay has been considered to be provided on site for this proposal.

If the site is not able to provide additional car parking, the City's Policy No. 7.7.1 relating to Parking and Access provides for cash-in-lieu to be considered for the proposed shortfall to provide and/or upgrade parking bays in a nearby existing or proposed public parking facility, which may include on-street parking. Clause 2.2 "Cash-in-lieu" of the Policy states:

"The payment of cash-in-lieu is not to be seen as an alternative to providing sufficient parking on site, but rather as a mechanism to enable otherwise desirable developments to proceed where it can be demonstrated that it is not possible to provide sufficient parking on site".

The proposed use is desirable for the area and as such the payment of cash-in-lieu is considered to be appropriate in this instance.

CONSULTATION/ADVERTISING:

Required by legislation:	Yes	Required by City of Vincent Policy:	Yes
Comment Period:	6 October 2014 to 20 October 2014		
Comments Received:	One (1) letter of support and one (1) objection was received during the community consultation period.		

Summary of Comments Received:	Officers Technical Comment:
<p><u>Issue: Car Parking</u></p> <p><i>"At times it is impossible to find a car parking spot on either Brisbane Street or Lake Street adding another 10 clients to such a small café will only exacerbate a situation which is affecting all the businesses even now".</i></p>	<p>The car parking demand in the area is high and adding an additional 10 patrons will put more pressure on the existing facilities. The proposed use is however considered to positively contribute to the area with the impacts not such that the proposal cannot be supported.</p>
<p><u>Issue: Alfresco Dining</u></p> <p><i>"The eatery, Harviston Gallery, seats approximately 10-12 persons inside the café, to increase the customers to 20 means that the owner has to seat customers outside. Whilst outdoor seating is acceptable, it can be seen...that seating for 8-10 outside his very small shop leads to over extending the trading boundary and on occasions blocking the pavement completely".</i></p>	<p>The applicant is applying to increase the number of internal seats only. An Outdoor Eating Area application was conditionally approved on the 23 October 2014, with a maximum floor area of 5.1 square metres.</p> <p>The City enforces compliance with outdoor eating areas.</p>

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

LEGAL/POLICY:

The following legislation and policies apply to the Eating House and Associated Showroom.

- Planning and Development Act 2005.
- City of Vincent Town Planning Scheme No. 1.
- Parking and Access Policy No, 7.7.1.
- Hyde Park Precinct Policy No. 7.1.12.

RISK MANAGEMENT IMPLICATIONS:

The applicant may have the right to have the decision of Council reviewed in accordance with Part 14 of the *Planning and Development Act 2005*.

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."

The following tables outline the applicable sustainability issues for this proposal:

ENVIRONMENTAL	
Issue	Comment
The adaptive re-use of this existing space has a lower environmental impact compared to constructing a new building for this purpose.	

SOCIAL	
Issue	Comment
The development will act as a social meeting place location providing a variety of food and beverage for the immediate and surrounding public.	

ECONOMIC	
Issue	Comment
The development will provide increased employment opportunities.	

FINANCIAL/BUDGET IMPLICATIONS:

Nil.

Comments:

Planning Services

The application site is located within the Local Centre of the Hyde Park Precinct. This portion of Brisbane Street is typically characterised by a variety of different uses including small cafes, restaurants and a tavern (Northbridge Hotel). The existing eating house and associated showroom plus alfresco has been operating for the last 6 months. Shortly after commencing operations, additional seating was provided for up to 20 persons internally resulting in a retrospective application.

As the existing café experiences a constant flow of people it creates a vibe along the street, which helps to revitalise this part of Brisbane Street during the proposed hours of its operation, which are acceptable.

In this way the proposed use contributes positively to the area, although the increase in its intensity of activity, which has resulted in a car bay shortfall of 2.2 bays, will impose pressure on the existing parking infrastructure. This pressure would occur mainly over the lunch times period, when the other restaurants in the area are also operating, and is likely to be relatively minor in its context.

However, given that this proposal wishes to rely on using existing parking bays that are publically available it is appropriate and in accordance with the City's policy to require the payment of cash in lieu so that the public facilities in the vicinity are contributed to. Accordingly a condition requiring payment for 2.2 bays is imposed on the approval.

Conclusion:

The proposal is considered acceptable and will contribute positively to the future social and economic development of Brisbane Street. On the above basis, the proposal to increase the number of patrons from 10 – 10 is supported, subject to the relevant conditions and advice notes.

9.1.3 No. 2 (Lot 1; D/P: 3785) Coogee Street, Corner of Anzac Road, Mount Hawthorn – Proposed Change of Use from Local Shop/Residential to Local Shop/Eating House including Alterations and Additions

Ward:	North	Date:	7 November 2014
Precinct:	Mount Hawthorn; P1	File Ref:	PR11888; 5.2014.429.1
Attachments:	001 – Property Information Report 002 – Development Application Plans 003 – Applicant Submission Report 004 – Applicants Justification to Submissions dated 25 August 2014		
Tabled Items:	Nil		
Reporting Officer:	A Groom, Planning Officer (Statutory)		
Responsible Officer:	G Poezyn, Director Planning Services		

OFFICER RECOMMENDATION:

That Council, in accordance with the provisions of the City of Vincent Town Planning Scheme No. 1 and Metropolitan Region Scheme, REFUSES the application submitted by GHD on behalf of the owners R V & A Burton and Coogee Street Pty Ltd, for the Change of Use from Local Shop/Residential to Local Shop/Eating House including alterations and additions at No. 2 (Lot: 1 D/P: 3785) Coogee Street, corner of Anzac Road, Mount Hawthorn as shown on amended plans date-stamped 5 August 2014, included as Attachment 002, for the following reasons:

1. The proposed use is not compatible with the surrounding residential uses and does not meet to the objective (b) of the City’s Town Planning Scheme No. 1 to protect and enhance the health, safety and physical welfare of the City’s inhabitants and the social, physical and cultural environment due to exacerbating parking pressures;
2. The lack of provision of car parking bays is excessive and contrary to the City’s Parking and Access Policy No. 7.7.1 and does not align with objective (c) of the City’s Town Planning Scheme No. 1 to ensure that the use and development of land is managed in an effective and efficient manner within a flexible framework as the site cannot effectively accommodate all the requirements of the proposed use; and
3. The proposal is contrary to the orderly and proper planning as it does not recognise the individual character and needs of localities within the Scheme zone area due to the parking requirements of the proposed use in an area which already has restricted parking availability.

PURPOSE OF REPORT:

This proposal is referred to Council for determination as the proposal has a car parking shortfall of more than 5 car bays.

BACKGROUND:

The property is currently operating as a local shop in the front section of the building fronting Coogee Street, with an existing residential component in the rear section. The uses are linked with access to the residential rooms through the kitchen of the existing shop.

The current use has been operating since its approval in 1989. The local shop element has been restricted to the provision of a maximum of two tables for the consumption of products sold within the premises.

It is noted that Council resolved to refuse the proposed rezoning of No. 2 Coogee Street, Mount Hawthorn from “Residential R30” to “Commercial C1” at the Ordinary Meeting of Council on 28 August 1995.

DETAILS:

Landowner:	R V & A Burton and Coogee Street Pty Ltd
Applicant:	GHD
Zoning:	Metropolitan Region Scheme: Urban Town Planning Scheme No. 1 (TPS1): Residential R30
Existing Land Use:	Single House and Local Shop
Use Class:	Eating House and Local Shop
Use Classification:	"SA"
Lot Area:	541 square metres
Right of Way:	N/A

The proposal seeks a change of use for the rear portion of the building currently being used for residential purposes to eating house with a maximum number of persons at any one time of 15. The proposal retains the existing local shop portion of the property, with alterations being made to incorporate a larger kitchen, a servery, wash closets and indoor and outdoor dining areas. The local shop already has a maximum alfresco area of 15 square metres approved. The proposed eating house is an extension of the existing local shop with the proposed hours of operation being 7 days a week from 7:00am to 8:00pm which is consistent with the current operating hours. No car parking is proposed on the site. The applicant has provided a detailed change of use submission, however many of the details are excessive and not appropriate to this application.

Approval was granted on 12 February 2001 for the double garage and second storey single house located at the eastern end of the property.

ASSESSMENT:

Use

The site is zoned Residential. An eating house in this zone is an "SA" use, meaning the use is not permitted unless Council has exercised its discretion and granted planning approval. The existing Local Shop provides convenience goods to the surrounding residential properties. This use does not generate significant amounts of vehicle movement, with many of the local residents travelling by foot.

The proposed use is not considered appropriate or viable at this location. The site is located only a short distance from the Mount Hawthorn Town Centre which is sufficiently catered for with eating houses and cafes. The use is not complementary to the surrounding residences with potential for adverse effects such as increased noise, loss of privacy and traffic generation to occur.

Car Parking

Under the current Car Parking Policy No. 7.7.1, the parking rate for an eating house is 1 space per 5 persons and for a local shop is 1 space per 20 square metres of net lettable area. In this instance, the applicant has proposed the maximum number of patrons at any one time would be 15 persons and the existing local shop unchanged.

Accordingly the following car parking calculation applies for this proposal:

Commercial Car Parking	
Local Shop – 1 space per 20 square metres Net Lettable Area – 68 square metres/20 = 3.4 car bays Eating House – 1 space per 5 persons – 15 persons/5 = 3 car bays Total = 6.4 car bays = 6.0 car bays	6 car bays
Adjustment Factors 0.80 – The development is located within 400 metres of a bus route	(0.8) x 6 5.12 car bays
Proposed Car Parking Bays on-site	Nil car bays
Shortfall	5.12 car bays

The proposed Eating House use will generate greater vehicle movements and place additional stress on the limited on-street parking provided outside the site. This increased traffic and parking pressure is not considered to be appropriate to this site, particularly due to its location within a Residential Zone.

The City's Policy No. 7.7.1 relating to Parking and Access provides for cash-in-lieu to be considered for the proposed shortfall to provide and/or upgrade parking bays in a nearby existing or proposed public parking facility, which may include on-street parking. Clause 2.2 "Cash-in-lieu" of the Policy states:

"The payment of cash-in-lieu is not to be seen as an alternative to providing sufficient parking on site, but rather as a mechanism to enable otherwise desirable developments to proceed where it can be demonstrated that it is not possible to provide sufficient parking on site".

It is considered in this instance, that approving a local shop and eating house without any car parking onsite allows the developer to escape the responsibility to provide the on-site car parking required for the use, which would be inappropriate. The proposed expansion of this commercial activity is also not considered desirably within this Residential Area.

The applicant has included a car parking calculation as part of their submission report. This has been calculated incorrectly, and takes into account four (4) car bays which do not form part of the site. The four (4) bays denoted are public on-street car parking bays.

CONSULTATION/ADVERTISING:

Required by legislation:	Yes	Required by City of Vincent Policy:	Yes
Comment Period:	1 September 2014 to 22 September 2014		
Comments Received:	Four (4) letters of support, one (1) general concern and two (2) objections were received.		

Summary of Comments Received:	Officers Technical Comment:
<p><u>Issue: Car Parking</u></p> <p><i>"Limited on-street parking in Coogee Street. This is exacerbated by the Council allowing traffic volumes to increase considerably in Anzac Road. By allowing this development, together with 6 car bays, this council will increase traffic volume in an already high traffic area. This development will increase overall parking demand and decrease parking availability for residents".</i></p> <p><i>"There is not enough parking available in the street either and there are already more than enough cafes and restaurants in the immediate area and in Leederville".</i></p>	<p>The proposed change of use is not in keeping with the surrounding residential properties and the City's Policy No. 7.7.1 relating to Parking and Access. The existing Local Shop provides a service to the community of minimal intensity relying predominantly on foot traffic of surrounding residents. An Eating House use expands this level of activity with a strong likelihood of attracting vehicles to the site. It is therefore not considered to be compatible with the surrounding residential properties as it will increase traffic and place pressure on the existing on-street parking.</p>
<p><u>Issue: Privacy and Noise</u></p> <p><i>"I imagine noise levels and pedestrian and vehicle traffic will only increase if the shop is converted into an eating house with an alfresco area".</i></p>	<p>The proposal is not in keeping with the objectives of the City of Vincent Town Planning Scheme No. 1 with respect to protecting amenity. The increased intensity of the site will increase vehicle traffic within the area to the detriment of the surrounding residential properties.</p> <p>The alfresco area is subject to a separate application to the City's Compliance Sector. An Alfresco Permit was granted for an area of 15 square metres.</p>

Summary of Comments Received:	Officers Technical Comment:
<p><u>Issue: Appearance</u></p> <p><i>“This refurbishment missed the opportunity to improve the way the shop addresses the corner frontage, retaining the existing blank wall to Coogee Street. I think it would be a better planning outcome if the remodelling works included new windows in the blank corner walls of the shop, which would surely also improve the interior as well”.</i></p>	<p>The development proposal is aimed to minimise the changes to the shell of the building, with external alterations proposed to the rear elevation to Anzac Road only.</p>

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

LEGAL/POLICY:

The following legislation and policies apply to the Change of Use from Local Shop/Residential to Eating House and Local Shop including alterations and additions.

