



TOWN OF VINCENT

**A PROPOSAL BY THE
TOWN OF VINCENT**

TO THE

LOCAL GOVERNMENT ADVISORY BOARD

AND

**MINISTER FOR LOCAL GOVERNMENT AND
REGIONAL DEVELOPMENT**

**SIGNED BY: NICK CATANIA, JP
MAYOR**

**SIGNED BY: JOHN GIORGI, JP
CHIEF EXECUTIVE OFFICER**

OCTOBER 2005

**A PROPOSAL BY THE TOWN OF VINCENT
TO THE
LOCAL GOVERNMENT ADVISORY BOARD
AND
MINISTER FOR LOCAL GOVERNMENT AND
REGIONAL DEVELOPMENT;**

**IN ACCORDANCE WITH CLAUSE 2(1)(b) OF SCHEDULE 2.1
OF THE LOCAL GOVERNMENT ACT 1995.**

OCTOBER 2005

At the Special Meeting of Council held on 7 September 2005, the Council unanimously resolved inter-alia as follows;

"That the Council;

(i) in accordance with Clause 2(1)(b) of Schedule 2.1 of the Local Government Act 1995, APPROVES BY AN ABSOLUTE MAJORITY to submit a proposal to the Local Government Advisory Board and Minister for Local Government and Regional Development to alter the Town's boundaries as follows;

(a) To transfer the following part of the City of Stirling into the Town of Vincent:

- For the suburb of Glendalough - east of the Mitchell Freeway (bounded by the Mitchell Freeway, Powis Street, Brady Street (rear of private properties on East side) and Scarborough Beach Road, Mount Hawthorn); and

(b) To transfer the following part of the City of Perth into the Town of Vincent:

- For the area bounded by Loftus Street, Newcastle Street, Lindsay Street, Little Parry Street, Parry Street, Lord Street, Summers Street, Swan River and the Graham Farmer Freeway"



TABLE OF CONTENTS

	<u>PAGE NO.</u>
EXECUTIVE SUMMARY	1
1. INTRODUCTION	9
1.1 Introduction	9
1.2 Principles for the structure of local government and local government boundaries	9
1.3 Previous Investigations and Proposals.....	11
2. HISTORY OF CHANGE - AFFECTED LOCAL GOVERNMENTS	13
2.1 Historical Reference	13
2.2 Town of Vincent.....	13
2.3 City of Stirling.....	13
2.3.1 Pre-1986.....	13
2.3.2 Post-1986.....	14
3. THE PROPOSAL - A NEED FOR CHANGE	17
3.1 Community of Interests.....	17
3.1.1 Sense of Identity.....	17
3.1.2 Similarities in Population	18
3.1.3 Neighbourhoods and Suburbs.....	18
3.1.4 Other Relevant Boundaries.....	20
3.2 Physical and Typographical Features	22
3.3 Demographic Trends.....	23
3.3.1 Comparisons	24
3.3.2 Demographic Summary.....	24
3.4 Economic Factors	25
3.4.1 Rates.....	25
3.4.2 Community Assets	28
3.4.3 Current Financial Positions of Councils.....	29
3.5 History of Area	29



Proposal by the Town of Vincent

3.6	Transport and Communication.....	30
3.7	Matters Affecting Viability of Local Governments.....	30
3.7.1	Economies of Scale.....	30
3.7.2	Assets and Liabilities.....	30
3.7.3	Population.....	30
3.7.4	Business/Industry.....	31
3.7.5	Rates.....	31
3.7.6	Reserve Funds.....	31
3.8	Effective delivery of Local Government Services.....	31
3.8.1	Delivery of Services.....	31
3.8.2	Customer Service/Satisfaction.....	46
3.8.3	Continuation of Services.....	47
3.8.4	Elected Member Representation.....	47
3.8.5	Election of Mayor.....	48
3.8.6	Awards and Best Practice Recognition.....	48
3.9	Compliance with the Guiding Principles.....	49
4.	SUMMARY OF THE ISSUES.....	51
4.1	Community of Interests.....	51
4.2	Physical and Topographical Features.....	51
4.3	Demographic Trends.....	51
4.4	History of the Area.....	51
4.5	Transport and Communication.....	51
4.6	Economic Factors.....	52
4.7	Matters Affecting the Viability of Local Governments.....	52
4.8	Effective Delivery of Local Government Services.....	52



Proposal by the Town of Vincent

APPENDICES

Appendix 1	Suburb Map
Appendix 2	Glendalough Suburb (East of Freeway)
Appendix 3	Glendalough Suburb - Number of Lots
Appendix 4	Area bounded by Loftus, Newcastle, Charles Streets and Graham Farmer Freeway - Suburb
Appendix 5	Area bounded by Loftus, Newcastle, Charles Streets and Graham Farmer Freeway - Number of Lots
Appendix 6	Area bounded by Lindsay, Little Parry, Parry, Lord and Newcastle Streets - Suburb
Appendix 7	Area bounded by Lindsay, Little Parry, Parry, Lord and Newcastle Streets - Number of Lots
Appendix 8	Area bounded by Lord, Summers, Swan River and Graham Farmer Freeway - Suburb
Appendix 9	Area bounded by Lord, Summers, Swan River and Graham Farmer Freeway - Number of Lots
Appendix 10	Petition from Glendalough Residents*

* **Information Confidential - Personal Information of Petitioners is Exempt under the Freedom of Information Act 1992.**



Proposal by the Town of Vincent

EXECUTIVE SUMMARY

Benefits

The Town of Vincent currently provides a broad range of services to its community with the facilities and resources to accommodate the additional population resulting from this proposal.

The following benefits will be achieved:

Justification and Benefits to the Ratepayers and Residents of Glendalough

1. Community of Interest

- 1.1 The area physically adjoins and forms part of Mount Hawthorn and in turn will form part of a broader established community.
- 1.2 There is already a strong community of interest, as the residents in the area currently use many of the Town's facilities (e.g. Menzies Park, Britannia Reserve, Mount Hawthorn Community Centre, Mount Hawthorn Child Health Centre and Toy Library, Town of Vincent Library, Beatty Park Leisure Centre, Loftus Recreation Centre) and other facilities such as nearby shopping centres.
- 1.3 The Mount Hawthorn Town Centre is the nearest town centre.
- 1.4 Mount Hawthorn Primary School, Aranmore Primary School and Aranmore College are the closest schools. These provide bonds amongst students and parents.
- 1.5 The Town will strongly support the area to be re-named Mount Hawthorn (if this is the desire of the majority of residents), as the Glendalough suburb is currently split by the Freeway.
- 1.6 There is more opportunity to improve the relationship between the affected area and the Mount Hawthorn Centre, therefore creating an even greater sense of identity with the Town of Vincent.
- 1.7 A significant number of the local residents (over 213 persons, as at 20 October 2005) have signed a petition indicating their preference to be a part of the Town of Vincent.

2. Physical and Topographical Features

- 2.1 The Freeway Reserve provides an impenetrable barrier between east and west Glendalough with the only access at Scarborough Beach Road, Powis Street and via a footbridge between.



Proposal by the Town of Vincent

- 2.2 The current boundary is not logical.
- 2.3 There will be less confusion about boundaries (which are considered inappropriate and illogical and do not follow natural or artificial boundaries).
- 2.4 The freeways currently provide major physical barriers and are easily identified as logical boundaries.
3. Economic and Financial Impact
 - 3.1 Council rates will be lower for most properties in the Glendalough area.
 - 3.2 Property values are likely to rise by integrating the area into Mount Hawthorn if the Town is successful in changing the suburb boundary to match the local government boundary.
4. Political and Election Matters
 - 4.1 Improved Elected Member representation.
 - 4.2 Election of the Mayor is by popular election by the electors. (Stirling currently does not have this.)
 - 4.3 Ability to personally address the full Council Meeting (as well as ask questions).
 - 4.4 Greater access to a Council which is responsive to community sentiment and opinion.
 - 4.5 Closer and more inclusive community consultation and the opportunity to join the Town's local Precinct Group.
5. Delivery of Services
 - 5.1 A high level of service will be provided to the ratepayers, residents and business proprietors. (Independent survey 2004, 87% satisfaction level for Vincent.)
 - 5.2 A more personal service will be provided.
 - 5.3 The Town's Administration and Civic Centre is more accessible and more closely located to the affected areas identified in this proposal.
6. Planning and Building Control Matters
 - 6.1 A more consistent approach will be provided to planning matters for the areas.
 - 6.2 Greater community consultation will apply to planning matters, as the Town's policy is more comprehensive.



Proposal by the Town of Vincent

- 6.3 The Town acknowledges the importance of Transit Orientated Development and will continue the work carried out by Stirling for the Glendalough Station Precinct Study.
- 6.4 The Town will provide a more holistic, co-ordinated and consistent approach to the Power Station site, with the resulting benefit to the future redevelopment of the site and ultimately the residents. They will join the local community, rather than look across the bridge, freeway and railway line to the distant Perth.
7. Heritage
- 7.1 Continued promotion and protection of heritage by the Vincent Council, which highly values the natural and built environment.
8. Transport, Infrastructure and Communication Matters
- 8.1 Continued maintenance and improvement of existing facilities and infrastructure to a high level.
- 8.2 A more concise and co-ordinated approach will be applied to local area traffic management issues that directly affect current residents in Glendalough and future residents in Perth.

Justification and Benefits to the Ratepayers and Residents of City of Perth

1. Community of Interest
- 1.1 *West Perth:*
- The Leederville Town Centre is the nearest town centre and provides commercial needs for businesses in the area (e.g. banks, post office, support services).
- 1.2 *Perth:*
- This residential area will be closer in character to the residential/commercial area in Vincent immediately to the north. Interaction, particularly at night and on the weekends is more likely to be with this area than the industrial/commercial area to the south.
- 1.3 The areas are physically isolated from the City of Perth by the Graham Farmer Freeway (which is a major artificial barrier) and other significant roads and will form part of a broader established Vincent local community.
- 1.4 The Power Station site is a significant area and is closely aligned to the adjoining Town of Vincent's Banks Precinct. The future residents will be able to be part of this strong and vibrant local community.



Proposal by the Town of Vincent

1.5 The Town of Vincent Council represents a broad community which has a mix of residents and business proprietors, whereas the City of Perth is predominantly focussed on the Central Business District of Perth.

1.6 There is already a strong community of interest, as the residents and business proprietors in the area currently use many of the Town's facilities and other facilities such as local shops/businesses.

2. Physical and Topographical Features

2.1 The existing boundary is not logical and seems to be drawn up for political and administrative reasons to do with the development of the Graham Farmer Freeway. The Freeway provides an impenetrable barrier between the areas in question and the rest of the City of Perth at both the western and eastern ends.

2.2 Newcastle Street provides a significant and artificial boundary between the western and eastern ends of the area. The area to the north of Newcastle Street in this section is predominantly medium density residential in nature, compared to the mix of high density residential and entertainment to the south.

3. Economic and Financial Impact

3.1 There will not be any significant detrimental economic or financial affect to ratepayers in these areas, as the Town will support differential rates for this area.

4. Political and Election Matters

4.1 Ability to personally address the full Council Meeting, giving the Councillors the community's viewpoint (as well as ask questions with or without notice).

4.2 Greater access to a Council which is responsive to community sentiment and opinion.

4.3 Closer and more inclusive community consultation and the opportunity to join the local Precinct Groups.

5. Delivery of Services

5.1 A high level of service will be provided to the ratepayers and residents. (Independent Survey 2004: 87% satisfaction level for Vincent.)

5.2 A more personal service will be provided.



Proposal by the Town of Vincent

6. Planning and Building Control Matters

- 6.1 A more consistent approach will be provided to planning matters for the areas.
- 6.2 Greater community consultation will apply to planning matters, as the Town's policy is more comprehensive.
- 6.3 The Town will provide a more holistic and consistent approach to the Power Station site, with the resulting benefit to the future redevelopment of the site and ultimately the Town's residents. Any decision with respect to this site will significantly affect the Town of Vincent and not Perth.

7. Heritage

- 7.1 Continued promotion and protection of heritage by the Vincent Council, which highly values the natural and built environment.

8. Transport, Infrastructure and Communication Matters

- 8.1 Continued maintenance and improvement of existing facilities and infrastructure to a high level.
- 8.2 A more concise and co-ordinated approach will be applied to local area traffic management issues.

Benefits to the Town of Vincent

1. Community of Interest

- 1.1 The opportunity to create a more cohesive "sense of community" for those areas geographically isolated from the remainder of their local government. (This is particular for Glendalough, the Power Station site, the small area of West Perth, north of the Graham Farmer Freeway and the area near Lord Street.)
- 1.2 There will be greater opportunity for Vincent residents to formally interact with the neighbouring residents in the affected areas.

2. Physical and Topographical Features

- 2.1 Artificial boundaries of significance are more easily identified (e.g. freeways, major roads) and will be less confusing to the community.

3. Economic and Financial Impact

- 3.1 A slightly broadened economic and rate base will be provided to Vincent, without any material affect on Stirling or Perth.



Proposal by the Town of Vincent

3.2 The area bounded by Loftus, Newcastle and Charles Streets and the Graham Farmer Freeway will add a commercial component to the Oxford Centre, therefore supporting and assisting the Oxford Centre and the Town to be further multi-dimensional, especially economically.

3.3 Will add a commercial component, such as the East Perth Power Station redevelopment, therefore supporting and assisting the Town's multi-dimensional character.

4. Political and Election Matters

4.1 There will be no change to the current method of election of Mayor by the electors.

4.2 There will be no change in the number of Councillors, therefore maintaining the current high level of service to the ratepayers.

4.3 There is a greater opportunity to represent ratepayers as a local community, whereas they are currently split by an artificial boundary road or isolated from the greater portion of their local government.

5. Delivery of Services

5.1 The current high level of service will be maintained. (Independent Survey 2004: 87% satisfaction rating.)

6. Planning and Building Control Matters

Glendalough:

6.1 A more consistent approach to planning, particularly along Brady Street, where the boundary is at the rear of private properties.

6.2 The owners and occupiers of the properties within the Town which abut onto properties along Brady Street within the City of Stirling, can be assured with a more consistent and considered approach to planning, building and heritage matters, development control and processing of development applications, such as community consultation. In 2003, the Town received several complaints from the Town's residents of the lack of consultation and consideration of the impact of development along Brady Street onto the neighbouring properties within the Town. As a result of re-alignment, Glendalough will no longer be the small, insignificant pocket of people in the City of Stirling, but will join their neighbours and be part of the vibrant Mount Hawthorn Precinct.

6.3 The Town will have more influence in improving the relationship between the Mount Hawthorn centre and community within the area and the Glendalough Bus/Rail Station.



Proposal by the Town of Vincent

Perth:

- 6.4 An opportunity exists for the area bounded by Loftus Street, Newcastle Street, Charles Street and the Graham Farmer Freeway to be upgraded as a commercial/mixed use precinct, similar to the proposed Leederville Masterplan project.
- 6.5 The Town will have a more coordinated approach and outcome for the Power Station site (which will have a major impact on the amenity of the Town's Banks Precinct).

7. Heritage

- 7.1 The buildings within the Parry Street Heritage Precinct will further add to the overall heritage value of the Town.
- 7.2 Given the Town's positive and proactive approach to heritage management, there will be greater assurance that the buildings within the Parry Street Heritage Precinct will be conserved, especially in the longer term.
- 7.3 The East Perth Power Station will further add to the overall heritage of the Town.

8. Transport, Infrastructure and Communication Matters

- 8.1 The Town will receive the benefits from the significant infrastructure and development undertaken and/or facilitated by the East Perth Redevelopment Authority (EPRA).
- 8.2 The Town will have more influence in dealing with traffic related issues on Scarborough Beach Road between Charles Street and the Mitchell Freeway and the Osborne Park Industrial Area, including the intersection of Scarborough Beach Road, Green Street and Main Street.
- 8.3 The Town will have more influence in dealing with traffic related issues on Newcastle Street, including its intersections with Loftus Street and Charles Street.
- 8.4 The Town will have more influence in dealing with traffic related issues on Lord Street and East Parade, including its intersections with the Graham Farmer Freeway.
- 8.5 The Town can better control development in the area, therefore managing matters such as noise, odours, traffic, car parking, visual impact and the like, on the residential area on the northern sides of Newcastle Street and Summers Street and the western side of Lord Street.



Proposal by the Town of Vincent

Meetings with Affected Local Governments

The Town of Vincent Mayor Nick Catania and Chief Executive Officer, John Giorgi, met with their counterparts of the City of Stirling, Mayor Terry Tyzack, Chief Executive Officer, Lindsay Delahaunty and Deputy CEO, Rod Constantine, on 5 October 2005. At this meeting, the City of Stirling was advised of the Town's proposal and the outcome was that the Town and the City of Stirling agreed to further meet concerning the matter.

Mayor Nick Catania, in response to a letter from the Lord Mayor, Dr Peter Natrass, requested a meeting with the Lord Mayor and City of Perth Chief Executive Officer, to discuss the Town's proposal. At the time of lodging this proposal (20 October 2005), the Town was awaiting the City of Perth to advise of a meeting time and date.



SECTION 1 INTRODUCTION

1.1 Introduction

This proposal outlines to the Minister for Local Government and Regional Development and the Local Government Advisory Board that it meets and in many cases, exceeds the criteria as outlined in the document *"Guiding Principles for the Structure of Local Government and Local Government Boundaries - November 1996"*.

This proposal has been developed and takes into account a broad range of considerations including;

- (a) community of interests;
- (b) physical and topographic features;
- (c) demographic trends;
- (d) financial impact;
- (e) the history of the area;
- (f) transport and communication;
- (g) matters affecting the viability of local governments; and
- (h) the effective delivery of local government services.

1.2 Principles for the Structure of Local Government and Local Government Boundaries

Resource Base

1. A local government should have a sufficient resource base:
 - to be able to efficiently and effectively exercise its proper functions and delegated powers and operate facilities and services;
 - to be flexible and responsive in the exercise of its functions and powers and operation of its facilities and services;
 - to be capable of employing appropriate professional expertise and skills; and
 - to be capable of embracing micro-economic reform.
2. Each local government should have a diverse and sufficient rate base to ensure that general purpose grants do not represent the major revenue source.



Proposal by the Town of Vincent

Boundaries

3. The external boundaries of a local government entity should facilitate the planning and development of its area and the efficient and effective provision of facilities and services.
4. The external boundaries of a local government should have regard to existing and expected population growth, with jurisdiction over sufficient urban land for adequate planning, development control and future urban expansion.
5. The external boundaries of a local government should as much as possible be clearly identifiable, following natural geographic features, and relate to distinctive natural geographic regions or reflect distinct communities of interest.
6. The external boundaries of a local government should recognise the economic and social interdependence of town and country, and have regard to other boundaries (e.g. regional and electoral boundaries) and areas of regional cooperation.
7. Boundaries should not divide a local community such as a neighbourhood, suburb or country town.

Community of Interest

8. The external boundaries of a local government should have regard to communities of interest.
9. A local government area should generally:
 - reflect local communities, for example the geographical pattern of human activities (where people live, work and engage in leisure activities), and the various linkages between local communities;
 - have a centre, or centres, of administration and service easily accessible to its population; and
 - ensure effective elected representation for residents and ratepayers; and
 - have external boundaries which integrate land use, environmental and transport systems and water catchment areas.



Proposal by the Town of Vincent

1.3 Previous Investigations/Proposals

In April 1997, the Board released its report *"Options for Stirling and Wanneroo - Volumes I and II"*. This report recommended a number of changes. In reference to the Town of Vincent, it recommended five (5) options, namely;

Options 1-4:

Increasing the size of Vincent by annexing the suburbs of **Glendalough** (east of Mitchell Freeway), **Joondanna**, **Mount Lawley**, **Menora** and **Coolbinia**, thereby increasing the Town's population to 49,755.

Option 5:

Increasing the size of Vincent by annexing the suburbs of **Mount Lawley**, **Menora**, **Coolbinia** and **Glendalough** (east of Mitchell Freeway), thereby increasing the Town's population to approximately 38,154.

It is important to note that the Board reported as follows;

"Following extensive research and community and industry consultation, the five options were formulated.

All five options developed involve:

- *Retaining the Cities of Stirling and Wanneroo, and the adjacent Councils of Bayswater, Cambridge and Vincent.*
- *Decreasing significantly the size and population of the Cities of Stirling and Wanneroo.*
- *Establishing between one and three new local governments.*
- *Redistributing populations to the existing and adjoining local governments of Bayswater, Cambridge and Vincent.*

In addition to satisfying the requirements of the key principles, all five options take into account:

- *Population growth;*
- *Future development;*
- *Geographic areas and boundaries;*
- *Accessibility of administration centres and public facilities.*

All five options would facilitate better service and improved efficiency.

All five options are robust, workable and sensible. It is the view of the Board that they would be acceptable to the communities they affect."



Proposal by the Town of Vincent

A number of changes were made; namely the creation of the new City of Joondalup and the transfer of Maylands to the City of Bayswater. Recommendations 1-5, involving the transfer of the older suburbs from Stirling to Vincent did not eventuate.

Vincent's Joondanna Proposal 1997-1998

At a Special Meeting of Council held on 26 November 1996, the Council approved of a proposal to alter its boundaries.

This proposal was submitted to the Local Government Advisory Board on 11 November 1997.

In April 1998, the Board published its report *"An Assessment of the Town of Vincent to annex part of the City of Stirling bounded by Green Street, Charles Street, Wiluna Street, Flinders Street, the Mitchell Freeway and Brady Street"*.

The Board recommended that the proposal be rejected on the basis of *"community of interest and public opinion"*.

Board's Expression of Concern Against City of Stirling

In reaching its decision for the Town's Joondanna proposal, the Board reported as follows;

"The Board has significant concerns over the manner in which the City of Stirling portrayed the proposal, both in terms of statements to the media and letters and brochures sent to the residents of the affected area. Information provided to residents was misleading and designed to cause unnecessary concern especially in relation to rating levels. The Board has requested its consultant to examine this matter further and it is satisfied that the figures in relation to possible rate increases quoted by Stirling are incorrect. The Board believes that this may have had an impact on the public feedback but it is recognised that the vast majority of those who commented on the proposal were opposed to it". (Page 6)

The Town requests the Advisory Board to closely monitor any information provided by the respective affected local governments, to ensure that it is accurate, factual and not misleading.



SECTION 2	HISTORY OF CHANGE - AFFECTED LOCAL GOVERNMENTS
------------------	---

2.1 Historical Reference

The history of change to the City of Stirling has been the subject of previous reports to the Local Government Advisory Board and most recently the report to the Board titled "*Options for Wanneroo and Stirling 1997*". That report has provided much of the information used in this section of the report on the Vincent/Stirling proposal.

2.2 Town of Vincent and City of Perth

The Town of Vincent, along with the Towns of Cambridge and Victoria Park, were established as local governments in their own right on 1 July 1994, as a result of the City of Perth Restructuring Act. The Town of Vincent encompasses the suburbs of North Perth, Highgate, Mount Hawthorn and parts of East Perth, West Perth, Perth City, Leederville and Mount Lawley, and has a current population of 25,918.

All three new local governments are classified as "Small, Metropolitan Developed", in accordance with the *Australian Classification of Local Governments*.

The City of Perth is predominantly a central business district Council.

Prior to the restructuring of the former City of Perth in 1994, there had been a number of reports recommending the City of Perth be reduced to a central business district Capital City. This would allow for it to concentrate on the activities associated with the Capital City and central business district.

2.3 City of Stirling

2.3.1 Pre-1986

The City of Stirling is a very large local government, which covers a very diverse and wide area.

The Perth Roads Board was established in 1871, however it was much larger than the existing City of Stirling, stretching from Buckland Hill to Wanneroo. With the creation of new local governments for Nedlands, Leederville, Peppermint Grove, Cottesloe, Subiaco, Bayswater and North Perth during the 1890s and the creation of the Wanneroo Roads Board in 1902, the Perth Roads Board was reduced in size to be similar to that existing today as the City of Stirling.



Proposal by the Town of Vincent

With the introduction of the Local Government Act 1960, the Perth Roads Board became the Shire of Perth and in 1971 was declared a city and renamed the City of Stirling.

Numerous proposals have been considered to alter the boundaries of the City of Stirling as far back as 1953. That review suggested that the Perth Roads Board was *"too large and holds too many diverse elements without any core commanding any district loyalty to enable it to function effectively as a single district"*. It was suggested by the Assessment Committee in 1968 that the suburbs of Maylands, Mount Lawley, Inglewood, Coolbinia, Menora, Glendalough, Churchlands, Woodlands (part) and Wembley Downs, be transferred to the City of Perth. This was however, not acted upon.

In 1968, the Assessment Committee suggested some changes to the Perth Road District involving the transfer to the City of Perth, the areas of Maylands, Mount Lawley, Inglewood, Coolbinia, Menora, Glendalough, Churchlands, Woodlands (part) and Wembley Downs. The suggestion was not acted upon.