- Planning and Development Act 2005;
- City of Vincent Town Planning Scheme No. 1;
- Parking and Access Policy No, 7.7.1; and
- Mount Hawthorn Precinct Policy No. 7.1.1.

RISK MANAGEMENT IMPLICATIONS:

The applicant may have the right to have Council 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”.

The following tables outline the applicable sustainability issues for this proposal:

ENVIRONMENTAL	
Issue	Comment
The adaptive re-use of this existing space has a lower environmental impact compared to constructing a new building for this purpose.	

SOCIAL	
Issue	Comment
The development will act as a social meeting place location providing a variety of food and beverage for the immediate and surrounding public.	

ECONOMIC	
Issue	Comment
The development will provide increased employment opportunities.	

FINANCIAL/BUDGET IMPLICATIONS:

Nil.

Comments:

Building, Health and Technical Services

If Council is inclined to support the application, further details are required regarding the fit out plans for the eating house.

Planning Services

The proposed expansion to include an eating house is expected to increase the intensity of activity on this site to an extent that is beyond the realms of what is acceptable in a purely residential area.

The proposal also does not provide for any of its car parking needs on site, despite space being available. This approach will place unnecessary and unacceptable pressure on parking available on the residential streets.

In its current form the proposal represents a significant departure from the City's Policy No. 7.7.1 relating to Parking and Access which is considered to be unacceptable as it will be to the detriment of the residential area.

Conclusion:

While the proposal may have some sustainability merits, on balance its expected negative impact on this purely residential area outweighs this benefit and it is therefore recommended that the application be refused.

9.1.4 Car Parking Strategy Implementation – Progress Report No. 1

Ward:	Both Wards	Date:	7 November 2014
Precinct:	All	File Ref:	PRO0084/SC1345
Attachments:	Nil		
Tabled Items:	Nil		
Reporting Officers:	J O'Keefe, A/Manager Strategic Planning, Sustainability and Heritage Services S Butler, Manager Ranger and Community Safety Services		
Responsible Officer(s):	R Lotznicker, Director Technical Services J Anthony, A/Director Community Services G Poezyn, Director Planning Services		

OFFICER RECOMMENDATION:

That Council:

1. **NOTES** the information contained in the Car Parking Strategy Implementation Progress Report;
2. **REQUESTS** that Administration investigates the implementation of the 'Parking Benefit District' approach recommended by the Car Parking Strategy;
3. **ADOPTS** a case by case approach to issuing permits to businesses where they are not inconsistent with the Car Parking Strategy;
4. **CONTINUES** with the Current Practice for the Introduction of 'new' or 'varied' Parking Restrictions as discussed in the report;
5. **APPROVES IN PRINCIPLE** the progressive replacement of the City's old CALE ticket machines with the EMV compliant machines subject to a further report to Council;
6. **CONSULTS** with the community regarding the following parking changes:
 - 6.1 amending the paid parking and parking restrictions in William Street between Brisbane Street and Newcastle Street, including Lindsay, Money, Monger Streets and Forbes Road to be ticketed every day, with a fee of \$3.70 per hour from 8am to midnight, with a 2P restriction between 8am and 7pm;
 - 6.2 introducing paid parking in the Fitzgerald Street carpark and in the existing 90 degree angled parking area on the south side of Lawley Street, North Perth to be ticketed with a fee of \$2.30 per hour, between 8am and 6 pm, Monday to Friday; and
 - 6.3 increasing the fee from \$1.10 per hour to \$2.30 per hour in the existing paid parking in the 90 degree angled parking area on the South side of Richmond Street, Leederville;
7. **APPROVES** the implementation of free ACROD parking in the City's car parks where an appropriate level of service or standards cannot be met until such time as the car park is upgraded to the required Disability Access standards;
8. **CONSIDERS** listing appropriate funding in the 2015/2016 draft budget to engage an Accredited Access Auditor to assess and provide recommendations to bring all ACROD bays in City owned car parks into compliance with relevant standards.; and
9. **RECEIVES** a further report at the conclusion of the community consultation referred in 6 above.

PURPOSE OF REPORT:

For Council to receive a progress report on the implementation of the Car Parking Strategy since its adoption by Council on 9 March 2010 and to be advised of various other issues relating to car parking in the City of Vincent.

BACKGROUND:

In 2002, Council adopted the City's (then Town's) first Car Parking Strategy. In 2008, a review of the Strategy was given increased priority to manage the City's ongoing parking needs with the initiation of a full review of the Car Parking Strategy, including a workable timeframe to implement its recommendations.

The Strategy contained recommendations as part of a three stage approach being high priority (by 2012), medium priority (2013 – 2017) and long term (beyond 2017).

Some of the key objectives of the revised Strategy include:

- Ensure sufficient parking supply to support prosperous and vibrant commercial and high activity centres;
- Provide enforcement resources to ensure safety, adequate turnover of parking spaces to support business activity in the local area and to protect residential amenity;
- Ensure parking space availability is managed according to the varying needs of businesses, customers and commuters;
- Promote 'shared' or publicly available parking in preference to single user parking;
- Apply CPTED (crime prevention through environmental design) principles in the design of off-street parking facilities;
- Determine an appropriate amount per car space for cash in lieu and allow flexibility in how the resulting funds are best spent;
- Accommodate parking for all vehicles including motorcycles and bicycles;
- Support accessibility to the various high activity centres by recognising all travel modes including walking, cycling and public transport; and
- Review the strategy for future needs.

The recommendations of the Strategy informed the Precinct Parking Management Plans which 'actioned' the recommendations.

Some of the key reports which have been presented to Council regarding the implementation of various aspects of the Strategy include the following:

Date	Comment
27 March 2012	Alternative use of Car Bays Progress Report 2
10 July 2012	Way Finding Signage Strategy – Final Adoption
11 June 2013	Investigation into daily closure of Washing Lane between William Street and Money Street
10 July 2012	Authorised the Chief Executive Officer to undertake surveys with local businesses and residents within and surrounding the Mount Lawley Town Centre, Leederville and North Perth Town Centre to seek community comment on the concept of Parking Benefit Districts within these three (3) Town Centres and immediate surrounding residential areas.
9 October 2013	Alternative use of Car Bays Progress Report 3
26 March 2013	Way Finding Strategy Implementation – Progress Report 1
23 July 2013	Way Finding Strategy Implementation – Progress Report 2
10 September 2013	Further Report - Way Finding Strategy Implementation – Progress Report 2
23 October 2013	Way Finding Signage Strategy Implementation – Final Adoption
5 November 2013	Way Finding Strategy Implementation – Progress Report 3
3 December 2013	Amalgamation of Rosemount Hotel Carpark and View Street Carpark
25 February 2014	Alternative Uses for On Road Parking Bays – Adoption of Policy No. 2.2.13 - Progress Report 7
14 October 2014	Car Parking Strategy Implementation Update

Previous Reports to Council

The Minutes of these items are available on the City's website.

DETAILS:

The implementation of the Car Parking Strategy has involved the City's Planning, Technical and Community Services sections. This report has been coordinated by Strategic Planning, however the implementation of the recommendations contained within it encompass all three Directorates.

In order to assist this process and to ensure all Directorates are working collaboratively, the Car Parking Strategy Implementation Working Group comprising of representatives from all Directorates meets on a monthly basis.

Since its adoption in 2010, the Strategy has implemented a significant number of its recommendations through a range of initiatives.

The status of each of these actions is summarised as follows:

High Priority (by 2012)

Actions	Status	Comment
Wayfinding signage is installed initially on all main routes into each high activity centre	Completed	On 5 November 2013, Council resolved to "not continue with the Way Finding Strategy Implementation in its current form and approved by an absolute majority to reallocate the budget (\$93,000) to other projects".
Undertake a review of current parking ratios	Completed	A reviewed Parking and Access Policy was adopted by Council on 8 October 2013.
Review the City's Planning and Building Policy relating to parking and access, including the cash in lieu provisions	Completed/Ongoing	As above. The policy is also reviewed as needed.
Promote shared parking initiatives	Initiated	The Administration has prepared a draft car sharing policy currently under internal review.
Introduce on-street paid parking when regular peak hour demand exceeds 85%	On-going	Paid Parking has been incrementally introduced across the City since 2010
Ensure details of parking restrictions applicable to the City are easily available	On going	Technical Services actions this matter, plans are kept/updated
Offer on-street parking to non residents during certain times if they pay fair market price as 'parking benefit districts'	Pending	Investigations were undertaken with residents regarding this concept but were not met with support. A summary report was not provided to Council.
Investigate a compromise to 'residential only' parking on streets close to business or activity precincts	Pending	The recommendation of this report is for Administration to re-investigate parking benefit districts as an approach to manage underutilised parking areas.

Actions	Status	Comment
Set up detailed overflow parking plans for special events and peak demand periods	In progress	Completed on a case by case basis.
Education on the need for, and benefits of, managing parking demand in Council publications	To be investigated	The Administration utilises various communication methods to promote key messages on an ongoing basis.
Replace the existing ticket parking machines and install new machines with new technology	On going	The older machines currently operating are being gradually phased out.

Medium Priority (2013 – 2017)

Actions	Status	Comment
Approach owners of non-fee paying car parks to negotiate the City taking over the management of them	Implemented/On going	Leederville Hotel complete. Rosemount Hotel currently undergoing negotiation with owners.
Review the City's Planning and Building Policy relating to parking and access, including the Shortfall Parking provisions	Completed	A reviewed Parking and Access Policy was adopted by Council on 8 October 2013
Investigate time restrictions during the day on streets with high density residential development	On going	The Car Parking Strategy Implementation Working Group discusses any pressures on the parking network and makes recommendations to Council on an as needed basis.
Use the City's media and publications to reinforce the unsustainability of current parking practices	Pending	The Administration will investigate community education programs to be implemented.
Undertake a parking survey in 2013 updating the 2008 survey to assess any changes and identify any areas where parking charges should be introduced or amended	Partially complete.	Surveys have been undertaken on an as needed basis in North Perth and Mount Hawthorn to inform various issues.
Identify existing and potential parking spill over effects and where appropriate implement time restrictions and residential parking schemes	On going	Community consultation is being undertaken and the results, with appropriate officer recommendations, are reported to Council.
Undertake a city wide program providing free parking for scooters and motorcycles with an assumption that 2% of vehicles are scooters and motorcycles	In progress	Has been implemented in a number of areas in Town Centres
One or two bicycle stands should be provided every 50 meters in the activity centres	On going	Funded annually from the Travel Smart budget allocation
Undertake improvements to all off-street parking and apply CPTED guidelines to improve security through the City	On going	As budgets for parking improvements are allocated, this is undertaken

Actions	Status	Comment
Upgrade major pedestrian thoroughfares	On going	Annual footpath upgrade program and operational budgets
Regular surveys of demand and duration undertaken	On going	Undertaken as and when required
Investigate modern technology for the new on and off street parking areas	Initiated	Administration is currently investigating new technologies to assist with parking enforcement as detailed at Council Member Forum
Continue to replace all ticket machines as part of an overall parking meter replacement program	On going	The older machines currently operating are being gradually phased out

Low Priority (beyond 2017)

Actions	Status	Comment
Encourage development close to train and bus stations and assume that 80% of trips are made by private vehicle	On going	The approval of draft Town Planning Scheme 2 encourages development within close proximity to train stations including Leederville, Claisebrook and Glendalough
Introduce maximum parking ratios for non-residential developments with maximum parking standards to be set at 90% of the current minimum standards	Complete	This approach has been investigated as part of the 2014 Parking and Access Policy review to be presented to Council in early 2015.
Introduce enforced parking restrictions on residential streets when pressures from all day commuter parking start to develop	On going	The Car Parking Strategy Implementation Working Group discusses any pressures on the parking network and makes recommendations to Council on an as needed basis.
Investigate deck parking options in major activity centres	Pending	No investigations have been undertaken on this matter.

OTHER CONSIDERATIONS

Commencement of the Strategy Implementation Working Group

A monthly meeting between representatives from the City's Strategic Planning Department, Technical Services and Community Services is held to ensure the recommendations of the City's Car Parking strategy are implemented. This is a collaborative approach given the nature of the actions required to be undertaken. Although only an internal forum, it provides officers a chance to discuss parking issues affecting the City.

Parking Benefit Districts

The Car Parking Strategy identifies 'Parking Benefit Districts' as one approach to manage parking throughout the City leveraging the opportunities created through peak and non-peak demand to raise revenue. The concept of parking benefit districts is a system in which revenue is made through 'selling' permits to local business for use during the day (or non-peak periods).

The City undertook consultation to obtain the level of support from the communities of Mount Lawley/Highgate, Leederville and North Perth for such a system. The idea of the parking benefits district was generally not supported by residents however it was noted that further research was required to establish the need and viability of such a concept being introduced.

The results of these surveys were not presented back to Council with the concept not proceeding, however Administration recommends the concept be re-initiated and implemented within a controlled framework.

Amalgamation of Private and Public Owned Car Parks

One of the recommendations of the Strategy and Precinct Management Plans was to investigate the amalgamation of co-located City and private owned car parks to come under the unified management of the City. This is a matter being actively pursued by Administration.

The City is now manages the Leederville Hotel rear car park with revenue split with the owner. The Leederville Hotel however has identified the one hour free system is being abused by patrons, staff and local business owners.

An alternative has been suggested by either removing the first hour free altogether or changing it to a system whereby the first hour is purchased and a second hour is free.

Whilst this option will ensure patrons are required to pay some contribution to parking, it is still open to abuse. Should one of the above options be approved, there should be a reduction in the abuse of the parking restriction and an increase of revenue in the ticket machines. Given that there were 81,120 tickets issued for the first hour free at the Leederville car park in the last financial year, the removal of the first hour free would generate an additional \$80,000 per financial year.

The Hotel has also indicated if the City is reluctant to modify the arrangement, Leederville Hotel will look at giving the appropriate notice to terminate the current agreement and approach a private parking operator to manage the enforcement of their car park.

Active discussions are also being held with the owners of the Rosemount Hotel to look amalgamating their car park and the City's View Street car park in a similar fee paying arrangement.

Administration conducted a parking survey of the area in accordance with the Parking Strategy recommendations and Council at its meeting on 3 December 2013, resolved not to implement paid parking in this location.

Officer Comments:

On 3 December 2013 Council approved the introduction of 3 hour timed parking between 7am to midnight in a proposed amalgamated Rosemount Hotel Carpark and View Street Carpark and the installation of ticket machines in the amalgamated Rosemount Hotel Carpark and the View Street Carpark. Council further authorised the Mayor and the Chief Executive Officer to enter into a Legal Agreement with the owners of the Rosemount Hotel and sign on behalf of Council and affix the Common Seal.

At a recent meeting with Rosemount Hotel management, it was proposed that the above is only worth implementing in conjunction with paid parking. This would require similar arrangements in the North Perth area to be implemented.

Pay Parking Technology

Replacement Program for Ticket Machines:

The City has 193 parking machines in its inventory. The recent purchase of 23 'PARKEON' EMV compliant parking machines will reduce the number of old CALE machines to 55. 43 of these machines accept coin only and 12 do not require any fee. The CALE machines are now very dated and maintenance for these machines costs the City approximately \$144,000 annually.

In addition to maintenance costs, the changes required to be made to the machines in order to adjust annual parking fees on the Cale machines was \$7,472.68. In contrast, the cost to make the identical changes to parking fees on the 114 newer Parkeon machines was \$1,450.00.

It is intended to progressively replace the City's old CALE machines to the EMV compliant machines. These machines have newer technology, require less maintenance and will provide motorists with the option to use coin, credit card and 'pay wave' technology. They are also capable of being configured to use 'pay by plate', 'pay by space' and 'pay by phone' technology.

Pay-by-Plate:

Pay-by-plate machines enable customers to purchase parking time by using their license plate number. The machines print a receipt that generally displays the location, machine number, expiration time, amount paid, and license plate.

This system reportedly has lower set up costs, maintenance, and prevents drivers from abusing parking restrictions as is possible with standard ticket issuing machines. Another advantage is that it allows parking enforcement officers to use the Automated License Plate Recognition technology (ALPR).

The ALPR is mounted on parking enforcement vehicles, scans the vehicle license plate, and allows the parking enforcement officer to quickly determine who has and has not paid resulting in larger revenue for the city. The 'pay by plate' system has replaced the pay and display system in many City's around world.

The pay by plate machines provide a benefit to both the City and motorist as it accept coins, credit and debit cards and makes it unnecessary for drivers to carry large amounts of change, and reduces the costs associated with emptying the ticket machines.

Pay-by-Space:

Pay-by-Space offers several advantages over Pay-and-Display as the motorist does not have to walk back to their vehicle to display a ticket on their dashboard. Motorists enter the parking bay number into the machine and pay. This system is ideal for large car parks where an only a smaller number of parking machines are provided. Additionally, instead of inspecting every vehicle dashboard to determine parking validity, an enforcement officer can integrate the parking machine to determine if spaces are paid up or a vehicle has overstayed.

The City is currently researching new and emerging technology to make parking enforcement more efficient and cost effective, whilst increasing revenue from persons who abuse local parking laws.

Two technologies being considered are 'in-ground sensors' and 'automatic number plate recognition'.

In Road Sensors:

An in-ground sensor is a device that is inserted into the road surface and records when a vehicle arrives and departs from a parking bay. Once a vehicle has overstayed the permitted time limit in a parking pay, plus a predetermined grace period, a signal is sent from the sensor in the bay to the nearest parking officer's hand-held device or smart phone. The parking officer will check to see if a parking offence has occurred before issuing a parking ticket. A trial of this technology is currently being prepared.

Automated License Plate Recognition Technology:

Automatic number plate recognition is a method using optical character recognition to read and record vehicle registration plates using specifically designed cameras. The camera is mounted on a vehicle which is driven through a car park or down a street automatically recording all vehicle registration plate numbers. The vehicle returns after the parking period restriction, and again records all the vehicle number plates in the street or car park. A laptop computer or tablet in the vehicle analyses all the registration number plate and highlights any vehicle that is parked contrary to the restriction. The enforcement officer exits the vehicle and after confirming the information, issues an infringement notice. One provider of this technology presented to a Council forum on 19 August 2014. This technology is currently available through a number of options. Capital purchase, lease or a fee paid per infringement issued arrangement. The City is currently liaising with various providers of this technology.

Pay-by-Phone Parking:

Pay-by-phone parking allows a motorist to pay for parking space via a credit card using a mobile phone, as opposed to inserting money into a parking meter or pay and display machine.

Pay-by-Phone solutions involves downloading a free application and pre-registration of your vehicle(s) registration number and a credit card number for parking charges or to pre-load a prepaid account.

For a motorist, pay-by-phone parking is more convenient and timely than standard methods of parking payment. Firstly there is no need to have coins or credit card readily available and the data collection facility allows for motorists to track their parking expenses.

Pay-by-phone parking would provide accurate data for City such as peak times and usage. With certain mobile payment providers, drivers can opt to receive a text message several minutes before their expiry of their parking session, enabling them to extend the session without returning to their car. The motorist pays a transaction fee to the pay-by-phone provider in addition to the standard parking rate.

Pay-by-phone parking potentially offers an opportunity for a City to reduce costs, as there is potentially less physical use of the meter, which results in less machine maintenance, less cash collection etc. Pay-by-phone parking also prevents people from "feeding the meter." exceeding the posted parking time restrictions.

The City has recently entered into an agreement with 'Easy Park' to provide Pay by Phone parking trial within the City of Vincent from mid-November 2014. 'Easy Park' will provide all software, signage, support and training at no cost to the City.

Deck Parking

The Car Parking Strategy facilitates a discussion around deck parking and the role a parking alternative such as this might play throughout the City of Vincent.

Deck parking usually involves the allocation of public resources to build and manage a public parking facility; however, both the development and ownership can be undertaken by the private sector. Consideration of construction of a deck car park requires careful examination of several issues, as a car park once built, is a risky, long term investment, which is seldom capable of transformation to other uses.

The environment in which deck parking becomes a contemplated parking alternative within the City relies on the above factors ensuring that its construction and management has minimal risk to the City and the private developer.

The Strategy recommends that in order for the City to attract the interest of private car park developers the City must first implement on-street paid parking in the core areas. Not all centres have reached saturation point, therefore ruling out the investigation of deck parking in these centres (Mount Hawthorn for example).

The Strategy recommends to the City to identify specific sites suitable and available for potential construction of deck parking. Initial sketch design drawings for each should be prepared together with viability and feasibility studies. The findings of these initial studies should then be made available to the private sector.

It is also highlighted that these actions are long term aspirations with no feasibility studies undertaken to date, and none scheduled to occur.

Introduction of New or Varied Parking Restrictions – Current Practice

The City has in the past (early 2,000's) investigated installing timed parking restrictions across the City, specifically the area to the south of Vincent and Bulwer Streets. This was deferred by Council at the time as not being in the best interests of neither residents nor commercial premises.

As a result, the City's past, and current, practice has been to address parking issues as they arise.

Residents are generally the best guide if a parking problem, or a pattern, is starting to develop, and tend to either contact the City individually or collectively. However, different locations require different solutions. As an example along arterial roads where there is evidence of commuters parking for free and catching the bus into the City. In these instances the standard Monday to Friday restrictions are usually sufficient to solve the problem.

In inner city areas it is a combination of commuter parking during the day and significant night time demand, locking the residents out of the on-road parking. As a result the City, has in some site specific locations, installed the standard Monday to Friday restriction with a 'residents' only restriction at night.

Upon the City receiving parking related requests in a specific street or streets the matter is referred to the City's *Car Parking Strategy Implementation Working Group* (CPSIWG) for consideration. Prior to CPSIWG discussing the matter a site assessment is undertaken to consider the location including likely cause or generator of the parking demand, the surrounding land use, i.e. residential or commercial and in fact determine if there is a problem, or the perception of a problem. Further, where necessary the Group can, and does on occasion, request that the Rangers survey and keep a register of parking demand in a specific location to test the veracity of the complaint.

Taking the above into consideration the CPSIWG generally supports in principle, where warranted, specific restrictions being introduced.

Community consultation is then undertaken and the results, with appropriate officer recommendations, are reported to Council.

Since the start of 2014 Council has received seven (7) Parking Reports, covering approximately twelve (12) streets, of which only two (2)* have been declined.

Note: The proposed Oxford Street Clearway extension and Kayle Street, North Perth, timed restrictions.

Signage is normally installed within two (2) weeks of Council making a decision after which there is a two (2) week moratorium for people to become accustomed to the new restrictions before infringements are issued. As a further enhancement, and to keep the public informed, the City has recently introduced new signage, as shown below, to ensure that residents, their visitors and businesses are aware that either new restrictions have been introduced or existing restrictions have changed. It is intended that advisory signs stay in place for 2 – 4 weeks of the introduction of any changes.



Car Parking Fees and Charges

At the Ordinary Meeting of Council held on 1 July 2014, Council raised all car parking fees. Car park and kerb side parking was raised from \$2.20 to \$2.30 per hour. The exceptions to this were:

- Stadium Car Park; and
- Brewer and Pier Street kerbside parking.

These were raised from \$1.20 to \$2.30 per hour.

Historically, the fee of \$1.20 was directly related to the low rate of use of these parking facilities, and an attempt to entice motorists to use the Vincent parking facilities. The low rate of use was attributed to the availability street parking and low cost of Perth City parking in close proximity to the Stadium Car Park.

Richmond Street was raised from \$1.00 to \$1.10 per hour. The low rate for Richmond Street has been maintained to assist students who utilise the parking area when attending TAFE.

At the Special Council meeting held on 1 July 2014, the feasibility of having monthly or annual parking permits for students should be considered. Currently, the City's Fees and Charges lists monthly parking permits to be levied at \$165 whilst annual commercial parking permits for twelve (12) months are levied at \$1,650.

Being students, such upfront costs would be prohibitive and the ad hoc payment of parking fees as required for attendance at TAFE would be more suitable. It would be more financially viable for students to pay the day/hourly rate rather than to issue a monthly permit for an upfront fee. The use of Richmond Street by commuters and non-students was also flagged, with the suggestion that a parking survey be conducted to assess the users of these bays.

William Street on-road ticket parking

William Street, between Brisbane Street and Newcastle Street, is currently subject to 2P paid ticket, 8.00am to 6.00pm Monday to Friday and 8.00am to 12 noon Saturday, unrestricted and free at all other times. The tariff was recently increased from \$3.00 to \$3.10 per hour in accordance with 2014/15 fees and charges as adopted by Council at its Ordinary Meeting of 24 June 2014.