The Boundaries Commission in 1972, proposed changes similar to the 1968 report, but the City of Stirling opposed the change and no further action resulted. In 1974, the Royal Commission on Metropolitan Boundaries (Judge Johnston, Chairman) recommended no change to the City of Stirling.

In 1980, the City of Stirling itself considered the possibility of creating two local governments, by dividing the then existing area along Wanneroo Road, with a second option to use Main Street as the dividing line, however this proposal was not proceeded with. Nevertheless, some residents agitated for change over the years for some parts of the City to secede, as exemplified by the Inglewood and Mount Lawley Ward residents in 1986 as a result of their perceived lack of representation on Council.

2.3.2 Post 1986

The Local Government Department received a petition in November 1986 to divide the City of Stirling into two portions, however the matter lapsed.

An invalid petition was lodged by the Maylands Ratepayers and Residents Association, to have Maylands secede from the City of Stirling and to amalgamate with the City of Bayswater. In view of its invalidity, the petition lapsed.



Proposal by the Town of Vincent

The City of Stirling commissioned a consultant in August 1995 to conduct a management review and feasibility study of the City's organisational structure and size. Five options for splitting the City were examined. These were:

1. an arbitrary division of the City east/west along Wanneroo Road;
2. a marginal contraction of the southern and south-eastern border (favouring the Towns of Cambridge and Vincent);
3. the transfer of Maylands to either the Town of Vincent or the City of Bayswater;
4. the creation of a "Boutique" local government of "Lawood" (consisting of either Inglewood and Mount Lawley or Inglewood and Maylands); and
5. the transfer of Maylands and parts of Mount Lawley and Inglewood to the Town of Vincent and the City of Bayswater.

The consultants did not make any recommendations favouring any of the options or splitting the City and the proposal lapsed.

"As a result of the Report of the Structural Reform Advisory Committee, which recommended that the Cities of Wanneroo and Stirling be assessed for possible division, the Minister in August 1996, directed the Local Government Advisory Board *"...to assess the options for the division of the cities of Wanneroo and Stirling into smaller units."*

The Local Government Advisory Board subsequently presented its report titled *"Options for Wanneroo and Stirling"* to the Minister in April 1997. That report put forward five options, all of which included proposed changes to the boundaries affecting the Town of Vincent and the City of Stirling. Four of the five options suggested that the population of the Town of Vincent be increased by approximately 25,500 people to 49,755 and take in the suburbs of Joondanna, parts of Tuart Hill and Yokine, Coolbinia, Menora and Mount Lawley.

The fifth option suggested that the suburbs of Mount Lawley, Menora and Coolbinia be added to the Town of Vincent, resulting in a total population of 38,154.

Subsequently, the Minister determined that the City of Wanneroo be split into two local governments and the suburb of Maylands be excised from the City of Stirling and added to the City of Bayswater."



Proposal by the Town of Vincent

The Town of Vincent lodged a formal proposal with the Local Government Advisory Board on 11 November 1997, as follows;

"It is proposed that an order be made so as to cause the boundary of the Town of Vincent to be altered so that the section of the City of Stirling, bounded by Cape Street, the Freeway, Brady Street, Green Street, Charles Street, Wiluna Street and Flinders Street, is transferred to the Town of Vincent."

In April 1998, the Local Government Advisory Board recommended to the Minister for Local Government that the proposal submitted by the Town of Vincent on 11 November 1997, requesting that an area of approximately 3.5km² (comprising the suburb of Joondana) be rejected on the basis of "community of interest" and "public opinion".

The Town believes that the Advisory Board should give cognisance to the recommendations contained in the report "Options for Wanneroo and Stirling" published in 1997.



Proposal by the Town of Vincent

SECTION 3 THE PROPOSAL - A NEED FOR CHANGE

This section of the proposal will provide information in support of change, in accordance with the provisions of Section 5(2) of Schedule 2.1 of the Local Government Act 1995. In particular;

- community of interests
- physical and topographical features
- demographic trends
- economic factors
- the history of the area
- transport and communications
- matters affecting the viability of local governments
- the effective delivery of local government services.

3.1 Community of Interests

The term "Community of Interests" can include a sense of community identity and belonging, similarities in the characteristics of the residents, and similarities in the economic activities. It can also include dependence on shared facilities such as catchment areas for schools, shopping centres, sporting teams and other facilities.

3.1.1 Sense of Identity

Glendalough:

Many residents of the area under consideration have lived in the area for many years, they have worked in the community and have contributed to the facilities, and have an attachment and belonging to the area and a degree of "ownership" of the facilities. Many residents currently use the Town of Vincent Library, Loftus Recreation Centre, Beatty Park Leisure Centre, Menzies Park, Britannia Reserve, Mount Hawthorn Community Centre and Mount Hawthorn Child Health Centre and Town of Vincent Toy Library, as they are in the catchment area. They also use the nearby shops and facilities in Mount Hawthorn. Many residents "feel" they belong to the adjoining Mount Hawthorn community, due to its close proximity.



Proposal by the Town of Vincent

Several schools are located either within the proposal areas or in close proximity to them and the catchment areas for these schools would span any new local government boundaries. There is no evidence that a change to the local government boundaries would have any effect on the school catchment areas or the operations of the schools themselves. It is suggested that most likely students would have a sense of identity with their school rather than the local government. However, Glendalough residents have a strong sense of identity by being included in to the Mount Hawthorn community, as their children attend the nearby Mount Hawthorn Primary School and the Aranmore Primary School and Aranmore College.

Petition:

An unsolicited petition (with two hundred and thirteen (213) signatures, as at 20 October 2005) from the residents in the Glendalough area under proposal, has been provided to the Town. This petition indicates that there is a strong desire for this area to be included into the Town of Vincent. A copy of this petition is attached at Appendix 10.

Perth:

The areas of Perth proposed to be included into the Town are very isolated from central Perth, which is primarily a Central Business District Council. It is considered that these areas would achieve a greater sense of identity by being part of the local Vincent community.

The areas of Perth are more identifiable with the Town of Vincent. The areas are physically isolated from Perth by the Graham Farmer Freeway and railway line, which are major barriers, to establishing a community of interest.

The residents and business proprietors already use many of the Town's facilities, which adjoin the areas of the proposal.

3.1.2 Similarities in Population

The demographic information on the area under consideration indicates that there is considerable similarity to the population of Vincent. These figures are further examined in the section of the report covering "Demographic Trends".

3.1.3 Neighbourhoods and Suburbs

Stirling:

The current boundary is at the rear of properties fronting Brady Street, Mount Hawthorn. This existing boundary causes considerable confusion and does not follow any natural or artificial feature. It is considered illogical.



Proposal by the Town of Vincent

The Town believes that the majority of residents want this area to be transferred into the Town of Vincent, as they feel they are a part of Mount Hawthorn.

The Glendalough suburb is currently split over two local governments. However, if the residents request a change of the suburb name, Vincent will strongly lobby to have this area included in the suburb of Mount Hawthorn, thereby ensuring the suburb is no longer split. This area is significantly cut off from the remainder of Glendalough by the Mitchell Freeway and makes sense, as this area is very similar to the adjoining suburb of Mount Hawthorn, which is located in the Town of Vincent - (Appendices 2 and 3).

Perth:

The Town's proposal will have the effect of transferring the area north of the Graham Farmer Freeway ("Northbridge Tunnel") into Vincent. The area is bounded by Loftus Street, Newcastle Street, Lindsay Street, Parry Street, Lord Street, Summers Street, Swan River and Graham Framer Freeway - (Appendices 4-9).

The Power Station site in particular has a strong sense of identity and belonging to the adjoining "Banks Precinct", which is located in the Town of Vincent. The future redevelopment of this site will have a major impact on the amenity of the local precinct (for example, traffic, parking, visual amenity, noise emissions and the like). This site is physically isolated from Perth by the Graham Farmer Freeway and railway line. The access from this site to the East Perth area is limited to a small area near the Swan River. Other pedestrian access routes are almost non-existent and it is most unlikely that the residents would easily cross the many lanes of the existing Freeway. It is considered that there is little prospect that this site could be successfully integrated into the refurbished East Perth residential area and would naturally complement the adjoining Banks Precinct community.

Future residents would have the opportunity to be a part of the vibrant Banks Precinct community. As such, it is very logical that this land be a part of the Town of Vincent.

The existing suburbs of West Perth, Perth and East Perth (which are currently split) will still be split, however the Graham Framer Freeway is a major physical barrier and is the logical boundary. The suburb of Northbridge will remain unchanged within Perth and is not part of this proposal.

The proposal area will add approximately 76.3 hectares to the Town of Vincent.



Proposal by the Town of Vincent

The proposal area:

Glendalough (East of Freeway)	27.3 hectares <i>(Approx)</i> 176 lots
Newcastle, Loftus, Charles, Graham Farmer Freeway	12 hectares <i>(Approx)</i> 77 lots
Newcastle, Lindsay, Little Parry, Parry, Lord	8 hectares 50 lots
Graham Farmer Freeway, Lord, Summer Street and East Parade	19.4 hectares 155 + Reserves = 160 lots
Power Station Site, Graham Farmer Freeway, East Parade, Summers Street, Swan River	9.6 hectares <i>Unspecified Lots*</i>
Total	<i>(Approx)</i> 76.3 hectares

* *Masterplan being finalised.*

3.1.4 Other Relevant Boundaries

(a) State Electoral Districts:

In general, electoral districts are of limited relevance to community of interest. The process of boundary delineation is therefore primarily driven by the number of electors, although the Electoral Distribution Act 1947 also prescribes a number of matters which must be given due consideration, including community of interests and existing local government boundaries. Electoral boundaries are reviewed approximately every eight years.

The following Electoral Districts (2003 redistribution) are wholly or partly within the proposed area;

- "Perth" covers most of the Town of Vincent; and
- "Yokine" (links the northern part of Vincent with adjacent parts of Stirling, including Yokine and Tuart Hill).

(b) Commonwealth Electoral Districts:

These districts are defined in a similar manner to the State electoral districts, being primarily *numbers* driven, but having regard to such matters as community of interests and existing local government boundaries.



Proposal by the Town of Vincent

The following Electoral Districts (2004 redistribution) are wholly or partly within the area;

- "Curtin", which picks up territory west of Charles Street, towards the ocean; and
- "Perth", east of Charles Street, towards the hills.

(c) Ministry of Education Districts:

The districts of the Ministry of Education are an administrative structure only and do not affect the local government boundary. As an indicator of community of interest, children in the vicinity of schools generally attend the local school (as is the case of the Mount Hawthorn Primary School) and therefore there is a stronger community of interest, which would support the Town's proposal. The Highgate Primary School will be available for use by the future residents of the Power Station site. There are no schools in the Perth area of the proposal, to service the residents, who use the schools in the Town.

(d) Department of Community Development:

This government agency maintains four district offices, one of which serves the whole of the study area:

- Perth, serving parts of Vincent, Bayswater, Subiaco, Nedlands and Stirling (localities of Coolbinia, Dianella, Inglewood, Maylands, Menora, Mount Lawley and Yokine).

(e) Western Australian Police:

All of Vincent is covered by the Central Metropolitan Police District, except for a very small area bounded by Walcott, Norfolk, Vincent, Harold, Lord, Cherstsey, Gardiner Streets and Joel Terrace. (There are three Police Stations in the Town, i.e. Mount Hawthorn, Leederville and North Perth.)

(f) Newspaper circulation areas:

Newspaper circulation areas provide an indication of community of interest. The papers publish articles of interest from the local community. Two local papers circulate in the proposed area:

- the "Guardian Express" (Yokine and Mount Lawley areas, also Vincent); and
- the "Perth Voice" circulates in the area and extends into the City and eastwards as far as the suburbs of Morley and Bayswater.



Proposal by the Town of Vincent

Summary and Conclusions:

Vincent is of the strong opinion that the proposal areas have a strong community of interest with the Town of Vincent. The proposal is a natural re-alignment of the Town's boundaries.

3.2 Physical and Topographical Features

The proposal presented by the Town of Vincent has utilised a number of very clear and definable man-made barriers to delineate the proposed boundaries of the extended local government. The Town's proposed new boundaries take cognisance of the Local Government Advisory Board's criteria.

The Town is of the view that when the former City of Perth was restructured, under the *City of Perth Restructuring Act 1993*, a condition of the former Liberal Government was a requirement that the new towns which were created were to be confined to the existing City of Perth boundaries, at the time. The Town believes it is for this reason that the small area of Glendalough was not included in the Town of Vincent at the time. Furthermore, it is also of the firm believe that the current boundary between the Town of Vincent and the new City of Perth was based on the route of the proposed Freeway (Graham Farmer), as this was due to be constructed shortly after the restructuring occurred. It is for this reason that the current use of local roads determined the new boundary at the time.

The Town's proposal will address the existing anomaly and will use significant artificial or physical barriers, such as freeways and major roads where possible. This complies with the principles of the Advisory Board. The specific details are shown below.

Glendalough:

The current boundary, at the rear of properties fronting Brady Street, does not comply with the Board's criteria of using significant natural or artificial boundaries. For this reason, the proposal uses the Mitchell Freeway as the west boundary and Scarborough Beach Road on the north.

Perth:

The current boundary between the Town and the City of Perth does not comply with the Board's criteria of using significant natural or artificial boundaries. Boundaries such as Lindsay Street, Little Parry Street, Parry Street and Summer Street, are local roads and could not be considered as a significant artificial barrier. The proposal uses the Mitchell Freeway as the west boundary (as is current), the Graham Farmer Freeway on the southern boundary and the natural boundary of the Swan River on the east (as is current).



Proposal by the Town of Vincent

3.3 Demographic Trends

Projections by the Western Australian Planning Commission (WAPC) indicate that the populations of both Stirling and Vincent are likely to show a slight decline through to the year 2011 and those estimates are shown in the following table:

	1991	1996	2001	2006	2011
Stirling	180,002	181,600	178,000	176,000	176,000
Vincent	25,790	25,500	25,300	24,700	24,200

Source: WA Planning Commission

(It should be noted that as at 2005, the current Vincent population is approximately 25,918 and Stirling population is 181,079.)

The following table provides a demographic profile of Stirling and Vincent, together with the area under consideration for the suburb of Glendalough. It demonstrates the similarities of both local governments:

2001 Census

Area	Stirling	Vincent	Area under consideration*
Total Persons / Persons	169188	25618	662
Age			
Total 0-14 years	28528	3341	
%of Total persons	16.86%	13.04%	
Total 15-24 years	24926	3514	
%of Total persons	14.73%	13.72%	
Total 25-54 years	73787	12770	
%of Total persons	43.61%	49.85%	
Total 55-64 years	16426	1711	
%of Total persons	9.71%	6.68%	
65 years and over / Persons	24002	3446	
% of Total persons	14.19%	13.45%	
Ethnicity			
Born Overseas / Persons	54390	8760	270
%of Total persons	32.15%	34.19%	
Both Aboriginal & Torres Strait Islander / Persons	51	3	
%of Total persons	0.03%	0.01%	
Individual Incomes			
\$0-\$299 per week	55871	7934	
%of Total persons	33.02%	30.97%	
\$300-\$599 per week	34054	4388	
%of Total persons	20.13%	17.13%	
\$600+ per week	39745	7206	
%of Total persons	23.49%	28.13%	



Proposal by the Town of Vincent

Housing

Total Dwellings	72839	11600	334
Owner occupied dwellings	45670	6208	
Owner occupied dwellings % of Total	62.70%	53.52%	
Rented Dwellings	22086	4239	
Rented Dwellings % of Total	30.32%	36.54%	

3.3.1 Comparisons

When comparing the area under consideration with the two local governments it is evident that they are all similar, but with some minor variations in relation to particular categories.

Age:

There does not seem to be any significant differences in the overall comparisons between the areas and none that would create difficulties should the proposal be successful.

Ethnicity:

The historical development of the proposal area is reflected in the ethnicity of the proposal area when compared to Vincent and Stirling as a whole. The proposal area has a similar ethnic mix to Vincent and should therefore create no difficulties for Vincent in catering for that sector of the population.

Aboriginal and Torres Strait Islander population makes up a small percentage of the population only. The difference in percentages is minimal and should not be an influencing factor in the final assessment.

Individual Incomes:

The income levels of individuals in the proposal area are very similar to those for persons resident in Vincent.

Housing/Residential Status:

Residents of the area under consideration who rent their housing are similar in both Stirling and Vincent.

3.3.2 Demographic Summary

Glendalough (East of Freeway)	Total Persons/ Male	Total Persons/ Female	Total Persons/ Persons	Born in Australia/ Persons	Born overseas/ Persons	Italian / Persons	Speaks English only / Persons	65 years and over/ Persons	15 years and over/ Persons	Total / Dwelling/s	Size / Mean House- hold Size
5101211	129	166	295	184	98	3	228	35	257	154	2
5101219	190	177	367	167	172	9	222	19	345	190	2
Total	319	343	662	351	270	12	450	54	602	344	2



Proposal by the Town of Vincent

3.4 Economic Factors

3.4.1 Rates

City of Stirling:

The issue of Rates is obviously a very important issue when considering the matter of possible boundary changes with neighbouring Councils.

In the proposal, the following tables have been prepared using information from the City of Stirling and the Town of Vincent's 2004 – 2005 budgets.

In summary the information from the schedules provided is as follows.

Both the Town of Vincent and the City of Stirling use a single rate for all properties on Gross Rental Value (GRV). Having made that statement the City of Stirling does have four specified area rates, three are for underground power and one area rate established for the Mirrabooka Trades area. There is also a single rate for those properties on Unimproved Value (UV)

The City applies a Minimum Rate of \$505 to the general properties with a minimum, rate of \$337 applicable to the Specified Rate areas.

The City of Stirling allows a 7% discount for the early payment of rates within the statutory thirty – five day payment period.

The City of Stirling charges a refuse charge for the 240 litre bin for all residential properties. It requires business and industrial properties to pay for all refuse services in addition to rates on a volume basis.

The Town of Vincent has one single rate, it does not provide a discount for early payment, rather it offers early payment incentive prizes, a feature that the City of Stirling provides in addition to the discount.

The City of Stirling also applies a service charge of \$18 for the security service that it provides.

The Town has a minimum rate of \$464, compared with City of Stirling's \$505.

The Town includes one 240 litre bin service per week for residential properties. Rates for Business and Industrial properties include one 240 litre bin service per week per tenancy and any additional services are charged on a cost recovery basis.



Proposal by the Town of Vincent

A comparison of the rate in the dollar between the City of Stirling and the Town of Vincent will note that the City of Stirling has a lower rate in the dollar at 6.691cents compared to 8.24 cents.

However, this can be explained as the Town's rate in the dollar covers its charge for rubbish as well as generating general rates income, whereas the City of Stirling has a separate service charge for both its rubbish and security services.

A comparison made on an average GRV of \$10,440 indicates that ratepayers would be marginally better off in the Town of Vincent, as can be seen from the table below.

A property owner in the Town of Vincent would pay annual rates of \$860, whereas in the City of Stirling the payment would be \$865. This includes a service charge for the security service of \$18. It should be noted that the Town does not have a separate security service.

Information based on City of Stirling Budget 2004/2005:

Gross Rental Value - All properties	6.691 cents
Unimproved Value - All properties	1.340 cents
Specified Area Rate	
Mirrabooka Trades Area	2.0286 cents
Scarborough - Underground Power	0.095 cents
Inglewood - Stage 1	0.3990 cents
- Stage 2	0.5630 cents
Minimum Rate	\$505
Specified Area Minimum Rate	\$337
Discount on early payment of rates	7%
Rubbish charges - additional charge to rates	
120 L	\$125
x 240 L	\$153
480 L	\$258
Shared bin	\$125
Bulk Bin	\$125
2 services	\$153
Rate Revenue 2004/05	\$65,597,810



Proposal by the Town of Vincent

Information based on Town of Vincent Budget 2004/2005:

Single General Rate	8.24 cents
Minimum Rate	\$464
Discount on early payment of rates	Nil
Rubbish charge (residential)	Included in rates
Rubbish charge on non-rateable properties and properties that have more than one rubbish service	\$206
Rates Revenue 2004/05	\$13,662,193

Rates Comparison:					
Residential property with GRV of 10,440:					
	<i>Rates</i>	<i>Min</i>	<i>Rubbish</i>	<i>Security</i>	<i>\$</i>
Vincent	8.24	464	0	0	860
Stirling	6.6910	505	148	18	865

Summary:

Stirling:

The proposal area of Glendalough comprises of 27.3 hectares with approximately 176 lots. It has approximately 662 persons (ABS census 2001).

Rates Impact:

If the average GRV in the area is similar to the Vincent GRV, then the area of Glendalough (east of the Freeway) will generate approximately \$152,240 per annum.

(176 lots x minimum rate of \$860 = \$152,240).

City of Perth:

The City of Perth uses a differential rating system and generates a significant amount of its rating revenue from its retail, commercial and office properties. As a result, it has a reduced rate in the dollar on its residential properties.

The table below indicates the differential rates used for the 2004/05 year:

	Rate in the dollar	Minimum Rate
Residential	5.31300	380
Retail	7.23200	
Industrial	8.03100	
Hotel	7.27700	
Commercial	7.15600	
Office	4.81600	
Vacant Land	9.63200	



Proposal by the Town of Vincent

A comparison of a residential property with a GRV of \$10,440 in the City of Perth and the Town of Vincent will result in the following outcome;

The property in the City of Perth will be charged \$675, which includes a separate rubbish charge of \$120. The Town of Vincent property with the same GRV will be charged \$860 - a difference of \$185. As mentioned above, as the City of Perth derives a significant amount of its rates income from its commercial property, it is in a position to charge a lower rate in the dollar for its residential properties. Commercial and industrial properties would pay a slightly lower rate than the Town of Vincent. However, the Town will introduce a differential rate for the proposal area within Perth, to allow for a rates adjustment over a period of time. This will minimise the impact of any rates increase, should this be necessary. It is envisaged the transition will be over a five (5) or even a ten (10) year period.

Rates Impact

The proposal area (currently under the City of Perth) will generate approximately \$193,725 for the Town (based on average rates).

Perth Rates:

$$(287 \text{ lots} \times \$675 = \underline{\$193,725})$$

Therefore, the Town of Vincent will receive a total of approximately \$346,000 annually in additional rates. This money will be expended to continue to provide services to the affected area of the proposal, as detailed in section 3.8.1.

(Note:

The Power Station site has not been included in the above calculation, as this land is currently undeveloped and the future plan has not been determined.)

3.4.2 Community Assets

Glendalough:

There are no community facilities in the area, therefore Stirling would not be losing any assets of significance.

Perth:

The area under consideration contains only a minimal number of community facilities (3 small parks and 1 small toilet block) and other items of infrastructure which would pass to the Town of Vincent. No attempt has been made to place a valuation on these assets, however it would be minimal.



Proposal by the Town of Vincent

3.4.3 Current Financial Position of Councils

Consideration of the financial positions of all local governments reveals that each can be considered as very satisfactory. All Councils provide and maintain services and facilities for their constituents at a level of rating which is comparable to the other local governments in their region and both maintain healthy reserve funds.

The straight comparison of the three Councils reveals that they may have differing approaches to some aspects of their financial management (e.g. one charges separately for refuse removal and the other does not) but it must be noted that local governments must maintain the autonomy to manage their affairs to suit the needs of their people.

3.5 **History of the Area**

Glendalough:

"Glendalough" means "valley of the two lakes" and was named because the suburb is located between Lake Monger and Herdsman Lake. However, since the construction of the Mitchell Freeway, the name of "Glendalough" has little relevance to the area east of the Freeway. The name honours a Catholic centre in Ireland in which a hermitage was established in the seventh century.

A Brief History

A crown grant for Glendalough and a portion of Herdsman Lake was made in 1837 to Thomas Helms. After several changes of ownership, the land was transferred to Bishop Gibney in 1887, who leased much of it to market gardeners. The locality of Glendalough has a strong association with the Catholic Church. The northern portion passed through several orders of the Roman Catholic Church until 1921, when it was used by the Little Sisters of the Poor as the site for a rest home. In 1949 the State Housing Commission purchased part of Glendalough for subdivision and began to develop the area. Five of the early streets surveyed in the locality, including Leeder Street and Powis Street, were named after passengers on the ship "Rockingham".

Residential Development

Glendalough is characterised by a significant number of grouped and multiple unit residential developments, with older character housing interspersed throughout. The area is undergoing considerable building. The majority of post-war housing was built of brick and tile, often with timber floors. The unit developments in Glendalough were constructed around the 1970's. The majority of units contained within the area are concentrated around Harbourne Street and Cayley Street, adjacent to the Glendalough Railway Station. With the exception of the high-rise unit developments, the majority of residential development does not exceed two storeys.



Proposal by the Town of Vincent

Community Services

Glendalough contains little public open space; however, the suburb is located adjacent to the significant regional recreational reserves of Lake Monger, Herdsman Lake and Britannia Reserve.