However, in Forbes Road, between Lake and Wellman Streets, the restrictions differ and are 2P paid ticket 8.00am to 7.00pm Monday to Sunday and 'P' paid ticket from 7.00pm to midnight Monday to Sunday.

As can be seen above there is no incentive for people to use Forbes Road if there are free spaces in William Street.

Further, the City of Perth's section of William Street, south of Newcastle Street, is currently 1P paid ticket 8.00am to 6.00pm Monday to Saturday and 1P free 12noon to 6.00pm Sunday, at \$3.90 per hour, unrestricted and free all other times.

The fourth scenario is the parking in Newcastle Street, with which the City's time restrictions on the northern side are consistent with those of the City of Perth's on the southern side, 2P paid ticket 8.00am to 6.00pm Monday to Saturday and 2P free 12noon to 6.00pm Sunday, unrestricted and free all other times.

Officer Comments:

When ticket machines were first introduced in William Street it was the Officers' intention that the times would be same as those in Forbes Road (2P 8.00am to 7.00pm Monday to Sunday and 'P' paid ticket from 7.00pm to midnight Monday to Sunday). However the traders along William Street objected on the basis that it would be detrimental to their trade as the proposed times differed from that of the City of Perth (at the time) encouraging patrons to gravitate to the 'Perth' side.

Council subsequently decided that in the interests of consistency to adopt the City of Perth restrictions which were 8.00am to 6.00pm Monday to Friday and 8.00am to 12noon Saturday.

However, as can be seen from the above the City of Perth have since changed their restrictions to 1P paid ticket 8.00am to 6.00pm Monday to Saturday and 1P free 12noon to 6.00pm Sunday, unrestricted and free all other times.

As a consequence the City of Vincent's section of William Street, north of Newcastle Street, has become a free and/or unrestricted parking zone from noon Saturdays through to Monday morning.

Further, with the partial deregulation shopping hours enabling retail shops to open on Sunday the City of Perth has become a popular Sunday destination with many of its paid car parks filling quickly. As a result those 'in the know' park on the City's side in William Street for free and walk into the CBD.

Therefore, and as opposed to Council's original intention, the parking does not turn over on weekends and the City of Vincent traders tend to miss out.

If the same restrictions are imposed, as those of Forbes Road, it would increase the City's revenue and it's doubtful that it would deter diners to the numerous restaurants along William Street if it is their destination for the evening.

Alternatively, Council could adopt the City of Perth Restrictions which picks up the Saturday afternoon trade, for a fee, and imposes time restrictions on Sunday afternoons, leaving the evenings and Sunday morning unrestricted. This would also be in line with Newcastle Street. However it suggests that Forbes Road should then be amended to reflect the same restrictions.

Therefore while the Officers recommendation is as per the following, Council has the option of maintaining the status quo, applying the Perth restrictions or the Forbes Road restrictions.

It is recommended that the parking in William Street (Brisbane Street to Newcastle Street) reflect that of Forbes Road where there is ticket parking seven (7) days per week 8 am to midnight with a 2P restriction from 8am to 7pm. It is also recommended that the parking fee is raised to \$3.70 for William Street and the side streets namely Lindsay, Money and Monger Streets, and Forbes Road. This is to ensure a more uniform approach to the area which will still be cheaper than the City of Perth charges.

Fitzgerald Street Car Park

Currently the Fitzgerald Street car park, located between the WA Italian Club and Dorrien Gardens, has a 3P restriction from 8am to 12noon, Monday to Friday. The restriction only applies in the morning and is intended as a deterrent to CBD commuters; the rationale being that motorists are unlikely to return during the course of the morning to move their car. Notwithstanding, the car park is generally full early, allegedly by commuters willing to take a chance on not being infringed.

Enforcing the 3P restrictions is difficult as Rangers are fully committed to Clearways until 9.00am. As a consequence, by the time the Rangers have an opportunity to patrol the Fitzgerald Street car park (and chalk cars) the three (3) hours limit has already commenced and takes the vehicle into unrestricted period.

There has been a degree of slippage in respect of the intent of this facility. It is a public car however businesses in close proximity to the car park, such as the Italian Club, tend view this facility as exclusive parking for their patrons and regularly complain to the City if parking is unavailable.

Issues to be considered:

- The car park is full every day, seemingly occupied by staff of nearby businesses and city commuters;
- The car park is walking distance to the City and on the doorstep of the free transit zone. Given the time restriction, they are able to park till 12 noon with the 3P limit and park free of restrictions for the rest of the day;
- A couple of local businesses have requested consideration be given for parking for their staff in the car park. These businesses have been provided the option of purchasing commercial permits which cost \$1,650 per annum however, they have responded that this is too costly; and
- Patrons of the Bocce Club and WA Italian Club have made complaints that they have difficulty accessing car bays for their events and functions. It should be noted this is a public car park and not intended solely for the use of the Bocce Club and WA Italian Club. Patrons have been causing some concern as they park illegally when there are insufficient bays, which have resulted in some patrons being infringed by the City's Rangers.

A request was received from an Italian Seniors Club using the WA Italian Club for their lunchtime functions. They claim that when they arrive at 11am, they have difficulty finding vacant parking bays and end up parking on the street. The President of the Italian Club has provided feedback that they would prefer 3P to remain to benefit their patrons, however acknowledges that 2P would assist with deterring commuters.

Dorrien Gardens is leased by Perth Soccer Club, who organises soccer games/training/functions on the weekends which also impacts on parking in the local area.

Officer Comments:

The introduction of 2P or 3P all day paid parking would significantly reduce the over-stay and general abuse of this facility and make enforcement less complicated. Alternatively the introduction of unrestricted 'paid parking' would mean workers/visitors could park as long as they liked upon paying the required fee. The installation of ticket machines consistent with other car parks in adjacent areas would attract a fee of \$2.30 per hour. Approximately three (3) ticket machines would be required.

Lawley Street, Fitzgerald Street to Gallop Street

With respect to Lawley Street, Fitzgerald Street to Gallop Street, the southern or Dorrien Gardens side is currently unrestricted other than 3 x 1/4P bays and an on-road ACROD bay nearest Fitzgerald Street. The northern side has a 2P 8.00am to 5.30pm restriction Monday to Friday adjacent the residential section and a 30min restriction adjacent 'Dan Murphy's' also 8.00am to 5.30pm Monday to Friday. The restrictions on the northern side were approved by Council under *Items Considered Under Delegated Authority 18 December 2013 – 10 February 2014* (item 9.2.7).

Officer Comments:

The introduction of 2P or 3P all day paid parking would regulate parking and make enforcement less complicated. Alternatively the introduction of unrestricted 'paid parking' would mean workers/visitors could park as long as they liked upon paying the required fee. The installation of ticket machines consistent with other car parks in adjacent areas would attract a fee of \$2.30 per hour. Two (2) ticket machines would be required.

Parking in Mount Hawthorn

As a result of a recent Council Member Request a number of queries were raised regarding the Oxford Street Car Park and parking on Faraday Street.

Ticket machines were introduced into the car park because of the previous use of 381-387 Oxford Street as a taxi rank.

The use resulted in drivers parking their private vehicles in the surrounding streets and (at the time) free Oxford Street car park. The introduction of parking restrictions in Oxford Street and the extension (over time) of restrictions into Anzac Road and Wilberforce Street, and in conjunction with lighting being installed in the car park, many taxi drivers used the Oxford Street car park and ticket machines were subsequently installed.

Since the site has been vacant, the demand for bays in this car park has diminished. That aside however, the Oxford Reserve Car park revenue for 2013/14 was \$64,648.

In respect of the car park's current usage and the impact upon the surrounding streets, the following Issues raised have been raised:

- People allegedly parking there long term/all day without getting ticketed despite the two (2) hour limit;
- The lines marked on Faraday Street are very faded and the crossovers are not all painted with no stopping signage with some cars parking over crossovers;

Note: Since redone and/or new light marking installed where required.

- Many of the residents park on their substantial verges and there will be some reluctance to angled parking (except on one particularly sandy area); and
- When two large vehicles park on the road directly opposite each other, the access for vehicles is considerably narrowed.

Oxford Street car park is free for the first hour and \$2.30 hourly thereafter. Kerbside parking on Oxford St varies from half hour to 1 hour restrictions. Faraday Street has a 2P restrictions at all times.

There is a view that people will not pay for the parking when there is free long term parking in adjacent streets. This could be the cause of the parking issues on Faraday Street in addition to Oxford Street.

A recent application for a private paid parking station was refused by Council on the basis Council does not believe Mt Hawthorn Activity Centre should be subjected to paid parking at this time. A justification of this is that it may put unnecessary pressure on residential street parking and the City's car parks.

Options for Oxford Street Carpark and surrounding streets are as follows:

1. Ensure continued enforcement of Faraday and Oxford Streets timed restrictions;
2. Introduce resident only parking for Faraday Street, with parking limited to one side of the street;
3. Parking in Oxford Street car park to be free and untimed consistent with car parks in Coogee and Flinders Street, Mt Hawthorn; or
4. Oxford Street Carpark to be free for the first 3 hours and then ticketed thereafter.

ACROD Bay Review

A preliminary ACROD bay audit has been conducted by the City's Officers to determine the appropriate size, position and condition of bays for people with disability.

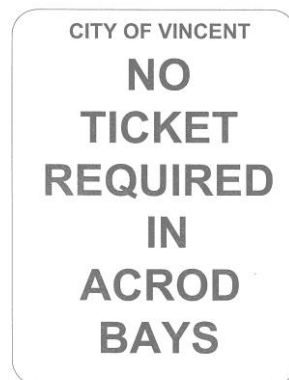
In terms of providing recommendations to bring all of the ACROD bays in City owned car parks up to the relevant standards (in respect of the design of the bays), it is recommended that an Accredited Access Auditor be contracted to complete the audit. The initial assessment of the bays has indicated that some car parks will require significant changes requiring an appropriate budget allocation to upgrade to the standards.

Of greater concern was that the preliminary audit identified that a number of ticket machines are difficult to access for people with disabilities and in some instances totally inaccessible for those confined to a wheelchair (i.e. on islands with barrier kerbs and no ramps).

However, rather than wait for the comprehensive audit to be undertaken the City's officers identified several locations where immediate action was required, some of which were also raised by members of the public.

In each location, such as the Chelmsford Road car park, the cost to provide access to the ticket machine was several thousands of dollars (unbudgeted) and not easily achieved without significant disruption to the car park operations.

Therefore to ensure that City provide an immediate and appropriate level of service for those with a disabilities the City's implement a 'stop gap measure' whereby the Acrod bays are now free as per the sign below. This is not to say the bays are not timed restricted. As an example for those bays where it is 2P with a ticket, under the current legislation people with an Acrod permit can stay for four (4) hours.



This measure, where implemented, has already proved to be very successful resulting in positive feedback from the users. Further, it should be noted that the change has had little impact upon the revenue of those car parks where it has been introduced. Therefore the capital cost 'pay back' period, if works were implemented immediately, would be in excess of a decade.

In regards to short term changes options would be to:

- a) Improve directional signage from the main roads to car parks (include relevant ACROD information);
- b) Improve appropriate upright signage;
- c) Improve ACROD information and associated maps on the City of Vincent website (Rangers section);
- d) Improve line markings to be uniform and consistent;
- e) Investigation of removing fees for all ACROD parking. Due to the current poor access to some ticket machines and the high cost to change ramps/move machines a cheaper option may be to remove the requirement for ACROD bays needing to display a ticket;
- f) Encourage the Contractors who complete future line markings to maintain the same design that meets the AS; and
- g) Investigation of including this ACROD specific information on the City's web-site online IntraMaps.

CONSULTATION/ADVERTISING:

Consultation with the community and any relevant advertising is undertaken on an as-needs basis.

LEGALISATION AND POLICY:

The following legal/policy documents are relevant to this report:

- Planning and Development Act 2005;
- Town Planning Scheme No. 1;
- Parking and Access Policy; and
- City of Vincent Car Parking Strategy.

RISK MANAGEMENT IMPLICATIONS:

Low/Medium: On-road parking and public car parks come under the care, control and management of Local Government, with an obligation to ensure that the amenity, accessibility and safety of the local and wider community is protected when making changes.

STRATEGIC IMPLICATIONS:

The City's *Strategic Plan 2013-2017* states:

'1.1.1 Develop and implement a Town Planning Scheme and associated policies, guidelines and initiatives that deliver the community vision.'

SUSTAINABILITY IMPLICATIONS:

The Policy Amendment has no direct sustainability implications relating to the City's *Sustainable Environment Strategy 2013-2018*.

FINANCIAL/BUDGET IMPLICATIONS:

The increase in parking fees, ticketed parking hours and additional ticket machines will result in increased revenue for the City in 2014/2015.

CONCLUSION:

It is acknowledged that parking is one of the most important issues facing the City and one which requires a range of solutions to deal with the complexity of the issue. The increased densities and development which are currently being approved across the City is bringing with it much more traffic and more comprehensive parking requirements. With this however, also brings opportunity. Increased density in the town centres brings a resident population and the critical mass required to perpetuate self-sustainability thresholds. More vibrant town centres also makes it more desirable for others to spend time there as well.

Given the car parking strategy was only adopted in 2010 it is not required to be formally reviewed again. The Administration continues to implement its recommendations, with the Car Parking Strategy continuing to regularly meet and provide guidance to Council relating to car parking issues across the City on an as needs basis.

This report has provided a detailed summary on the implementation of the City's Car Parking Strategy and some of the ongoing/outstanding tactical actions left to be dealt with. It is recommended Council support the officer recommendation on the various issues outstanding.

9.2 TECHNICAL SERVICES

9.2.1 Proposed Closure and Disposal of Portion of the Walcott Street Road Reserve

Ward:	South	Date:	7 November 2014
Precinct:	Norfolk (10)	File Ref:	SC986
Attachments:	001 – Proposed Amalgamation Area		
Tabled Items:	Nil		
Reporting Officer:	A Munyard, Senior Technical Officer, Land & Development		
Responsible Officer:	R Lotznicker, Director Technical Services		

OFFICER RECOMMENDATION:

That Council:

1. **APPROVES** the closure of portion of the Walcott Street Road Reserve adjacent to Lot 500 (151) Walcott Street as shown in Attachment 001, in accordance with Section 58 of the Land Administration Act 1997 (LAA);
2. **SUPPORTS** the disposal of the closed portion of Road Reserve by the Department of Lands to the adjacent property owner;
3. **INITIATES** consultation and advertising as required in accordance with the Land Administration Act 1997 (LAA);
4. **REQUESTS** the Minister of Lands to close the portion of Road Reserve, if no valid objections are received, subject to;
 - 4.1 the property owner agreeing to enter into a legal agreement with the City, at the owners cost, to ensure all existing development remaining within the road reserve is maintained to the satisfaction of the City; and
 - 4.2 a clause being included in the agreement that the City reserves the right to, at any time, request the owner to remove any/all development including, but not limited to any kerbing, pavement signage, from the road reserve and 'make good' the land at the owners expense.

PURPOSE OF REPORT:

To request Council's approval for the initiation of the closure of portion of the Walcott Street Road Reserve, which is no longer required.

BACKGROUND:

The City has received a request from Planning Consultants appointed by the owner of Lot 500 (151) Walcott Street, for the initiation of the closure and acquisition of a portion of the Walcott Street Road Reserve - no longer required.

In 1992, a five (5) metre strip of land formally part of 151 Walcott Street, was acquired as Road Reserve under the Department for Planning's Other Regional Road (ORR) widening requirements. The Department has since modified its widening plans and reduced the requirement to 2.5 metres. The adjacent property owner now wishes to buy back the redundant portion of Road Reserve.

DETAILS:

The Department of Planning has set widening requirements for Primary and District Distributor Roads within the Metropolitan Area. These are based on projected transport requirement needs. From time to time the Department reviews its predictions and may amend its widening requirement plans. This is the case for the section of Walcott Street, adjacent to the applicant's lot, where the widening requirement was reduced in 1994, from five (5) metres to 2.5 metres. The land having already been ceded, is now part of the Walcott Street Road Reserve. Acquisition of the 2.5 metres must be undertaken by Road Closure, and subsequent purchase of the Crown Land from the Department of Lands.

The closure of portion of a Road Reserve under the management of a Local Government must be initiated by resolution of Council. The process is undertaken in accordance with the requirements of Section 58 of the Land Administration Act 1997 (LAA).

The Department of Planning has already been contacted and confirmed that the ORR widening requirement has been amended, and has no objection to closure and disposal of the portion of Road Reserve no longer required.

Following Council approval, the proposal must be publicly advertised and all service providers consulted. Should there be no valid objections, the City will forward a request to the Minister of Lands for closure of the portion of Road Reserve. The Department of Lands will then establish a purchase price and complete the statutory processes to close the portion of road reserve, and amalgamate it with the 151 Walcott Street.

Access Easement

There are burden and benefit easement endorsements on the titles for both 151 and 149 Walcott Street, apparently for the creation of a shared access from Walcott Street to the parking areas for each Lot. The applicant has given an undertaking to carry the easement through the portion of Road Reserve to be closed, to maintain the existing access arrangements with the neighbouring property owner.

Parking Encroachment

The car parking at the front of the existing development encroaches into the Road Reserve. Both the Department of Planning and Department of Lands generally require that all development is removed from land ceded to Road Widening. The City has no records of Development Approvals for this site which include the car parking encroaching into the road reserve. An archive search has been undertaken and no records have been found which demonstrate an approval for this encroachment.

Officer Comments:

Any request to the Minister of Lands to close the portion of Road Reserve if no valid objections are received would be subject to the property owner agreeing to enter into a legal agreement with the City, at the owners cost, to ensure the existing development within the remaining portion of road reserve is maintained to the satisfaction of the City and a clause being included in the agreement that the City reserves the right to request the owner to, at any time, remove any development including, but not limited to any kerbing, pavement signage, from the road reserve and 'make good' the land at the owners expense.

CONSULTATION/ADVERTISING:

Consultation will be undertaken in accordance with the requirements of the LAA 1997.

RISK MANAGEMENT IMPLICATIONS:

Not applicable.

STRATEGIC IMPLICATIONS:

In keeping with the City's Strategic Plan 2011-2023 Objective 1:

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

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

SUSTAINABILITY IMPLICATIONS:

Maintains alignment with the Department of Planning's revised ORR requirements.

FINANCIAL/BUDGET IMPLICATIONS:

The applicant will meet all costs associated with the application, including advertising as required under the LAA 1997.

COMMENTS:

The proposed closure of the portion of the Walcott Street Road Reserve, now surplus to requirements, has been approved in principle by the Department of Planning. The City of Vincent must now progress the closure process in accordance with Section 58 of the LAA 1997, which is required to be initiated by Council Approval.

9.2.2 Newcastle Street, Fitzgerald Street to Lord Street, Proposal to Increase from Two (2) Traffic Lanes to Four Traffic Lanes (4) – Progress Report No 1

Ward:	South	Date:	7 November 2014
Precinct:	Oxford Centre (4)	File Ref:	SC896
Attachments:	Nil		
Tabled Items:	Newcastle Street Feasibility Study		
Reporting Officer:	R Lotznicker, Director Technical Services		
Responsible Officer:	R Lotznicker, Director Technical Services		

OFFICER RECOMMENDATION:

That Council:

1. **NOTES** the City of Perth Council does not support its Administration's proposal to change the section of Newcastle Street, between Fitzgerald Street and Lord Street, from two (2) traffic lanes to four (4) traffic lanes for the reasons as outlined in the report;
2. **AGREES IN PRINCIPLE** with the City of Perth proposed Option 2 (as outlined in detail in the attached Feasibility Study and outlined in the report) in lieu of changing the section of Newcastle Street, between Fitzgerald Street and Lord Street, from two (2) traffic lanes to four (4) traffic lanes, as follows;
 - 2.1 altering the traffic signals at the Newcastle/Beaufort Street intersection to allow concurrent north/southbound traffic movements to improve intersection function;
 - 2.2 altering the traffic signals at Newcastle/William Street to allow concurrent north/southbound traffic movements to improve intersection function; and
 - 2.3 introducing traffic signals at the Newcastle/Palmerston Street intersection to formalise the on road cycle route that crosses Newcastle Street;
3. **AUTHORISES** the Director Technical Services to liaise with the City of Perth to ensure that the proposals as outlined in Option 2 and described in 2 above do not result in any adverse impacts on traffic movements within the City of Vincent and in particular along Palmerston Street; and
4. **RECEIVES** further progress reports as these proposals are progressed.

PURPOSE OF REPORT:

To update Council on the City of Perth's Council position on proposal to change the section of Newcastle Street, between Fitzgerald Street and Lord Street, from two (2) traffic lanes to four (4) traffic lanes.

BACKGROUND:

March 2000:

Council considered a report on the East Perth Redevelopment Authority's (ERPA) proposed Newcastle Street Upgrade Project and the funding implications for the (then) Town.

A further report was presented where Council adopted in principle EPRA's upgrade proposals and subsequently allocated funds in the 2001/2002 budget as its contribution to the Newcastle Street Upgrading Project. Parry Street was also part funded in 2001/2002.

At the time Council was advised that the Northbridge Urban Renewal Project under the auspices of ERPA had made significant progress in upgrading various precincts within the project area

The narrowing of Newcastle Street from four (4) traffic lanes to two (2) traffic lanes with embayed car parking was one of EPRA's key objectives for the Northbridge project and was intended to improve the street environment and encourage the development of the proposed new land uses along Newcastle Street.

Ordinary Meeting of 12 February 2002:

Council adopted the Newcastle Street proposal (two (2) traffic lanes) and approved the commencement of works upon the awarding of the tender by the East Perth Redevelopment Authority.

January 2014:

Officers from the City of Perth met with the City's Director Technical Services and other officers to discuss the possibility of Newcastle Street being modified from two (2) traffic lanes to four (4) traffic lanes.

February 2014:

Correspondence was received from the City of Perth, seeking the City's views on their draft plan to change Newcastle Street from two (2) traffic lanes to four (4) traffic lanes.

Ordinary Meeting of 11 February 2014:

Council adopted the following Notice of Motion from Mayor Carey regarding the proposal to change Newcastle Street from two (2) to four (4) traffic lanes:

"That the Council ADVISES the City of Perth that it does NOT SUPPORT their proposal to change the section of Newcastle Street between Fitzgerald Street and Lord Street from two (2) traffic lanes to four (4) Traffic lanes for the following reasons;

1. *In 2002 the Council supported, and contributed financially to, the changes to Newcastle Street based on advise provided by the former East Perth Redevelopment Authority this being one of their key objectives for the Northbridge project intended to improve the street environment and encourage the development of the proposed new land uses along Newcastle Street;*
2. *The loss of a significant number of existing nature trees currently planted in the verge/nibs and median strips; and*
3. *The loss of amenity through the potential increase in traffic and noise for the existing, and future, residential developments along Newcastle Street."*

The City subsequently advised the City of Perth of Council's decision.

DETAILS:

City of Perth Council Meeting on the 28 October 2014:

On 6 November 2014, the City of Vincent was formally advised that the Newcastle Street Feasibility Study was endorsed by the City of Perth Council on the 28 October 2014. The Study followed on from the consultation held earlier in 2014 regarding a previous concept to redesign Newcastle Street to improve its traffic function.

The Feasibility Study provides an assessment of the current issues facing Newcastle Street and the urban context in which the street operates. It also highlights the rationale for a revised proposal that will involve low cost improvements to various intersections along Newcastle Street to achieve operational benefits.

The City of Perth Council made the following decision at its 28 October 2014 meeting:

"That the Council:

1. *receives the Newcastle Street Feasibility Study, dated 22 September 2014, noting that the key technical finding was that comprehensive road widening and the reintroduction of four lanes of traffic would be a high-cost low-benefit solution to east-west traffic movements at this point in time;*
2. *notes that relatively low cost alterations to traffic signals at the following intersections would bring measurable improvements:*
 - 2.1. *Newcastle/Beaufort Street, intersection;*
 - 2.2. *Newcastle/William Street, intersection;*
3. *notes the potential benefits of signalling the Newcastle/Palmerston Street intersection to improve north/south pedestrian and cyclist permeability;*
4. *supports design development and investigations into potential funding sources for items 2 and 3 above;*
5. *continues to monitor Newcastle Street, with the view to implementing design changes and an AM peak clearway at the Newcastle/Fitzgerald Street intersection at a time when such changes are deemed appropriate; and*
6. *approves the distribution of the Newcastle Street Feasibility Study to the City of Vincent, Department of Transport, Department of Planning, and Main Roads WA, for information."*

Discussion:

The feasibility study document mentions that strong opposition was received from the City of Vincent and Department of Planning for reasons relating to the potential negative externalities of an increased traffic function of Newcastle Street. It indicates that support was shown by MRWA who advocated the use of 24 hour clearways.