Significant Landmarks

Glendalough Railway Station: The railway station was constructed as part of Perth's northern suburbs transit system. The attractive modern station provides Glendalough and Mount Hawthorn residents with convenient access to public transport.

3.6 Transport and Communication

Both the Town of Vincent and the area under consideration are well serviced by public transport provided by the Perth Transport Authority. Bus services provide residents with direct services to the City Centre and routes throughout the area provide a network of transport options to and from civic and community facilities.

3.7 Matters Affecting the Viability of Local Governments

3.7.1 Economies of Scale

The transfer of the proposal area to Vincent would provide it with minimal benefits through economies of scale. Likewise, it will have minimal impact on Stirling and Perth.

3.7.2 Assets and Liabilities

The existing assets in the proposal area are very minimal. Transfer of those assets would not in itself alter the financial stability of the City of Stirling and City of Perth and would almost be negligible.

3.7.3 Population

The population of Vincent according to the ABS 2001 census data is 25,918. Using the same data for the proposal area, that population would rise by approximately 1,000 to approximately 26,918 should the proposal be successful.

The proposal areas are similar in their demographic features to that of Vincent generally. The extension of the boundaries of Vincent to encompass the proposal area would not therefore create any particular difficulties for Vincent.



Proposal by the Town of Vincent

There has been a great deal of debate about the ideal size for a local government. The report by the Local Government Advisory Board titled "*Options for Stirling and Wanneroo April 1997*", indicates that the Board considers the optimum size for local governments in metropolitan Western Australia to be 80,000 to 120,000. On that basis, the reduction of the City of Stirling to a population of approximately 180,417 after the excision of the area to Vincent, would still see Stirling's population in excess of the optimal size.

3.7.4 Business/Industry

There are no businesses in the proposal areas which would be affected by a boundary change.

3.7.5 Rates

The information about rates is covered in Section 3.4 - "Economic Factors".

3.7.6 Reserve Funds

Vincent has considerable levels of reserve funds, shown in the 2005/2006 Budget to be \$7,413,614, as at 31 August 2005.

Vincent is therefore in a sound financial position.

3.8 **Effective Delivery of Local Government Services**

3.8.1 Delivery of Services

The Town has carefully examined the area under proposal and is of the strong opinion that it has the capability and resources to provide a continuation of the current level of service. The income received will be used to continue these services. The following is a summary of the Town's various areas of responsibility;

Town of Vincent Library:

Residents in the proposal area already use the Town of Vincent's Library. Therefore, the Town's Library will not be affected by the proposal. The staffing level for the library is 10.3 Full Time Equivalent members of staff and would not change. The Town is currently considering building a new library and staffing levels would be reviewed in the Town's proposed redevelopment of the Library.



Proposal by the Town of Vincent

The State Library of Western Australia (SLWA) minimum standards of 1.25 items per head of population must be achieved. The cost of this stock is borne by SLWA. However, the Town of Vincent must bear the cost of providing extra shelving, at about \$3,000. The staff time taken to catalogue and process any additional stock would be about an hour per fortnight and will be carried out by existing staff.

SLWA has minimum operations standards, based upon the amount of stock held by the library, and pertaining to hours of opening. The Town currently meets the minimum standard.

Beatty Park Leisure Centre and Loftus Recreation Centre:

Beatty Park Leisure Centre and Loftus Recreation Centre will not be affected by the proposal, as residents from both areas are already in the Centres' catchment area and attend the Centres.

Financial Services:

The Town's Financial Services will be able to cope with the expected slight increase in workload. No additional employees will be required. An increase in stationary costs associated with the Rate Notice distribution will be in the vicinity of \$1,500 per year.

Community Development Services:

The Town's Community Development Services will be able to cope with the expected slight increase in workload. No additional employees will be required. An increase in Events and Programs annual costs will be in the vicinity of \$2,000-3,000. An increase in community donations /costs will be in the vicinity of \$1,000 per year. Services to Seniors and people with disabilities are at a high level (e.g. free transport vouchers, free personal alarms).

Information Technology Services:

The Town's Information Technology Services will be able to cope with the expected slight increase in workload. No additional employees will be required

Health Services:

The Town's Health Services Section will be able to cope with the expected slight increase in workload. No additional employees will be required. Property maintenance will remain unchanged, as there are no buildings in the area under the proposal in Glendalough and only one small building on Weld Square. Any other buildings are of insignificance.



Proposal by the Town of Vincent

Ranger and Community Safety Services:

Glendalough

This area is almost entirely residential, with a few commercial premises on Scarborough Beach Road. There are no parking restrictions in the area, except for “No Verge Parking” restrictions outside a few of the Unit Developments.

There would be a need for routine Ranger Patrols to the area and a need to respond to any complaints.

East Perth

There is a mix of residential use, with the residential component being closest to Summers Street (the Town’s current boundary) and the commercial/light industrial being on the southern side, closest to the Graham Farmer Freeway. There is a variety of parking time restrictions, ranging from ½P to 2P, with a couple of Loading Zones.

The signage in the area is generally good and the road marking are in good condition. Given that this area would fall within the “Perth Glory Restricted Area”, appropriate signage would need to be erected, at least in the residential section. It may not be necessary to create restrictions in the non-residential area, since the businesses will generally be closed when there is an event being held at Members Equity Stadium and this may provide additional parking facilities for attendees.

West Perth

This area is almost solely commercial/light industrial and the parking restriction signage and road-markings are in good condition. The restrictions range from no restrictions in Tandy Street, through ¼P, ½P, 1P to 2P. There are also Loading Zones located in Douglas and Tandy Streets.

Given the proximity of this area to the Leederville area, it is considered, with a slight increase in the Rangers’ patrols, this area will be manageable.

The current Rangers’ complement is fully occupied meeting the needs and expectations of the Town’s ratepayers, residents and businesses. It is recommended that an additional 0.5 Ranger position be created, at an annual cost of \$25,000. A one-off expenditure of \$1,000 for equipment is also required.



Proposal by the Town of Vincent

Planning, Building and Heritage:

Glendalough

Benefits to Existing Town of Vincent Community:

The owners and occupiers of the properties within the Town which abut onto properties along Brady Street within the City of Stirling, can be assured with a more consistent and considered approach to planning, building and heritage matters, development control and processing of development applications, such as community consultation. In 2003, the Town received several complaints from the Town's residents of the lack of consultation and consideration of the impact of development along Brady Street onto the neighbouring properties within the Town.

The area is undergoing redevelopment with an increasing amount of grouped dwellings being constructed in the area. The area is also considered to more 'robust' to accommodate additional grouped dwellings, than the predominantly single-residential character of Mount Hawthorn.

The Town will have more influence in improving the relationship between the Mount Hawthorn centre and community with the area, the Glendalough Bus/Rail Station, and the Osborne Park Industrial Area.

The Town will have more influence in dealing with traffic related issues on Scarborough Beach Road between Charles Street and the Mitchell Freeway and the Osborne Park Industrial Area, including the intersection of Scarborough Beach Road, Green Street, and Main Street.

Benefits to New Town of Vincent Community:

The area physically forms part of Mount Hawthorn and could be re-named to Mount Hawthorn, if this is the desire of the majority of residents. Anecdotal comments indicate that a significant number of residents support a change of suburb name.

There is more opportunity to improve the relationship between the area and the Mount Hawthorn Centre.

Furthermore, the residents of this part of Glendalough will be consulted for nearby developments, which are in the current Town of Vincent.

The area will form part of a broader established community.

Strategic Planning Considerations:

The City of Stirling District Planning Scheme No. 2 defines the area under Planning Management Area 10. The residential area is zoned Residential R50. There is a portion of Commercial zoned land (5 lots) located at the corner of Scarborough Beach Road and Mitchell Freeway.



Proposal by the Town of Vincent

Residential development and design is guided by the Residential Design Codes and the City's Policies under the Planning Development Manual – Part 6 Development Assessment Residential. Commercial Development is guided by the City's Policies under the Planning Development Manual – Part 8 Development Assessment – Commercial. Both encompass standard development provisions and requirements. Nevertheless the above area has no individual design guidelines or strategies to direct future urban development.

The residential characteristic of the above area can be described as a mix of character architectural styles, with a significant amount of grouped dwellings, interspersed with post-war character single houses. With the exception of the high-rise unit developments, the majority of residential development does not exceed two storeys.

The commercial characteristic of the area ranges from office warehouse to car dealerships. The built form can be described as generic, with no definitive architectural style.

Given that there are no defined locality statements for the area, the Town will need to assess the area and its relationship with neighbouring localities to determine appropriate development control.

The properties along Scarborough Beach Road are contained in a Development Control Area (Glendalough Station Precinct) under clause 32 of the Metropolitan Region Scheme. Therefore, all planning applications for non-residential development and for five (5) or more dwellings require determination by the Western Australian Planning Commission.

Stirling has undertaken, and is currently progressing, implementation of the Glendalough Station Precinct Study. The Town strongly supports the principles of Transit Oriented Development and therefore would continue with this project.



Proposal by the Town of Vincent

Area Bounded by Loftus Street, Newcastle Street, Charles Street and Graham Farmer Freeway

Benefits to Existing Town of Vincent Community:

Will add a commercial component to the Oxford Centre, therefore supporting and assisting the Oxford Centre and the Town to be further multi-dimensional, especially economically.

The Town can control development in the area, therefore managing the area's externalities, such as noise, odours, traffic, car parking, visual impact and the like, on the residential area on the northern side of Newcastle Street.

The Town will have more influence in dealing with traffic related issues on Newcastle Street, including its intersections with Loftus Street and Charles Street.

Benefits to New Town of Vincent Community:

The area could form part of the Oxford Centre and be branded as such.

The Town will have more influence in improving the subject portion of Newcastle Street, which will in turn promote the revitalisation of the area and create development opportunities that will benefit the broader Town of Vincent community.

The area will form part of a broader established community.

Strategic Planning Considerations:

The City of Perth City Planning Scheme, No. 2 defines the above area under the Hamilton Precinct. The precinct plan sets out clear direction and intent of future development, with the primary focus being commercial uses. The entire area is zoned Commercial and the precinct statement addresses key development standards. Development standards are also bound by the City Planning Scheme Policy Manual - Policies relating to Development and Design, Parking and Access and Residential Development.

The Hamilton Precinct currently provides for a wide range of commercial uses servicing the needs of the city centre, residential, health and educational business, retail and office business located in close proximity to the area. It is likely that residential uses will be permitted within the area.

The uses within this locality generally provide distributive, personal and corporate services that require central access.



Proposal by the Town of Vincent

Built design standards are requested to be of a high standard, due to the strong visual links from major transport networks, with new development facilitating building height and scale transition from West Perth through to the residential areas located in Leederville.

The precinct document states the following in regard to use; *“The continued congregation of similar land uses east of Loftus Street for retail and showroom uses and north of the Freeway for automotive and transport related activities will be supported”*.

The area can form part of and support the Oxford Centre. The area appears ripe for revitalisation with intensive commercial and mixed use development that is strongly connected to the Oxford Centre. The Town has prepared a Leederville Masterplan and is currently carrying out a due diligence report. This area could be included into this Masterplan.

Area bounded by Lindsay Street, Little Parry Street, Parry Street, Lord Street and Newcastle Street

Benefits to Existing Town of Vincent Community:

The buildings within the Parry Street Heritage Precinct will further add to the overall heritage value of the Town.

Given the Town's positive and proactive approach to heritage management, there will be greater assurance that the buildings within the Parry Street Heritage Precinct will be conserved, especially in the longer term.

The Town will receive the benefits from the significant infrastructure and development undertaken and/or facilitated by the East Perth Redevelopment Authority (EPRA).

Benefits to New Town of Vincent Community:

The area will form part of a broader established community which has similar characteristics, compared to the development on the southern side of Newcastle Street.

Strategic Planning Considerations:

The area is located in the City of Perth and is regulated by the East Perth Redevelopment Authority (EPRA). The Town of Vincent has close liaison and involvement with EPRA, both at Officer level and also with the Council. A positive working relationship currently exists and this will continue in the future.



Proposal by the Town of Vincent

The current planning arrangement requires development applications to be lodged with EPRA; however the City of Perth is invited to comment on development applications and administer building, health and related controls. These administration aspects would be required to be undertaken by the Town. Development applications will be assessed in regard to compliance with the EPRA Scheme, Policies and Design Guidelines.

The area falls into redevelopment initiatives under EPRA's New Northbridge project.

The project area is dealt with under Section 5.2 of the East Perth Redevelopment Scheme -Scheme Text. General Policies and Planning Policies applicable to the project area are also outlined in the East Perth Redevelopment Scheme.