Based on this feedback the City of Perth developed Option 2 which included:

- Retaining the existing road layout;
 - Altering the traffic signals at Newcastle/Beaufort Street intersection to allow concurrent north/southbound traffic movements to improve intersection function;
 - Altering the traffic signals at Newcastle/William Street to allow concurrent north/southbound traffic movements to improve intersection function. This will occur when Vincent converts William to two (2) way; and
 - Signals at Newcastle/Palmerston Street intersection to formalise the on road cycle route that crosses Newcastle Street (in collaboration with Vincent).
-

Officer Comments:

The above proposals in lieu of four (4) lanes of traffic on Newcastle Street are fully supported by the City's officers. Collaboration with the City of Perth will be required to ensure that the proposed signals at Newcastle/Palmerston Street intersection, while improving the level of service for cyclists does not increase the traffic flow along Palmerston Street.

CONSULTATION/ADVERTISING:

Not applicable at this stage.

LEGAL/POLICY:

The City is responsible for the care, control and management of over 145kms of roads, which include Primary Distributors, Local Distributors and Access Roads. All the roads which are the subject of this report are under the control and management of the City of Vincent with Newcastle Street jointly shared with the City of Perth

RISK MANAGEMENT IMPLICATIONS:

Medium: It is important to have a balance of maintaining the road network to provide a high level of service without adversely affecting the amenity of adjoining residents.

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.

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

SUSTAINABILITY IMPLICATIONS:

The original proposal would have resulted in the loss of a significant number of mature trees and loss of amenity through the potential increase in traffic noise for existing and future residential developments along Newcastle Street.

FINANCIAL/BUDGET IMPLICATIONS:

Not applicable at this stage; however, the estimated cost of the revised proposal could be in the order of \$350,000 and contributory funding could be sourced from the State Black Spot program and the PBN funding.

COMMENTS:

The City of Perth expressed its thanks to the City's officers for their involvement in the Newcastle Street review including that the feedback provided by the City of Vincent earlier this year which was very valuable in revising the initial concept and achieving a balanced and holistic response to the issues being experienced on Newcastle Street.

9.2.3 Proposed Traffic Calming – View Street North Perth

Ward:	North	Date:	7 November 2014
Precinct:	Smith's Lake (6)	File Ref:	SC976
Attachments:	001 – Proposed Traffic Calming - Plan No. 3170-CP-01 002 – Existing Traffic Calming - Plan No. 2360-DP-01		
Tabled Items:	Nil		
Reporting Officer:	C Wilson, Manager Asset & Design Services		
Responsible Officer:	R Lotznicker, Director Technical Services		

OFFICER RECOMMENDATION:

That Council:

1. **APPROVES IN PRINCIPLE** the implementation of the proposed traffic calming for View Street, North Perth, between Charles Street and Leake Street, estimated to cost \$25,000, as shown in Attachment 001 (Plan No. 3170-CP-01);
2. **CONSULTS** with affected residents and businesses regarding the proposed traffic calming measures referred to in 1 above; and
3. **RECEIVES** a further report at the conclusion of the consultation period.

PURPOSE OF REPORT:

To seek Council approval to consult with the residents and businesses of View Street, between Charles Street and Leake Street, regarding a proposal to install low profile speed humps as a traffic calming measure as requested by some residents of the street.

BACKGROUND:

Administration has received a number of requests from residents of View Street, North Perth, to implement traffic calming measures as a means of improving road safety in the their street. The number of enquires has increased since Council's recent decision, Ordinary Meeting of 9 September 2014, to install traffic calming in Angove Street, North Perth, with which the residents see many parallels.

DETAILS:

View Street is classified as a Local Distributor Road in accordance with the Metropolitan Functional Road Hierarchy. Under this classification, the anticipated weekday traffic volume is greater than 6,000 vehicles per day, with a recommended operating speed of 50 kph.

View Street currently carries in the order of 2,750 to 3,170 vehicles average weekday traffic (AWT) and has a posted speed limit of 50 kph. This volume varies by section as indicated in Tables 1 to 3 below. Further, as of 2014, View Street also has a 40 kph School Zone speed restriction in the vicinity of the North Perth Primary School between Peach Street and Woodville Street.

The retail/commercial strip, east of Leake Street to Fitzgerald Street, previously had low profile speed humps installed as part of the streetscape and parking enhancement works completed in the early 2000's and which has proven very successful in limiting the speed of traffic in the vicinity of the congested North Perth Plaza on-road parking area.

Previous Improvement Works:

In 2006, the City, in response to resident's concerns, undertook extensive works to 'narrow' the road, as part of its 'wider streets program' as a means of slowing the traffic by changing the drivers perception of the road environment, i.e. making them more cautious. The works included a series of 'planted' nibs at the various intersections between Charles Street and Leake Street to create embayed parking (refer attached drawing 2360-DP-01). The impact of these works upon the traffic speed was immediate as per Tables 1 and 2, below suggests.

The predominately residential portion of View Street, between Charles Street and Leake Street, (which has a relatively steep gradient) currently has no speed humps and as a consequence there is a tendency for motorists to increase speed on the downhill grade west bound from Leake Street and similarly accelerating on the uphill grade east bound from Charles Street before encountering the first speed hump near Glebe Street.

Table 1 – Pre 2006 Traffic Calming

Road	Location	AWT 5 day	Ave Speed kph	85% Speed kph
View Street	Charles to Vine	2,546	44.2	52.2
	Vine to Persimmon	2,409	48.6	59.0
	Peach to Olive	2,395	48.8	59.0

Table 2 – Post 2006 Traffic Calming

Road	Location	AWT 5 day	Ave Speed kph	85% Speed kph
View Street	Charles to Vine	2,711	40.5	47.2
	Vine to Persimmon	3,076	48.5	56.9
	Peach to Olive	3,027	47.1	55.8

Current Situation:

In respect of excessive speed, the data and as indicated in Table 3 and the discussion below, is more a perception than a reality in the street. While traffic volumes are increasing, in line with the broader trend across the City, the speeds continue to decrease. This can be in part attributed to the 40 kph school zone during the morning peak period, and to a lesser extent in the afternoon.

Table 3 – Current Traffic Data

Road	Location	AWT 5 day	Ave Speed kph	85% Speed kph
View Street	Charles to Vine	2,761	42.0	48.6
	Vine to Persimmon	3,170	45.7	53.3
	Peach to Olive	3,127	43.9	52.2

Whilst the speeds are now not excessive the interesting statistics is the percentage (%) of traffic travelling between 50 kph and 60 kph, and above 60 kph, as per Table 4 below.

Table 4 – % Exceeding the Speed Limit

Road	Location	% 50-60 kph	% > 60 kph
View Street	Charles to Vine	11.0%	0.6%
	Vine to Persimmon	26.4%	2.9%
	Peach to Olive	21.8%	2.3%

Officer Comment:

When the above data is taken into consideration with the traffic volumes, there is understandably a perception in the community that speed is an issue where just over 26% of drivers between Vine Street and Persimmon Street are travelling above 50 kph, albeit minor given that at worst the 85% speed is 53.3 kph.

However it should be noted that the traffic travelling above 50 kph but below 60 kph is commonly referred to a 'low level speeding'. It is now becoming a focus of both the WA Police and the Road Safety Council as accidents in this speed range, and particularly those involving pedestrians, form a significant percentage of traffic accidents with many resulting in the serious consequences (i.e. injury and/or major damage).

Proposal:

Therefore while the 85% speeds are reasonable in an endeavour to control errant driver behaviour and reduce the incidents of speeding, it is proposed to install a series of three (3) low profile speed humps between Charles Street and Leake Street as shown on Plan No. 3170-CP-01.

These measures, which are both effective and relatively inexpensive, should ensure that vehicles slow down to within the posted speed limit with minimal impact on nearby residents.

Officer Comment:

The proposed View Street traffic calming is unlikely to have an adverse impact upon surrounding streets by diverting the traffic away from View Street and should in fact counter the impact of traffic being diverted away from Angove Street now that traffic calming has been installed (early November).

CONSULTATION/ADVERTISING:

Residents and businesses will be consulted regarding the proposal.

LEGAL/POLICY:

Not applicable.

STRATEGIC IMPLICATIONS:

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

"Natural and Built Environment

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

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

SUSTAINABILITY IMPLICATIONS:

The Council ensures its road infrastructure is maintained to an acceptable level of service, including road safety improvements, with funds allocated annually to various programs.

FINANCIAL/BUDGET IMPLICATIONS:

The 2014/2015 Budget includes \$25,000 for traffic management improvements in View Street, which is the estimated cost to install the proposed treatment.

COMMENTS:

The City receives many requests for traffic management and/or calming. Most requests received are addressed by the officers as vehicle classifier results usually indicate that there is a perceived problem rather than an actual problem. On other occasions the residents' complaints are referred to the Police Services for enforcement of the legal speed limit.

While the traffic data indicates that the speed in View Street is not excessive the significant percentage of 'low level speeding' is of concern and it is recommended that the proposal, as outlined on attached Plan No 3170-CP-01, be approved in principle subject to gaining the View Street residents and businesses support.

9.3 CORPORATE SERVICES

9.3.1 Transfer of Aged Persons and Senior Citizens Reserve Funds

Ward:	Both	Date:	7 November 2014
Precinct:	All	File Ref:	SC245
Attachments:	-		
Tabled Items:	-		
Reporting Officer:	B Tan, A/Director Corporate Services		
Responsible Officer:	B Tan, A/Director Corporate Services		

OFFICER RECOMMENDATION:

That Council **APPROVES BY ABSOLUTE MAJORITY** the transfer of the amount of \$745,352 being the past five (5) years of accumulated interest earned from the Aged Persons and Senior Citizens Reserve Fund, from that Reserve fund into the City's Municipal Fund.

PURPOSE OF REPORT:

The purpose of this report is for Council to formally determine whether to proceed with the transfer of the five (5) years accumulated interest earned from the Aged Persons and Senior Citizens Reserve fund.

BACKGROUND:

At the Special Meeting of Council held 3 September 2014, Council resolved in part:

- "2. *BY ABSOLUTE MAJORITY, pursuant to section 6.11(2)(b) of the Local Government Act 1995, gives one month's local public notice of the proposed use of the past five years of accumulated interest earned from the Aged Persons & Senior Citizens Reserve, for the purpose of offsetting the City's 2014/15 budget deficit.*"

DETAILS:

The use of the five (5) years of interest was advertised on 23 September 2014 in the Guardian and Voice newspapers for a period of one (1) month, as required under the Local Government Act 1995 Section 6.11.(2) (b).

Public comment is not required for this approval, the matter is just required to be advertised.

This amount will be used as advised in the 3 September 2014 report to form part of the adopted strategy to reduce the estimated budget deficit.

There has been no use of the Aged Persons and Senior Citizens Reserve fund since the inception of the Reserve Fund, however it is anticipated that approximately \$250,000 will be used this financial year to fund the landscaping upgrade and the clubhouse refurbishment at Leederville Gardens Retirement Village.

There are no plans for any future use of these Reserve Funds in the medium to long term. The balance in the Reserve Fund at 30 September 2014 is \$3,620,923, and if Council approves the proposed transfer of interest, a balance of \$2,875,571 will still remain in the Aged Persons and Senior Citizens Reserve Fund. This balance will continue to accumulate interest unless Council otherwise determines in future to cease re-investing Interest earned from the Reserve balance back into that Reserve, given there is no obligation to continue with this practice.

CONSULTATION/ADVERTISING:

The proposed use of the five (5) years accumulated interest from the Aged Persons and Senior Citizens Reserve was advertised for one (1) month in accordance with Section 6.11(2) (b) of the Local Government Act.

LEGAL/POLICY:

Compliance with Section 6.11(2) (b) of the Local Government Act.

RISK MANAGEMENT IMPLICATIONS:

Low: In accordance with resolution of Special Council Meeting held 3 September 2014.

STRATEGIC IMPLICATIONS:

The following objectives of Council's *Strategic Community Plan 2013 – 2023* are relevant to this matter:

“4.1 Provide good strategic decision-making, governance, leadership and professional management

4.1.2 Manage the organisation in a responsible, efficient and accountable manner

(a) Continue to adopt best practise to ensure the financial resources and assets of the City are responsibly managed and the quality of services, performance procedures and processes is improved and enhanced.

4.1.4 Plan effectively for the future.”

SUSTAINABILITY IMPLICATIONS:

The identified budget savings will still enable the City to deliver key projects and initiatives that will contribute to the social, economic and environmental wellbeing of the City and its community.

FINANCIAL/BUDGET IMPLICATIONS:

The transfer of interest is in accordance with the resolution of the Special Council Meeting held 3 September 2014, which approved adjustments to the 2014/15 Annual Budget.

COMMENTS:

In accordance with the Local Government Act, the advertising period has now closed and as such Administration recommends the transfer of the accumulated five (5) years of interest from the Aged Persons and Senior Citizens Reserve Fund to the City's Municipal Fund.

9.4 COMMUNITY SERVICES

9.4.1 HOCKEYFEST Event

Ward:	South	Date:	7 November 2014
Precinct:	Beaufort (13)	File Ref:	SC1897
Attachments:	001 - Proposal from Street Roller Hockey League 002 - Letter of Support from property owner, Vander Properties Pty Ltd		
Tabled Items:	Nil		
Reporting Officers:	Y Coyne, Coordinator Arts and Creativity A Birch, Acting Manager Community Development		
Responsible Officer:	J Anthony, Acting Director Community Services		

OFFICER RECOMMENDATION:

That Council:

1. **RECEIVES** the proposal from Street Roller Hockey League to host its HOCKEYFEST event on Saturday 13 December 2014 at 394-398 Newcastle Street, West Perth; and
2. **APPROVES** a temporary permit being allocated to Street Roller Hockey League to host its end of season HOCKEYFEST event on 13 December 2014 subject to the following conditions:
 - 2.1 A suitable traffic, risk management and event site plan shall be submitted to the City for approval at least three (3) weeks prior to the event at the expense of the organisers;
 - 2.2 The event organisers shall comply with the conditions of use and relevant fees imposed, including Environmental Health and other conditions;
 - 2.3 The event organisers shall notify businesses and residents within a one hundred (100) metre radius outside of the event boundaries; and
 - 2.4 The event organisers complying with the City's Policy No. 3.8.3 'Concerts and Events';

to the satisfaction of the Chief Executive Officer.

PURPOSE OF REPORT:

To obtain Council approval for the Street Roller Hockey League to hold its end of season HOCKEYFEST event, as outlined in their proposal in Attachment 001, on Saturday 13 December 2015. Should this event be considered a success, ongoing games during its season will be considered at this venue.

BACKGROUND:

The Street Roller Hockey League (SRHL) was founded in May 2013 and has succeeded in bringing awareness to the sport, with its recent season registering forty three (43) teams and three hundred and fifty (350) registered participants.

On Tuesday 4 November 2014, the City's Officers met with SRHL representatives. A proposal and a risk management plan were submitted. A letter of support from the property owner of 394-398 Newcastle Street, West Perth, was provided the following day.

DETAILS:

The vacant lot at 394-398 Newcastle Street, West Perth is owned by Vandar Properties Pty Ltd. Street Roller Hockey League representatives contacted the owner who have provided their support for SRHL to utilise their vacant block, as outlined in Attachment 002. The property owner has expressed that the site has had issues with underage street drinking, graffiti and illegal dumping, and would welcome the vacant lot to be used in a more positive way.

Street Roller Hockey League hosts an event called HOCKEYFEST at the end of each season. Previously these events have been held at the Claremont Showground (Ellie Eaton Pavilion, July 2014) and MANY 6160 rooftop (the old Myer department store in Fremantle, October 2013).

The proposal from Street Roller Hockey League is to hold the biannual end of season event at a vacant lot located at 394-398 Newcastle Street, West Perth. The vacant block will be prepared by SRHL including removing all illegally dumped goods, cleaning out weeds and making the space a safe place for event goers.

The SRHL is covered under Public Liability insurance and the City will be indemnified against any claims to the City.

It is proposed that the event will incorporate a small bar, food vendors, a stage, grandstand, portable toilets, perimeter fencing and security. All temporary food stalls and vans shall ensure full compliance with the provisions of the Food Act 2008 and Australia New Zealand Food Standards Code, and obtain a Special Events Permit from the City's Health and Compliance Services. No food shall be sold to the public unless approved by the City's Health and Compliance Services Section.

The event is proposed to commence at 2.30pm and end at 10.00pm. Sound levels created shall not exceed the provisions of the Environmental Protection Act 1986 and the Environmental Protection (Noise) Regulations 1997.

CONSULTATION/ADVERTISING:

A resident notification letter approved by the City's Officers will be circulated by SRHL to affected areas.

LEGAL/POLICY:

- Policy No. 3.8.3 'Concerts and Events'

RISK MANAGEMENT IMPLICATIONS:

Low: On consideration of the Risk Management plan, this event is deemed to be low risk.

STRATEGIC IMPLICATIONS:

The City of Vincent's 'Plan for the Future Strategic Plan 2013 – 2017', Objective 3 states:

"Community Development and Wellbeing

- 3.1: *Enhance and Promote Community Development and Wellbeing:*
 - 3.1.1 *Celebrate, acknowledge and promote the City's cultural and social diversity;*
 - 3.1.3 *Promote health and wellbeing in the community;*
 - 3.1.5 *Promote and provide a range of community events to bring people together and to foster a community way of life; and*
 - 3.1.6 *Build capacity within the community for individuals and groups to meet their needs and the needs of the broader community."*
-

SUSTAINABILITY IMPLICATIONS:

The proposed Street Roller Hockey League events aim to promote and encourage wellbeing and social sustainability by providing an avenue for people to gather in an urban environment. The use of public transport to and from the event will be heavily encouraged by SRHL.

FINANCIAL/BUDGET IMPLICATIONS:

Fees as stipulated in the City's Fees and Charges 2014/15 will apply where relevant.

COMMENTS:

Street Roller Hockey League is a new and growing sporting league in Perth and the founders are interested in developing it to its full potential.

Partnering with Vandar Properties Pty Ltd to develop the vacant land at 394-398 Newcastle Street for SRHL's end of season HOCKEYFEST event will not only benefit SRHL but it will also activate an unused urban space in the heart of Perth.

The City's Officers support this event and encourage the ongoing use of the unused space for future Roller Hockey seasons, should SRHL wish to.

9.4.2 City of Vincent Draft Public Health Plan 2014 – 2017 – Outcomes of Consultation and Final Adoption

Ward:	Both Wards	Date:	10 November 2014
Precinct:	All Precincts	File Ref:	SC51
Attachments:	001 – City of Vincent Draft Public Health Plan 2014-2017		
Tabled Items:	Nil		
Reporting Officer:	W Pearce, Manager Health and Compliance Services		
Responsible Officer:	J Anthony, Acting Director Community Services		

OFFICER RECOMMENDATION:

That Council:

- ADOPTS** the City of Vincent Draft *Public Health Plan 2014 – 2017* (included as Attachment 001);
- ADVISES** all of the residents and the key stakeholders and staff who participated in the consultation process of the adoption of the City of Vincent Draft *Public Health Plan 2014 – 2017*; and
- AUTHORISES** the Chief Executive Officer to launch the City of Vincent *Public Health Plan 2014 – 2017*.

PURPOSE OF REPORT:

To present the Council with the City of Vincent Draft *Public Health Plan 2014 - 2017* for consideration of adoption.

BACKGROUND:

The City of Vincent recognises that good health and wellbeing is essential to creating a healthy, safe and vibrant community.

The City's *Strategic Plan 2013 – 2017* includes a requirement to develop the following strategy -

'3.1.3 Development and implement a Public Health and Healthy Lifestyle Plan to promote the health and wellbeing of the City of Vincent Residents.'

In 2012, Stoneham and Associates was engaged to prepare a Public Health Plan (PHP) for the City. Following a lengthy research and consultation phase (including public, Elected Members, internal staff and key agencies) the PHP has now been drafted.

Stoneham and Associates made a presentation of the PHP at the 14 October 2014 Council Forum.

The PHP is a three year strategic plan that provides a framework to enhance the health status of individuals and the community as a whole.

DETAILS:

The PHP will deliver public health and wellbeing programmes that are more closely aligned with the City's Strategic Plan and which support many of the City's key actions by way of:

- Demonstrating that the City is investing appropriately in its health and wellbeing commitments, outlined in the City's Healthy Vincent Policy No. 3.8.9;
- Strengthening the sustainability, viability and success of public health service delivery within the City; and
- Taking a holistic approach to health and wellbeing.

The Public Health Bill, anticipated to pass by the end of 2014, will require local governments to develop PHPs. These plans will require a balance between prevention of acute diseases, for example food and water borne disease (Environmental Health) and the prevention of chronic diseases such as heart disease and cancers caused by poor nutrition, lack of exercise, alcohol consumption and smoking.

The City's Environmental Health Officers have in recent years extended their traditional Environmental Health compliance approach to address chronic diseases by proactively introducing initiatives including:

- MenuWise ('healthy eating at restaurants' programme);
- Food Hall of Fame;
- Vincent Accord/Alcohol Management Plan; and
- Noise Management Strategy.

After extensive consultation and priority setting forums, the PHP has identified the following priority areas:

- Planning for Health;
- Obesity;
- Public Open Space/Facilities;
- Safety; and
- Environmental Health (EH).

These priority areas have been in reality addressed by the City over many decades by service areas across the organisation. For example, the provision of ovals and recreation/aquatic centres for sporting activities, supporting community festivals to enhance social inclusion, promoting safer communities, strategies to reduce vehicle usage and using planning and building mechanisms to promote 'healthier' designed developments is proudly core business for the City.

In addition to fundamental State and Federal chronic disease prevention initiatives such as responsible consumption of alcohol, increasing exercise levels, health eating and 'quit smoking' campaigns, the PHP aims to capture those existing and proposed future City programmes and projects that have health benefits for the community.

CONSULTATION/ADVERTISING:

The PHP is based on extensive consultation and research including:

- A 2012-2013 random online survey of 527 adults across the Council;
- Officers perceptions of public health risks;
- A review of all complaint data for the past 12 months;
- Stakeholder consultations and workshops;
- Interviews with representatives from 20 organisations; and
- Consultations with Officers and Council Members from across Council.

A Priority Setting Workshop was held on 11 April 2014 and was attended by approximately key community groups, government agencies and key non-government organisations in the health sector.

LEGAL/POLICY:

The *Health Act 1911* currently places various public health responsibilities on local governments, mainly in relation to the Environmental Health field and preventing acute diseases in the community.

The Public Health Bill, upon enactment, will require local governments to broaden its focus on health to prevent chronic disease within the community.

RISK MANAGEMENT IMPLICATIONS:

Medium: Related to the enhancement of the health and wellbeing status of the City of Vincent residents inclusive of making the community not only safer, but also 'feel' safer.

STRATEGIC IMPLICATIONS:

This aligns with the City of Vincent *Strategic Plan 2013 – 2017* where Objective 3.1.3 states:

'Development and implement a Public Health and Healthy Lifestyle Plan to promote the health and wellbeing of the City of Vincent Residents.'

SUSTAINABILITY IMPLICATIONS:

Nil.

FINANCIAL/BUDGET IMPLICATIONS:

Stoneham and Associates were engaged in June 2012 to prepare the PHP for \$22,738 (inclusive of GST) following a competitive quotation process.

The PHP identifies a number of key actions and outcomes that will be implemented by existing staff and within the current and future budgets as adopted by Council.

COMMENTS:

The scope of the plan includes a balance between environmental health and the broader determinants of health. Environmental health makes a fundamental contribution to the maintenance and improvement of public health and improving quality of life and wellbeing.

The City has now broadened its focus beyond traditional approaches to environmental health and has included chronic disease prevention and considered risk factors (for example alcohol, fast food) and environments that influence health and wellbeing.

It is recommended that Council adopts the City of Vincent Draft *Public Health Plan 2014 – 2017*.

9.4.3 LATE ITEM: Adoption of Marriage Equality Proclamation

To be issued Prior to the Meeting.

9.5 CHIEF EXECUTIVE OFFICER

9.5.1 Audit Committee Meeting – Receiving of Audit Committee Recommendations - 30 September 2014

Ward:		Date:	7 November 2014
Precinct:		File Ref:	SC243
Attachments:	001 – Audit Committee Recommendations		
Tabled Items:	Nil		
Reporting Officer:	Len Kosova, Chief Executive Officer		
Responsible Officer:	Len Kosova, Chief Executive Officer		

OFFICER RECOMMENDATION:

That the Council **ENDORSES** the recommendations of the Audit Committee dated 30 September 2014, as shown in Attachment 001.

PURPOSE OF REPORT:

The purpose of this report is for the Council to receive the recommendations of the Audit Committee held on 30 September 2014.

BACKGROUND:

At the Ordinary Meeting of Council held on 26 August 2003, the Council considered the matter of its Audit Committee and resolved inter alia as follows;

"That the Council;

- (i) *APPROVES of amending the Audit Committee Terms of Reference to be as follows;*
- (a) *the process of selecting the Auditor;*
 - (b) *recommending to Council on the Auditor;*
 - (c) *managing the Audit Process;*
 - (d) *monitoring Administrations actions on, and responses to, any significant matters raised by the Auditor;*
 - (e) *submitting an Annual Report on the audit function to the Council and the Department of Local Government; and*
 - (f) *consideration of the completed Statutory Compliance Return and monitoring administrations corrective action on matters on non-compliance;*
 - (g) *to oversee Risk Management and Accountability considerations; and*
 - (h) *to oversee Internal Audit/Accountability functions;"*

CONSULTATION/ADVERTISING:

Nil.