EPRA's underlying focus of planning for the New Northbridge project is to *"create an area that is safe, secure, friendly and enjoyable for the Northbridge community to live, work and play in"*.

Infrastructure improvements within the area will see the beautification of streetscapes including new paving, landscaping, underground power, new street furniture, road surfaces and the installation of public artworks.

A key objective of EPRA's 'New Northbridge' project is the retention of character buildings with architectural and cultural significance. Two heritage precincts are located within or in close proximity to the area - Lindsay and Money Streets and Parry Street Heritage Precincts. The majority of land in this area is bounded by EPRA's Design Guidelines relating to the Parry Street Precinct.

The following key initiatives relate to the area:

"The creation of a landscaped, pedestrian friendly environment and the numerous cafés, restaurants and parks within the New Northbridge encourages an interactive, sustainable community.

Development of a business attraction strategy aimed at stimulating investment and economic development in the area to further stimulate the local economy and underpin the emerging new community.

EPRA's investment attraction initiatives have resulted in significant investment from the private sector, an example of which is the rehabilitation of the former Perth Mail Exchange into the high-tech offices of Hatch Associates.

Several mixed-use sites have been planned and involve key facilities such as a supermarket.



Proposal by the Town of Vincent

Numerous residential and mixed use developments are underway throughout the project area."

Area bounded by Lord Street, Summers Street, Swan River and Graham Frammer Freeway

Benefits to Existing Town of Vincent Community:

- Increased rate base.
- Broadened economic base.
- Will add a commercial component, such as the East Perth Power Station redevelopment, which is not common in the Town, therefore supporting and assisting the Town to be further multi-dimensional, especially economically.

The Town can control development in the area, therefore managing the area's externalities, such as noise, traffic, car parking, visual impact and the like, on the residential areas on the northern side of Summers Street and the western side of Lord Street.

The Town will have more influence in dealing with traffic related issues on Lord Street and East Parade, including its intersections with the Graham Farmer Freeway.

The East Perth Power Station will further add to the overall heritage value of the Town.

Given the Town's positive and proactive approach to heritage management, there will be greater assurance that the East Perth Power Station will be appropriately conserved, especially in the longer term.

The Town will receive the benefits from the substantial infrastructure and development to be undertaken and/or facilitated by the East Perth Redevelopment Authority (EPRA).

Benefits to New Town of Vincent Community:

The area will form part of a broader established community.

Strategic Planning Considerations:

The area is located in the City of Perth and is regulated by the East Perth Redevelopment Authority (EPRA). Development applications are to be lodged with EPRA; however the City of Perth is invited to comment on development applications and administer building, health and related controls. These administration aspects would be required to be undertaken by the Town. Development applications will be assessed in regard to compliance with the EPRA Scheme, Policies and Design Guidelines.



Proposal by the Town of Vincent

A key component of the area is the land subject to the redevelopment of the East Perth Power Station Site. EPRA has prepared a Draft Masterplan, advertising and community comment concluded on 28 February 2005. The matter was considered at the Ordinary Meeting of Council held on 22 February 2005.

The former East Perth Power Station is a derelict and vacant 8.5 hectares site bounded by East Parade, Summers Street, the Swan River and the Graham Farmer Freeway. This site accommodates a power station which ceased operation in 1981. At present, site works are being undertaken and are due to conclude in September 2005.

EPRA has designated the project to being medium to long term, with the redevelopment project carefully planned and phased under the guidance of EPRA.

The primary focus of the Masterplan is to: *“Develop the East Perth Power Station precinct into a world class city quarter- an archetype of sustainable inner city regeneration that delivers a major contribution to the social and cultural prosperity of Perth.”*

The Town has a very strong and positive relationship with the East Perth Redevelopment Authority and closely liaises on a number of matters.

Regular meetings between the CEOs and Senior Officers occur. The Town will continue and further enhance this relationship.

Statutory Planning Considerations:

Town Planning Scheme

The Town of Vincent Town Planning Scheme No. 1 is currently being reviewed. The new Town Planning Scheme is expected to be promulgated in late 2006 / early 2007.

If the new areas form part of the Town prior to the promulgation of the new Town Planning Scheme, the new Scheme can incorporate and address the new areas. This will result in delays in the progressing of the new Town Planning Scheme, say by an additional four (4) to six (6) months pending at which stage of the new scheme is at when the new areas form part of the Town.

If the new areas form part of the Town after the promulgation of the new Town Planning Scheme, it is believed that new areas will be incorporated and addressed in the new Scheme via an amendment to the Scheme, which is expected to take some 9 months to be promulgated.



Proposal by the Town of Vincent

In the interim, if the new areas form part of the Town, the current City of Stirling (Area 1), City of Perth (Area 2) and East Perth Redevelopment Authority (EPRA) (Area 3 and Area 4) town planning schemes will be applicable. The EPRA Scheme will continue to apply until EPRA has completed the redevelopment of Area 3 and Area 4, and the new Town of Vincent Town Planning Scheme will only make reference to the EPRA Scheme in the interim.

Planning Policies

The Town of Vincent Planning Policies will be reviewed as part of the above Town Planning Scheme review. The new Planning Policies are expected to be adopted promulgated when the new Town Planning Scheme is promulgated in late 2006/early 2007.

If the new areas form part of the Town prior to the adoption of the new Planning Policies, the new Scheme, and the new Policies can address the new areas.

If the new areas form part of the Town after the adoption of the new Policies, the new areas will be addressed via further new Policies or an amendment to the Policies, which is expected to take some two (2) to three (3) months to be adopted.

The EPRA Policies/Design Guidelines will continue to apply until EPRA has completed the redevelopment of Area 3 and Area 4, and the Town's Policies will only make reference to the EPRA Policies/Design Guidelines in the interim.

Resources Implications

It is considered that the new areas will create additional work load, however it is unclear as to the full implications. Until the full implication is known, the existing staff, together with temporary staff as required will be used.

Parks Services:

Glendalough

The area does not contain any parks or reserves. There are approximately 150 street trees and 6,500 metres of verge.

Servicing of this area will be carried out using the Town's contractors and resources.



Proposal by the Town of Vincent

City of Perth Area

There are approximately an additional 80 street trees, various verges including (three) 3 small parks as follows:

- Sutherland Street Reserve (7,500 m²)
- Somerville / Gladstone Street Reserve (2,400 m²)
- Weld Square (14,500 m²) (contains a small toilet building)

A specific budget allocation would be required for each of the above parks/reserves. This figure is difficult to be precise, however a total estimate is \$30,000 per annum (based on the Town's parks of a similar nature).

An increase in the existing budget would be required to accommodate for the additional street trees, verge maintenance (mowing and spraying) and graffiti removal as follows:

- Street Trees - \$10,000
- Verge Maintenance - \$7,500
- Graffiti - \$2,500

No additional parks plant and equipment will be required as the operation would be able to be undertaken with the existing mowing and reticulation set-up, however one additional utility vehicle would be required.

It is considered that one (1) extra full time employee or contractor will be required.

The total estimated cost will be as follows:

Item	Annual Cost	Plant/Equipment Costs
Parks maintenance	\$30,000	
Vehicle running Costs	\$7,000	
General Operating Budget	\$20,000	
Employee	\$35,000	
New vehicle		\$20,000
Total	\$92,000	\$20,000

Engineering Services:

Waste Management:

There will be a requirement for an additional three (3) loads to the waste disposal site per day. This will be carried out using existing resources.

Vincent, Stirling and Perth are all members of the Mindarie Regional Council, therefore there will not be any change to waste collection services and method of disposal.



Proposal by the Town of Vincent

Recycling Costs:

An additional 700 services would cost (current tender rates) an additional \$15,000 per annum

Miscellaneous:

- New recycling crates / receptacles - *approximately* \$ 5,000
- Vehicle running costs - *approximately* \$60,000/annum
- Additional tipping fees - *approximately* \$30,000/annum

Street Cleaning:

The existing arrangement will be able to be maintained.

At present every street in the Town is swept 3 to 4 times per annum. This level of service will continue.

Maintenance of footpaths and roads:

The areas involved are in good condition. Therefore, the usual ongoing maintenance will be the main factor.

One (1) extra employee will be required to maintain the current level of service.

Infrastructure upgrades:

City of Stirling - Glendalough: West of Brady Street, South of Scarborough Beach Road and East of the Freeway

Roads:

All roads in this area have recently been resurfaced, re-kerbed and drainage improvements carried out. The section of Scarborough Beach Road is in good condition and funding can be sort from MRWA (2/3 contribution) when upgrading is required. The City of Stirling would still be required to contribute 50% of any future upgrade cost.

Footpaths:

Some of the streets in the Glendalough area do not have footpaths. This could be addressed by increasing the annual footpath upgrade program budget by \$10,000 per annum for 3 years. (A total cost of \$30,000.)

City of Perth, east of Loftus Street, south of Newcastle, west of Graham Farmer Freeway, south of Parry Street, north of Newcastle (between Lindsay Street and Lord Street), east of Lord Street, South of Summer Street, north of Graham Farmer Freeway to the Swan River



Proposal by the Town of Vincent

Infrastructure:

Most of the area between Lindsay and Lord Streets is under the control of the East Perth Redevelopment Authority (EPRA). The infrastructure has been upgraded by EPRA in conjunction with the City of Perth. This area was previously in a run-down condition and the upgrade was a natural process of events to revitalise this area.

Roads:

All roads east of Lord Street, south of Summer, north of Graham Farmer Freeway have recently been resurfaced, re-kerbed and drainage improvements carried out by EPRA. The section of Summer Street will need to be resurfaced in the next 10 years.

Roads east of Loftus Street, south of Newcastle, west of Graham Farmer Freeway are in good condition with only 2 or 3 small sections of road requiring to be resurfaced.

The section of Newcastle Street between Fitzgerald Street and Loftus Street (the half on the City of Perth side) was resurfaced several years ago and is in good condition.

Footpaths:

Most footpaths east of Lord St, south of Summer Street, north of Graham Farmer Freeway have recently been upgraded by EPRA.

Footpaths east of Loftus Street, south of Newcastle, west of Graham Farmer Freeway are generally in good condition, however some small sections of slab paths still exist, but these are in satisfactory condition.

The section of footpath on the south side of Newcastle Street between Fitzgerald Street and Loftus Street comprises a slab path and will need to be upgraded at some stage in the future. However, it is in a satisfactory condition and will not require replacement for several years.

Street lighting running costs:

The additional cost of operating the street lighting in this area will cost approximately \$25,000 per annum.

Underground Power:

Glendalough and City of Perth's section of West Perth do not have underground power. Based upon current figures, when underground power is installed in the future, it will cost \$1.5 million (\$0.8 million for Glendalough and \$0.7 million for West Perth). Any underground power initiatives will be considered as part of the Town's program.



Proposal by the Town of Vincent

Commercial Centre Upgrade Program:

Stirling has rezoned Scarborough Beach Road frontages to commercial and some infill development has commenced. However, infrastructure in Scarborough Beach Road needs upgrading. Costs will be transferred to developers as part of their future redevelopment conditions of approval and therefore should not unduly impact on the Town.

Proposed intersection modifications - Scarborough Beach Road, Brady, Green and Main Streets:

This is a noted Black Spot and Red Spot. A previous Stirling proposal to upgrade was costed at \$2 million, of which the Town's contribution was a proportion of Stirling's, with the State to contribute 50%. With inflation and a larger proportion of project area/budget long term, the Town's share could be in the vicinity of \$0.5 million to \$0.75 million. However, this cost would need to be paid, irrespective of whether the boundary proposal was approved.

Summary of Income and Expenditure:

Income	Annual	One-off Costs
City of Perth - Rates	193,725	-
Glendalough - Rates	152,240	-
Modified Penalties -Parking	20,000	-
Sundry Income	2,000	-
	\$367,965	-
Expenditure		
Engineering/Waste Management	205,000	25,000
Parks Services	92,000	20,000
Library	0	3,000
Ranger Services	25,000	1,000
Administration - General	20,000	-
Planning, Building, Heritage	20,000	-
Community Development	4,000	-
Financial Services	1,500	-
	\$367,000	\$49,000

The area under the proposal is considered to be almost cost neutral. That is, the income received would be expended to maintain the current level of service.



Proposal by the Town of Vincent

The Availability of Staff Expertise:

The Town of Vincent would require only minimal additional employees to maintain the current level of service, if the proposal is accepted. (One Parks employee, one Engineering Field Worker and 0.5 FTE Ranger.) The existing employees of the Town of Vincent have the expertise and experience to handle the issues and minimal increase in workload from the proposal areas.

3.8.2 Customer Service/Satisfaction

Vincent enjoys good levels of customer satisfaction as shown in the Town's independent Community Satisfaction survey conducted in November 2004.

Survey Item	Satisfaction Level	
	2004	1998
• Weekly rubbish collections	93%	<i>Not assessed</i>
• Maintaining streetscapes, parks and sportsgrounds	91%	62%
• Maintaining Beatty Park Leisure Centre	90%	<i>Not assessed</i>
• Provision of efficient and effective services	87%	<i>Not assessed</i>
• Accessibility of information about Council services	85%	<i>Not assessed</i>
• Graffiti, vandalism and anti-social behaviour control	84%	43%
• Maintaining footpaths and cycle ways	82%	75%
• Consulting the community about local issues	76%	45%
• Building and planning approvals	75%	<i>Not assessed</i>
• Parking control	72%	<i>Not assessed</i>

The Town of Vincent fosters an interest in Council affairs and receives a high level of participation at Council meetings during question time and when the opinions of the residents are sought. It is committed to further developing public participation in Council affairs. The average number of attendances at Council meetings is approximately 30 per meeting.



Proposal by the Town of Vincent

3.8.3 Continuation of Services

The Town of Vincent will continue to provide all services currently provided to the residents of the proposal area by the City of Stirling and City of Perth at the same (or even higher) levels of service.

3.8.4 Elected Member Representation

City of Stirling Elected Members are each required to represent 12,071 ratepayers. The Town of Vincent Elected Members currently represent 2,879 ratepayers.

The Elected representatives of Vincent should be able to provide a much higher level of contact and representation than can the current Stirling Elected representatives.

Stirling:

The City of Stirling has a population of 181,079, comprising of over 83,200 electors. With 14 Councillors, each Councillor represents approximately 12,071 ratepayers in broad terms. There are 14 Councillors elected in seven wards; all wards have two Councillors.

(a) Ward Representation, City of Stirling 1968-2005:

Ward	Pre-1968	1968	1994	2005
Balga	-	2	2	2
Coastal	-	-	2	2
Doubleview	2	2	2	2
Hamersley	1	2	2	2
Inglewood	2	2	2	2
Lawley	2	2	2	2
Osborne	2	2	2	2

(b) Ward Representation, Town of Vincent 1994-2005:

Ward	Pre-1968	1968	1994	2005
North	N/A	N/A	4	4
South	N/A	N/A	4	4

Vincent also has a Mayor, directly elected by the ratepayers.



Proposal by the Town of Vincent

Postal Voting:

Vincent has used postal voting since its creation in 1994. An average of approximately 40% voter turn out has been achieved.

Stirling used "in person voting" until several years ago, when it introduced postal voting.

3.8.5 Election of Mayor

Stirling:

A Mayor is elected by the Councillors every two (2) years, following the election of new Councillors, from among the 14 sitting Councillors. The Mayor is elected for a two year term. There has been considerable dissatisfaction from a number of ratepayers to change this to direct election by the electors. However, this is a matter for the City of Stirling to determine. A Deputy Mayor is similarly elected.

Perth:

A Lord Mayor is elected every four (4) years, by the electors. A Deputy Mayor is elected from the eight (8) Councillors.

Vincent:

A Mayor is elected directly by the electors (ratepayers) every four (4) years.

The Deputy Mayor is elected from the eight (8) Councillors every two (2) years.

The current election system will continue.

3.8.6 Awards and Best Practice Recognition

Since its creation in 1994, the Town of Vincent has received a number of National and State Awards and Best Practice recognition for its services, programs and initiatives it has provided to its ratepayers. These include; Beatty Park Leisure Centre, Engineering Works, Financial Management, Planning (Vincent Vision 2024), Safety and Security, Heritage). Vincent is considered a leading local government.



Proposal by the Town of Vincent

3.9 Compliance with the Guiding Principles

Principle

1. *The external boundaries of a local government entity should facilitate the planning and development of its area and the efficient and effective provision of facilities and services.*

Under this proposal, the provision of services will have minimal impact.

2. *The external boundaries of a local government should have regard to existing and expected population growth, with jurisdiction over sufficient urban land for adequate planning, development control and future urban expansion.*

The effective of the proposed changes on the existing local governments is to provide more reasonable population sizes. Vincent would have a minimal increase in population.

Population growth is not an issue in the areas. All local governments are almost fully developed and "infill" development is at a high level.

3. *The external boundaries of a local government should as much as possible be clearly identifiable, following natural geographic features, and relate to distinctive natural geographic regions or reflect distinct communities of interest.*

There is a general absence of major natural geographic features in the Vincent and Stirling areas. This proposal uses the Mitchell and Graham Farmer Freeways as more logical artificial physical barriers as the western and southern boundaries. The Swan River is the only natural boundary.

4. *The external boundaries of a local government should recognise the economic and social interdependence of town and country, and have regard to other boundaries (e.g. regional and electoral boundaries) and areas of regional cooperation.*

This principle is not applicable.

5. *Boundaries should not divide a local community such as a neighbourhood, suburb or country town.*

This option does not split suburbs (other than what is already existing between Vincent and Perth). The Town will lobby to include the part of Glendalough into the suburb of Mount Hawthorn. (If this is the desire of the residents.) The parts of Perth are closer to Vincent, due to being "cut off" from Perth by the Freeway.



Proposal by the Town of Vincent

6. *The external boundaries of a local government should have regard to communities of interest.*

Community of interest can be reflected in many ways. In respect to demographic characteristics, there could be said to be a similarity in demographic profile of Glendalough and Mount Hawthorn currently within Vincent. This is also applicable to the City of Perth areas, as they are isolated from the CBD Council.

7. *A local government area should generally:*

- *reflect local communities, for example the geographical pattern of human activities (where people live, work and engaged in leisure activities), and the various linkages between local communities;*
- *have a centre, or centres, of administration and service easily accessible to its population; and*
- *ensure effective elected representation for residents and ratepayers; and*
- *have external boundaries which integrate land use, environmental and transport systems and water catchment areas.*

The geographical pattern of human activities across the metropolitan area is complex, and no one set of boundaries will accommodate the complete pattern of social and functional interactions. However, it is contended that the proposal areas are closer to the Town of Vincent than to either Stirling or Perth respectively.

The ratepayers and residents in the proposal areas will have greater representation under Vincent.



SECTION 4	SUMMARY OF THE GUIDING PRINCIPLE ISSUES
------------------	--

The important issues arising in each of the Local Government Advisory Board principles is summarised below.

4.1 Community of Interests

Demographic details of the proposal area is similar to those of the Town of Vincent e.g. age break-up, ethnicity, median household income levels, family types and relationships and schooling and education details.

4.2 Physical and Topographical Features

The physical and topographical features used to delineate the proposed boundaries are clear, definable and use major physical barriers such as freeways on the eastern and southern boundaries and also the Swan River.

4.3 Demographic Trends

Populations in both local governments are stable.

The demographic mix of the Town of Vincent and the proposal area are similar.

4.4 History of the Area

Glendalough was developed pre World War II.

There have been several attempts to alter the boundaries of the City of Stirling over the past ten years. The former City of Perth was restructured on 1 July 1994, with the emphasis of being a Central Business District local government.

4.5 Transport and Communication

Existing public transport services provide a good transport network for residents.



Proposal by the Town of Vincent

4.6 Economic Factors

Rates payable on almost all residential properties would be slightly lower in Vincent, after considering refuse and other charges and the discount offered by Stirling.

Rates payable on industrial and business premises would be similar under Vincent.

Stirling uses differential rates for industrial/business premises, Vincent uses one rate.

The Town will introduce a differential rate over a five (5) year period (or even a ten (10) year period) for the Perth area.

4.7 Matters Affecting the Viability of Local Governments

The affect on Stirling will be negligible. The affect on Perth will be minimal. This proposal is a minor boundary re-alignment.

Stirling and Perth will maintain a rate base of sufficient size and diversity to continue as viable local governments.

4.8 Effective Delivery of Local Government Services

Vincent would require 2.5 additional employees to maintain the current level of service.

Vincent has the capacity and professional expertise to accommodate the additional services.

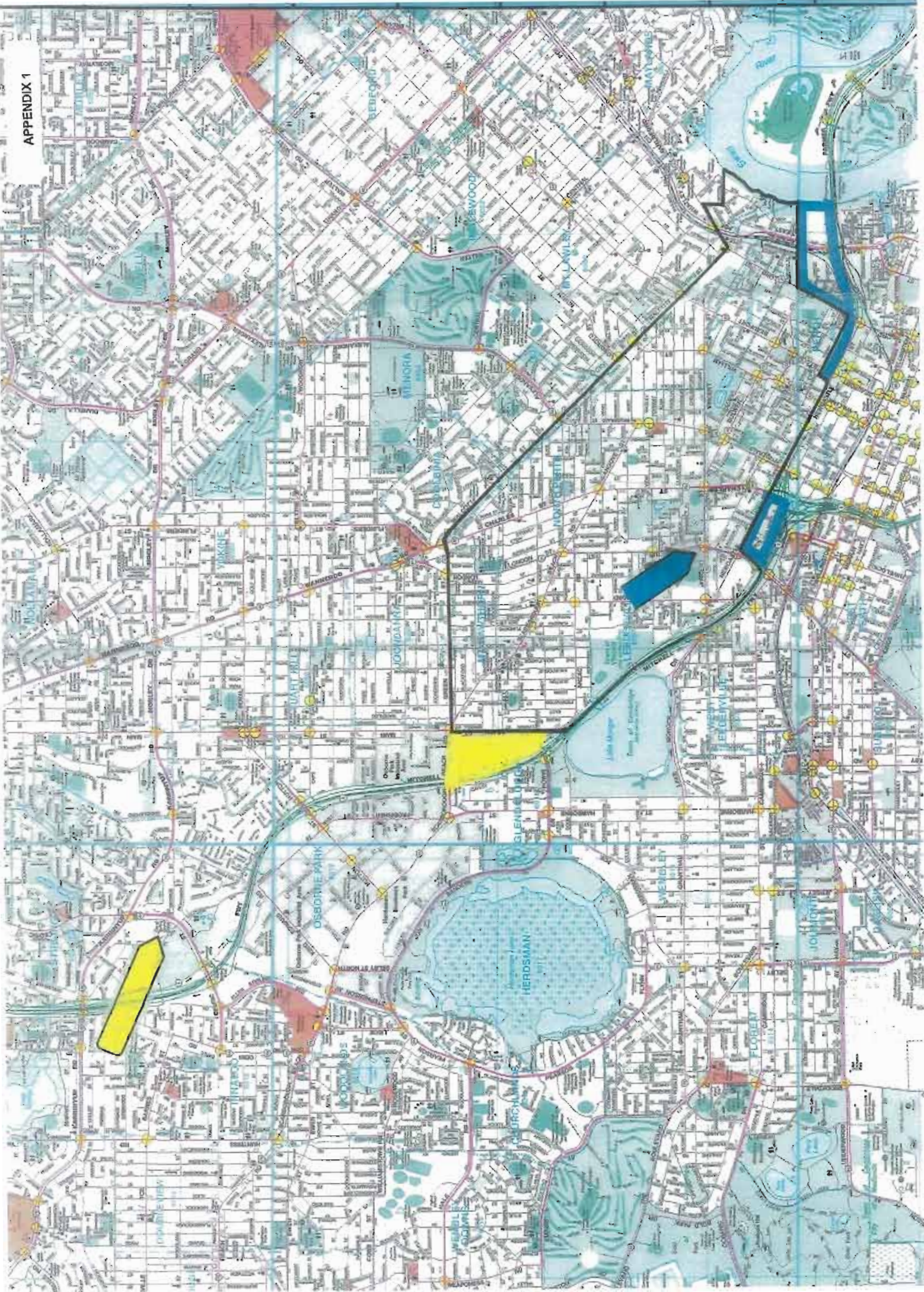
Vincent has undertaken to provide services currently utilised by residents of the affected area.

Residents will receive satisfactory customer service levels and increased resident participation in the affairs of the Council.