LEGAL/POLICY:

The Local Government Act (Financial Management) Regulations 1996, Regulations 5 and 6 prescribe the duties of the CEO in respect to financial management and independent performance reviews (including internal and external Audits).

RISK MANAGEMENT IMPLICATIONS:

Medium: Failure to consider and review the Audit Committee recommendations would be a breach of the Local Government Department Audit Guidelines.

STRATEGIC IMPLICATIONS:

The City's Strategic Plan 2013-2017 lists the following objectives:

"4.1.2 Manage the organisation in a responsible, efficient and accountable manner".

SUSTAINABILITY IMPLICATIONS:

Nil.

FINANCIAL/BUDGET IMPLICATIONS:

Not applicable.

COMMENTS:

The reporting of the City's internal Audit Committee minutes to the Council Meeting is a legal requirement of the Local Government Act 1995 and regulations and in keeping with the Audit Charter.

9.5.2 Council Recess Period 2014-2015 Allowing Delegated Authority to the Chief Executive Officer

Ward:	-	Date:	7 November 2014
Precinct:	-	File Ref:	ADM0018
Attachments:	Nil		
Tabled Items:	-		
Reporting Officer:	Jerilee Highfield, Executive Assistant		
Responsible Officer:	Len Kosova, Chief Executive Officer		

OFFICER RECOMMENDATION:

That Council **APPROVES BY AN ABSOLUTE MAJORITY**, pursuant to Section 5.42 of the Local Government Act 1995 to delegate authority to the Chief Executive Officer to deal with any items of business that may arise from 17 December 2014 to 13 January 2015, subject to:

1. Reports being issued to all available Elected Members for a period of three (3) days prior to the delegated decision being made and subject to no requests for 'call-in' of the matter being received from Elected Members;
2. Reports being displayed on the City's website for a period of three (3) days prior to the delegated decision being made;
3. A report summarising the items of business dealt with under delegated authority being submitted for information to the Council at its meeting to be held in January 2015; and
4. A Register of Items Approved under Delegated Authority being kept and made available for public inspection during the period that the delegation applies.

PURPOSE OF REPORT:

To obtain the Council's approval for Delegated Authority to deal with matters during the Council recess period 2014-2015.

BACKGROUND:

The Council will be in recess from 17 December 2014 to 13 January 2015. Therefore, it will be necessary to make arrangements to enable items of business that may arise during that period to be dealt with.

CONSULTATION/ADVERTISING:

Whilst there is no statutory requirement to do so, items being processed under delegated authority will be referred to Elected Members for comment and 'call-in' for a period of three (3) days prior to the delegated decision being made.

LEGAL/POLICY:

Under Section 5.42 of the Local Government Act, Council may (by absolute majority) delegate to the CEO the exercise of any of its powers or the discharge of any of its duties under this Act (other than those referred to in section 5.43).

RISK MANAGEMENT IMPLICATIONS:

Medium High: If the Council does not approve of the Delegated Authority for the festive season and January, it would result in the delay of issuing approvals to some development approvals, thereby disadvantaging these applicants.

STRATEGIC IMPLICATIONS:

This is in keeping with the City's Strategic Plan 2013-2017 - Objective 4 – *“Leadership, Governance & Management and 4.1.2 – Manage the organisation in a responsible, efficient and accountable manner”*.

SUSTAINABILITY IMPLICATIONS:

Nil.

FINANCIAL/BUDGET IMPLICATIONS:

Nil.

COMMENTS:

The Council is in recess from 17 December 2014 to 13 January 2015. A Council resolution is required to approve of matters which may arise under delegated authority (other than those matters which require an Absolute Majority decision).

In keeping with the Council's philosophy of providing a high standard of customer service, it is appropriate to continue processing ratepayer requests and development applications. Where possible, these should be determined as soon as practicable, in order to minimise any delays or inconvenience.

Reports regarding proposed delegated decisions will be issued to all available elected Members for review and comment for a period of three (3) days. This will allow Elected members to either comment on the proposed decision (and for those comments to be considered prior to any decision being made) or to 'call-in' the matter, thus preventing the delegation being exercised; in which case the matter would be referred to the next available Council Meeting.

**9.5.3 LATE ITEM: Proposed Christmas Closure between Thursday 25
December 2014 and Monday 5 January 2015**

To be issued Prior to the Meeting.

9.5.4 Delegations for the Period 1 July 2014 – 30 September 2014

Ward:	Both	Date:	6 November 2014
Precinct:	All	File Ref:	ADM0018
Attachments:	001 – Delegation Reports		
Tabled Items:	Nil		
Reporting Officers:	S Butler, Manager Ranger and Community Safety Services P Morrice, Team Leader Ranger Administration		
Responsible Officer:	J Anthony, A/Director Community Services		

OFFICER RECOMMENDATION:

That Council:

- ENDORSES** the delegations for the period 1 July 2014 to 30 September 2014 as shown in Attachment 001; and
- APPROVES BY AN ABSOLUTE MAJORITY** to write-off infringement notices/costs to the value of \$47,292 for the reasons as detailed below:

Description	Amount
Breakdown/Stolen (Proof Produced)	\$1,430
Details Unknown/Vehicle Mismatched	\$1,870
Equipment Faulty (Confirmed by Technicians)	\$630
Failure to Display Resident or Visitor Permit	\$12,340
Interstate or Overseas Driver	\$8,000
Ranger/Administrative Adjustment	\$12,710
Signage Incorrect or Insufficient	\$1,185
Ticket Purchased but not Displayed (Valid Ticket Produced)	\$2,885
Other (Financial Hardship, Disability, Police On-duty, Etc)	\$6,070
Unenforceable through Fines Enforcement Registry	\$120
Litter Act	\$0
Dog Act	\$0
Planning Act	\$0
Health Act	\$0
Pound Fees Modified	\$52
TOTAL	\$47,292

PURPOSE OF REPORT:

The purpose of this report is to provide a quarterly progress report of the delegations exercised by the City's Administration for the period 1 July 2014 to 30 September 2014 and to obtain Council approval to write-off infringement notices.

BACKGROUND:

The Local Government Act 1995, at Section 5.42, allows for a Council to delegate to the Chief Executive Officer its powers and functions.

The purpose of delegating authority to the Chief Executive Officer is to provide for the efficient and orderly administration of the day to day functions of the Local Government. The Chief Executive Officer, Directors and specific Managers exercise the delegated authority in accordance with the Council's policies.

DETAILS:

The area where most Infringement Notices are withdrawn is a resident or visitor not displaying the necessary permits. It is envisaged the number of infringements withdrawn in this category will be reduced over the next 12 months, as the City's withdrawal policy in respect of Residential and Visitor Parking Permits will be enforced. Previously all infringements issued to Residents and Visitors were withdrawn on confirmation that a valid permit was held.

CONSULTATION/ADVERTISING:

Not applicable.

LEGAL/POLICY:

Section 5.42 of the Local Government Act 1995 gives power to a Council to delegate to the Chief Executive Officer the exercise of its powers and functions; prescribes those functions and powers which cannot be delegated; allows for a Chief Executive Officer to further delegate to an employee of the City; and states that the Chief Executive Officer is to keep a register of delegations. The delegations are to be reviewed at least once each financial year by the Council and the person exercising a delegated power is to keep appropriate records.

It is considered appropriate to report to the Council on a quarterly basis on the delegations utilised by the City's Administration. A copy of these for the quarter are shown in Attachment 001.

RISK MANAGEMENT IMPLICATIONS:

Low: It is a statutory requirement to report matters approved under Delegation Authority to the Council.

STRATEGIC IMPLICATIONS:

The above is in accordance with the City's *Strategic Plan 2013-2017* where Objective 4.1.2 (a) states:

"4.1.2(a) Continue to adopt best practise to ensure the financial resources and assets of the City are responsibly managed and the quality of services, performance procedures and processes is improved and enhanced.

SUSTAINABILITY IMPLICATIONS:

Nil.

FINANCIAL/BUDGET IMPLICATIONS:

The Council's Auditors recommend that infringement notices be reported to the Council for a decision to write-off the value of the infringement notice. In these cases, it is the opinion of the Co-ordinator Ranger Services and/or the Parking Appeals Review Panel that infringement notices cannot be legally pursued to recover the money or it is uneconomical to take action as this will exceed the value of the infringement notice.

COMMENTS:

It is recommended that the delegations be endorsed by the Council and the write-off of the Infringement Notices be approved.

9.5.5 Strategic Plan 2013-2023 – Progress Report for the Period 1 July 2014 – 30 September 2014

Ward:	-	Date:	7 November 2014
Precinct:	-	File Ref:	-
Attachments:	001 – Strategic Plan Quarterly Progress Report		
Tabled Items:	-		
Reporting Officer:	Jerilee Highfield, Executive Assistant		
Responsible Officer:	Len Kosova, Chief Executive Officer		

OFFICER RECOMMENDATION:

That the Council RECEIVES the progress report on the Strategic Plan 2013-2023 for the period 1 July 2014 – 30 September 2014, as shown in Attachment 001

PURPOSE OF REPORT:

The purpose of this report is to provide a quarterly report to the Council to keep it informed of the various strategies in the City’s Strategic Plan for the period 1 July 2014 - 30 September 2014.

DETAILS:

Progress reports are traditionally reported to Council for each quarter as follows:

Period	Report to Council
1 October 2013 - 31 December 2013	February
1 January 2014 - 31 March 2014	May
1 April 2014 – 30 June 2014	August
1 July 2014 – 30 September 2014	October

CONSULTATION/ADVERTISING:

Not applicable.

LEGAL/POLICY:

The Council adopted a revised Plan for the Future at the Ordinary Meeting of Council held on 10 September 2013. The City’s Strategic Plan forms part of the Plan for the Future. It is not a legal requirement to have a Strategic Plan, however, it is considered “Best Practice” management that a Strategic Plan be adopted to complement and be linked and aligned to the Annual Budget.

RISK MANAGEMENT IMPLICATIONS:

Not applicable.

STRATEGIC IMPLICATIONS:

The Strategic Plan provides the elected Council and administration with its aims, goals and objectives (key result areas) for the period 2013-2023. The reporting on a quarterly basis is in accordance with the Strategic Plan 2013-2023 Key Result Area.

This is in keeping with the City's Strategic Plan 2013-2023- *"Leadership, Governance and Management"*, in particular, Objective 4.1.2 - *"Manage the Organisation in a responsible, efficient and accountable manner"*.

SUSTAINABILITY IMPLICATIONS:

Nil.

FINANCIAL/BUDGET IMPLICATIONS:

Nil.

COMMENTS:

The progress report for the Strategic Plan indicates that the City's administration is progressing with the various strategies in accordance with the Council's adopted programs and adopted budget. It should be noted that at the Ordinary Meeting of Council held on 10 September 2013, the Council adopted a revised Community Strategic Plan.

9.5.6 Information Bulletin

Ward:	-	Date:	7 November 2014
Precinct:	-	File Ref:	-
Attachments:	001 – Information Bulletin		
Tabled Items:	Nil		
Reporting Officer:	J Highfield, Executive Assistant		
Responsible Officer:	Len Kosova Chief Executive Officer		

OFFICER RECOMMENDATION:

That the Council **RECEIVES** the Information Bulletin dated 7 November 2014, as distributed with the Agenda.

DETAILS:

The items included in the Information Bulletin dated 7 November 2014 are as follows:

ITEM	DESCRIPTION
IB01	Unconfirmed Minutes of the Design Advisory Committee Meeting held on 15 October 2014
IB02	Unconfirmed Minutes of the Party Bus Working Group held on 1 October 2014
IB03	State Administrative Tribunal Orders, Tan & Anor v City of Vincent, DR 209 of 2014
IB04	State Administrative Tribunal Orders, Crawford & Anor v City of Vincent, DR 142 of 2014
IB05	Ranger Services Statistics for July, August and September 2014
IB06	Forum Notes - 14 October 2014

10. MOTIONS OF WHICH PREVIOUS NOTICE HAS BEEN GIVEN

Nil.

11. QUESTIONS BY MEMBERS OF WHICH DUE NOTICE HAS BEEN GIVEN

Nil.

12. REPRESENTATION ON COMMITTEES AND PUBLIC BODIES

Nil.

13. URGENT BUSINESS

Nil.

14. CONFIDENTIAL ITEMS/MATTERS FOR WHICH THE MEETING MAY BE CLOSED (“BEHIND CLOSED DOORS”)

Nil.

15. CLOSURE