Proposal by the Town of Vincent

APPENDICES





APPENDIX 3

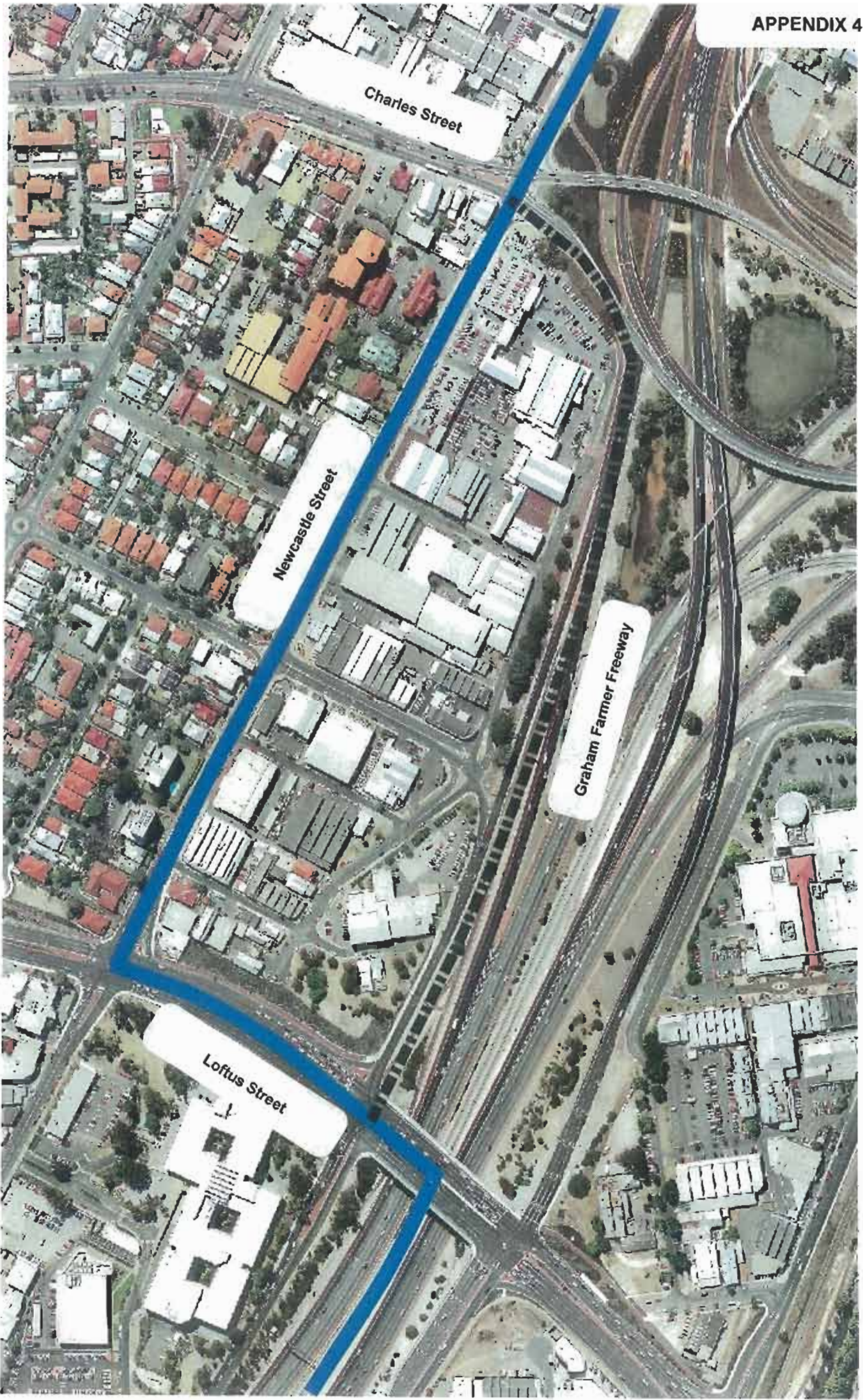


177 Lots

~ 27.3 ha

Height Datum : aM Coordinate System : MGRS

This Map Generation has taken due care in the preparation of the data and the responsibility for any inaccuracy of facility, address or other information provided, nor inappropriate use of this information, if any inaccuracy is found with the facility information, please contact Facilities Mapping Information Section on 8881 9126 2868. If any inaccuracy is found with the cadastral or contour information, please contact the cadastral or contour information, please contact 0000 45 request source data.



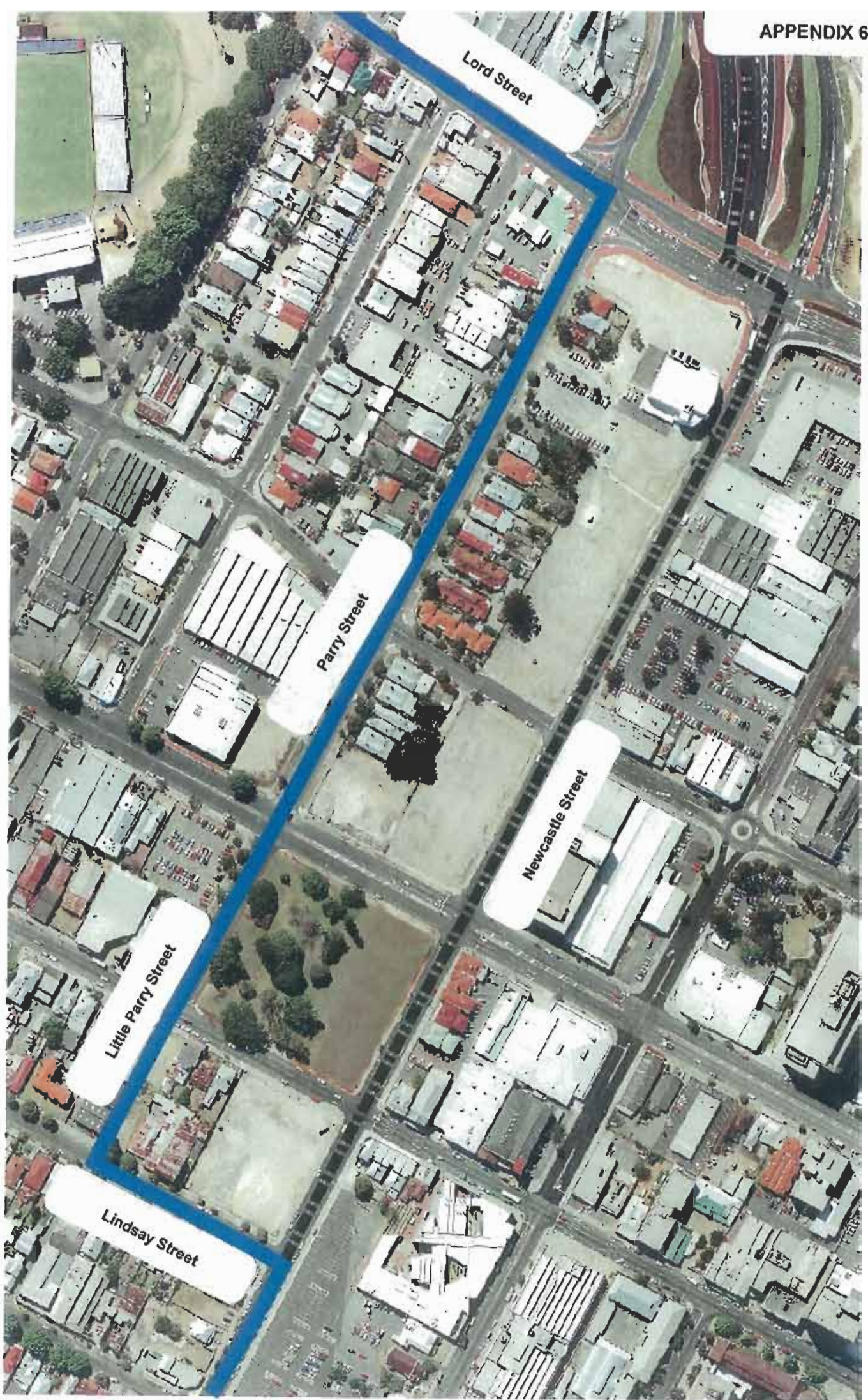
Charles Street

Newcastle Street

Loftus Street

Graham Farmer Freeway





~50 lots
~7.9 ha
GRAHAM FARMER

35540
1239



Map Data: I. M. O. Contribute System: MGRSA

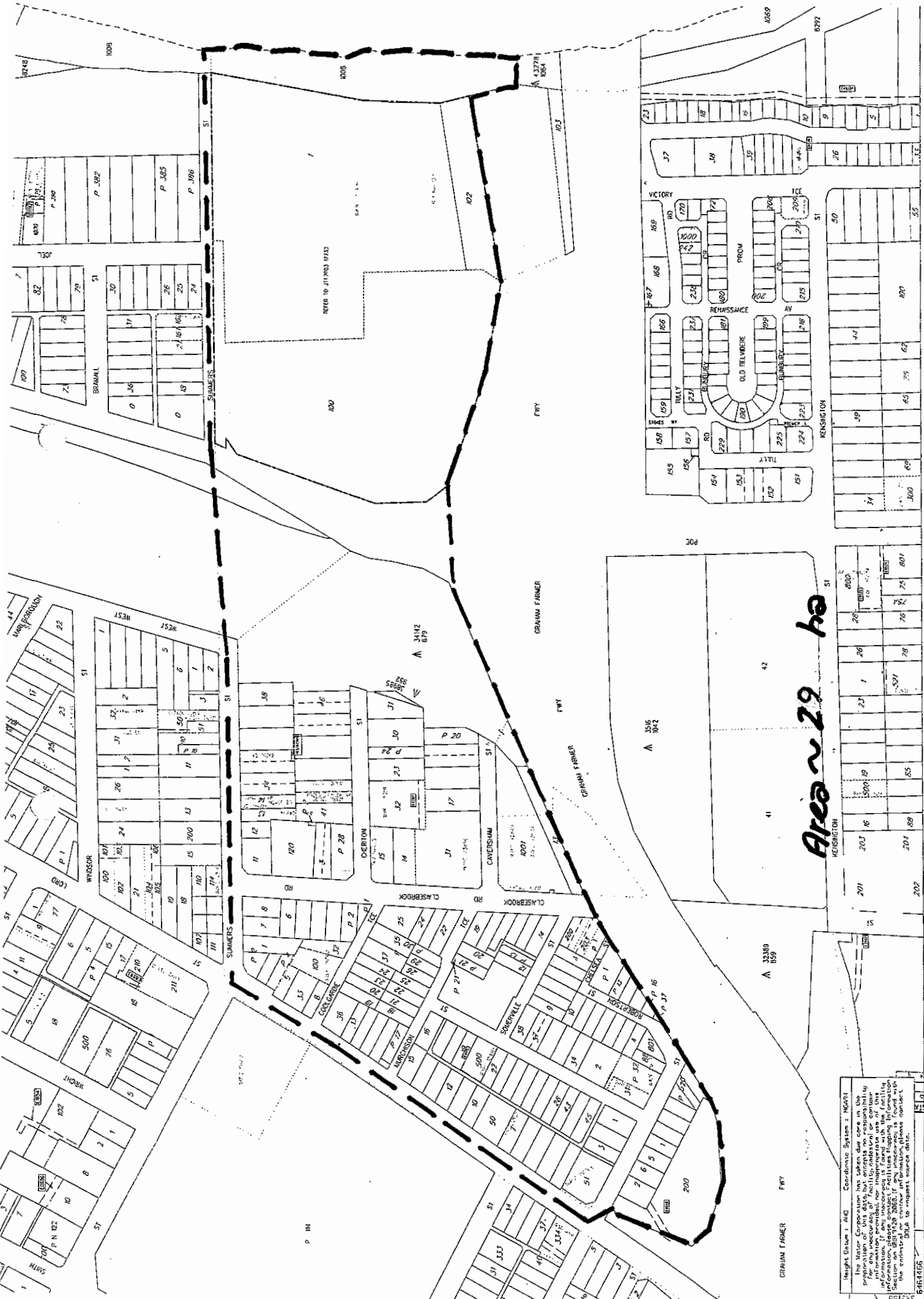
This Water Corporation has taken due care in the preparation of this data, but accepts no responsibility for any inaccuracies or omissions. It is the user's responsibility to verify the accuracy of this information. If any discrepancy is found with the facility, please contact the Water Corporation on 0800 333 222. If any discrepancy is found with the information on this map, please contact the Water Corporation on 0800 333 222.



All dimensions and areas are indicative only and must be verified with DOLA.

Tue 23 August, 2005





Area ~ 29 ha

MapIt Suite 1 AND Coordinate System 2: NAD83
 The User Corporation has taken due care in the preparation of this map. It is not responsible for any inaccuracies of facility, address or geographic information. If you have any questions or need more information, please contact Facilities Mapping Information Services at 1-800-368-7272. For more information, please contact the contractor or carrier information/planning contact. Data to request source data.



Proposal by the Town of Vincent

APPENDIX 10

PETITION FROM GLENDALOUGH RESIDENTS

**INFORMATION CONFIDENTIAL - PERSONAL INFORMATION
OF PETITIONERS IS EXEMPT UNDER THE FREEDOM OF
INFORMATION ACT 1992**